

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 27, 2008 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 July 28, 2008 meeting. | Action
(O'Connell) | Pages 1 - 2 | 3:10 p.m.
5 mins. |
| 3. | Update on Measure A Strategic Plan | Information
(Lee-Skowronek) | Oral
Presentation | 3:15 p.m.
15 mins. |
| 4. | Presentation on CO2 San Mateo County – including Energy Strategy and PG&E Local Government Partnership. | Information
(Springer) | Pages 3 - 10 | 3:30 p.m.
30 mins. |
| 5. | Presentation of the Peninsula Gateway 2020 Corridor Study – Final Report and Action Plan. | Information
(Hoang) | Pages 11 - 23 | 4:00 p.m.
15 mins |
| 6. | Update on the San Mateo County Smart Corridor Project. | Information
(Wong) | Oral
Presentation | 4:15 p.m.
10 mins |
| 7. | Recommendation of projects to be funded by the Metropolitan Transportation Commission (MTC) under the Lifeline Transportation Program for a total amount of \$1,925,121. | Action
(Higaki) | Pages 24 - 26 | 4:25 p.m.
10 mins |
| 8. | Executive Director Report | Information
(Wong) | Oral
Presentation | 4:35 p.m.
5 mins |
| 9. | Member comments and announcements. | Information
(O'Connell) | | 4:40 p.m.
10 mins. |
| 10. | Adjournment and establishment of next meeting date (Nov 17, 2008). | Action
(O'Connell) | | 4:50 p.m. |

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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 JULY 28, 2008**

At 3:03 p.m., the meeting was called to order by Chair O'Connell in Conference Room C at the City Hall of San Mateo.

Members Attending: Judith Christensen, Linda Koelling, Arthur Lloyd, Karyl Matsumoto, Barbara Pierce, Vice Chair Sepi Richardson, Lennie Roberts, Onnolee Trapp, Zoe Kersteen-Tucker, Daniel Quigg, and Steve Dworetsky.

Staff/Guests Attending: Richard Napier, Sandy Wong, Tom Madalena, Jean Higaki, (C/CAG Staff), Pat Giorni (Burlingame resident).

1. Public comment on items not on the agenda.

Pat Giorni, a Burlingame resident, advocated for support for more bicycle carrying capacity on CalTrain in its Bicycle Master Plan. Members requested Richard Napier, Executive Director of C/CAG, to contact CalTrain and convey the support for more bike carrying capacity.

Sandy Wong introduced Jean Higaki, a new C/CAG staff who came with extensive background in Federal funding process and project management.

Chair O'Connell introduced and welcome new member Steve Dworetsky to the CMEQ committee.

2. Minutes of May 19, 2008 meeting.

Member Pierce noted that the minutes omitted to list her attendance of the May 19th meeting.

Motion: To approve the Minutes of the May 19, 2008 meeting, as corrected. Motion was approved unanimously.

3. Draft San Mateo County Energy Strategy (Information item).

Richard Napier provided a presentation on the Executive Summary of the Draft San Mateo County Energy Strategy report. CMEQ members had the following comments:

- * Biotech companies are on board with the energy conservation objective.
- * AB 811 allows cities/county to give loans to low income families for solar installation.
- * The report did not include a specific target for energy conservation.
- * The document format is easy to read. As time goes on, the goals stated in the document will be modified as a living document.
- * Energy use is projected to go up. We must make people understand the importance of cutting down on energy usage.
- * Create a website to show best practices.
- * Linking transportation and land use is missing. A suggestion was made to add land use to the document.

4. Report on C/CAG and PG&E Local Government Partnership (San Mateo County Energy Watch) (information item).

Richard Napier reported on a \$3.5 million grant from PG&E for business, communities, and residential energy conservation outreach and improvement. It's a partnership program and will also fund a county staff position. The program will likely be in place by January next year.

5. Review and recommend approval of the funding recommendation for the provision of Congest Relief Program shuttle services for a total cost of \$738,803.

Tom Madalena presented the recommendation on funding for the Congestion Relief Program shuttle services for fiscal year 2008/09. CMEQ members requested to look at actual riderships for these shuttles at a future meeting.

Motion: To recommend approval of the funding recommendation for the provision of Congestion Relief Program shuttle services for a total cost of \$738,803. Quigg/Keolling, approved, unanimously.

6. Receive the performance report on the Hydrogen Shuttle (information).

Richard Napier provided an update on Hydrogen Shuttle. In terms of cost, it is not as competitive as traditional shuttles, but it reduced 4000 tons of carbon dioxide. The shuttle operation has been under budget due to better mileage consumption. It operates in the morning only from East Palo Alto to the Palo Alto train station. Reliability is less than regular gas vehicle, but it's up and running more than 90% of the time which is considered good. It met its intended program goals. Member Matsumoto would like to know the cost per mile to operate.

7. Proposed feasibility study on carpool lanes along US 101.

In 1999, there was a study on US 101 for carpool lanes and auxiliary lanes. Findings in that study indicated it would be difficult to convert an existing mixed-flow lane to a carpool lane. Richard Napier stated that his recent observation: south of Whipple, US 101 has 3 mixed-flow lanes plus one carpool lane. But north of Whipple, it has 4 mixed-flow lanes. Mr. Napier asked CMEQ members if it would make sense to partner with the Metropolitan Transportation Commission (MTC) to study the feasibility of converting one of the four existing mixed-flow lanes into a carpool lane between Whipple and San Francisco County line. CMEQ members' general reaction was that it would be worthwhile looking into in terms of the number of vehicles and carpool users. Will having a carpool lane encourage drivers to carpool? Carpooling will conserve energy.

8. Executive Director Report.

Rich Napier reported that AB348 clear the Assembly, will go to Senate for confirmation, and then to the Governor. He mentioned that Assembly member Ruskin has done a wonderful job to champion this bill.

9. Member comments and announcements.

None.

10. Adjournment and establishment of next meeting date.

The meeting was adjourned at 4:30 p.m. The next meeting was scheduled for August 25, 2008.

C/CAG AGENDA REPORT

Date: October 27, 2008
To: Congestion Management & Environmental Quality Committee (CMEQ)
From: Kim Springer
Subject: CO2 San Mateo County – Energy Strategy and PG&E Local Government Partnership
(For further information, contact Kim Springer 650-599-1412)

RECOMMENDATION

That CMEQ receives an advisory on a new Program called CO2 San Mateo County. This item is for information only. No action is required.

FISCAL IMPACT

No Fiscal Impact.

SOURCE OF FUNDS

Funding for this program is by grant funds from the Bay Area Air Quality Management District (BAAQMD) and matching funding between C/CAG and San Mateo County Department of Public Works.

BACKGROUND/DISCUSSION

On November 9, 2007, the San Mateo County Department of Public Works submitted a grant proposal to the BAAQMD entitled CO2 San Mateo County. The Grant program is called the Climate Protection Grant Program and the proposal submitted was under the Capacity Building Grant option.

The submittal was based on the need heard from cities in San Mateo County that they were being overwhelmed by organizations and workshops and various other efforts to move on climate action, the concern that they lacked the staff to move climate protection initiatives forward in their cities and the need for additional staff at the County level to organize a countywide energy efficiency and climate action initiative.

The submittal was also written to support the next steps outlined in the Energy Strategy Document.

The grant was approved in June and San Mateo County staff worked quickly to hire a Resource Conservation Specialist II to support the efforts of the cities.

The Grant scope of work contains a number of tasks pertinent to the Cities:

- Hire a Countywide “Energy Officer” (Resource Conservation Specialist II)
- Complete the San Mateo County Energy Strategy and get the cities to adopt it
- Recruit the Cities to participate in CO2 San Mateo County
- Implement Energy Reduction Programs
- Recruit Volunteer staff to support the cities
- Complete Greenhouse Gas Inventories

- Design Tracking Tools

CO2 San Mateo County encompasses a number of initiatives all under one umbrella, including the Energy Strategy and the new PG&E Local Government Partnership, San Mateo County Energy Watch.

Desired Outcomes

- The cities in the County work collaboratively with each other and the utilities
- Community and government greenhouse gas inventories completed
- Energy efficiency and water conservation efforts moved forward

Current Status

- The Energy Strategy document is being edited with comments from the cities
- City needs for volunteers is being evaluated
- The San Mateo County Energy Watch partnership contract work is nearing completion

Next Steps

Support C/CAG effort to get every city in the County to adopt the San Mateo County Energy Strategy and:

- Designate one elected official and one staff person to the project
- Commit to doing their part to meet the goals for the County as a whole
- Release source data necessary to track the cities progress towards those goals

ATTACHMENT

- CO2 San Mateo County PowerPoint Presentation



CO2 San Mateo County Climate Action Countywide



Sustainable
San Mateo County
Economy. Equity. Environment.

* Funded in part by a grant from the Bay Area Air Quality Management District



Cities & Organizations *Working Together*

- ⊕ Extended Partnership - Utilities
- ⊕ Shared Expertise
- ⊕ Staff Resources and Savings
- ⊕ Coordination
- ⊕ Financial Support



Assistance - Tools & Resources

CO2
San
Mateo
County

BAAQMD Capacity Building Grant
C/CAG - GHG Inventory Funding
San Mateo Energy Watch (PG&E LGP)
JVSVN/SSV/ICLEI - Climate Task Force
SSMC - Reporting
San Mateo County Energy Strategy



Bay Area Air Quality Management District

- ◆ Capacity Building Grant
 - ❖ Awarded to County of San Mateo Public Works
- ◆ Supports:
 - ❖ GHG Inventory effort
 - ❖ Streamlines resources for cities
 - ❖ GHG Tracking System
 - ❖ Volunteer Staff Pool
 - ❖ Workshops
 - ❖ Adoption of the Energy Strategy and its goals



C/CAG - GHG Inventory Funding

- ✦ \$273,000 (\$13,000 per city)
 - ✦ For GHG Inventory or Climate Action Plan

Other C/CAG funding/partnership brought to effort:

- ✦ Funds for Staff (\$30K matching)
- ✦ Energy Strategy Support (printing, copying)
- ✦ San Mateo County Energy Watch (pass through)



San Mateo County Energy Watch *C/CAG-PG&E Local Government Partnership*

- ✦ \$3,500,000 Program Budget
- ✦ Energy Efficiency Improvements
- ✦ Municipal, Commercial, Residential Sectors
- ✦ San Mateo County Department of Public Works in partnership with C/CAG



*Joint Venture Silicon Valley
Sustainable Silicon Valley
ICLEI-Cities for Climate Protection*

- ✦ Purchasing Power
- ✦ Policy Development
- ✦ Workshops
- ✦ Local Project Carbon Offset Funding



Sustainable San Mateo County

Reporting:

- ✦ Indicators Report
 - ▣ Community GHG Emissions
- ✦ Workshops for Green Business



**Sustainable
San Mateo County**
Economy. Equity. Environment.



San Mateo County Energy Strategy

Goals:

- ⊕ Reduced Energy Demand
- ⊕ Water Conservation
- ⊕ Collaboration between Cities and with Utilities
- ⊕ Leadership From The Top
- ⊕ Clean and Green Economic Development



CO2 San Mateo County

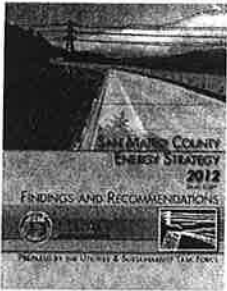
Energy Strategy Early Milestones:

- ❖ Establish 2005 Baseline Energy Use
- ❖ Establish 2005 Baseline Water Use
- ❖ Collaboration Process with Utilities
- ❖ Identify Lead Economic Organization
- ❖ Cities designate Elected and Staff contact

(Completed by December 2008)



CO2 San Mateo County



Climate Action Countywide

* Funded in part by a grant from the Bay Area Air Quality Management District

C/CAG AGENDA REPORT

Date: October 27, 2008
To: Congestion Management & Environmental Quality (CMEQ) Committee
From: John Hoang
Subject: Update on the 2020 Peninsula Gateway Corridor Study – Final Report and Action Plan
(For further information contact John Hoang at 363-4105)

RECOMMENDATION

That the CMEQ receives an update on the 2020 Peninsula Gateway Corridor Study. This item is for information only. No action is required.

FISCAL IMPACT

\$589,000 jointly funded by C/CAG (25%), San Mateo County Transportation Authority (25%), and Santa Clara Valley Transportation Authority (50%)

SOURCE OF FUNDS

Funding for C/CAG's share is from the federal planning funds provided to C/CAG by the Metropolitan Transportation Commission.

BACKGROUND/DISCUSSION


The purpose of the Study, which was initiated in 2004, is to identify short, medium and long-term options for addressing congestion issues relating to the approaches to the Dumbarton Bridge and Highway 101 between Routes 84 and 85. The objective of the study is to define and evaluate traffic improvements in the study area that address the Study goals which included: facilitating access; enhancing economic opportunities; optimizing use of existing infrastructure; reducing congestion and local community impacts; and minimizing environmental impacts on sensitive resources.

Cities involved with the project includes Redwood City, Atherton, Menlo Park, East Palo Alto, Palo Alto, and Mountain View. Other stakeholders consist of Caltrans and Metropolitan Transportation Commission.

The final report was completed in August 2008. Additional work was performed to develop an Action Plan providing a framework for advancing selective projects into the next phase. The Action Plan includes two categories: 1) Projects considered for project development, construction, and/or implementation (near-Term improvements: 0 – 5 years; and 2) Projects that requires additional engineering analysis and/or preliminary engineering (longer than 5 years).

ATTACHMENT

- Powerpoint Presentation
- 2020 Peninsula Gateway Corridor – Definition of Problem
- 2020 Peninsula Gateway Corridor Project Flyer



2020 Peninsula Gateway Corridor Study

Congestion Management & Environmental Quality (CMEQ)
Committee

October 27, 2008

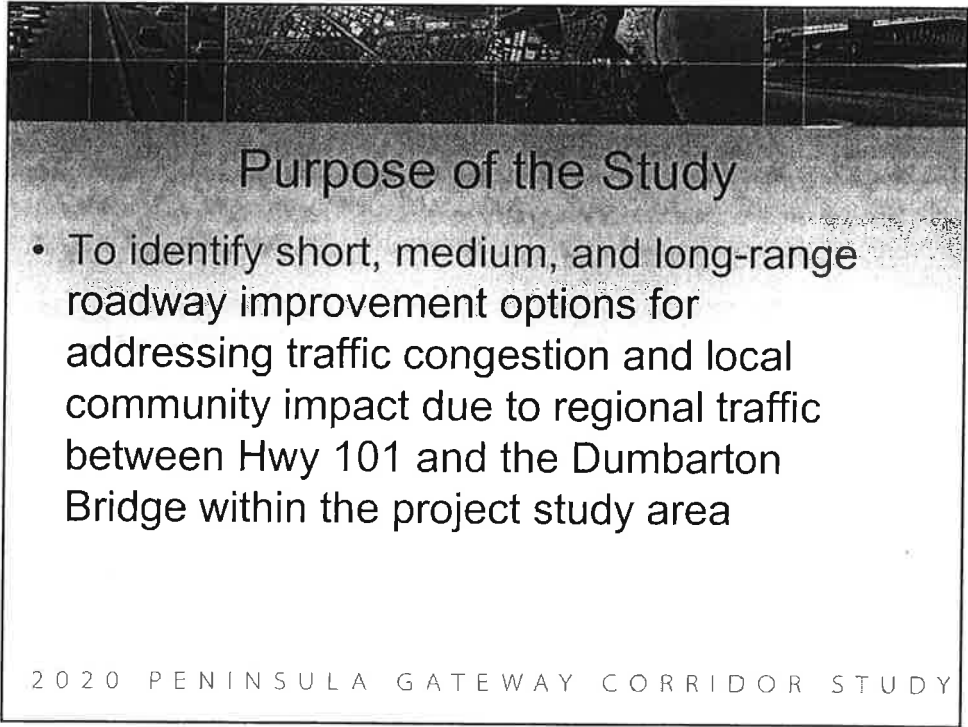
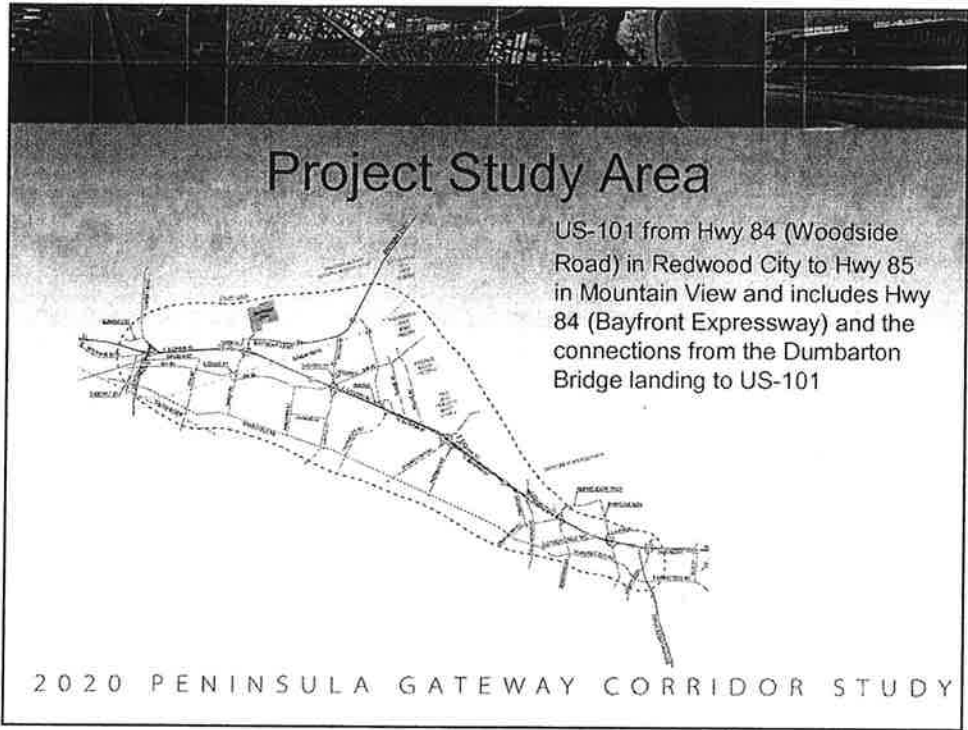
2020 PENINSULA GATEWAY CORRIDOR STUDY



Background

- Initiated in 2004
- Project Sponsors: C/CAG, SMCTA, VTA
- Cities: Redwood City, Atherton, Menlo Park, East Palo Alto, Palo Alto, Mountain View
- Others: Caltrans, MTC, Mid Peninsula Regional Open Space District
- Advisory Committees: Technical, Policy

2020 PENINSULA GATEWAY CORRIDOR STUDY





Study Objectives

- Define and evaluate alternative traffic improvements in the study area that address the Study Goals:
 - Facilitate access between Hwy 101 and Dumbarton Bridge
 - Enhance economic opportunities
 - Optimize use of existing infrastructure
 - Minimize environmental impacts on sensitive resources.


2020 PENINSULA GATEWAY CORRIDOR STUDY



Definition of Problem

- Traffic demands/poor operating conditions during peak commute periods
- Unconventional bridge and highway connections
- Neighborhood traffic impacts
- Older cloverleaf interchanges, short freeway ramps, poorly configured off-ramps with surface streets
- Lack of auxiliary lanes
- High accident rates on certain road segments

2020 PENINSULA GATEWAY CORRIDOR STUDY



Solution Evaluation Process

- 300 project ideas through public input (6 public meetings)
- 71 potential alternative solutions
- Themes developed and improvements defined
- Assessment of benefits, costs, and impacts
- Detailed analysis of eight representative solutions

2020 PENINSULA GATEWAY CORRIDOR STUDY




Accomplishments

- **\$84M:** Santa Clara Co. (US-101 Widening /Aux Lanes from SR-85 to Embarcadero Rd)*
- **\$60M:** San Mateo Co. (US-101 Widening /Aux Lanes from Embarcadero Rd to SR 84 (Marsh Rd))*
- Final Study Report Completed July 2008

** From the State Transportation Infrastructure Bond – Prop 1B Corridor Mobility Improvement Account – CMIA Program*

2020 PENINSULA GATEWAY CORRIDOR STUDY



Action Plan for Stakeholders Consideration

- Near Term Implementation: (within 5 years)
 - Development, Construction, Implementation
- Long Term
 - Additional engineering analysis, preliminary engineering

2020 PENINSULA GATEWAY CORRIDOR STUDY



Near Term Implementation

- Smart Corridors – ITS and Traffic Incident Management
- Willow Road operational improvements and ITS (East of Hwy 101)
- University Avenue operational improvements and ITS (East of Hwy 101)
- Hwy 101/University I/C improvements (West side)
- Residential traffic management elements incorporated into capital projects

2020 PENINSULA GATEWAY CORRIDOR STUDY

Near Term Projects

IMPLEMENTATION	City	Traffic Benefits		Cost	Potential Impacts			
		Change in Congestion	Reduce local traffic		Visual	Noise	Env	ROW
Proposed Improvements								
Smart Corridors – Intelligent Transportation Systems (ITS) and Traffic Incident Management	All	●	●	\$-\$\$	●	-	-	-
W/flow based operational improvements and ITS – Signal timing during peak periods, exit/entrance right turn pockets, or prohibit left turn during peak periods	EPA, MP	●	●	\$	-	-	○	●
University Avenue operational improvements and ITS – Signal timing during peak periods, exit/entrance right turn pockets, or prohibit left turn during peak periods	EPA	●	●	\$	-	-	○	●
Key 301 / University Interchange Improvements (west side) – Phase 2 improvements and bike/pedestrian facility	EPA	●	●	\$9-\$55	varies	varies	varies	varies
Residential traffic management elements incorporated into capital projects – To be included as part of capital projects	EPA, All	-	●	\$	-	-	●	-

City	Traffic Benefits	Construction Cost	Potential Impacts
EPA, East Palo Alto	● Improvement	\$845 - \$500M	● Less Than Equivalent
MP, Menlo Park	● Signal Improvement	\$55 - \$200M-\$500M	● Less Than Equivalent (w/ Mitigation)
MP, Menlo Park West	○ Degraded	\$5 - \$10M-\$200M	○ Significant
PA, Palo Alto	- No Change	\$ - \$1M-\$50M	- None
BC, Redwood City	- No Change	\$ - \$1M	- None

2020 PENINSULA GATEWAY CORRIDOR STUDY

Benefits of Near Term Projects

- Clearly identifiable benefits
 - Decreased travel time
 - Improve mobility and reliability
- General support
- High probability of being funded
- Near-term benefits for mitigating traffic congestion and improving traffic flow on state routes and local streets

2020 PENINSULA GATEWAY CORRIDOR STUDY



Long Term Projects

- Reconstruct Embarcadero/Oregon I/C
- Reconstruct San Antonio I/C
- Grade Separation at Bayfront Expwy/Willow and Bayfront Expwy/University
- Direct flyover connection between Bayfront Expwy/Marsh and Hwy 101 north of Marsh

2020 PENINSULA GATEWAY CORRIDOR STUDY



Long Term Projects (cont.)

- Separate local/regional traffic at Willow Road (East of Hwy 101)
- Separate local/regional traffic at University Avenue (East of Hwy 101)
- Hwy 101/University I/C improvements (East side)

2020 PENINSULA GATEWAY CORRIDOR STUDY

Long Term Projects

Proposed Improvements	City	Traffic Benefits		Cost	Potential Impacts			
		Change in Delay (min)	Reduce local traffic		Visual	Noise	Env	Other
Reconstruct Delmar/University/Orlough Interchange. Includes considerations for Bixby Park lanes.	NY, PA	●	●	\$69	●	●	●	●
Reconstruct San Antonio Interchange.	NY, PA	●	—	\$35	●	●	●	●
Grade Separations at Bayfront Expwy/Willow and Bayfront Expwy/University	EPA, MP	●	●	\$59	●	●	●	●
Direct flyover structure between Bayfront Expwy/Marsh and HWY 301 north of Marsh	MP, RWC	●	●	\$46	○	●	●	○
Willow Road (east of Hwy 301) — Separate local and regional traffic	EPA, MP	●	varies	\$65	varies	varies	varies	varies
University Ave (east of Hwy 301) — Separate local and regional traffic	EPA, MP	varies	●	\$68	varies	varies	varies	varies
Hwy 301 / University Interchange Improvements (Dist side)	EPA	●	●	\$134	varies	varies	varies	varies

City EPA: East Palo Alto MP: Menlo Park NY: Mountain View PA: Palo Alto RWC: Redwood City	Traffic Benefits ● Improvement ○ Grade Improvement ○ Delay PA Change	Construction Cost \$553 1-300M \$59 300M-400M \$5 50M-60M \$3 81M-90M \$ 0-1M	Potential Impacts ● Less Than Significant ○ Less Than Significant (w/ Mitigation) ○ Significant None
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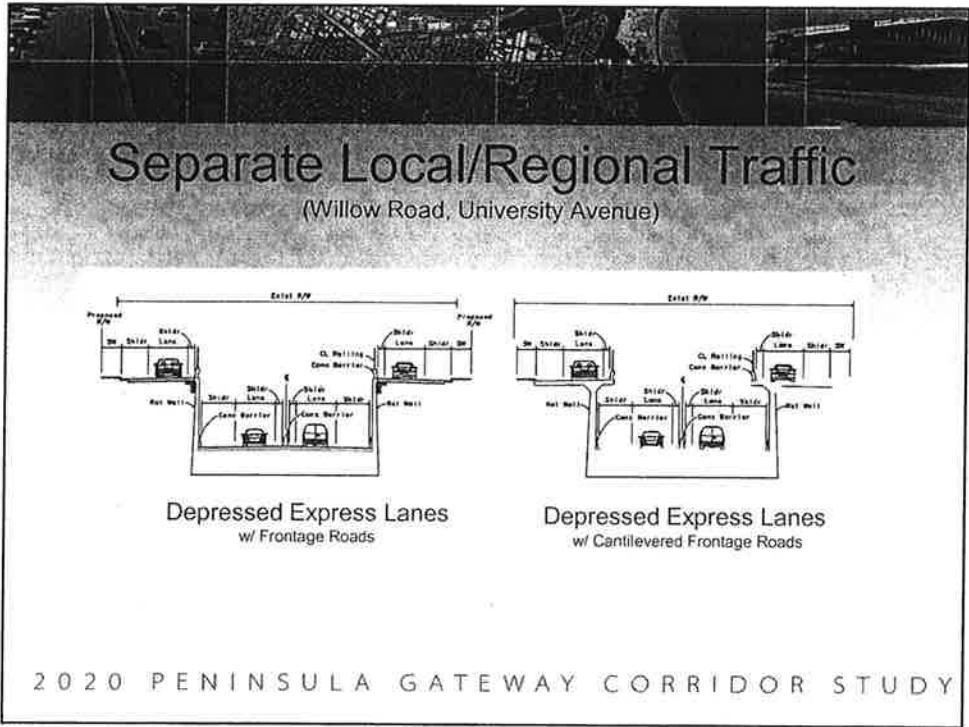
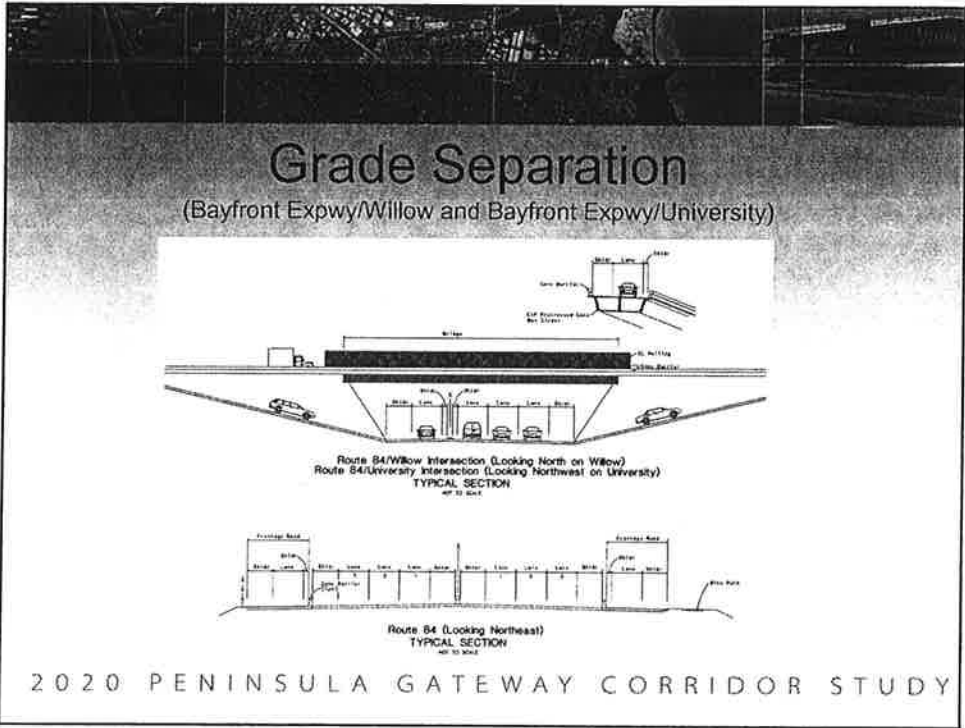
2020 PENINSULA GATEWAY CORRIDOR STUDY

Grade Separation

(Bayfront Expwy/Willow and Bayfront Expwy/University)

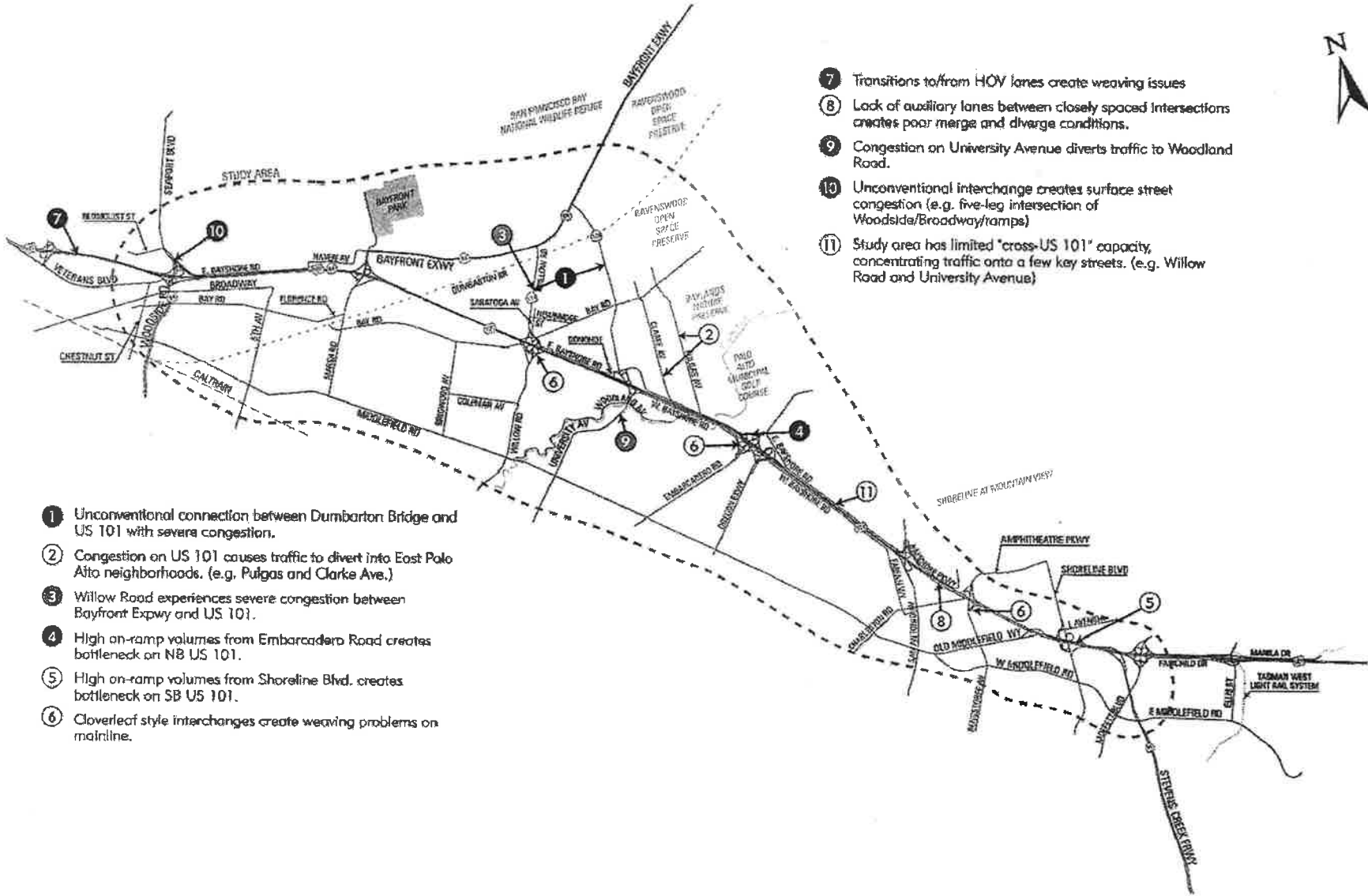


2020 PENINSULA GATEWAY CORRIDOR STUDY



2020 PENINSULA GATEWAY CORRIDOR STUDY

Definition of Problem



- 1 Unconventional connection between Dumbarton Bridge and US 101 with severe congestion.
- 2 Congestion on US 101 causes traffic to divert into East Palo Alto neighborhoods. (e.g. Pulgas and Clarke Ave.)
- 3 Willow Road experiences severe congestion between Bayfront Expwy and US 101.
- 4 High on-ramp volumes from Embarcadero Road creates bottleneck on NB US 101.
- 5 High on-ramp volumes from Shoreline Blvd. creates bottleneck on SB US 101.
- 6 Cloverleaf style interchanges create weaving problems on mainline.

- 7 Transitions to/from HOV lanes create weaving issues
- 8 Lack of auxiliary lanes between closely spaced Intersections creates poor merge and diverge conditions.
- 9 Congestion on University Avenue diverts traffic to Woodland Road.
- 10 Unconventional interchange creates surface street congestion (e.g. five-leg intersection of Woodside/Broadway/ramps)
- 11 Study area has limited "cross-US 101" capacity, concentrating traffic onto a few key streets. (e.g. Willow Road and University Avenue)

2020 Peninsula Gateway Corridor Study

Evaluation of Potential Traffic Improvements to the Connections of US-101 and the Dumbarton Bridge

DEFINITION OF PROBLEM

The existing State highways within the study area all experience substantial traffic demand and poor operating conditions during the peak commute periods.

STUDY OBJECTIVES

The purpose of the study is to identify short, medium, and long-range roadway improvement options for addressing traffic congestion issues.

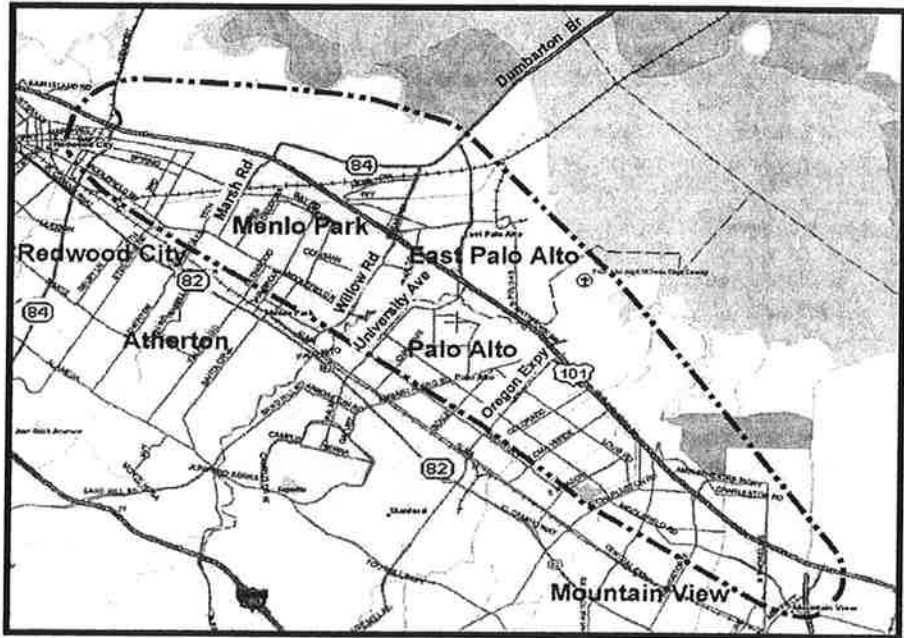
The objective was to define and evaluate alternative traffic improvements in the Study area that address the following goals:

- Facilitate access;
- Enhance economic opportunities
- Optimize use of existing infrastructure
- Reduce congestion and local community impacts; and
- Minimize environmental impacts on sensitive resources

This study was prepared in conjunction with other transportation planning efforts.

STUDY PARTNERS

- C/CAG
- San Mateo County Transportation Authority
- Valley Transportation Authority
- Town of Atherton
- City of East Palo Alto
- City of Menlo Park
- City of Mountain View
- City of Palo Alto
- City of Redwood City
- Caltrans
- MTC
- Midpeninsula Regional Open Space District



The study area encompasses US-101 between SR 84 (Woodside Road) and SR 85 (Stevens Creek Freeway) junction, as well as SR 84 (Bayfront Expressway) from the Dumbarton Bridge landing to US-101 including the connecting streets between the Bayfront Expressway and US-101.

STUDY ACCOMPLISHMENTS

Meetings - Oversight provided by Policy and Technical Advisory Committees. Over 80 meetings total.

Public Input Process - Over 300 project ideas and suggestions were received through engagement of key stakeholders and community groups.

Conceptual Solutions - 71 potential projects generated for "Universe of Alternatives" from project ideas.

Assessment of Alternatives - Performed evaluation of traffic benefits, construction costs, and potential impacts utilizing a "high-medium-low" approach. Completed detailed engineering analysis for eight representative project solutions.

Comparison of Solutions and Findings - Compared benefits and costs between alternatives and summarized results.

Categorization of Alternatives - Project alternatives were grouped into different categories to determine projects for development and implementation.

Secured \$84M (SC Co.) and \$60M (SM Co.) in funding from CMIA Program

Project Sponsors:



For more information: www.ccag.ca.gov

John Hoang 650-363-4105 jhoang@co.sanmateo.ca.us

NEXT STEPS

Development of an Action Plan for implementation and additional engineering analysis. The Action Plan should also identify funding strategies and establish a schedule.

- Community Outreach - Finalize Action Plan - Approve Action Plan - Fund Action Plan

ACTION PLAN (Draft)

Provides a framework for advancing projects to implementation and further project development (engineer analysis).

IMPLEMENTATION	City	Traffic Benefits		Cost	Potential Impacts			
		Change in Congestion	Reduce local traffic		Visual	Noise	Env	ROW
Proposed Improvements								
Smart Corridors – Intelligent Transportation Systems (ITS) and Traffic Incident Management	All	⊙	⊙	\$ - \$\$	⊙	-	-	-
Willow Road operational improvements and ITS – Signal timing during peak periods, exit/entrance right turn pockets, or prohibit left turn during peak periods	EPA, MP	⊙	⊙	\$	-	-	○	⊙
University Avenue operational improvements and ITS – Signal timing during peak periods, exit/entrance right turn pockets, or prohibit left turn during peak periods)	EPA	⊙	⊙	\$	-	-	○	⊙
Hwy 101 / University Interchange improvements (West side) – Phase 2 improvements and bike/pedestrian facility	EPA	⊙	⊙	\$\$-\$\$\$	varies	varies	varies	varies
Residential traffic management elements incorporated into capital projects – To be included as part of capital projects	EPA, All	-	●	\$	-	-	●	-

ADDITIONAL ENGINEERING ANALYSIS

Proposed Improvements	City	Traffic Benefits		Cost	Potential Impacts			
		Change in Congestion	Reduce local traffic		Visual	Noise	Env	ROW
Reconstruct Embarcadero/Oregon interchange. Includes considerations for Bike/Ped lanes	MV, PA	⊙	⊙	\$\$\$	⊙	⊙	⊙	⊙
Reconstruct San Antonio interchange.	MV, PA	●	-	\$\$\$	⊙	⊙	⊙	⊙
Grade Separations at Bayfront Expwy/Willow and Bayfront Expwy/University	EPA, MP	●	⊙	\$\$\$\$	●	●	⊙	⊙
Direct flyover connection between Bayfront Expwy/Marsh and Hwy 101 north of Marsh	MP, RWC	⊙	⊙	\$\$\$	○	⊙	⊙	○
Willow Road (east of Hwy 101) – Separate local and regional traffic	EPA, MP	●	varies	\$\$\$\$	varies	varies	varies	varies
University Ave (east of Hwy 101) – Separate local and regional traffic	EPA, MP	varies	●	\$\$\$\$	varies	varies	varies	varies
Hwy 101 / University Interchange improvements (East side)	EPA	⊙	⊙	\$\$-\$\$\$	varies	varies	varies	varies

City	Traffic Benefits	Construction Cost	Potential Impacts
EPA East Palo Alto	● Improvement	\$\$\$\$\$ > \$500M	● Less-Than-Significant
MP Menlo Park	⊙ Small Improvement	\$\$\$\$ \$200M-\$500M	⊙ Less-Than-Significant (w/ Mitigation)
MV Mountain View	○ Degrade	\$\$\$ \$50M-\$200M	○ Significant
PA Palo Alto	- No Change	\$\$ \$1M-\$50M	- None
RC Redwood City		\$ < \$1M	

C/CAG AGENDA REPORT

Date: October 27, 2008

To: Congestion Management and Environmental Quality Committee (CMEQ)

From: Richard Napier, Executive Director

Subject: Review and recommend approval of projects to be funded by the Metropolitan Transportation Commission (MTC) under the Lifeline Transportation Program for a total amount of \$1,925,121.

(For further information please contact Jean Higaki at 650-599-1462)

RECOMMENDATION

That the CMEQ Committee review and recommend approval of projects to be funded by the Metropolitan Transportation Commission (MTC) under the Lifeline Transportation Program for a total amount of \$1,925,121.

FISCAL IMPACT

This program has approximately \$3,007,339 available for San Mateo County for the Tier 1 Program starting in fiscal year 2008-09 through fiscal year 2009-2011. All unused funds will be returned to the program for use in a later cycle.

SOURCE OF FUNDS

The State and Federal funding sources include State Transit Assistance (STA), Proposition 1B funds, and Job Access and Reverse Commute (JARC) funds.

BACKGROUND/DISCUSSION

The purpose of the program is to fund community-based transportation projects that improve the mobility of low-income residents. This is an MTC program that C/CAG will administer for San Mateo County. A call for projects was issued on August 15, 2008 and applications were due on October 1, 2008.

Per MTC guidelines, C/CAG may elect to make an exception to the competitive process by recommending that MTC allocate a portion of the STA funds directly to a transit operator for Lifeline transit operations within the County. C/CAG recommends that MTC fund SamTrans \$500,000 from the Second-Cycle Lifeline Transportation Program for fixed route 280 in East Palo Alto and \$428,423 for the fixed route 17 on the Coastside without participating in the competitive process. Funding will support proposed service expansion on fixed route 280 and the continuation of service on fixed route 17. Both fixed routes directly serve identified communities of need.

For this cycle four applications were received. The program was under subscribed with \$2,109,526 being requested and approximately \$3,007,339 available. There is a 20% local

match required and the sponsor or partner agency must be able to receive state or federal funds. Project funding still very limited due to the limitation of the funding sources. STA and JARC funds were exhausted while much of the Prop 1B funds remain unspent, as projects could not meet the Prop 1B funding source criteria.

For the selection of projects, C/CAG staff organized a selection committee composed of Juda Tolmasoff from the County Legislative office, Joe Hurley from San Mateo Transportation Authority, William Allen from the MTC Minority Citizens Advisory Committee, Kenneth Folan from MTC, and Tom Madalena from C/CAG. This committee convened on October 9, 2008 to finalize scoring of the applications and to identify the best-fit fund sources to projects. The committee recommended to partially fund three of the four projects.

The funding recommendation and identified fund source will go to the C/CAG board for approval in November. Once approved, the recommendation will be sent to MTC for adoption. MTC will then allocate funding or execute funding agreements with each project sponsor based the identified funding source. As administrator, C/CAG staff will be responsible for reviewing quarterly reports and invoices submitted by the project sponsors, prior to reimbursement by MTC.

ATTACHMENT

- Lifeline Transportation Program Funding Recommendation

Lifeline Transportation Program Funding Recommendation

Agency	Project	Total	STA funds	1B funds	JARC funds	Total \$ To Be Funded	Total \$ Requested	Comments/ Concerns
Samtrans	Fixed Route 280	N/A	500,000	0	0	500,000	500,000	Off the top non competitive
Samtrans	Fixed Route 17	N/A	428,423	0	0	428,423	428,423	Off the top non competitive
Daly City	Bayshore Shuttle Service	78.2	443,493	0	0	443,493	481,014	
City of East Palo Alto	EPA Youth Shuttle, Manager, Bus shelters, Shuttle Operatations	77.6	249,382	72,000	139,393	460,775	499,759	
SamTrans	Transit Awareness Option	69.4	0	0	0	0	100,080	
Shelter Network	Van purchase and operations for shelter resident transportation	73	0	28,000	64,430	92,430	100,250	

Available Source \$	1,621,298	1,182,218	203,823	3,007,339
Sum of awarded funds	1,621,298	100,000	203,823	1,925,121
Left over \$	0	1,082,218	0	1,082,218