

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

AGENDA

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday, April 27, 2015 at 3:00 p.m.
Place: San Mateo City Hall
330 West 20th Avenue, San Mateo, California
Conference Room C (across from Council Chambers)

PLEASE CALL Wally Abrazaldo (599-1455) IF YOU ARE UNABLE TO ATTEND

- | | | | |
|----|---|-------------------------------------|---------------|
| 1. | Public comment on items not on the agenda. | Presentations are limited to 3 mins | |
| 2. | Approval of minutes of February 23, 2015 meeting. | Action (Garbarino) | Pages 1 - 2 |
| 3. | Receive a presentation on the San Mateo County Smart Corridors program of projects | Information (Caltrans) | 3 - 21 |
| 4. | Review and recommend approval of reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1 2015 to June 30, 2019 | Action (Higaki) | Pages 22 - 30 |
| 5. | Executive Director Report. | Information (Wong) | |
| 6. | Member comments and announcements. | Information (Garbarino) | |
| 7. | Adjournment and establishment of next meeting date: May 18, 2015 (May 25 is Memorial Day). | Action (Garbarino) | |

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 February 23, 2015**

The meeting was called to order by Chair Garbarino in Conference Room C at City Hall of San Mateo at 3:00 p.m. Attendance sheet is attached.

1. Public comment on items not on the agenda.

None.

2. Approval of minutes of January 26, 2015 meeting.

Motion: To approve the Minutes of the January 26, 2015 meeting, Lewis/Pierce. Motion carried unanimously.

3. Receive a presentation on the SamTrans Bus Rapid Transit Study (Information).

Barrow Emerson, project manager at SamTrans, provided a brief presentation on the results of the El Camino Real Bus Rapid Transit (BRT) Phasing Study. The study, which was funded by a Caltrans planning grant, outlined various service concepts for BRT on El Camino Real and provided cost estimates and ridership forecasts for the concepts using the C/CAG-VTA travel model.

Barrow reported that, based on the results of the study, SamTrans will not be moving forward with implementation of BRT on El Camino Real in the immediate future. The study showed that although BRT increases ridership along El Camino Real, operational costs increase at a higher rate. In the near-term, SamTrans will continue to monitor the performance of the existing system and make minor service changes as needed. Additionally, the agency will work with Caltrans to allow for additional queue jumps at certain intersections along El Camino Real and C/CAG to leverage the Smart Corridor project and implement transit signal priority.

Member Pierce made reference to the feasibility study of express lanes on US-101 (the next item on the committee's agenda) and asked if SamTrans incorporated this work in its study. Barrow responded that the BRT study did not incorporate any assumptions about express lanes along US 101. He added that SamTrans does not have any immediate plans to restore the express routes that it took out of service following the economic recession in 2009. Member Pierce suggested that with BART and Caltrain reaching capacity in the peak hours, it would be useful for SamTrans to continue consideration of BRT and express buses to help address the traffic that has come with the booming economy.

4. Receive a presentation and provide comment on the San Mateo US 101 Express Lane Feasibility Study (Action)

Dr. Rick Dowling from Kittelson & Associates, Inc. provided a detailed presentation on the US 101 Express Lane Feasibility Study, which was jointly funded by C/CAG and the Metropolitan Transportation Commission (MTC). Prior to the presentation, Sandy Wong, C/CAG Executive Director, gave a brief introduction to Kittelson's work, referencing the Project Study Report (PSR) that C/CAG initiated of a "hybrid" carpool lane alternative for US 101 north of Whipple Avenue.

The presentation provided a high level assessment of two concepts for express lanes on US 101: (1) expanding the hybrid carpool lane alternative currently being studied by C/CAG to an express lane and (2) converting an existing general purpose lane to an express lane. The analysis provided cost estimates for the two concepts and an overview of their benefits based on Kittelson's analysis. The results of the study showed that implementing concepts (1) or (2) would be better than not doing anything at all; however, concept (2) was found to increase congestion in the remaining general purpose lanes, and concept (1) was found to only generate minor additional revenues to invest in further transportation improvements.

Following the presentation, committee members discussed the study results and the pressing need to address congestion along US 101.

Member Pierce asked whether the study considered charging for carpools and defining carpools as 3+ occupants rather than 2+ occupants. Dr. Dowling responded that this particular study did not evaluate that option. He added that there are many fewer 3+ carpools than 2+ carpools along US 101, on the magnitude of 10 to 1.

Member Aguirre asked about the assumptions that went into the study. Dr. Dowling responded that the study possibly underestimated the costs and benefits of the concepts because the model assumptions were prepared several years ago. He added that new modeling and cost estimates could be prepared during a more in depth study that would be performed at a later phase.

Member Bigelow commented on the need to address congestion on US 101 to keep businesses in the region. He suggested that C/CAG and the San Mateo County Transportation Authority (SMCTA) consider bonding against future revenues, partnering with the private sector, and looking into other alternatives to generate the funds to address the problem in the near term. He remarked that SMCTA's highway program and call for projects process would not generate the resources or solutions to address the problem in the immediate future.

Joe Hurley, Program Director of the SMCTA, was in attendance at the meeting and asked CMEQ members for feedback on potential fatal flaws of the express lane concepts under consideration. Members' responses included: A) Doing anything could be a fatal flaw; B) The potential for increased congestion under concept (2) could be a fatal flaw. CMEQ members also suggested the need for near-term implementation for early congestion relief.

5. Executive Director Report (Information).

Sandy Wong, C/CAG Executive Director, mentioned that the C/CAG Board approved a memorandum of understanding with SMCTA and SanTrans to complete an update of the Countywide Transportation Plan and that staff of the respective agencies would be embarking on this effort soon.

6. Member comments and announcements (Information).

Meeting adjourned at 4:20 pm.

The next regular meeting was scheduled for March 30, 2015.

C/CAG AGENDA REPORT

Date: April 27, 2015
To: CMEQ Committee
From: Sandy Wong, Executive Director
Subject: Receive a presentation on the San Mateo County Smart Corridor program of projects.

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

RECOMENDATION

That the CMEQ committee receive a presentation on the San Mateo County Smart Corridor program of projects.

FISCAL IMPACT

The overall Smart Corridor program of project is funded by a combination of State grants, C/CAG administered State funds, C/CAG AB 1546 and Measure M vehicle registration fees, Transportation Sales Tax fund, and Federal grant. The total program cost is approximately \$35 million.

BACKGROUND

The San Mateo County Smart Corridors program of projects is a collaborative effort between C/CAG, Caltrans, SMCTA, and 11 local jurisdictions along the US 101 and El Camino Real corridor from the Santa Clara County boarder to San Bruno. The primary purpose of the project is to add technology and tools for traffic operation management for both day-to-day operation as well as during major traffic incidents.

This is a long-lead time project underway for many years. Majority of the civil construction work is near completion. Institutional agreements as well as software/hardware testing and deployment are still underway. CMEQ committee has received periodic updates regarding the project. Within the past year, some CMEQ members have indicated interested in receiving a project update. Recently, Caltrans staff has developed a presentation aimed at providing a comprehensive outline of the project. The C/CAG CMP Technical Advisory Committee received that presentation at their April meeting.

ATTACHMENT

Excerpt of powerpoint slides

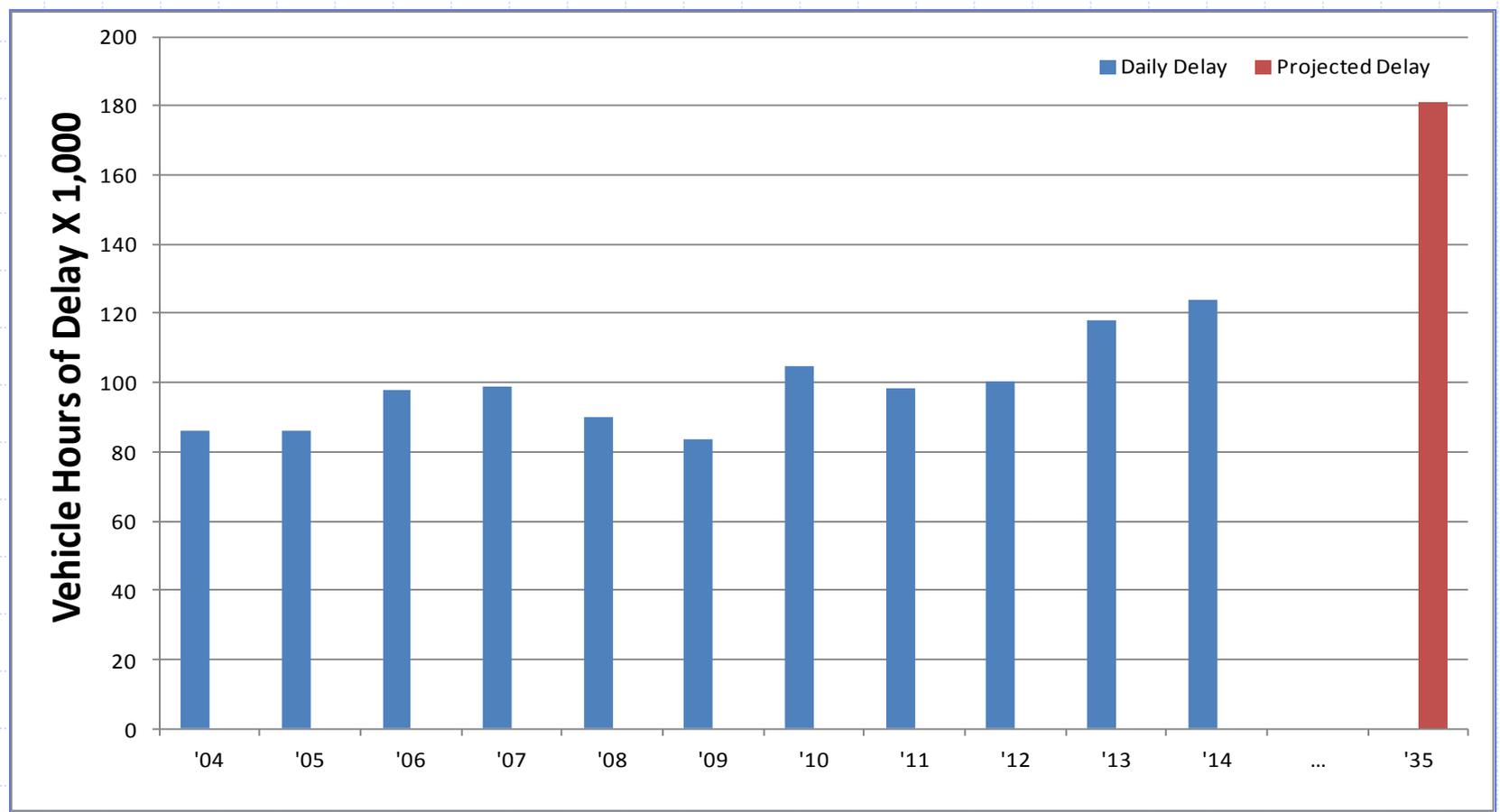
San Mateo Smart Corridor

April 16, 2015



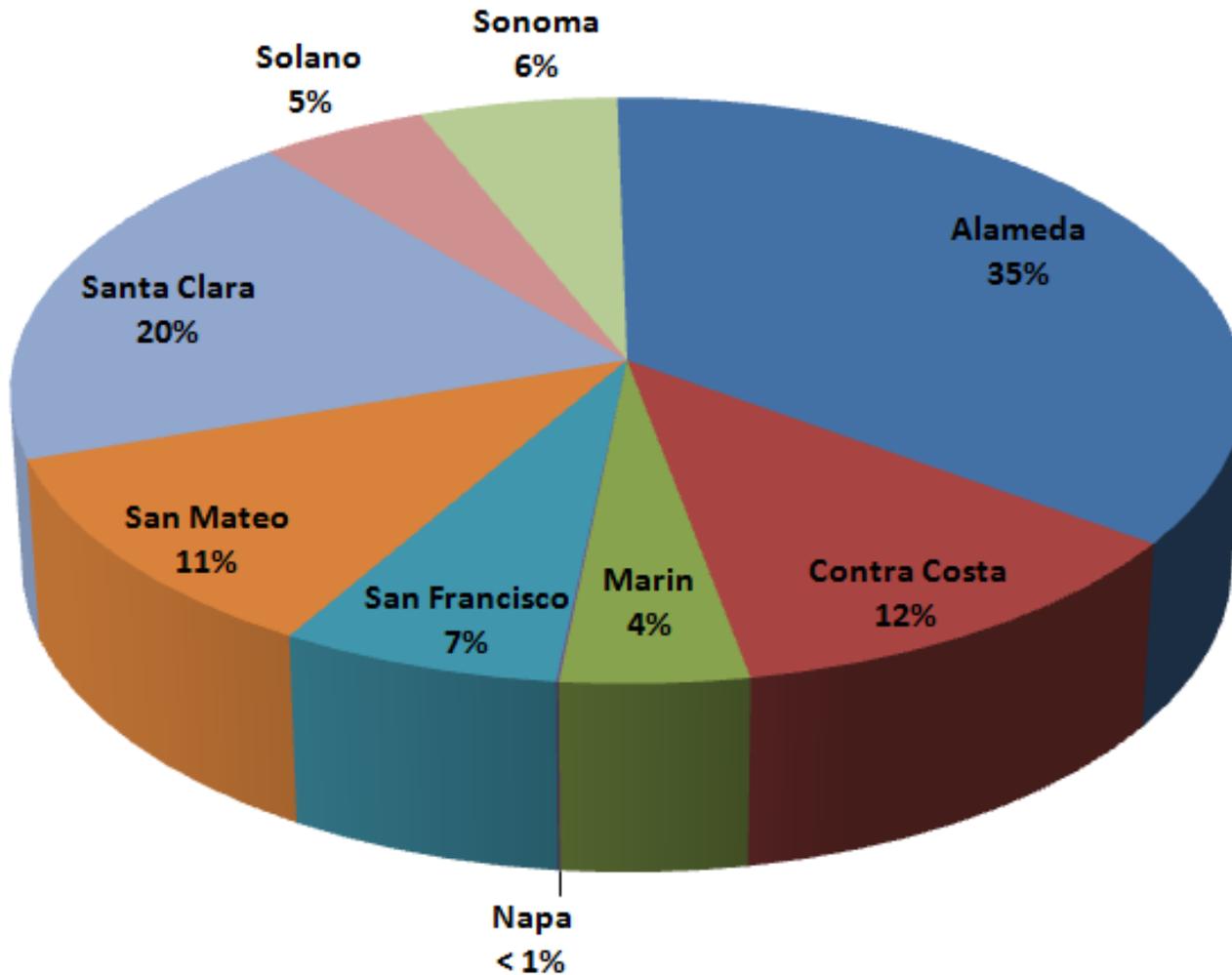


San Francisco Bay Area Freeway Congestion Trends



Source: PeMS

San Francisco Bay Area Traffic Congestion





Bay Area Freeway Congestion Costs, 2014

Bay Area County	Period	Vehicle Hours of Delay (VHD)	Lost Time, \$ (VHD x 14.7)	Wasted Fuel, \$ (VHD x 1.719 x 3.74)	Total Cost, \$
Alameda	Annual	16,007,000	\$ 235,303,000	\$ 103,048,000	\$ 338,351,000
	Daily	44,000	645,000	282,000	927,000
Santa Clara	Annual	8,819,000	129,639,000	56,774,000	186,413,000
	Daily	24,000	355,000	156,000	511,000
Contra Costa	Annual	5,420,000	79,674,000	34,892,000	114,566,000
	Daily	15,000	218,000	96,000	314,000
San Mateo	Annual	5,100,000	74,970,000	32,832,000	107,802,000
	Daily	14,000	205,000	90,000	295,000
San Francisco	Annual	3,025,000	44,468,000	19,474,000	63,942,000
	Daily	8,000	122,000	53,000	175,000
Sonoma	Annual	2,602,000	38,249,000	16,751,000	55,000,000
	Daily	7,000	105,000	46,000	151,000
Solano	Annual	2,190,000	32,193,000	14,098,000	46,291,000
	Daily	6,000	88,000	39,000	127,000
Marin	Annual	2,026,000	29,782,000	13,043,000	42,825,000
	Daily	6,000	82,000	36,000	117,000
Napa	Annual	29,000	426,000	187,000	613,000
	Daily	80	1,000	1,000	2,000
All	Annual	45,217,000	\$ 664,690,000	\$ 291,091,000	\$ 955,781,000
	Daily	124,000	1,821,000	798,000	2,619,000

Notes:

- Cost of lost time assumes: total delay x \$14.70 per hour; average vehicle occupancy of 1.15; nine percent truck volume; and four percent real discount rate.
- Cost of wasted fuel = wasted fuel (gallons) x \$3.745 a gallon.
- Wasted fuel (gallons) = total delay in VHD x 1.719 for each vehicle hour of delay.
- Figures may not add up exactly due to rounding.



San Francisco Bay Area Most Congested Freeway Segments

RANK	COUNTY	ROUTE	DIR	LOCATION	LENGTH (MILES)	HOURS ACTIVE	DELAY (VEH-HRS)
1	SF	80	E	US-101 to Hillcrest Road (east of Treasure Island)	4.1	1:25 PM to 8:30 PM	6,910
2	ALA / SCL	880	S	I-238 to Dixon Landing Road	20.7	6:20 AM to 10:35 AM	5,580
3	SCL	101	S	Fair Oaks Avenue to Oakland Road	7.1	2:45 PM to 8:05 PM	5,530
4	CC	80	W	West of CA-4 to Powell Street	13.6	6:35 AM to 10:20 AM	4,990
5	CC	680	N	Bollinger Canyon Road to Treat Boulevard	13.1	3:30 PM to 7:00 PM	4,170
6	ALA	205/ 580	W	San Joaquin County line to Fallon Road	16.6	5:15 AM to 9:20 AM	4,010
7	ALA	680	N	CA-262/Mission Boulevard to CA-84/Calaveras	8.8	3:00 PM to 7:55 PM	3,760
8	ALA	80	E	W Grand Avenue to Gilman Street	4.3	3:15 PM to 7:25 PM	3,110
9	ALA / CC	980/24	E	27th Street to Wilder Road	6.4	3:25 PM to 7:15 PM	2,900
10	SM	101	N	Woodside Road to Hillsdale Boulevard	6.4	3:20 PM to 7:50 PM	2,840



California State Traffic Operation System

Inventory	District 4	San Mateo County
CCTV – Closed Circuit Television Camera	442	51
TMS – Traffic Monitoring Station	3018	292
CMS – Changeable Message Sign	156	25
HAR – Highway Advisory Radio	52	6
EMS – Extinguishable Message Sign	126	14
RM – Ramp Meters	475	56

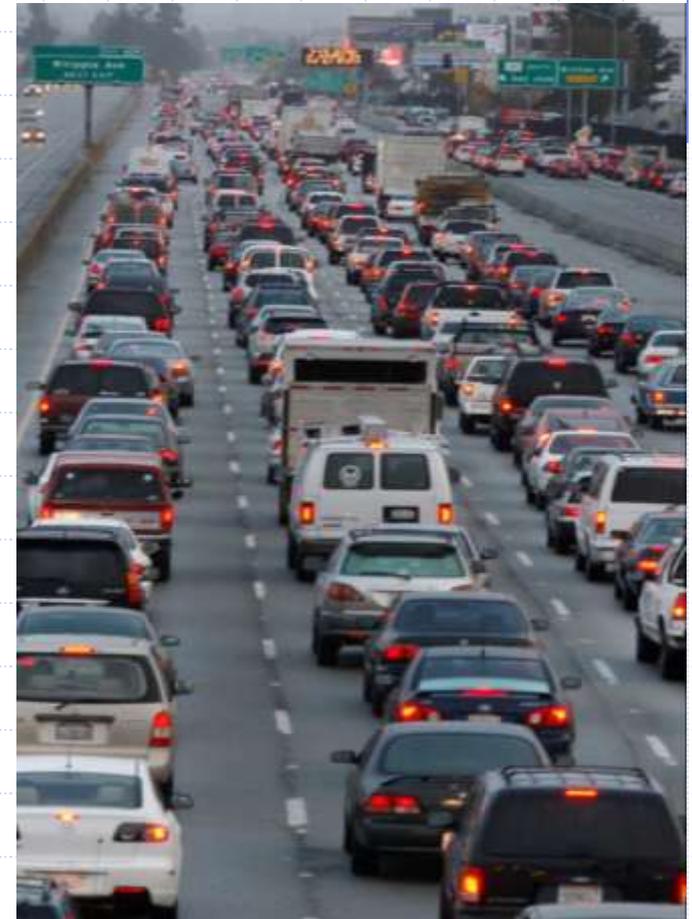


Project Information

- **Cost: \$35.3M**
 - **State Transportation Improvement Program: \$12.2M**
 - **Traffic Light Synchronization Program: \$17.5M**
 - **Federal: \$1.0M**
 - **SMTA: \$3M**
 - **C/CAG (VRF): \$1.6M**
- **Project Schedule**
 - **Demonstration Project - City of San Mateo - Completed**
 - **Local Roads - April 2015**
 - **State Highways (North) - Completed**
 - **State Highways (South) - May 2015**
 - **Systems Integration - July 2015**

Stakeholder Needs

- Mitigate impacts of traffic congestion on local streets due to major freeway incidents
- Coordinated operations between Caltrans and Local Agencies to address recurrent congestion
- Remote management capability of traffic signals from City and Caltrans TMC
- Ability to monitor traffic conditions and collect traffic data along corridor



San Mateo Smart Corridor Limits



- Stakeholders identified alternate routes known as “Smart Corridor Routes”

Project Elements

- **Field elements:**
 - Traffic Signals (250)
 - Trailblazer Signs (110)
 - Arterial DMS (8)
 - CCTV Camera Locations (80)
 - Vehicle Detector Stations (43)
 - Communications
- TMCs
- Regional Communications
- Systems Integration



Field Elements

Traffic Signals

- Upgraded signal controllers to Model 2070 and ASC/3
- Connected to KITS by newly installed field communications network
- Newly Available Features:
 - Multiple timing plans
 - Full upload/download
 - Multijurisdictional monitoring
 - Transit signal priority



Field Elements

Trailblazer Signs



- Display detour or alternate route guidance
- Special event route guidance
- Installed 200' to 400' upstream of decision points



Field Elements

CCTV Cameras

- Fixed and Pan-Tilt-Zoom cameras
- On traffic signal poles at “Critical Locations”
- Connected to Video Management System for viewing

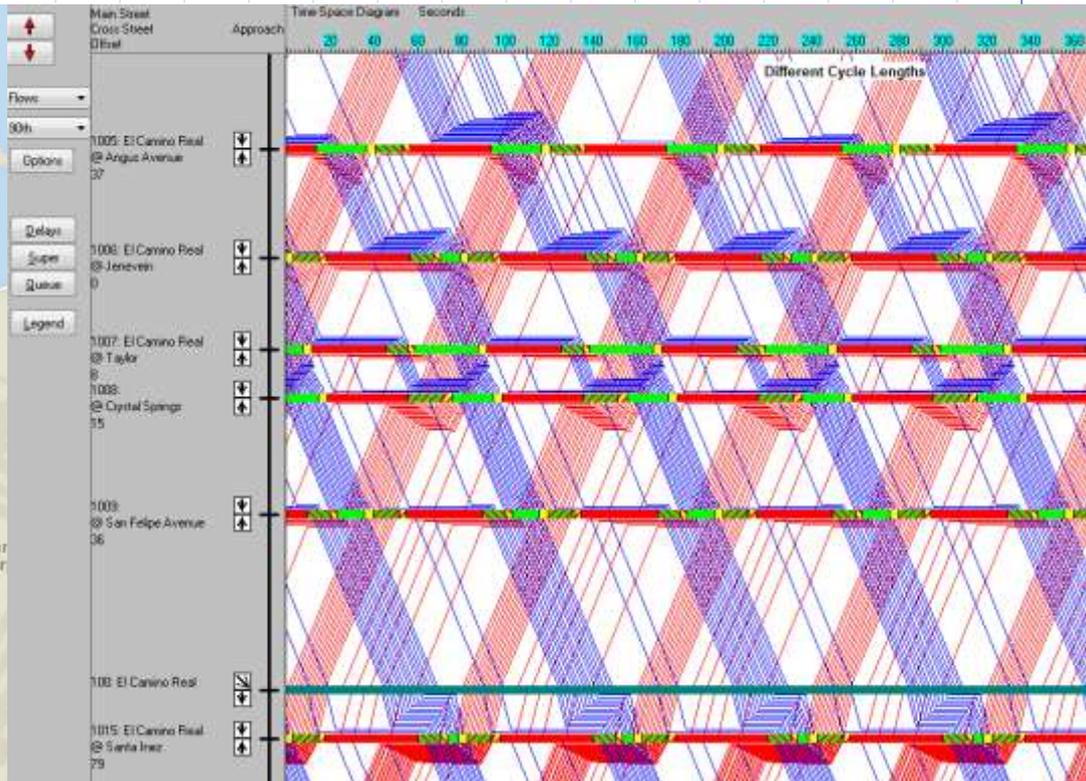
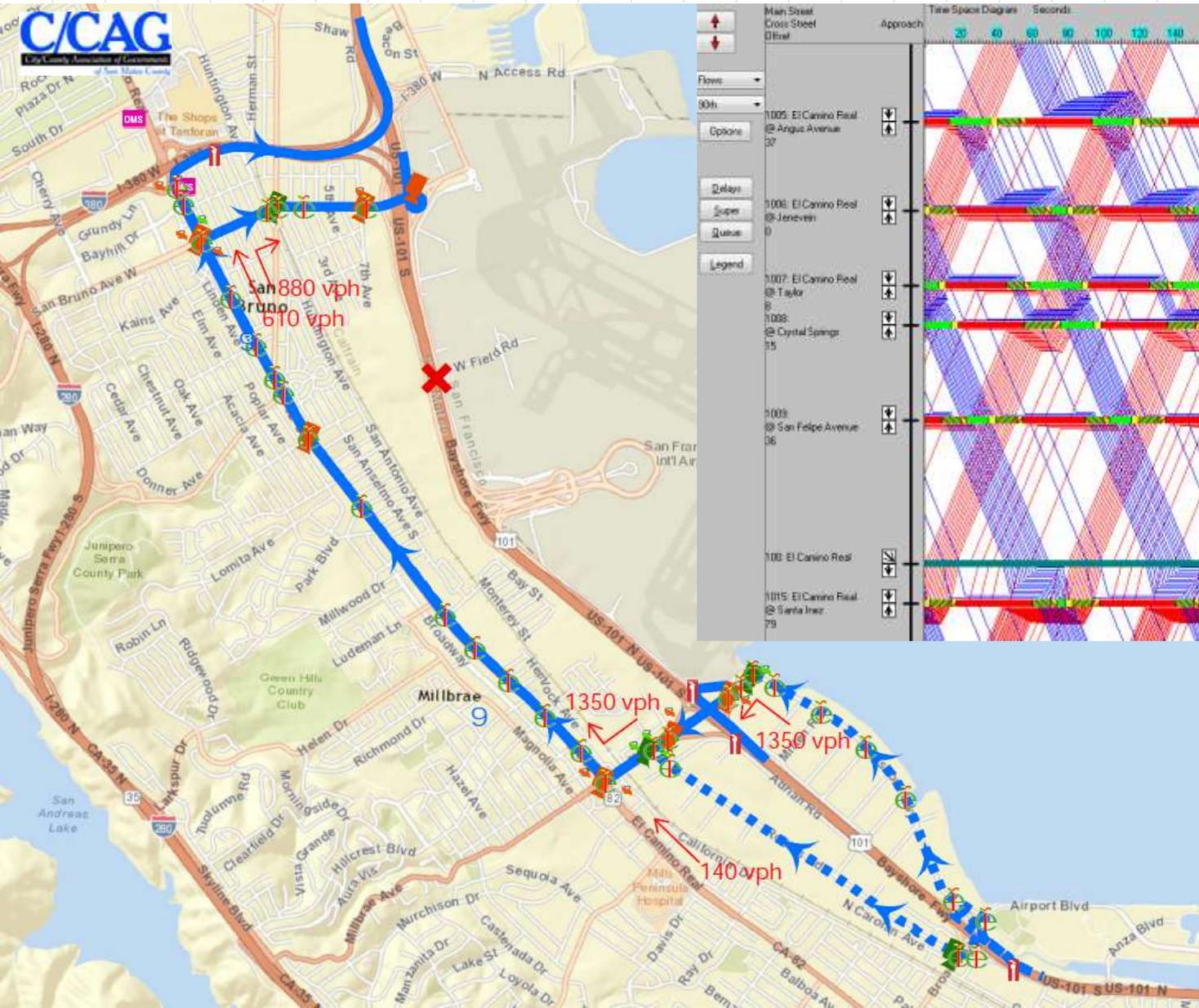




Summary of New Capabilities

- **Monitoring, Coordination and Control of Traffic Signals**
 - KITS
- **Motorist Information & Guidance on Arterials**
 - Trailblazers
 - Dynamic Message Signs
- **Surveillance of Critical Intersections on Arterials**
 - CCTV
- **Arterial Congestion Detection and Traffic Data**
 - System Detectors

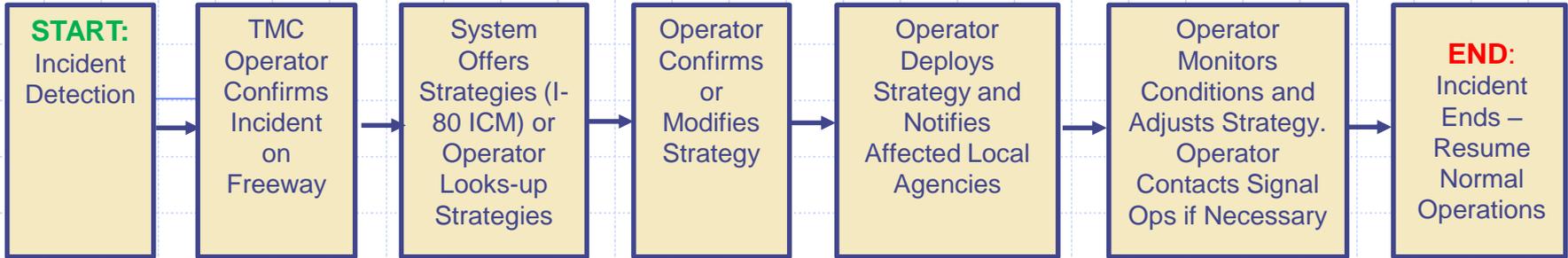
Incident Response Plans Analysis



NEXT STEPS

- Review and Finalize Timing Plans
- MOU with Caltrans

Incident Response Process



- Turn ON Trailblazers and DMS
- Monitor CCTV at **Critical Locations**
- Implement preapproved signal timing plans (+ 10 – 120 seconds per cycle)



Project Benefits

- **Cities**
 - **Interconnected signals and TMCs**
 - Coordinated operations between agencies
 - Lower recurring costs
 - **Remote signal management**
 - Advanced signal timing features
 - Traffic responsive and adaptive ready
 - Notifications for proactive maintenance
 - Reduced response times
 - Historical traffic data for analysis
 - **Visual confirmation of traffic conditions**
- **Incidents and Special Events**
 - Reduction in duration and severity of delays on arterials
- **Support for Connected Vehicles, additional CCTV and other ITS**

C/CAG AGENDA REPORT

Date: April 27, 2015

To: Congestion Management Program & Environmental Quality (CMEQ) Committee

From: Jean Higaki, Transportation System Coordinator

Subject: Review and recommend approval of reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2015 to June 30, 2019.

(For further information or response to questions, contact Jean Higaki at 650-599-1462)

RECOMMENDATION

That the CMEQ review and recommend approval of reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2015 to June 30, 2019.

FISCAL IMPACT

If reauthorized, the Congestion Relief Plan will receive \$1.85 million per year for four years.

SOURCE OF FUNDS

Annual funding to support the programs under the Congestion Relief Plan is derived primarily from C/CAG member assessment of \$1.85 million.

Local jurisdictions applying for the Local Transportation Services Program are required to provide a minimum 50% match for services provided.

State Transportation Improvement Program (STIP) and/ or Federal Congestion Mitigation and Air Quality (CMAQ) are additional potential sources of funds that are available through competitive grants. Competitive grant funds are not identified at this time.

BACKGROUND

The San Mateo Congestion Relief Plan was first adopted by C/CAG on February 8, 2002 in response to traffic congestion measurements, at a number of locations throughout the County, which exceeded the standards adopted by C/CAG under the Congestion Management Program (CMP). The CMP is a legal requirement (California Government Code Section 65089(b)(1)(A)), enforceable with financial penalties, and requiring deficiency plans when the congestion exceeds set standards. The Congestion Relief Plan was developed to serve as a Countywide Deficiency Plan such that the individual cities and the County would not have to develop multiple deficiency plans with corresponding implementation costs.

The alternative to a Countywide Deficiency Plan would be for each individual jurisdiction to research, develop, fund, and implement its own Deficiency Plan. Agencies would potentially

have to contribute to multiple deficiency plans some outside their jurisdiction where they contribute 10% or more trips at the deficient location. This could result in unpredictable cost/impact to the local agencies.

In 2002, the C/CAG Board determined that a countywide approach would be more cost-effective and provide more comprehensive benefits to the overall transportation system in the County. The adoption of the Congestion Relief Plan relieved all San Mateo County jurisdictions from having to fix the specific congested locations that triggered a deficiency, and any locations that might trigger a deficiency in the subsequent five years.

Adopting the Congestion Relief Plan provides an opportunity to create a program that makes an impact on congestion. The Congestion Relief Plan was developed to respect and support the economic development efforts made by local jurisdictions. Since economic prosperity tends to create severe traffic congestion which also threatens economic growth, the Congestion Relief Plan was designed to find ways to improve mobility Countywide and in every jurisdiction without halting economic growth.

The Congestion Relief Plan is also designed to be used as matching funds to leverage other competitive federal, state, and local grants that align with program goals. This approach has provided more impact with the invested funds.

The C/CAG Board authorizes the Congestion Relief Plan for a period of 4 years and all jurisdictions make financial contributions to the Plan based on population and trip generation. The last re-authorization in 2011 was based on 2009 population percentages and 2005 trip generation data. The proposed assessment is updated to reflect 2014 population percentages and 2013 trip generation data as shown on Attachment A. Resolution 15-07 adopted on February 12, 2015 established the population data to be used by C/CAG.

San Mateo Congestion Relief Plan Benefits to Cities and County

Contribution to a Countywide Deficiency Plan is a fixed cost that provides immunity from localized deficiency plans. This approach is more fiscally efficient than each agency developing and implementing multiple localized Deficiency Plans.

Much of the Congestion Relief Plan assessment fees are distributed back to local agencies in the form of planning grants, shuttle grants, use of the Peninsula Traffic Congestion Relief Alliance services at low or no cost, and installation of intelligent transportation system equipment for operational improvements at no cost, and development of model programs, plans, and templates for local jurisdiction use.

Proposed Program Revisions

In 2015, it is estimated that the ramp metering will be completed and turned on at all of the planned locations in San Mateo County. Also, the bay area region is beginning to focus more on the links between housing and transportation. To accommodate this new focus, it is proposed to move the “Ramp Meter” program funds to “Linking Transportation and Land Use”.

Due to the varied expenditure needs from year to year, the current Congestion Relief Plan provides flexibility to shift funds between the sub-items under Item 4 (Linking Transportation and Land Use) as long as the overall total for Item 4 does not exceed \$600,000, subject to

C/CAG annual budget approval.

The 2011 reauthorization of an annual \$1.85 million in member assessments for the Congestion Relief Plan was used to finance the programs shown on the table below. It is proposed that the 2015 reauthorization of this Plan be held at the same 2011 member assessment level and that the Plan include the revised programs as shown on the table below.

2011-2015 Plan		2015-2019 Proposed Plan		
1	Employer-Based Shuttle and Local Transportation Services Program	\$500,000	Employer-Based Shuttle and Local Transportation Services Program	\$500,000
2	Travel Demand Management	\$550,000	Countywide Travel Demand Management	\$550,000
3	Intelligent Transportation Systems (ITS)/ Traffic Operational Improvement Strategies	\$200,000	Countywide Intelligent Transportation System (ITS) Program / Traffic Operational Improvement Strategies	\$200,000
4	Ramp Metering	\$100,000	Program to be removed	0
5	Linking Transportation and Land Use: 5A. Major Corridors Planning Grants 5B. Transportation Improvement Strategy to Reduce Green House Gases 5C. General Climate Action Plan Activities 5D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation.	\$500,000	Linking Transportation and Land Use: 4A. Innovative Trip Reduction Strategies and Major Corridors Studies 4B. Transportation Improvement Strategy to Reduce Green House Gases 4C. Climate Action Plan Activities 4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation.	\$600,000
Total		\$1,850,000	Total	\$1,850,000

On April 16, 2015 the proposed reauthorization of the Congestion Relief Plan was presented to the C/CAG CMP Technical Advisory Committee (TAC). The TAC recommended approval to reauthorize the proposed Congestion Relief Program with two goal modifications to the Countywide Intelligent Transportation System (ITS) Program / Traffic Operational Improvement Strategies (No. 3). First, the TAC requested adding a goal to extend ITS improvements on the US 101 corridor north to the San Francisco county line. Second was a request to add El Camino Real to the existing goal of defining ITS strategies for US 101, SR 92, and I-280.

ATTACHMENTS

1. Attachment A Congestion Relief Plan Assessment
2. Attachment B Congestion Relief Plan Program Details

Congestion Relief Plan Assessment *

Attachment A

	Population (as of 1/1/14)	% of Total Population	2013 % of Trip Generation	Average of Population & Trip Gen %	Member Assessment
Atherton	6,917	0.93%	0.89%	0.91%	\$16,831
Belmont	26,559	3.56%	3.08%	3.32%	\$61,473
Brisbane	4,431	0.59%	0.77%	0.68%	\$12,626
Burlingame	29,685	3.98%	5.49%	4.74%	\$87,639
Colma	1,470	0.20%	0.83%	0.52%	\$9,546
Daly City	105,076	14.10%	10.15%	12.12%	\$224,309
East Palo Alto	28,934	3.88%	2.16%	3.02%	\$55,876
Foster City	32,168	4.32%	3.99%	4.15%	\$76,848
Half Moon Bay	11,721	1.57%	1.77%	1.67%	\$30,903
Hillsborough	11,260	1.51%	1.08%	1.30%	\$23,994
Menlo Park	32,896	4.41%	5.43%	4.92%	\$91,041
Millbrae	22,605	3.03%	2.91%	2.97%	\$54,972
Pacifica	38,292	5.14%	4.07%	4.60%	\$85,143
Portola Valley	4,480	0.60%	0.58%	0.59%	\$10,968
Redwood City	80,768	10.84%	12.62%	11.73%	\$216,987
San Bruno	43,223	5.80%	5.80%	5.80%	\$107,342
San Carlos	29,219	3.92%	4.19%	4.06%	\$75,022
San Mateo	100,106	13.43%	15.47%	14.45%	\$267,368
South San Francisco	65,710	8.82%	8.72%	8.77%	\$162,255
Woodside	5,496	0.74%	0.77%	0.75%	\$13,942
San Mateo County	64,177	8.61%	9.22%	8.91%	\$164,916
Assessment	745,193	100%	100%	100%	\$1,850,000

* Assessment is based on the % of population and Countywide automobile trips generated by jurisdiction.

**SAN MATEO COUNTY CONGESTION RELIEF PLAN
REAUTHORIZATION**

PROGRAM DETAILS FOR 7/1/2015 – 6/30/2019

Adopted on 6/14/2012

1. Employer-Based Shuttle Program and Local Transportation Services.

The Employer-Based Shuttle Program focuses on connecting employment centers to transit centers (BART, Caltrain, and Ferry) and the Local Transportation Services Program provides funds for local jurisdictions or their designees to provide transportation services for its residents that meet the unique characteristics and needs of that jurisdiction. Under the Local program, jurisdictions have the flexibility to determine the best mix of services, which sometimes results in combining commuter service, school service, services for special populations, on-demand services, and mid-day service.

Both Employer-Based Shuttle and Local Transportation Services Program funds are awarded through a competitive process. The program requires that each project sponsor provide a match of funds and in-kind services equal to 50% of the total service cost.

For both the Employer-Based Shuttle and Local Transportation Services Program, the San Mateo County Transportation Authority reimburses C/CAG up to 50% of funds it disperses for shuttle services upon invoice.

Proposed: There is no proposed change to program implementation. The annual fund level for the two programs is currently \$500,000. It is proposed that the new authorization remain at the same level of funding.

Proposed Goals:

- To increase shuttle usage, thereby increasing transit use, and thereby reducing congestion.
- Leverage fund sources to expand shuttle services.

2. Countywide Travel Demand Management Program.

The Countywide Travel Demand Management (TDM) Program is operated by the Peninsula Traffic Congestion Relief Alliance (Alliance). Examples of TDM type projects include but are not limited to voluntary trip reduction program, work with employers to reduce peak commute trips, employer based shuttle development and management, employer alternative commuting support services, school carpool programs, alternative commute incentive programs.

The Alliance has been extremely successful in meeting the needs of the individual communities, city and county governments, and employers throughout San Mateo County.

Proposed: There is no proposed change to program implementation. The annual fund level for this program is currently \$550,000. It is proposed that the new authorization remain at the same

level of funding.

Proposed Goals:

- Increase transit use and use of alternative commute options through education and incentives.
- Reduce single occupant vehicle trips through education and incentives.

3. Countywide Intelligent Transportation System (ITS) Program / Traffic Operational Improvement Strategies.

Under the original Congestion Relief Plan a Countywide Intelligent Transportation System (ITS) Plan was developed. It is anticipated that funding under this Program will be used for design and implementation of individual components of the ITS Plan.

In addition, Caltrans has developed a Corridor System Management Plan (CSMP) which studies the US 101 Corridor from the San Francisco County line to Santa Clara County line. Caltrans has also developed a Transportation Concept Report (TCR) for Interstate 280 and State Route 92. The CSMP identifies current management strategies, existing travel conditions and mobility challenges, corridor performance management, planning management strategies, and capital improvements. TCRs are long-range planning documents that appraise existing conditions and maintenance needs, analyze imminent population and job growth scenarios, then, in accord with local governments and planning agencies, suggest strategies to cope with both current and future mobility challenges.

It is anticipated that funding under this Program will be used to study, design, or implement roadway and freeway operational and safety improvement strategies. This also includes funding technological strategies that support congestion reduction along major corridors.

Proposed: The annual fund level for this program is currently \$200,000. It is proposed that the new authorization remain at the same level of funding.

Proposed Goals:

- Analyze the causes of congestion and identify solutions to mitigate congestion.
- Support and implement solutions that utilize technology for congestion reduction and traffic operation improvements.
- Implement and operate the San Mateo Smart Corridors.
- Extend ITS improvements on the US 101 corridor north to the San Francisco county line.
- Define ITS strategies for US 101, SR 92, I-280, and El Camino Real.

4. Linking Transportation and Land Use.

4A. Innovative Trip Reduction Strategies and Corridors Studies.

This program was originally designed to provide local matching funds to incentivize planning and facilitate implementation of El Camino Real “Grand Boulevard Initiative” type projects, consistent with C/CAG goals and policies.

Under the 2011 reauthorization, this program was expanded to apply to other major corridors to address traffic congestion and to support the economy by enhancing the movement of people and

goods. As part of this reauthorization, it is also proposed to fund innovative strategies to reduce auto commute trip demands, by partnering with other public or private entities in order to maximize benefits.

Proposed: It is proposed to expand this program to fund innovative strategies that reduce auto commute trip demands, in partnership with other public or private entities. The annual fund level for this program is currently \$200,000. It is proposed that the new authorization level be increased to \$250,000 to help fund program expansions (See note under Total Funding).

Proposed Goals:

- Increase the number of plans adopted by the Cities
- Provide incentives for jurisdictions to look at El Camino Real and other major corridors from a holistic approach by integrating land use and multi-modal transportation planning.
- Implement innovative strategies to reduce auto commute trip demands in partnership with other public or private entities.

4B. Transportation Improvement Strategies to Reduce Green House Gases.

The Transportation Improvement Strategies to Reduce Green House Gases is a program to provide matching funds to implement countywide or regionally significant transportation projects that reduce greenhouse gases. Past example projects include the following:

- In June 2014, C/CAG received a grant from the California Energy Commission (CEC) to develop an Alternative Fuel Readiness Plan (AFRP) for San Mateo County. The purpose of the AFRP is to prepare the cities and County for the increased use and commercialization of alternative transportation fuels in the marketplace in San Mateo County. The AFRP will address electricity natural gas, hydrogen, propane, and biofuels as alternative fuel types. The project includes the following objectives: evaluate current and potential incentives, evaluate infrastructure development challenges, develop training program guidelines, develop increased procurement strategies, develop communication strategies, and develop assistance strategies. This plan will be a resource to San Mateo County jurisdictions, guiding local efforts to become ready for the increased use of alternative fuels within their respective jurisdictions.

C/CAG received \$275,810 grant funds and is contributing \$80,608 in matching funds from this program for a total project cost of \$356,418. The AFRP project commenced in July 2014 and is expected to be completed by January 2016.

- In October 2010, Metropolitan Transportation Commission (MTC) approved a \$4.29 million grant to the Bay Area Air Quality Management District (BAAQMD) to fund a Regional Bike-sharing Pilot Program to deploy approximately 1,000 bicycles at up to 100 kiosk stations around the Bay Area. The Regional Bike Sharing Program implemented bike sharing along the peninsula transportation corridor: San Francisco, Redwood City, Mountain View, Palo Alto, and San Jose. C/CAG has contributed \$25,000 from this program for a portion the project match
- In October 2011, Metropolitan Transportation Commission (MTC) awarded the San Mateo County Transit District (SamTrans) \$1.487 million to administer the “Making the

last Mile Connection Pilot Program.” This project was sponsored in joint by SamTrans, the Peninsula Traffic Congestion Relief Alliance, the City of Redwood City, and the County of San Mateo. The program focused on various transportation demand management (TDM) strategies including car sharing, short distance vanpools, telework/flex schedules, and marketing. C/CAG is contributed \$25,000 from this program for a portion the project match

Proposed: The annual fund level for this program is currently set at \$100,000. It is proposed that the new authorization be set at \$200,000 (See note under Total Funding).

Proposed Goals:

- As this is primarily a fund matching program, leverage funds towards projects aimed at reducing GHG.

4C. Climate Action Plan Activities

In 2009, the C/CAG Board formed the Resource Management and Climate Protection (RMCP) Committee and supported the development of countywide climate change related programs. Program funds would be used to staff the RMCP Committee.

The RMCP Committee provides advice and recommendations to the Congestion Management and Environmental Quality (CMEQ) Committee and the full C/CAG Board on matters related to energy and water use and climate change efforts in San Mateo County. The RMCP also reports on the San Mateo County Energy Watch (SMCEW) and promotes the goals outlined in the San Mateo County Energy Strategy, including: energy, water, collaboration between cities and the utilities, leadership and economic opportunities related to the RMCP committee’s efforts. RMCP staff also seeks additional funding to expand countywide climate change and resource reduction programs.

Proposed: There is no proposed change to program implementation. The annual fund level for this program is currently \$50,000. It is proposed that the new authorization remain at the same level of funding. (See note under Total Funding).

Proposed Goals:

- Maintain a climate action plan template and model climate action plan that can be used by local jurisdictions.
- Provide support for countywide climate action planning and implementation activities to member agencies.
- Enhancing resources needed to implement projects identified in the San Mateo County Energy Strategy.

4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation.

In 2008, state law SB 375 was approved which required the Bay Area Region to develop a Sustainable Communities Strategy (SCS), which must factor in and integrate land use planning, transportation policies, and transportation investments.

California Air Resources Board (CARB) has set regional 2020 and 2035 greenhouse gas emission targets by September 30, 2010 and each region must incorporate its target in its Regional Transportation Plan (RTP) and Regional Housing Needs Allocation (RHNA). Both RTP and RHNA plans must be consistent with the development pattern developed in the SCS.

Funding is set aside in anticipation of activities associated with continuous planning efforts. Past example activities included funding activities needed to form a RHNA sub region and assisting the Cities in developing their housing elements.

Program funds would also be used in part to assist member agencies with housing element implementation, develop affordable housing programs, and promote best practices to stimulate infill housing in the transit corridor and along El Camino Real. It is anticipated that projects of a similar nature would also be funded under this program.

Proposed: The annual fund level for the program is currently \$150,000. It is proposed that the new authorization be set at \$100,000 (see note under Total Funding).

Proposed Goals:

- Support San Mateo County transportation-land use and sustainability planning efforts.
- Provide countywide technical support and analysis to C/CAG member agencies for countywide housing planning efforts.

Total Funding

The total funding from C/CAG Member Agencies for reauthorization of the Congestion Relief Plan is \$1,850,000. It is recommended that the Congestion Relief Plan be reauthorized for an additional four years which will meet the requirements of a Countywide Deficiency Plan for the next two Congestion Management Program cycles (through June 30, 2019).

Note: Flexibility will be provided to shift funds between items 4A, 4B, 4C, and 4D as long as the overall total for Item 4 does not exceed \$600,000, subject to C/CAG annual budget approval. Staff shall notify the board of any changes made in excess of \$50,000.