



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, September 26, 2016
Time: 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 Jeff Lacap (650-599-1455) IF YOU ARE UNABLE TO ATTEND

- | | | |
|--|-------------------------------------|---------------|
| 1. Public comment on items not on the agenda. | Presentations are limited to 3 mins | |
| 2. Issues from the September 2016 C/CAG Board meeting: <ul style="list-style-type: none"> • Approved – OBAG 2 Transportation of Livable Communities (TLC) Program and Bicycle/Pedestrian Improvement Program (BPIP) Call for Projects • Approved – Appointment of Josh Powell to the CMEQ Committee • Received – Initial draft of the San Mateo Countywide Transportation Plan 2040 | Information (Lacap) | No Materials |
| 3. Approval of minutes of August 29, 2016 meeting. | Action (Garbarino) | Pages 1 – 4 |
| 4. Update on San Mateo County Energy Watch progress toward energy-savings goals and Proposition 39 funding for San Mateo County public schools | Information (Springer) | Pages 5 - 7 |
| 5. Review and recommend approval of the C/CAG Priority Development Area Parking Policy Technical Assistance Program additional list of projects | Action (Lacap) | Pages 8 – 11 |
| 6. Review and recommend approval of the funding recommendation for the County of San Mateo Coastside Beach Shuttle for FY 16/17 and FY 17/18 in an amount of \$78,563 in Measure A Transportation funds through the San Mateo County Shuttle Program Joint Call for Projects | Action (Madalena) | Pages 12 – 14 |



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

- | | | |
|--|----------------------------|---------------|
| 7. Receive an update of the US 101 Managed Lane Project | Information (Wong) | Pages 15 – 16 |
| 8. Executive Director Report. | Information (Wong) | No Materials |
| 9. Member comments and announcements. | Information
(Garbarino) | |
| 10. Adjournment and establishment of next meeting date:
October 31, 2016 | 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 Mima Guilles 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 29, 2016**

The meeting was called to order by Vice Chair O'Neill in Conference Room C at City Hall of San Mateo at 3:05 p.m. Attendance sheet is attached.

1. Public comment on items not on the agenda.

None.

2. Issues from the August 2016 C/CAG Board meeting.

C/CAG Staff Jeff Lacap provided updates on items that were previously brought to the CMEQ committee and been brought to the Board meeting thereafter.

3. Approval of minutes of June 27, 2016 meeting (Action).

Motion: To approve the minutes of the June 27, 2016 meeting, Lee/Lewis. Keener, Roberts, O'Neill, Aguirre, and Beach approve. Bonilla, Levin, and Stone abstain.

4. Receive a presentation on the San Mateo County Safe Routes to School Program School Year 15-16 (Information).

Due to technical difficulties, item was moved after Item 5.

Theresa Vallez-Kelly, San Mateo County Safe Routes to School Program Coordinator with the San Mateo County Office of Education, provided a presentation about the San Mateo County Safe Routes to School Program. The presentation offered an update on the program's progress during the 2015-2016 school year as well as background on the program's goals, structure, and approaches. Program performance through data collection efforts and future goals for the program was a key focus of the presentation.

5. Receive a presentation on the Smart Mobility Project (Information).

Steve Raney from Joint Venture Silicon Valley provided a presentation to provide the CMEQ Committee information on ideas, opportunities, and challenges in addressing commute mode shift for traffic congestion relief and reduction in vehicle miles traveled. Potential solutions include concepts for the integration of enterprise commute trip reduction software with smartphone mobility aggregation, viability of pricing as a motivation for mode shift, availability of new commute options, as well as overcoming systematic obstacles.

6. Receive the revision to the One Bay Area Grant 2 (OBAG 2) Framework (Information).

C/CAG Staff Jean Higaki presented the Board approved revision to the One Bay Area Grant 2 (OBAG 2) framework. On August 11, 2016 the Board adopted the revisions to the OBAG 2 framework which included increased funding to Local Streets and Roads, Transportation for Livable Communities, Bicycle and Pedestrian Improvement Program, and Safe Routes to School programs. The Federal Fixing America's Surface Transportation (FAST) Act provided an additional \$72 million in STP/ CMAQ funds to the region (MTC). MTC in turn has proposed

that \$32 million be distributed to the counties based on the OBAG 2 county distribution formula. C/CAG will receive an additional \$2.69 million for the county share.

7. Receive the Board approved definition of “proximate access” as it relates to Priority Development Areas (PDAs) in the One Bay Area Grant 2 (OBAG 2) Program (Information).

C/CAG Staff Jean Higaki presented the Board approved definition of “proximate access” as it relates to Priority Development Areas (PDAs) in the One Bay Area Grant 2 (OBAG 2) Program. On August 11, 2016 the C/CAG Board approved the definition of proximate access to a PDA with the modification of raising the ½ mile radius of a PDA boundary to 1 mile as recommended by the CMP TAC and CMEQ Committees.

8. Review and Recommend Approval of the One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) Program Call for Projects (Action).

C/CAG Staff Jean Higaki presented the proposed screening and scoring criteria for the One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) Program.

On July 27, 2016 the MTC Commission adopted a screening requirement that all general law cities and counties must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC in order to be eligible for OBAG 2 funds. The resolution states that a jurisdiction complies with the State Surplus Land Act. Charter cities and counties are exempt at this time, until the court makes a determination that charter cities must comply with the Surplus Land Act.

The MTC Commission also adopted revisions to the county program that requires CMAs to adopt a specific scoring methodology for selecting projects within PDAs or Transit Priority Areas (TPAs) that rewards jurisdictions “with the most effective housing anti-displacement policies.” Jean presented an example list of fourteen anti-displacement policies that jurisdictions can have at the time of submission. She mentioned that the list is not comprehensive, but they are most applicable to the Bay Area and peninsula.

Two options were presented for consideration by the committee to address the anti-displacement scoring methodology requirement. One option was to modify the affordable housing criteria to award projects based on the number of adopted specific housing preservation/community stabilization policies but keep the existing criterion cap at five points. The second option was to increase the weight of this modified criterion to ten points by shifting five points away from the project readiness design criterion.

Members discussed at length the anti-displacement policies presented and the potential of adding additional policies such as:

- Mobile home sites be re-zoned as affordable housing
- Low cost loan program for landlords
- Deed restricted affordable housing
- Anti-displacement policies for small businesses in PDA’s
- Minimum wage increases

Bob Allen from Urban Habitat and Belén Seara from SMC Union Community Alliance were given two minutes for public comment.

Member Bonilla made a motion to send a letter to the C/CAG Board stating that the committee was unable to make a recommendation due to lack of information and insufficient time to conduct proper analysis on the effectiveness of the various anti-displacement policies. It was requested to state that while the committee supports the idea of controlling displacement with some methods, they are not sure that the list of the anti-displacement policies presented to them has any effectiveness. The committee is also deeply concerned with the issue of affordable housing in San Mateo County. The committee requested a more detailed study describing the value and nexus of each anti-displacement policy. Member Stone seconds the motion.

Motion: To send a letter to the C/CAG Board saying that the committee was unable to make a recommendation based on the information provided in One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) Program Call for Projects, Bonilla/Stone. Keener, Roberts, O'Neill, Lewis, Lee, Levin approve. Beach opposes.

9. Executive Director Report (Information).

None.

10. Member comments and announcements (Information).

None.

11. Adjournment and establishment of next meeting date.

The meeting adjourned at 5:05 pm.

The next regular meeting was scheduled for September 26, 2016.

2016 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report													
Agency	Representative	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Metropolitan Transportation Commission	Alicia Aguirre	•			•		•		•				
City of Belmont	Charles Stone	•			•				•				
Town of Atherton	Elizabeth Lewis			•	•		•		•				
City of San Bruno	Irene O'Connell	•		•	•		•						
City of Burlingame	Emily Beach	(n/a)		•	•		•		•				
Environmental Community	Lennie Roberts			•	• (3:03pm)		•		•				
City of Pacifica	Mike O'Neill	•		•	•				•				
City of South San Francisco	Richard Garbarino	•		•	•		•						
Public	Steve Dworetzky	• (3:18pm)											
City of Millbrae	Wayne Lee			•			•		•				
City of San Mateo	Rick Bonilla			•	•				•				
City of Pacifica	John Keener	•		•	•		•		•				
Agencies with Transportation Interests	Adina Levin	•			•		•		•				
Business Community	Linda Koelling	•		•	•		•						
Peninsula Corridor Joint Powers Board (Caltrain)	Liz Scanlon	•		•									
San Mateo County Transit District (SamTrans)	Doug Kim	•		•			•						

Staff and guests in attendance for the August 29, 2016 meeting:

Sandy Wong, Jean Higaki, Jeff Lacap - C/CAG Staff
 Theresa Vallez-Kelly - SMCOE
 Steve Raney - Joint Venture Silicon Valley
 Bob Allen - Urban Habitat
 Belen Seara - SMCUCA
 Will Dominie - SMC Health

C/CAG AGENDA REPORT

Date: September 26, 2016
To: Congestion Management and Environmental Quality Committee
From: Kim Springer, County staff to RMCP Committee
Subject: Update on San Mateo County Energy Watch progress towards energy-savings goals and Proposition 39 funding for San Mateo County public schools

(For further information contact Kim Springer at 650-599-1412)

RECOMMENDATION

Receive an update on San Mateo County Energy Watch progress towards energy-savings goals and Proposition 39 funding for San Mateo County public schools.

FISCAL IMPACT

SMCEW program staff costs are paid for by funding under the C/CAG – PG&E Local Government Partnership (LGP) agreement. Additional matching funds, specifically for transportation-related Climate Action Planning efforts, come from C/CAG Congestion Relief Funds.

BACKGROUND/DISCUSSION

Energy-Savings Goals:

The SMCEW launched a new program cycle on January 1, 2016. The new program cycle runs through December 2018, however the program tracks progress yearly on a calendar basis. Since the new program cycle launch, a number of key deliverables have been completed per the contract:

- Program Management Plan – describes the program scope, goals, partners, and planning
- Policy and Procedures Manual – describes the SMCEW role in customer interactions
- Draft training materials – provides basic information about the program for PG&E staff and other stakeholders

Annual savings goals for the program are provided in the following chart. The overall annual goals are a combination of the Direct Install efforts of Ecology Action, contracted directly by PG&E for San Mateo County, and various types of calculated savings projects lead by SMCEW staff. All of the work of the SMCEW program is a team effort coordinated through semi-monthly

meetings and regular communication. The team consist of all the program partners: PG&E, County Office of Sustainability staff (contracted by C/CAG to manage and staff the program), Ecology Action, and El Concilio of San Mateo County, which implements a lower income program under the San Mateo County Energy Watch.

As shown in the table below, the program, through August 2016, has met approximately 61% of its main goal, kilowatt hours.

	Goal	To Date	Percentage of Goal
Gross kW	424	206	48.6%
Gross kWh	2,711,736	1,652,543	60.9%
Therms	Neutral	-2,648	N/A

Proposition 39 Efforts:

The SMCEW program is also working with the school districts in San Mateo County to help ensure that they maximize use of funding allocated to them from the California Energy Commission (CEC) through Prop 39 funding.

School District	Expenditure Plan Status			Notes
	Approved	In Progress	Little Progress	
01 Bayshore Elementary SD			\$260,000	Rebuilding k-8 School
02 Belmont-Redwood Shores ESD	\$493,509			
03 Brisbane Elementary SD	\$210,689			
04 Burlingame Elementary SD	\$598,361			
05 Cabrillo Unified SD	\$282,372			
06 Hillsborough City Elementary SD	\$352,290			
07 Jefferson Elementary SD			\$1,325,000	No determination measures
08 Jefferson Union High SD			\$911,765	LIA done, waiting on facilities
09 La Honda-Pescadero Unified SD			\$266,107	Waiting for facilities staff
10 Las Lomas Elementary SD		\$503,370		Discussing measures in EP
11 Menlo Park City Elementary SD	\$560,395			
12 Millbrae Elementary SD	\$397,227			
13 Pacifica SD	\$413,344			
14 Portola Valley Elementary SD			\$253,132	Waiting for CBO
15 Ravenswood City Elementary SD		\$806,015		Discussing measures in EP
16 Redwood City Elementary SD		\$1,889,202		Working with KW
17 San Bruno Park Elementary SD		\$539,912		Working with KW
18 San Carlos Elementary SD	\$213,135			
19 San Mateo Union High SD	\$1,304,995			
20 San Mateo-Foster City SD	\$754,543			
21 Sequoia Union High SD	\$1,423,700			
22 South San Francisco Unified SD	\$2,868,597			
23 Woodside Elementary SD	\$252,360			
Totals	\$10,125,517	\$3,738,499	\$3,016,004	

Through an interview process, staff identified eight priority districts lacking resources to move through the process of attaining these funds. The above chart shows progress towards completion of expenditure plans by each district and the funds tied to those expenditure plans. SMCEW staff

priority districts are highlighted.

The process of attaining the funding by the districts includes completion of audits, establishment and analysis of energy-saving measures, possible integration of solar or water conservation measures, and development, submission and approval of an expenditure plan for the requested funding. Staff works closely with district staff, energy auditors and the CEC to support districts through the process.

SMCEW staff will provide additional details on current SMCEW efforts with municipalities, businesses, and schools in San Mateo County.

ATTACHMENT

None.

C/CAG AGENDA REPORT

Date: September 26, 2016

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: Jeff Lacap, Transportation Programs Specialist

Subject: Review and recommend approval of the C/CAG Priority Development Area Parking Policy Technical Assistance Program additional list of projects

(For further information or response to questions, contact Jeff Lacap at 650-599-1455)

RECOMMENDATION

That the C/CAG CMEQ review and recommend approval of the C/CAG Priority Development Area (PDA) Parking Policy Technical Assistance Program additional list of projects.

FISCAL IMPACT

The list of projects recommended by the C/CAG staff accounts for \$238,000 of the remaining \$238,050 that the C/CAG Board of Directors directed toward the C/CAG PDA Parking Policy Technical Assistance Program.

SOURCE OF FUNDS

The C/CAG PDA Parking Policy Technical Assistance Program is funded by a combination of Federal Surface Transportation Program (STP) funds and local Congestion Relief Plan funds.

BACKGROUND

In October 2014, the C/CAG Board of Directors approved the establishment of a PDA Parking Policy Technical Assistance Program with \$302,000 in funds that remained from the C/CAG PDA Planning Program and \$40,000 in local matching funds from the C/CAG Congestion Relief Plan Fund. The aim of the program is to provide consultant technical support to jurisdictions in San Mateo County to complete planning projects that facilitate the implementation of parking management strategies supportive of the vision for growth and development in PDAs. Potential activities include the preparation of parking management plans, zoning code updates, technical studies and analyses, and parking policy implementation plans.

C/CAG issued a call for projects for the program on October 10, 2014, and applications were due on December 1, 2014. The project submitted by the City of South San Francisco was recommended for technical assistance under the program. The C/CAG Board of Directors approved the first recommended project list on February 12, 2015.

Staff moved forward and developed an on-call list of qualified consultants to provide technical assistance to projects awarded through the program. Projects will be issued to the consultant on a task order basis. CDM Smith was chosen as the on-call consultant for this program and began work on the City of South San Francisco project in early 2016. After South San Francisco and CDM Smith staff finalized the scope and budget, an additional amount of \$6,950 was needed to complete the work. C/CAG approved the budget increase from the approved \$97,000 to \$ 103,950 because the program was undersubscribed. The program now has a total of \$238,050 remaining in the program.

Because the program was undersubscribed, C/CAG Staff reached out to the larger cities in the county in early 2016 to inform them that the technical assistance was still available. Staff received three applications from the City of San Bruno, Redwood City, and San Mateo. The City of San Bruno proposed a study of the city's downtown parking district; the City of Redwood City proposed a development of the transportation demand management (TDM) of the city's downtown area; and the City of San Mateo proposed a study of a new transit center for the 25th Avenue grade separation project. The total funding recommendation for this current project list is \$238,000.

As a basis for this staff recommendation, C/CAG Staff reviewed the three applications in September using the same scoring criteria from the previous round of application submissions and all projects have been determined to be eligible. If the scoring panel recommendation is approved by the C/CAG Board of Directors, CDM Smith will then meet with city staff to finalize the scope and budget of their respective project. C/CAG Staff will review each final scope and budget and issue task orders to CDM Smith to execute the work.

ATTACHMENTS

- C/CAG PDA Parking Policy Technical Assistance Program Recommended Project List – September 2016
- C/CAG PDA Parking Policy Technical Assistance Program Recommended – Scoring Criteria

**C/CAG PDA Parking Policy Technical Assistance Program
Recommended Project List – September 2016 (In Order of Submission)**

Jurisdiction	Project	Amount of Technical Assistance Requested	Scoring Recommendation	Notes/ Comments
City of San Bruno	San Bruno Comprehensive Downtown Parking Plan	\$110,000	\$110,000	
City of Redwood City	City of Redwood City Transportation Demand Management Policy and Program	\$50,000	\$49,000	
City of San Mateo	Parking Strategies to Support 25 th Avenue Grade Separation Project	\$80,000	\$79,000	
Total		\$240,000	\$238,000	

Please fill in the light gray boxes with your information, scores, and comments.

Scorer:		Project Sponsor:			
Date Completed:		Project Title:			
Evaluation Criteria	Description	Instructions/Scale	Max Points	Points Assigned	Additional Comments from Scorer
1. Location within a Community of Concern	Project is located within or serves a Community of Concern as defined by MTC's Lifeline Transportation Program. See http://www.mtc.ca.gov/planning/snapshot/0_COC_Reference_Map_11_17.pdf	<i>Populated by C/CAG staff based on information in application.</i> No - 0 Yes - 5	5		
2. Project Impact	Project demonstrates the capacity for early implementation and the potential to: · Increase the supply of housing, including affordable housing, and jobs in areas around transit stations, downtowns, and transit corridors · Assist in streamlining the entitlement process and help the PDA become more development ready · Address challenges to achieving infill development and higher densities	<i>Enter a number between 0 and 25.</i> No impact - 0 Weak impact - 5 Slight impact - 10 Moderate impact - 15 Strong impact - 20 Very strong impact - 25	25		
3. Project approach/scope of work and timeline	Project has a well-defined scope of work and timeline identifying the key purpose and objectives.	<i>Add the number of points from 3a, 3b, and 3c.</i>	20		
<i>a. Scope of work/approach</i>	· Are the key activities and objectives of the project well-defined in the scope of work/approach? · Does the scope of work/approach make sense given prior planning efforts? · If the project is a specific or station area plan, is the approach consistent with MTC's PDA Planning Program guidelines (Attachment 2 of the Call for Projects)?	<i>Enter a number between 0 and 10.</i> No scope of work/approach - 0 Weak scope of work/approach - 1 Satisfactory scope of work/approach - 5 Strong scope of work/approach - 10	10		
<i>b. Project timeline</i>	· Does the project timeline describe key dates and milestones for the project? · Is the project timeline reasonable? · Is the project timeline reasonable given prior planning efforts?	<i>Enter a number between 0 and 3.</i> No timeline - 0 Weak timeline - 1 Satisfactory timeline - 2 Strong timeline - 3	3		
<i>c. Budget</i>	· Is the project budget reasonable given the scope of work/approach and timeline?	<i>Enter a number between 0 and 7.</i> No budget - 0 Weak budget - 1 Satisfactory budget - 4 Strong budget - 7	7		
4. Matching Funds	The project exceeds the minimum required match and leverages other funding.	<i>Populated by C/CAG staff.</i> Less than 11.47% - project not eligible 11.47% - 0 Between 11.47% and 25.00% - 15 * ((MATCH - 11.47%) / (25.00% - 11.47%)) 25.00% or more - 15	15		
5. Existing policies	Jurisdiction has demonstrated a commitment to provide an increase in housing and transportation choices through existing policies, such as innovative parking policies, TOD zoning, transportation demand management strategies, existing citywide affordable housing policies and approved projects, supportive general plan policies, sustainability policies, including green building policies and alternative energy policies, etc.	<i>Enter a number between 0 and 15.</i> No existing policies - 0 Few existing policies - 5 Some existing policies - 10 Many existing policies - 15	15		
6. Support	Project demonstrates local community support from major property owner(s), city councils, and relevant transit operator(s) (i.e., public involvement to date, letters of support)	<i>Enter a number between 0 and 15.</i> No support - 0 Weak support - 5 Moderate support - 10 Strong support - 15	15		
7. Commitment to Implementation	Project sponsor has a commitment to and a clear approach and timeframe for plan or project implementation once planning and/or studies are completed.	<i>Enter a number between 0 and 5.</i> No plan for implementation - 0 Weak plan for implementation - 1 Strong plan for implementation - 5	5		
			100		

C/CAG AGENDA REPORT

Date: September 26, 2016

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: Sandy Wong, Executive Director

Subject: Review and recommend approval of the funding recommendation for the County of San Mateo Coastside Beach Shuttle for FY 16/17 and FY 17/18 in an amount of \$78,563 in Measure A Transportation funds through the San Mateo County Shuttle Program Joint Call for Projects

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the CMEQ review and recommend approval of the funding recommendation for the County of San Mateo Coastside Beach Shuttle for FY 16/17 and FY 17/18 in an amount of \$78,563 in Measure A Transportation funds through the San Mateo County Shuttle Program Joint Call for Projects.

FISCAL IMPACT

There will be no fiscal impact to C/CAG.

SOURCE OF FUNDS

The recommended source of funds for the Coastside Beach Shuttle is the San Mateo County Transportation Authority (SMCTA) Measure A Program.

The overall funding for the San Mateo County Shuttle Program for FY 16/17 and FY 17/18 is as follows.

	SMCTA	C/CAG
Total available	\$9,000,000	\$1,000,000
Previously allocated	\$8,059,795	\$921,528

Funding to support the shuttle programs will be derived from the Congestion Relief Plan adopted by C/CAG and includes \$1,000,000 in funding (\$500,000 for FY 15/16 and \$500,000 for FY 16/17). The SMCTA Measure A Program will provide approximately \$9,000,000 for the two-year funding cycle.

BACKGROUND/ DISCUSSION

Staff issued the call for projects for the San Mateo County Shuttle Program on December 14, 2015 and applications were due on February 12, 2016. At the May 12, 2016 Board of Directors meeting the Board approved the shuttle funding allocation for the San Mateo County Shuttle Program for FY 16/17 and FY 17/18. The County of San Mateo had submitted an application for the Coastside Beach Shuttle. However, before the May Board meeting County of San Mateo staff had requested to have their application deferred until they could resolve some issues with their route and service plan.

The County of San Mateo has now submitted a revised application. The new route and schedule has been reviewed by SamTrans operations planning staff and has received a letter of concurrence from SamTrans. The revised application has also been recommended for funding by the Shuttle Evaluation Panel. The proposed Coastside Beach Shuttle will serve as a weekend only shuttle from 9:30 a.m. to 5:00 p.m. that provides a transportation option for those that would like to visit local beaches in the Half Moon Bay area. The revised application includes a service plan that will utilize a shuttle vendor, through the Commute.org agreement with MV Transportation, to provide the service.

This shuttle will be funded by the San Mateo County Transportation Authority (SMCTA) should it be approved by their Board of Directors at the October 6, 2016 SMCTA Board of Directors meeting.

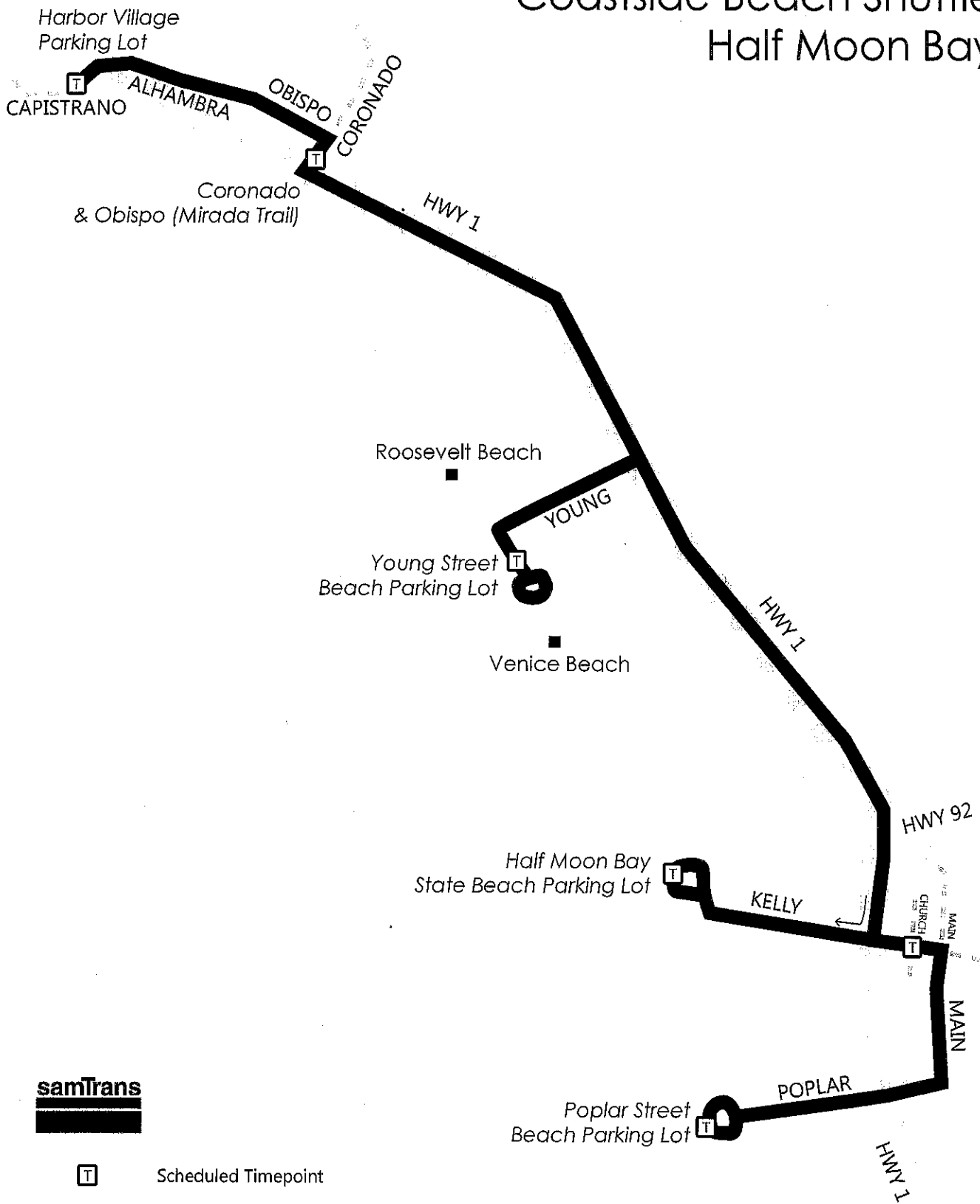
ATTACHMENTS

- Route map for the Coastside Beach Shuttle



SHUTTLE PROPOSAL

Coastside Beach Shuttle Half Moon Bay



samTrans



Scheduled Timepoint



Core Alignment

Current as of: PROPOSAL/FOR ANALYSIS Only - May 2016

C/CAG AGENDA REPORT

Date: September 26, 2016

To: Congestion Management & Environmental Quality (CMEQ) Committee

From: Sandy Wong, Executive Director

Subject: Receive an update on the US 101 Managed-lane project

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

RECOMENDATION

That the CMEQ committee receive an update on the US 101 managed-lane project.

FISCAL IMPACT

The SMCTA approved \$8.5 million for the environmental phase of the project. The project also received \$3 million in private partnership funds. In addition, agency staff is working with the Department of Transportation and Federal Highway Administration to secure additional funding.

BACKGROUND

On May 24, 2012, the SMCTA issued a call for projects for their Measure A Highway Program, to solicit projects that reduce congestion in commute corridors. The program focuses on removing bottlenecks in the most congested highway commute corridors, reducing congestion, and improving throughput along critical congested commute corridors.

In May 2012, C/CAG submitted an application to sponsor and develop a Project Initiation Document (PID) to extend High-Occupancy Vehicle lanes (HOV) Hybrid Study on US 101 from Whipple to the I-380 interchange. On October 4, 2012 SMCTA programmed \$2,000,000 for this effort.

On May 4, 2015, the California State Department of Transportation (Caltrans) approved a Project Initiation Document (PID) for a project that proposes to extend existing High Occupancy Vehicle (HOV) lanes on the Highway 101 Corridor in San Mateo County 14.5 miles from Whipple Road to Interstate 380.

On May 8, 2015, the SMCTA issued another Measure A Highway Program call for project. C/CAG submitted an application to sponsor and develop the Project Approval/Environmental Document (PA/ED) phase of this project. On October 1, 2015, TA Board authorized the allocation of \$8.5 million of Measure A funding for the PA/ED phase.

Current Project Scope:

Resulting from input of project stakeholders, both public agencies and private employers, the study limits expanded from what was developed in the PID. The project limits have been extended eight

miles south to a total length of 22.5 miles, to better coordinate with the work that Santa Clara County is proposing on the Highway 101 Corridor.

In addition, the project has been changed from a Carpool-lane project to a Managed-lane project to include express lane alternatives. Express lanes allow the tolling of non-HOV vehicles through congestion-pricing in an effort to improve operations on the corridor.

Extended limits and expanded alternative options require the preparation of a Supplemental PID to capture and document these changes. The Supplemental PID has been approved by Caltrans in June 2016. The environmental phase has been started.

Project Purpose and Need:

- Reduce congestion in the corridor;
- Encourage carpooling and transit use;
- Provide managed lanes for travel time reliability;
- Minimize operational degradation of general purpose lanes;
- Increase person throughput; and
- Apply technology and/or design features to help manage traffic.

Agency and Public Involvements:

A multi-jurisdictional partnership has been engaged to develop a thorough Project Approval Report and Environmental Document. A “Public Education and Community Outreach Plan” is being prepared and will be forth-coming. The purpose of the Outreach Plan is to educate the community on what can be accomplished in the corridor under various scenarios and to understand the key issues and concerns that the local communities may have about the project alternatives.

To increase efficiency and communication, the technical work will be performed by an Integrated Project Development Team (IPDT) consists of Caltrans staff as well as consultants retained by SMCTA.

A three-party Project Charter has been executed by Caltrans, SMCTA, and C/CAG defining the roles and responsibilities, project purpose and needs, as well as deliverables and budget. An inter-agency MOU between C/CAG and SMCTA is also underway.

Formal environmental scoping meeting(s) is being planned for late October 2016. Alternatives being proposed by the project will be discussed at the scoping meeting to solicit public input.

ATTACHMENT

None.