

# 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*

**1:15 p.m., Thursday, January 18, 2018  
San Mateo County Transit District Office<sup>1</sup>  
1250 San Carlos Avenue, 2<sup>nd</sup> Floor Auditorium  
San Carlos, California**

### TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

- |  |               |              |
|--|---------------|--------------|
| 1. Public comment on items not on the Agenda (presentations are customarily limited to 3 minutes).   | Porter/Hurley | No materials |
| 2. Issues from the last C/CAG Board meeting (Dec):   | Hoang         | No materials |
| - Approved – Res. 17-58 authorizing the filing of a joint application for \$22M in funding from the TA Measure A Highway Program for US-101 Managed Lane project (Design & ROW). |               |              |
| - Approved – Agreement with SMCOE to manage the SRTS Program for FY 17/18 & FY 18/19 for \$917,000.  |               |              |
| - Approved – Joint CFP for CCAG-TA Shuttle Program for FYs 2018/19-19/20   |               |              |
| - Approved – Award of the SRTS/GI Pilot Projects to then jurisdictions for a total of \$2,112,863.   |               |              |
| - Approved – Release of Draft 2017 CMP for distribution and comments   |               |              |
| 3. Approval of the minutes from November 16, 2017  | Hoang         | Page 1-3     |
| 4. Receive information on the TA Highway Call for Projects Update (Information)  | Slavit (TA)   | Page 4-12    |
| 5. Review and recommend approval of the Draft 2017 Congestion Management Program (CMP) and Monitoring Report (Action)  | Lacap         | Page 13-15   |
| 6. Regional Project and Funding Information (Information)  | Lacap         | Handouts     |
| 7. Executive Director Report   | Wong          | No materials |
| 8. Member Reports  | All           |              |

---

<sup>1</sup> For public transit access use SamTrans Bus lines 260, 295, 390, 391, KX or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue. Driving directions: From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.



# CONGESTION MANAGEMENT PROGRAM (CMP) TECHNICAL ADVISORY COMMITTEE (TAC)

November 16, 2017

## MINUTES

The two hundred forty-first (241<sup>st</sup>) meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices located at 1250 San Carlos Avenue, 2<sup>nd</sup> Floor Auditorium, San Carlos, CA. Vice Chair Hurley called the meeting to order at 1:20 p.m. on Thursday, November 16, 2017.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: April Chan – SamTrans; John Hoang, Jeff Lacap, Jean Higaki, Sara Muse - C/CAG; Richard Chiu – City of Daly City, and other attendees not signed in.

**1. Public comment on items not on the agenda.**

None.

**2. Issues from the last C/CAG Board meeting.**

None.

**3. Approval of the Minutes from October 19, 2017.**

Approved.

**4. Receive a presentation on “Get Us Moving – San Mateo County”**

April Chan, Executive Officer at SamTrans, presented “Get Us Moving – San Mateo County” and the proposed Countywide sales tax, enabled by AB 1613 (Mullin), planned for the November 2018 election. The need for such a sales tax include an unsustainable SamTrans budget; new service demands, need for Caltrain contributions and the fact that Measure A programs are oversubscribed and insufficient. SamTrans is forming a group, including representatives from small/medium/large jurisdiction, by the end of December, to provide input towards development of a tax measure.

Discussions and comments included consideration for polling results and support should be taken into consideration. Co-chair Hurley mentioned that those who are interested in participating in the group inform him by December 15<sup>th</sup>.

**5. Review and recommend approval of the Call for Projects for the C/CAG and San Mateo County Transportation Authority Shuttle Program for Fiscal Year 18/19 & Fiscal Year 19/20**

Susy Kalkin presented on the \$10 million (\$1 million – C/CAG; \$9 million – TA) call for projects for the two-year Shuttle Program including discussions of the program guidelines and schedule. Applications are due February 9, 2018.

Discussions and comments included that there is still a requirement for concurrences with SamTrans and/or Commute.org. The need remains focused on local community shuttle. Historically this program has been undersubscribed.

- 6. Receive information on the New Measure A Pedestrian and Bicycle Call for Projects**  
Joel Slavitt, Manager for SMCTA, presented on the 2017 Measure A Ped/Bike Call for Projects, discussing eligibility requirements, the application process, evaluation criteria, and schedule, eligible funding and schedule

Discussions and comments included whether a Class IV bike lane is eligible as well as status of the overall program.

- 7. Receive an update and discussion on US 101 Managed Lane Project**  
Sandy Wong, C/CAG Executive Director, reported on the Managed Lane Project status and presented a comparison between owner/operator options, which includes using either VTA, MTC, or forming a new San Mateo County agency.

The C/CAG and TA Boards need to eventually approve who is the operator. It was mentioned that owning and operating the facility would be complex so San Mateo County agencies need to consider thoroughly. The decision should take into consideration timing of construction, planned for 2021, which is critical since a system integrator needs to be brought on board at the early stage.

- 8. Review and recommend approval of the Draft 2017 Congestion Management Program (CMP) and Monitoring Report**

Jeff Lacap presented on the draft 2017 CMP and monitoring report, providing information that was updated from the last report, the segments that are in violation of the LOS Standards, after the exclusion of interregional traffic, includes westbound SR 84 between I-280 and Alameda de Las Pulgas (AM and PM), and eastbound and westbound SR 92 between I-280 and US 101 (AM and PM). Other monitoring items reported were travel times on US-101 and transit ridership.

The committee expressed that the LOS may be under reported when considering interregional traffic. If all counties are considering the interregional exceptions then who is reporting it. The committee request that the point is explained in the report as well as Executive Summary.

- 9. Review and recommend approval of the proposed project funding list under the Safe Routes to School/Green Street Infrastructure Pilot Program**

Matt Fabry reported that out of 15 applications received, 12 projects were fully funded based on the amount requested the project sponsor. C/CAG staff were able to come up with additional funds to fully fund the last project, therefore, the total amount of funds provided was \$2,112,863.

- 10. Regional Project and Funding Information**

Jeff Lacap reported on Inactive projects, project delivery related to OBAG and OBAG 2, as well as ATP Cycle 4 and other items.

- 11. Executive Director Report**

Sandy Wong reported on the status of RM 3, indicating that MTC will be holding a workshop in December with the plan of asking that all 9 Bay Area Counties Board of Supervisors approve resolutions to place RM3 on their counties' ballots by March 9, 2018. Outreach and education of RM 3 will be provided and one meeting is planned to be held during a scheduled TAC meeting.

## **12. Member Reports**

Joe Hurley mentioned that the TA Call for Projects is due Monday at 4 p.m.

Meeting adjourned.

## **C/CAG AGENDA REPORT**

Date: January 18, 2018

To: Congestion Management Technical Advisory Committee (TAC)

From: Joel Slavit, SMCTA

Subject: Receive information on the TA Highway Call for Projects Update

(For further information or questions, contact Joel Slavit at 650-508-6476)

---

### **RECOMMENDATION**

That the TAC receives information on the TA Highway Call for Projects update.

### **BACKGROUND**

See attachment.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett  
Executive Director

FROM: April Chan  
Chief Officer, Planning, Grants and Transportation Authority

SUBJECT: **HIGHWAY PROGRAM: CALL FOR PROJECTS UPDATE**

**ACTION**

No action is required. This item is being presented to the Board for information only.

**SIGNIFICANCE**

On October 9, 2017, the San Mateo County Transportation Authority (TA) formally released a Highway Call for Projects (CFP), announcing the availability of up to \$75 million in Measure A funds for projects ready to start work within one year of receiving a funding award. Final Board action for the 2017 CFP is tentatively scheduled to take place February 2018, which means sponsors of eligible projects need to demonstrate that the requested phase of work should commence no later than February 2019.

Seven applications were received from eight jurisdictions at the close of the CFP, which occurred on November 20, 2017 and a total of \$46.7 million has been requested. While the 2017 Highway CFP was undersubscribed, many of the projects identified in the Measure A Highway Capital Improvement Program (CIP) were either: 1) not ready to proceed with the next unfunded phase of work by February 2019, 2) still ongoing with prior Measure A funded phases of work, or 3) proceeding with requests for pre-construction phases work that are less costly than construction.

The TA Project Selection Committee met on December 12, 2017 to evaluate and score the submitted applications. The TA Project Selection Committee was composed of staff from the TA, Caltrans and the Santa Clara Valley Transportation Authority. Staff will present an informational item at the January 4, 2018 meeting on the proposed recommendations.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The Measure A Highway CIP included an order of magnitude funding shortfall close to \$1 billion over the 10 year period from Fiscal Years 2016 to 2025, as funding needs were projected to exceed projected revenue sources.

In order to best ensure the delivery of projects in light of the long term projected shortfall, staff, in conjunction with input from the Highway CIP Ad Hoc subcommittee and Board, developed the following new funding policies, effective for the 2017 Highway CFP:

- The priority is to continue funding projects of greatest merit in the Measure A pipeline to complete work already started
- A set-aside, up to \$10 million, through the remaining life of Measure A for planning and environmental work will be available for projects not already in the Measure A funding pipeline
- A minimum 10 percent funding match is required for each phase of work
- The minimum funding match may be greater than 10 percent for new highway facilities, proportionate to the traffic impacts expected to be generated from the new development
- To further promote timely use of funds, there must be substantial activity on a project within 2 years of the funding award or the funds may be made available for other projects

In accordance with the voter-approved Transportation Expenditure Plan (TEP), a total of 27.5 percent of the New Measure A sales tax receipts are dedicated to the Highway Program for capital projects that reduce congestion and improve throughput and safety. The Highway Program is composed of two components: 1) Key Congested Areas (KCA) with 17.3 percent of the sales tax receipts, and 2) Supplemental Roadways (SR) with 10.2 percent of the sales tax receipts.

The TEP contains a list of the candidate KCA highway projects and a partial list of candidate SR projects. Additional candidate SR projects may be submitted to the TA for consideration to account for changing needs during the 25 year life of the program. SR projects can include highway as well as other types of congestion reducing roadway projects in the county.

Prepared By: Joel Slavit, Manager of Programming and Monitoring

650-508-6476






**Measure A  
2017 Highway Program  
Call for Projects**

January 18, 2018  
C/CAG TAC

The slide features a green background with a faint image of a highway interchange and a train. The text is centered in white.



**Presentation Overview**

- Program Overview
- Process
- Evaluation Criteria
- Review of Key Policy Changes
- Project Proposals
- Draft Funding Recommendations
- Next Steps - Schedule

2

The slide features a green background with a faint image of a highway interchange and a train. The text is centered in white.



## Program Overview

- Focus is to reduce congestion, improve throughput and safety on most critical commute corridors
- Per voter approved Expenditure Plan 27.5% of Measure A revenue dedicated for the Highway Program
  - 17.3% for Key Congested Areas (KCA)
  - 10.2% for Supplemental Roadways (SR)
- Funds all phases of capital highway development

3



## Evaluation Criteria

	<u>Pre-env.</u>	<u>Post-env.</u>
• Need:	35%	15%
• Effectiveness:	20%	40%
• Readiness:	20%	20%
• Funding Leverage:	10%	10%
• Policy Consistency & Sustainability:	15%	15%

4



## Review of Key Policy Changes

- **Prioritize funding Measure A pipeline projects of greatest merit to complete work already started**
- **A \$10 million set aside through the remaining life of Measure A for planning and environmental work will be available for other projects not already in the funding pipeline**
- **A minimum 10 percent funding match required with each phase of work**

5



## Review of Key Policy Changes

- **The match requirement may be greater than 10 percent for new highway facilities, proportionate to the traffic impacts from new development**
- **To further promote timely use of funds, there must be substantial activity on a project w/in 2 years of the funding award or the funds may be made available for other projects**

6



## Project Proposals

- Up to \$75 million available for programming and allocation
- 7 applications submitted from 8 sponsors for work scheduled to begin within 1 year of planned funding allocations (Feb. 2019)
- \$46.7 million requested
- \$45.8 million in eligible requests

7



## Location of Project Proposals



8



## Project Proposals

- 4 pipeline projects and 3 other projects not in the funding pipeline
- Mix of project types
  - 3 freeway interchange projects
  - 1 freeway mainline project
  - 3 arterial projects
- Work phases – all for pre-construction
  - ROW: 2 projects
  - PS&E: 1 project
  - Planning/PID: 5 projects

9



## Project Proposals

### Distribution of KCA and SR categories

	Expenditure Plan	Currently Programmed	2017 CFP Draft Programming Recommendations	Total Programmed with 2017 CFP Draft Recommendations
KCA	63%	66.5%	51.1%	62.8%
SR	37%	33.5%	48.9%	37.2%

	Expenditure Plan	Currently Programmed	2017 CFP Draft Programming Recommendations	Total Programmed with 2017 CFP Draft Recommendations
KCA	63%	\$96,089,069	\$23,420,000	\$119,509,069
SR	37%	\$48,463,642	\$22,399,250	\$70,862,892

10



## Draft Funding Recommendations

Rank	Project	Work Phase	Sponsor Request	TA Program Support	Funding Track	Pipeline Project	Draft Funding Recommendations
1	US 101 Managed Lanes Project	PS&E & ROW	\$22,000,000	Included	SR	Yes	Program & allocate: 1) \$20,000,000 for PS&E 2) \$2,000,000 for ROW
2	US 101/Woodside Road (SR 84) Interchange Improvements Project	ROW	\$20,000,000	\$145,000	KCA	Yes	Program \$20,145,000 for ROW, defer allocation
3	US 101/SR 92 Direct Connector Project	PID	\$2,000,000	Included	KCA	Yes	Program & allocate \$2,000,000 for PID
4	US 101/SR 92 Interchange Area Improvements Project	PID	\$630,000	Included	SR	Yes	Program and allocate \$630,000 for PID
5	Bayfront Expwy, Willow Rd, and Marsh Rd Adaptive Signal Timing Project	Planning	\$173,250	\$20,000	SR	No	Program and allocate \$193,250 for Planning
6	Route 1/Manor Drive Overcrossing Project	Planning & PID	\$1,220,000	\$35,000	KCA	No	Program & allocate \$645,000 for Planning only
7	Railroad Avenue Extension Project	Planning & PID	\$630,000	\$26,000	SR	No	Program and allocate \$206,000 for Planning only
<b>Totals:</b>							<b>\$46,653,250</b>
							<b>Program: \$45,819,250</b> <b>Allocate: \$25,674,250</b>

11



## Next Steps - Schedule

Timeline	Activity
January 4, 2018	Informational item to TA Board
January 18, 2018	C/CAG Technical Advisory Committee
February 1, 2018	TA Board adopts 2017 Highway Program of Projects

12

## C/CAG AGENDA REPORT

**Date:** January 18, 2017

**To:** Congestion Management Program Technical Advisory Committee (TAC)

**From:** Jeff Lacap

**Subject:** Review and recommend approval of the Final 2017 Congestion Management Program (CMP) and Monitoring Report

(For further information, contact Jeff Lacap at 650-599-1455)

---

### RECOMMENDATION

That the CMP TAC review and recommend approval of the Final 2017 Congestion Management Program (CMP) and Monitoring Report

### FISCAL IMPACT

It is not anticipated that the changes in the 2017 CMP will result in any increase in the current fiscal commitment that C/CAG has made to the Program.

### BACKGROUND

#### *Overview*

Every two years, C/CAG as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) for San Mateo County. The CMP is prepared in accordance with state statutes, which also establish requirements for local jurisdictions to receive certain gas tax subvention funds. The CMP's conformance with regional goals enable San Mateo County jurisdictions to qualify for state and federal transportation funding.

The Metropolitan Transportation Commission (MTC) also provides guidance for consistency and compatibility with the Regional Transportation Plan (RTP). MTC's findings for the consistency of CMPs focus on five areas:

- Goals and objectives established in the RTP,
- Consistency of the system definition with adjoining counties,
- Consistency with federal and state air quality plans,
- Consistency with the MTC travel demand modeling database and methodologies; and
- RTP financial assumptions.

### ***2017 Final CMP Update***

On November 16, 2017, the C/CAG Congestion Management Program Technical Advisory Committee recommended approval of the 2017 Draft CMP. It was further recommended that staff list the 12 deficient CMP roadway segments in the report and provide detail on the methodology in calculating the travel time.

The C/CAG Congestion Management and Environmental Quality Committee (CMEQ) also recommended approval at their meeting on November 27, but had questions regarding the travel times reported in the monitoring report and asked staff to provide further clarification. (The general-purpose lane travel times presented in the LOS monitoring report are the result of a 2-month average between all Tuesdays, Wednesday, and Thursdays in April and May 2017 during the 7-9am and 4-7pm peak hours. The travel times reported represent the calculated INRIX travel time using the average speed over each CMP roadway segment for each 5-minute interval during each respective AM and PM peak period. Because of the multitude of data points, there is a variability of travel times in the dataset, which affects the overall reported average travel time. For example, the average speed in the southbound US 101 segment between SR 92 and Whipple varies from 70 mph to 30 mph during the AM peak period. For the PM period, the average speed varies from 70 mph to 20 mph.)

The C/CAG Board approved the Draft 2017 CMP on December 14, 2017 and authorized its release for review and comments. The Draft 2017 CMP and the notices of its availability for review were issued on December 22, 2017 to all interested parties including local and regional transportation agencies and local jurisdictions. Comments are due by January 22, 2018. Staff received comments from San Mateo County Public Works. All pertinent comments have been incorporated in the proposed 2017 Final CMP. Comments received between now and the TAC meeting will be provided to the TAC.

Since the draft version was presented to the TAC in November, minor grammatical and editorial changes were made to the 2017 Final CMP and appendices in addition to the following items:

- The 12 deficient CMP roadway segments have been extracted from the body of the monitoring report and listed in the Executive Summary for easy reference.
- More detail about the travel time methodology has been reported in the LOS Monitoring Report (Appendix F).

### ***SB 743***

Senate Bill 743 was signed into law in 2013 and aimed to replace the metric used to measure the transportation impact assessment in the California Environmental Quality Act (CEQA) process from a delay based metric such as traffic level of service (LOS) to another metric such as vehicle miles traveled (VMT).

The Governor's Office of Planning and Research (OPR) is responsible for identifying the alternative metric and updating the CEQA Guidelines on transportation impact analysis. OPR has identified VMT as the new metric but is currently still finalizing the technical guidance for impact analysis.

Since current CMP legislation requires the use of LOS metric, the Draft 2017 CMP has been prepared following current CMP guidelines. C/CAG did not do any major updates to the CMP and



only made focused changes during this update to report on the work performed and progress made in implementing the CMP elements (Roadway System, Traffic LOS Standards, Performance Element, Trip Reduction and Travel Demand Element, Land Use Impact Analysis Program, and Seven-Year Capital Improvement Program) since the last update in 2015.

It is anticipated when SB 743 implementation guidelines are fully adopted by OPR or any other legislative efforts to amend the CMP legislation occur, C/CAG, in coordination with the Metropolitan Transportation Commission and other Congestion Management Agencies in the Bay Area, will evaluate and recommend performance metrics for future CMP updates.

***2017 CMP Approval Schedule (Tentative)***

<u>Date</u>	<u>Activity</u>
January 18, 2018	Final CMP to TAC
January 29, 2018	Final CMP to CMEQ
February 8, 2018	Final CMP to Board
March 2018	Final CMP to MTC

Staff requests that the TAC recommend adoption of the Final 2017 CMP and allow staff to incorporate any additional comments received prior to presenting to the Board for adoption in February.

Since most of the CMP document remains unchanged, only electronic versions of the documents are being provided to the TAC. The Final 2017 CMP and Appendix are provided electronically only and can also be downloaded from the following webpage:

*<http://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>*

**ATTACHMENT**

- Final 2017 San Mateo County CMP & Appendix (*Available for download at:*  
*<http://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>*)