

## C/CAG AGENDA REPORT

Date: May 9, 2019

To: City/County Association of Governments of San Mateo County Board of Directors

From: Jean Higaki, Program Director

Subject: Review and approval of Resolution 19-32 authorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2019 to June 30, 2023 (*Special voting procedures apply*).

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

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### RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 19-32 authorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2019 to June 30, 2023.

### 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.

### BACKGROUND

The San Mateo County Congestion Relief Plan was first adopted by C/CAG on February 8, 2002 in response to traffic congestion measurements, at 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.

Over the years, 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 relieves all San Mateo County jurisdictions from State mandates to fix the specific congested locations that triggered a deficiency, and any locations that might trigger a deficiency in the subsequent five years. Aside from meeting the State mandate, it is also prudent for all San Mateo County jurisdictions to share resources and address traffic and transportation issues together.

Adopting the Congestion Relief Plan allows for countywide programs to address congestion in a more impactful manner. 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 2015 was based on 2014 population percentages and 2013 trip generation data. The proposed assessment is updated to reflect 2018 population percentages and 2015 trip generation data as shown on Attachment A. The proposed assessment will be updated when more recent ABAG regional projections are recalibrated by our modeler and validated by our jurisdictions.

### San Mateo County 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, and development of model programs, plans, and templates for local jurisdiction use at low or no cost.

### Proposed Program Revisions from the 2015-2019 Adopted Plan

Below is a description of program changes proposed for the new authorization.

#### 1. Local Transportation Services Program

The current Employer-Based Shuttle Program and Local Transportation Services Program primarily funded employer or community shuttles through a competitive process and required a 50% match from the project sponsor. Originally this program was the only available source of funds for shuttle services. Today, San Mateo County Transportation Authority (TA) has a robust fund source dedicated to fund shuttles and the funds for this program may be better spent in exploring new emerging mobility options.

In consideration of this, the proposed program is modified to include innovative programs and emerging mobility options that facilitate local transportation services and will reduce congestion. Examples of emerging mobility options include autonomous shuttles/ vehicles, and shared economy mobility services.

The state and bay area region are beginning to focus more on vehicle miles traveled (VMT) impacts and the links between housing and transportation. To accommodate this new focus, Program 4 - "Linking Transportation and Land Use" has redefined several sub-items highlighted below.

#### 4A. Innovative Trip Reduction Strategies and Major 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 the 2011 reauthorization, the addition of innovative strategies to reduce auto commute trip demands, by partnering with other public or private entities was added.

There has been increased interest in the recent C/CAG carpool incentive programs. This authorization would modify the program to promote and deploy more innovative projects and programs that serve to make travel on major corridors more reliable by increasing person throughput on existing facilities and programs that can reduce trips and congestion on the existing system. An example innovative program that was previously funded under this program was the highly successful pilot Carpool Program that has been modified and continues as Carpool 2.0. It is anticipated that implementation of a carpool incentive program would continue in the future.

A US 101- Mobility Action Plan (MAP) is currently being developed by five partners, SamTrans, C/CAG, San Francisco County Transportation Authority (SFCTA), Santa Clara Valley Transportation Authority (VTA), Metropolitan Transportation Commission (MTC), and in coordination with San Mateo County Transportation Authority (SMCTA), Caltrans, and Transform. The goal of the MAP is to build on infrastructure and mobility improvement already planned and identify near-term policy changes and programs that address unreliable and inequitable mobility challenges on the corridor today. It is anticipated that some programs developed as part of this effort could be implemented under this program.

This authorization proposes to remove the corridor planning incentive and expand innovative strategies that reduce auto commute trip demands and/ or address mobility deficiencies on major corridors, 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 reduced to \$150,000.

#### 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.

Previous match contributions made under this program included: contributing \$80,608 in matching funds to develop an Alternative Fuel Readiness Plan (AFRP) for San Mateo County, contributing \$25,000 towards a Bay Area Air Quality Management District (BAAQMD) Regional Bike-sharing Pilot Program, and contributing \$25,000 towards ad SamTrans “Making the last Mile Connection Pilot Program.”

This reauthorization proposes to modify the purpose of this section to implement or contribute funds towards Green House Gases related programs and projects. These include but are not limited to a) developing tools to assist member agencies and project partners with SB 743 compliance, to b) provide grant writing technical assistance to member agencies for appropriate Federal, State, or other external competitive grant funds, and c) to evaluate performance measures identified in the San Mateo Countywide Transportation Plan (SMCTP) 2040 Action Plan and develop feasible plans to track performance measure.

- a) In September 2013, the State Legislature passed into law SB 743, which required agencies to change the significance metric used to assess the transportation impacts of land use and transportation projects under CEQA (California Environmental Quality Act) from LOS (automobile delay, Level of Service) to VMT (Vehicle Miles Traveled). The intent was to align other statewide goals, such as greenhouse gas emissions reduction and Sustainable Communities Strategies (SCS) that encourage multimodal development and promote infill opportunities in dense urban areas.

OPR (Governor’s Office of Planning Research) was charged with developing guidelines to implement SB 743. OPR published the final CEQA Guidelines on December 28, 2018 with statewide application to begin on July 1, 2020.

C/CAG hosted several working group meetings with staff member jurisdictions and there is consensus to have C/CAG take a lead in helping agencies move towards the use of VMT as a CEQA metric and to work with city staff to develop a consistent methodology.

- b) Over the years, there have been numerous transportation and other funding opportunities offered at the state, federal, or regional levels on a competitive basis. However, projects sponsored by San Mateo County jurisdictions have not been as competitive due to various reasons, one of which is the lack of availability of staff resources needed to understand and comply with grant application requirements, as well as to prepare grant applications. In May 2018 C/CAG approved of a pilot Grant Writing Technical Assistance Program (GW-TAP). The concept was well received by committees and the Board.
- c) San Mateo Countywide Transportation Plan 2040 (SMCTP 2040), was adopted by the C/CAG Board of Directors on February 9, 2017. The SMCTP 2040 serves as a long-range, comprehensive transportation planning document by establishing both a coordinated planning framework and systematic transportation planning process for identifying and resolving transportation issues. A SMCTP 2040 Action Plan was developed as a living document which serves as a roadmap for implementing and tracking progress of the SMCTP 2040. The Action Plan included considerations for procuring, tracking, and evaluating performance measures.

The annual fund level for this program is currently set at \$100,000. It is proposed that the new authorization be set at \$150,000.

#### 4C. Climate Change and Resiliency Planning

There is a need to expand planning efforts to include sea level rise effects on the transportation facilities in San Mateo County. The County of San Mateo finalized a Sea Level Rise Vulnerability Assessment in 2018. In 2019, the Office of Sustainability launched Climate Ready SMC to share best practices for climate change preparedness with municipalities and agencies, non-profits, private development, and businesses. This work, funded by Caltrans, will finish in 2020 and will result in improved climate models to address transportation risk including vulnerability to temperature and heat, wildfires, riverine flooding and how these risks impact urban heat islands, health and disadvantaged communities. The work will also result in a menu of adaptation strategies, policy and planning templates to allow the County and Cities to effectively prepare for transportation related climate impacts.

This program would be modified to incorporate sea level rise and adaptation in transportation planning efforts. The annual fund level for this program is currently \$150,000. It is proposed that the new authorization remain at the same level of funding.

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

Beginning in FY2005-06, C/CAG has programmed funds to support various activities that address the linkage between housing and transportation. Over these years, the Board has reviewed and approved staff proposals for housing/transportation-related activities in four broad areas: policy leadership; promotion of housing in transit corridors; cost-effective responses to State regulatory mandates; and local funding to meeting housing goals. The intent of all the proposed programs was to provide tools, technical support and financial incentives to help member jurisdictions plan and produce housing in transit corridors, downtowns, station areas and El Camino Real types of corridors, and promote densities that support frequent mass transit and reduce climate impacts while strengthening local neighborhoods and the regional economy.

Measures supported by C/CAG through the years have included the Transit Oriented Development Housing Incentive Program and the Grand Boulevard Multimodal Transportation Corridor Plan.

Since 2006, C/CAG and the County Department of Housing (DOH) have co-sponsored the 21 Elements project which assists all jurisdictions in San Mateo County to update their respective Housing Elements and share information on housing policies and programs.

The 21 Elements project is a cost-effective countywide work program that assists all jurisdictions to implement Housing Elements and develop effective on-going housing implementation policies and programs. In past years, C/CAG and the San Mateo County Department of Housing (DoH) have been co-funding the 21 Elements project, with DoH acting as the lead agency in managing the consultant contract. Staff recommends the continuation of this cooperative partnership to support the 21 Elements.

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. The California Department of Housing and Community Development (HCD) identifies the total housing need for the San Francisco Bay Area for an eight-year period. Association of Bay Area Governments (ABAG) must then develop a methodology to distribute this need to local governments in a manner that is consistent with the development pattern included in the Sustainable Communities Strategy (SCS).

In 2005, C/CAG championed an amendment of State law related to Housing Elements to enable formation of county-level subregions to allocate planned housing growth (CA Government Code §65584.03). C/CAG has utilized the Sub-RHNA process in two rounds of RHNA to date. The 6th Cycle of RHNA and housing element updates must be completed by January 2023 for the planning period of January 2023 to 2031. It is anticipated that work to initiate the next round of Sub-RHNA and housing element updates will need to factor in new State law requirements.

There is also a strong sentiment in the region and the state to condition housing production to transportation funding. In 2019, over 200 bills were introduced to address the “housing crisis.” Staff recommends utilizing the 21 Elements to assist C/CAG with the analysis and implementation of any new State laws related to land use, housing and other inter-related issues.

Funding is proposed in anticipation of activities associated with implementing the Sub-RHNA and assisting member agencies in developing their housing elements. Program funds would also be used in part to, analyze new housing legislation, assist member agencies with implementation of new state requirements, and promote best practices to stimulate infill housing in the transit corridors.

The annual fund level for the program is currently \$100,000. In anticipation of the workload associated with the new RHNA cycle and implementation of new requirements, it is proposed that the new

authorization be set at \$150,000.

**Total Funding**

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 Program 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 2015 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 reauthorization of this Plan be held at the same member assessment level and that the Plan include the revised programs as shown on the table below.

2015-2019 Proposed Plan			2019-2023 Proposed Plan				
1	Employer-Based Shuttle and Local Transportation Services Program	\$500,000	1	Local Transportation Services Program	\$500,000		
2	Travel Demand Management	\$550,000	2	Travel Demand Management	\$550,000		
3	Intelligent Transportation Systems (ITS)/ Traffic Operational Improvement Strategies	\$200,000	3	Intelligent Transportation Systems (ITS)/ Traffic Operational Improvement Strategies; Express Lane operations support; Smart Corridor Expansion	\$200,000		
4	Linking Transportation and Land Use:	\$600,000	4	Linking Transportation and Land Use:	\$600,000		
	4A. Innovative Trip Reduction Strategies and Major Corridors Studies			\$250,000		4A. Innovative Trip Reduction Strategies (Carpool 3.0)/ Mobility Action Plan	\$150,000
	4B. Transportation Improvement Strategy			\$100,000		4B. Transportation Improvement Strategy to reduce GHG (GW TAP/743 toolkit/ Performance assessments)	\$150,000
	4C. Climate Action Plan Activities			\$150,000		4C. Climate Change and Resiliency Planning (RICAPS, Climate Action Plan, Sea level rise planning for Trans. Facilities)	\$150,000
	4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation.			\$100,000		4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation. (21 Elements/ Sub-RHNA/ Legislation compliance)	\$150,000
Total		\$1,850,000	Total		\$1,850,000		

The reauthorization of the San Mateo County Congestion Relief Plan for four years from July 1, 2019 to June 30, 2023 was presented to the C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) on April 18, 2019 and was recommended for approval as proposed. The Plan was also presented to the Congestion Management and Environmental Quality (CMEQ) Committee on April 29, 2019 and was recommended for approval.

**ATTACHMENTS**

1. Resolution 19-32
2. Attachment A Congestion Relief Plan Assessment
3. Attachment B Congestion Relief Plan Program Details

## **RESOLUTION 19-32**

### **RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE SAN MATEO COUNTY CONGESTION RELIEF PLAN FOR FOUR YEARS FROM JULY 1, 2019 TO JUNE 30, 2023**

**RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG); that,

**WHEREAS**, the City/County Association of Governments (C/CAG) of San Mateo County is the designated Congestion Management Agency (CMA) for San Mateo County, and

**WHEREAS**, State law requires monitoring of the Congestion Management Network, and

**WHEREAS**, any deficient corridor or interchange will require the development of a deficiency plan with mitigation that may include all the cities and the County, and

**WHEREAS**, the San Mateo County Congestion Relief Plan was in effect from July 1, 2015 thru June 30, 2019, and

**WHEREAS**, the San Mateo County Congestion Relief Plan has been demonstrated to be an effective program that included, Intelligent Transportation System and Traffic Operational Improvement Strategies, Countywide Travel Demand Management, Funding for Local and Employer Shuttles, and Activities Linking Transportation and Land Use, and

**WHEREAS**, the new authorization of the San Mateo County Congestion Relief Plan will include, Intelligent Transportation System and Traffic Operational Improvement Strategies, Countywide Travel Demand Management, Local Transportation Services, and Activities Linking Transportation and Land Use, and

**WHEREAS**, the San Mateo County Congestion Relief Plan has proven beneficial to the Cities and the County by providing a simple predictable way to address transportation deficiencies caused by development.

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County to reauthorize the San Mateo County Congestion Relief Plan for a four-year term with an assessment of \$1,850,000. The new Congestion Relief Plan will start July 1, 2019 and expire June 30, 2023.

**PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF MAY 2019.**

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*Maryann Moise Derwin, Chair*

## Congestion Relief Plan Assessment \*

	Population (as of 1/1/18)	% of Total Population	2015 % of Trip Generation	Average of Population % & Trip Gen %	Member Assesment
Atherton	7,135	0.92%	0.88%	0.90%	\$16,672
Belmont	27,388	3.54%	3.22%	3.38%	\$62,501
Brisbane	4,692	0.61%	0.78%	0.69%	\$12,828
Burlingame	30,294	3.91%	5.59%	4.75%	\$87,901
Colma	1,501	0.19%	0.61%	0.40%	\$7,468
Daly City	107,864	13.93%	10.18%	12.06%	\$223,029
East Palo Alto	30,917	3.99%	2.27%	3.13%	\$57,896
Foster City	33,490	4.33%	3.96%	4.14%	\$76,658
Half Moon Bay	12,639	1.63%	1.79%	1.71%	\$31,674
Hillsborough	11,543	1.49%	1.09%	1.29%	\$23,837
Menlo Park	35,268	4.56%	5.54%	5.05%	\$93,389
Millbrae	22,854	2.95%	2.97%	2.96%	\$54,734
Pacifica	38,418	4.96%	4.06%	4.51%	\$83,443
Portola Valley	4,767	0.62%	0.60%	0.61%	\$11,235
Redwood City	86,380	11.16%	12.50%	11.83%	\$218,806
San Bruno	46,085	5.95%	5.89%	5.92%	\$109,504
San Carlos	29,897	3.86%	4.04%	3.95%	\$73,055
San Mateo	104,490	13.50%	14.99%	14.24%	\$263,494
South San Francisco	67,082	8.67%	8.64%	8.65%	\$160,055
Woodside	5,623	0.73%	0.61%	0.67%	\$12,405
San Mateo County	65,828	8.50%	9.81%	9.16%	\$169,417
<b>Assessment</b>	<b>774,155</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>\$1,850,000</b>

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

Population data as approved by the C/CAG Board

Trips generated from the C/CAG-VTA Travel Model (Travel Demand Model)

**SAN MATEO COUNTY CONGESTION RELIEF PLAN  
REAUTHORIZATION**

**PROGRAM DETAILS FOR 7/1/2019 – 6/30/2023**

Adopted on 5/9/2019

**1) Local Transportation Services Program.**

The Local Transportation Services Program focuses on connecting employment centers to transit centers (BART, Caltrain, and Ferry) and 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.

This program is modified to include innovative solutions and emerging mobility options that facilitate local transportation services to reduce congestion. Examples of emerging mobility options may include autonomous shuttles/ vehicles, and shared economy mobility services.

Proposed: The program is amended to include innovative solutions and emerging mobility alternatives to traditional shuttle services. The annual fund level for the program is currently \$500,000. It is proposed that the new authorization remain at the same level of funding.

Goals:

- To increase transit use and thereby reduce congestion.
- Facilitate the use of innovative emerging mobility options that reduce congestion.

**2) Countywide Travel Demand Management Program.**

The Countywide Travel Demand Management (TDM) Program is operated by the Peninsula Traffic Congestion Relief Alliance (Commute.Org). Core Commute.Org work includes voluntary trip reduction programs, working with employers to reduce peak commute trips, employer-based shuttle development and management, employer alternative commuting support services, and alternative commute incentive programs. Commute.Org also incorporates other projects to adapt to changing commute patterns and technologies.

Commute.Org has been extremely successful in meeting the needs of the individual communities, city and county governments, and employers throughout San Mateo County. Recent and current projects include: Deployment and promotion of the STAR Platform (branded STAR Platform by vendor Ride Amigos) to promote, track and incentivize alternative commuting behavior and working with partners who are developing and deploying app-based and other technologies that will lead to the reduction in single-occupancy vehicle trips in 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.

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. Funding under this Program is used as seed funding for design and implementation of individual components of the ITS Plan.

In addition, Caltrans has developed a Corridor System Management Plan (CSMP) and a Comprehensive Corridor Plan (CCP) which studies the US 101 Corridor from the San Francisco County line to Santa Clara County line. Caltrans has also developed a Transportation Concept Reports (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, implement, or maintain 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.

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.
- Initial support of the US 101 Express Lanes.
- Implement and operate the San Mateo Smart Corridors.
- Extend ITS improvements to the northern county.
- 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.**

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 the 2011 reauthorization, the addition of innovative strategies to reduce auto commute trip demands, by partnering with other public or private entities was added.

There has been increased interest in the recent C/CAG carpool incentive programs. This authorization would modify the program to promote and deploy more innovative projects and programs that serve to make travel on major corridors more reliable by increasing person throughput on existing facilities and programs that can reduce trips and congestion on the existing system. An example innovative program that was previously funded under this program was the highly successful pilot Carpool Program that has been modified and continues as Carpool 2.0. It is anticipated that implementation of a carpool incentive program would continue in the future.

A US 101- Mobility Action Plan (MAP) is currently being developed by five partners, SamTrans, C/CAG, San Francisco County Transportation Authority (SFCTA), Santa Clara Valley Transportation Authority (VTA), Metropolitan Transportation Commission (MTC), and in coordination with San Mateo County Transportation Authority (SMCTA), Caltrans, and Transform. The goal of the MAP is to build on infrastructure and mobility improvement already planned and identify near-term policy changes and programs that address unreliable and inequitable mobility challenges on the corridor today. It is anticipated that some programs developed as part of this effort could be implemented under this program.

Proposed: It is proposed to remove the corridor planning incentive and expand innovative strategies that reduce auto commute trip demands and/ or address mobility deficiencies in major corridors, 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 reduced to \$150,000 (See note under Total Funding).

#### Goals:

- Implement innovative strategies to reduce auto commute trip demands in partnership with other public or private entities.
- Implement programs or projects that address the mobility challenges on major corridors in the county.

### **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.

Previous match contributions made under this program included: contributing \$80,608 in

matching funds to develop an Alternative Fuel Readiness Plan (AFRP) for San Mateo County, contributing \$25,000 towards a Bay Area Air Quality Management District (BAAQMD) Regional Bike-sharing Pilot Program, and contributing \$25,000 towards ad SamTrans “Making the last Mile Connection Pilot Program.”

This reauthorization proposes to modify the purpose of this program to implement or contribute funds towards Green House Gases related programs and projects. These include but are not limited to a) developing tools to assist member agencies and project partners with SB 743 compliance, to b) provide grant writing technical assistance to member agencies for appropriate Federal, State, or other external competitive grant funds, and c) to evaluate performance measures identified in the SMCTP 2040 Action Plan and develop feasible plans to track performance measures.

- a) In September 2013, the State Legislature passed into law SB 743, which required agencies to change the significance metric used to assess the transportation impacts of land use and transportation projects under CEQA (California Environmental Quality Act) from LOS (automobile delay, Level of Service) to VMT (Vehicle Miles Traveled). The intent was to align other statewide goals, such as greenhouse gas emissions reduction and Sustainable Communities Strategies (SCS) that encourage multimodal development and promote infill opportunities in dense urban areas.

OPR (Governor’s Office of Planning Research) was charged with developing guidelines to implement SB 743. OPR published the final CEQA Guidelines on December 28, 2018 with statewide application to begin on July 1, 2020.

C/CAG hosted several working group meetings with staff member jurisdictions and there is consensus to have C/CAG take a lead in helping agencies move towards the use of VMT as a CEQA metric and to work with city staff to develop a consistent methodology.

- b) Over the years, there have been numerous transportation and other funding opportunities offered at the state, federal, or regional levels on a competitive basis. However, projects sponsored by San Mateo County jurisdictions have not been as competitive due to various reasons, one of which is the lack of availability of staff resources needed to understand and comply with grant application requirements, as well as to prepare grant applications. In May 2018 C/CAG approved of a pilot Grant Writing Technical Assistance Program (GW-TAP). The concept was well received by committees and the Board. It is expected that this program could be continued or expanded if there is a demand.
- c) San Mateo Countywide Transportation Plan 2040 (SMCTP 2040), was adopted by the C/CAG Board of Directors on February 9, 2017. The SMCTP 2040 serves as a long-range, comprehensive transportation planning document by establishing both a coordinated planning framework and systematic transportation planning process for identifying and resolving transportation issues. A SMCTP 2040 Action Plan was developed as a living document which serves as a roadmap for implementing and tracking progress of the SMCTP 2040. The Action Plan included considerations for procuring, tracking, and evaluating performance measures.

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

#### Goals:

- Leverage funds towards projects aimed at reducing GHG.
- Develop tools to assist member agencies and project partners with SB 743 compliance.
- Evaluate performance measures identified in the SMCTP 2040 Action Plan and develop feasible plans to track performance measures

### **4C. Climate Change and Resiliency Planning**

In 2009, the C/CAG Board formed the Resource Management and Climate Protection (RMCP) Committee which supports the development of energy efficiency- and climate change-related programs.

The RMCP Committee provides advice and recommendations to the Congestion Management and Environmental Quality (CMEQ) Committee and the full C/CAG Board related to energy, water use, and greenhouse gas mitigation efforts, including planning measures related to reducing vehicle miles traveled in San Mateo County and the region. More recently, the Committee is also considering the reduction of emissions from transferring the vehicle stock in San Mateo county from gasoline to hybrid or electric.

Also, in 2009, the C/CAG Board launched the San Mateo County Energy Watch Program (SMCEW), a Local Government Partnership between C/CAG and PG&E. A portion of the SMCEW budget, combined with additional C/CAG Congestion Relief Funds, provides climate action planning assistance to San Mateo County local governments through a program called the Regionally Integrated Climate Action Planning Suite (RICAPS).

RICAPS is a set of tools developed through grant funding from the Bay Area Air Quality Management District and PG&E with matching funds from C/CAG. This grant program provides ongoing climate action planning technical assistance to local governments in San Mateo County and is supported by the C/CAG-PG&E Local Government Partnership (LGP) and C/CAG. The program also includes monthly working group meeting with sustainability staff across San Mateo County. These meeting may include information or reducing VMT and electrification of existing transportation.

With State goals of reducing emission by 40% by 2030 and 80% by 2050, there will be increased emphasis on transportation-related emissions. The recently-formed community choice aggregator in San Mateo County, Peninsula Clean Energy (PCE), is focused on decarbonizing our electricity energy source. 100% carbon-free electricity is expected to be available in San Mateo County by 2025. To support and leverage the efforts and programs of other regional organizations, such as PCE and Joint Venture Silicon Valley, C/CAG may use program funds to coordinate with these organizations' efforts.

There is also a need to expand planning efforts to include sea level rise effects on the transportation facilities in San Mateo County. The County of San Mateo finalized a Sea Level Rise Vulnerability Assessment in 2018. In 2019, the Office of Sustainability launched Climate Ready SMC to share best practices for climate change preparedness with municipalities and agencies, non-profits, private development, and businesses. This work, funded by Caltrans, will finish in 2020 and will result in improved climate models to address transportation risk including vulnerability to temperature and heat, wildfires, riverine flooding and how these risks impact urban heat islands, health and disadvantaged communities. The work will also result in a menu of adaptation strategies, policy and planning templates to allow the County and Cities to effectively prepare for transportation related climate impacts.

Proposed: This program would incorporate sea level rise and adaptation in transportation planning efforts. The annual fund level for this program is currently \$150,000. It is proposed that the new authorization remain at the same level of funding (See note under Total Funding).

Goals:

- Leverage regional efforts through collaboration and coordination to benefit San Mateo County cities and the County of San Mateo
- Maintain climate action planning and emission inventory tools and technical support to San Mateo County Cities and the County of San Mateo
- Enhancing resources needed to implement projects identified in the San Mateo County Energy Strategy.
- Continue collaboration efforts with the County on adaptation strategies.

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

Beginning in FY2005-06, C/CAG has programmed funds to support various activities that address the linkage between housing and transportation. Over these years, the Board has reviewed and approved staff proposals for housing/transportation-related activities in four broad areas: policy leadership; promotion of housing in transit corridors; cost-effective responses to State regulatory mandates; and local funding to meeting housing goals. The intent of all the proposed programs was to provide tools, technical support and financial incentives to help member jurisdictions plan and produce housing in transit corridors, downtowns, station areas and El Camino Real types of corridors, and promote densities that support frequent mass transit and reduce climate impacts while strengthening local neighborhoods and the regional economy.

Measures supported by C/CAG through the years have included the Transit Oriented Development Housing Incentive Program and the Grand Boulevard Multimodal Transportation Corridor Plan.

Since 2006, C/CAG and the County Department of Housing (DOH) have co-sponsored the 21 Elements project which assists all jurisdictions in San Mateo County to update their respective Housing Elements and share information on housing policies and programs.

The 21 Elements project is a cost-effective countywide work program that assists all jurisdictions to implement Housing Elements and develop effective on-going housing implementation policies and programs. In past years, C/CAG and the San Mateo County Department of Housing (DoH) have been co-funding the 21 Elements project, with DoH acting as the lead agency in managing the consultant contract. Staff recommends the continuation of this cooperative partnership to support the 21 Elements.

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. The California Department of Housing and Community Development (HCD) identifies the total housing need for the San Francisco Bay Area for an eight-year period. Association of Bay Area Governments (ABAG) must then develop a methodology to distribute this need to local governments in a manner that is consistent with the development pattern included in the Sustainable Communities Strategy (SCS).

In 2005, C/CAG championed an amendment of State law related to Housing Elements to enable formation of county-level subregions to allocate planned housing growth (CA Government Code §65584.03). C/CAG has utilized the Sub-RHNA process in two rounds of RHNA to date. The 6th Cycle of RHNA and housing element updates must be completed by January 2023 for the planning period of January 2023 to 2031. It is anticipated that work to initiate the next round of Sub-RHNA and housing element updates will need to factor in new State law requirements.

There is also a strong sentiment in the region and the state to condition housing production to transportation funding. In 2019, over 200 bills were introduced to address the “housing crisis.” Staff recommends utilizing the 21 Elements to assist C/CAG with the analysis and implementation of any new State laws related to land use, housing and other inter-related issues.

Funding is proposed in anticipation of activities associated with implementing the Sub-RHNA and assisting member agencies in developing their housing elements. Program funds would also be used in part to, analyze new housing legislation, assist member agencies with implementation of new state requirements, and promote best practices to stimulate infill housing in the transit corridors.

Proposed: The annual fund level for the program is currently \$100,000. In anticipation of the workload associated with the new RHNA cycle and implementation of new requirements, it is proposed that the new authorization be set at \$150,000 (see note under Total Funding).

Goals:

- Support San Mateo County transportation-land use and sustainability planning efforts.
- Facilitate the Cycle 6 Sub-RHNA process and assisting agencies in developing their associated housing elements.
- Provide countywide technical support and analysis to C/CAG member agencies for countywide housing planning efforts and reporting requirements.

**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 four years which will meet the requirements of a Countywide Deficiency Plan for the next two Congestion Management Program cycles (through June 30, 2023).

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.