

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

AGENDA

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday, October 26, 2009 3:00 p.m. to 5:00 p.m.
Place: San Mateo City Hall
330 West 20th Avenue, San Mateo, California
Conference Room C (across from Council Chambers)

PLEASE CALL JEAN HIGAKI (599-1462) IF YOU ARE UNABLE TO ATTEND.

- | | | | | |
|----|--|-------------------------------------|----------------------|-----------------------|
| 1. | Public comment on items not on the agenda | Presentations are limited to 3 mins | | 3:00 p.m.
10 mins. |
| 2. | Minutes of September 21, 2009 meeting. | Action
(Richardson) | Pages 1 - 3 | 3:10 p.m.
5 mins. |
| 3. | Update on San Mateo County Energy Watch. | Information
(Napier/Springer) | Pages 4 - 5 | 3:15 p.m.
15 mins |
| 4. | Measure A Program Implementation Update:
"New" Measure A Program | Information
(Lee - SMCTA) | Pages 6 - 14 | 3:30 p.m.
20 min |
| 5. | Presentation on SB 375 and the San Mateo
Countywide Transportation Plan (CTP 2035)
update. | Information
(Napier/Kott) | Pages 15 - 25 | 3:50 p.m.
15 mins |
| 6. | Executive Director Report. | Potential Action
(Napier) | Oral
Presentation | 4:05 p.m.
5 mins |
| 7. | Member comments and announcements. | Information
(Richardson) | | 4:10 p.m.
10 mins. |
| 8. | Adjournment and establishment of next meeting
date (November 23, 2009). | Action
(Richardson) | | 4:20 p.m. |

NOTE: All items appearing on the agenda are subject to action by the Committee.
Actions recommended by staff are subject to change by the Committee.

NOTE: *Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Nancy Blair at 650 599-1406, five working days prior to the meeting date.*

Other enclosures/Correspondence - None

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS COMMITTEE ON CONGESTION
MANAGEMENT AND ENVIRONMENTAL QUALITY (CMEQ)**

**MINUTES
MEETING OF SEPTEMBER 21, 2009**

The meeting was called to order by Vice Chair Pierce in Conference Room B at the San Carlos Library at 3:04 PM. The meeting was later presided by Chair Richardson.

Attendance sheet is attached.

1. Public comment on items not on the agenda.

None

2. Minutes of June 29, 2009 meeting.

Motion: To approve the Minutes of the June 29, 2009 meeting. O'Connell/Koelling. Motion approved.

3. Recommend approval of providing up to \$90,000 to the County of San Mateo to support countywide climate change related programs.

Kim Springer of San Mateo County Recycle Works provided a handout with recommendation on the details of matching potential funding sources from C/CAG to the respective climate protection programs. Kim outlined the connections between the various fund sources and the climate programs. Fund sources include NPDES fund, Transportation Congestion Relief fund, General Fund, and San Mateo County Energy Watch fund. These funds sources were tied to the climate programs of Green Business, Green Building, and Resource Conservation and Climate Protection Committee support. Kim further stated that the C/CAG NPDES TAC had strong majority support for a one-time contribution to the Green Business program.

Members Koelling and Papan both indicated their dissention on this item when it was presented at the August C/CAG Board meeting due to concerns of duplication and "inter-program" competition of green funds available. However, they have since discussed with their respective staff and would agree that there are benefits in supporting countywide efforts.

A question arose regarding double paying because cities already contribute to SWBMA. Member O'Connell and Vice Chair Pierce asked for a report after one year, showing program achievements and benefits to cities. When asked if the funding request will be brought back again next year, Kim responded that staff will continue to seek other funding sources. However, although it is optimistic that there will be more green funding available in the future, the potential to request for C/CAG funding next year is there.

Motion: Recommend approval of providing up to \$90,000 to the County of San Mateo to support countywide climate change related programs. Bigelow/Lloyd, Motion Approved, unanimously.

4. Response to Comments on the Draft 2009 Congestion Management Program (CMP) and Recommendation to Adopt the Final 2009 CMP for San Mateo County.

John Hoang handed out an updated Chapter 5 which added information received from City of East Palo Alto on September 16, 2009 (after meeting packet was mailed out). The Draft 2009 CMP has been

released for public comment. Most comments received were from city staff, CMEQ and CMP TAC committee members. John provided a brief summary of changes made based on comments received. It included the addition of an Executive Summary. John further stated that staff will revisit the Level-of-Service (LOS) standards established in the CMP in the early 1990's before the next round of CMP update in 2011.

Member Bigelow complimented C/CAG staff for being helpful in providing CMP related information at Chamber meetings. C/CAG staff provided explanations on CMP requirements for potential new developments. Member O'Connell requested to add the total number jobs to Table 5-3 on page 5-4.

Motion: Recommend approval of Response to Comments on the Draft 2009 Congestion Management Program (CMP) and Recommendation to Adopt the Final 2009 CMP for San Mateo County. Bigelow/O'Connell, Motion Approved, unanimously.

- 5. Review and recommend approval of Tier 2 projects to the Lifeline Transportation Program for \$533,072, and approval of modifying project funding for previously approved Tier 1 projects to be consistent with additional funds proposed by the Metropolitan Transportation Commission (MTC) under the Lifeline Transportation Program adding \$272,847 for a new total of \$2,825,381, and further approving another Call for Projects for the remaining \$599,783.**

Jean Higaki presented the staff recommendations of:

1. Recommend approval of funding for Tier 2 lifeline projects.
2. Recommend approval of additional funding for previously approved Tier 1 lifeline projects.
3. Issue a new call for projects for un-programmed lifeline funds.

Jean also provided the general lifeline program guidelines which include the requirements of 20% local match. The program is intended to fund projects that result in improved mobility for low-income residents in the MTC-designated communities of concern, particularly those projects identified in a Community Based Transportation Plans (CBTP). However, projects that service other low-income areas not specifically designated by MTC are also eligible if the constituencies served are similar to those in the MTC-designated communities.

One of the challenges of using Lifeline program funding is the myriad of restrictions and requirements in the funding sources. For example, of the three fund sources (Prop 1b, STA, and Jarc), some are restricted to capital projects only, therefore, projects that provide operational service are not eligible.

Motion: Approval of staff recommendation as written in staff report. Pierce/Garbarino, Motion Approved, unanimously.

6. Executive Director Report

None

7. Member comments and announcements.

Member Bigelow thanked everyone for their support and encouragements on his surgery. He appreciated all the emails, cards, and visits. He is now slowing going back to work.

8. Adjournment and establishment of next meeting date.

Meeting was adjourned at 3:45 pm.

CMEQ 2009 Attendance Record						
Name	Jan 26	Feb 23	April 27	May 18	June 29	Sept 21
Arthur Lloyd	Yes	Yes	Yes	Yes	Yes	Yes
Barbara Pierce	Yes	Yes	Yes	Yes	Yes	Yes
Daniel Quigg	Yes				Yes	
Gina Papan	Yes	Yes	Yes	Yes		Yes
Heyward Robinson	NA	Yes	Yes	Yes	Yes	
Irene O'Connell	Yes	Yes	Yes			Yes
Jim Bigelow	Yes	Yes	Yes	Yes		Yes
Karyl Matsumoto	Yes	Yes	NA	NA	NA	NA
Lennie Roberts	Yes	Yes	Yes		Yes	
Linda Koelling	Yes	Yes	Yes	Yes		Yes
Naomi Patridge		Yes	Yes	Yes	Yes	Yes
Onnolee Trapp	Yes	Yes	Yes	Yes	Yes	Yes
Richard Garbarino	NA	Yes		Yes	Yes	Yes
Sepi Richardson	Yes		Yes	Yes	Yes	Yes
Steve Dworetzky	Yes	Yes	Yes	Yes	Yes	Yes
Sue Lempert		Yes	Yes	Yes	Yes	
Zoe Kersteen- Tucker	Yes	Yes	Yes	Yes	Yes	Yes
Other attendees at September 21, 2009 meeting:						
Sandy Wong, John Hoang, Jean Higaki	C/CAG Staff					
Joe Hurley	SMCTA					
Kim Springer	SM County Recycle Works					
Kari Binley	Sustainable SM County					

C/CAG AGENDA REPORT

Date: October 26, 2009
To: Congestion Management and Environmental Quality Committee
From: Kim Springer, County Staff to C/CAG
Subject: Update on San Mateo County Energy Watch Partnership with PG&E
(For further information contact Kim Springer at 599-1412 or Richard Napier at 599-1420)

RECOMMENDATION

Informational update on San Mateo County Energy Watch (SMCEW) progress in 2009 and update on contract negotiations with PG&E for the 2010-2012 program cycle.

FISCAL IMPACT

None

BACKGROUND/DISCUSSION

The SMCEW partnership with PG&E began on January 1, 2009 under a bridge period contract per the California Public Utilities Commission (CPUC). It was hoped that the CPUC would accept a filing from PG&E that included the C/CAG – PG&E Local Government Partnership before the end of the 2009 calendar year, but only recently, the CPUC adopted the Proposed Decision that includes the SMCEW. This CPUC decision establishes a new program cycle from January 1, 2010 through December 31, 2012. C/CAG staff is in negotiation with PG&E on this new program cycle contract.

The 2009 SMCEW program has continued in a limited funding, bridge period funding agreement with PG&E and will finish its cycle on December 31, 2009.

SMCEW has continued to accomplish energy savings in a variety of cities in San Mateo County in both its municipal and commercial program sectors. As intentionally planned, the low to moderate income, residential program under the SMCEW will not begin until the 2010-2012 program cycle.

The commercial SMCEW program, to date, has accomplished approximately 1.6 Mega Watts of energy savings, which is 112% of our target line of saving for the end of August in the commercial program. In that time, SMCEW has delivered \$125,343, or 74% of the expected rebates to customers for these energy savings. This yields a figure of 8 cents per Kilowatt hour expended by the program budget for energy savings as opposed to 12 cents per Kilowatt hour, which is 66% of expected. The bottom line: we are delivering more energy savings at a lower cost to the program than what we targeted in order to satisfy our cost effectiveness goals to PG&E on the commercial program.

2009 Performance to Date / Forecast

(as of 9/17/09)



kWh	ACTUALS			Actual PTD	FORECAST		TOTALS
	Jan-Mar	Apr-July	Aug		Sept	Oct-Dec	
Goals	520,200	643,075	149,730	1,413,427	135,159	113,545	2,120,140
Actuals/Forecast	674,278	697,213	208,015	1,579,506	200,000	200,000	2,254,506

Year To-Date Performance
112%

Higher % is better

Rebate	ACTUALS			Actual PTD	FORECAST		TOTALS
	Jan-Mar	Apr-July	Aug		Sept	Oct-Dec	
Goals	\$ 65,268	\$ 98,168	\$ 29,346	\$ 163,611	\$ 32,268	\$ 35,024	\$ 254,416
Actuals/Forecast	\$ 48,538	\$ 59,148	\$ 17,657	\$ 125,343	\$ 24,000	\$ 26,000	\$ 211,093

Year To-Date Performance
74%

Lower % is better

\$ / kWh	ACTUALS			Actual PTD	FORECAST		TOTALS
	Jan-Mar	Apr-July	Aug		Sept	Oct-Dec	
Goals	\$0.13	\$0.15	\$0.20	\$0.12	\$0.24	\$0.31	\$0.12
Actuals/Forecast	\$0.07	\$0.09	\$0.08	\$0.08	\$0.12	\$0.13	\$0.09

Year To-Date Performance
66%

Lower % is better

kWh is the annual kilowatt-hour energy savings to customers.

Rebate is the amount of incentive funds used to help defray costs of energy-efficiency projects in the form of instant rebates.

\$/kWh is the rebate amount divided by the total kWh. \$0.12 per kWh is the cost-effectiveness target for the program.



San Mateo County Energy Watch - a partnership between PG&E, C/CAG, and Ecology Action





Memorandum

To: C/CAG Congestion Management & Environmental Quality Committee

From: Melanie Choy
Manager, Capital Projects

Through: Marian Lee
Executive Officer, Planning and Development

Date: October 26, 2009

Subject: “New” Measure A Program

Action/ Recommendation

In December 2008, the San Mateo County Transportation Authority (SMCTA) adopted the 2009-2013 Measure A Strategic Plan. As outlined in the “Next Steps” section of the Strategic Plan, the SMCTA staff has been focused on developing drafts of the following:

- Implementation plan;
- Project selection criteria; and
- Monitoring program.

SMCTA staff is seeking your input on the draft proposals attached.

Program Implementation

SMCTA staff recommends four differing approaches for managing the 11 program categories within the “New” Measure A Program as follows.

1) Call for Projects

Issuing call for projects is recommended for the *Local Shuttle*, *Pedestrian and Bicycle*, and *Alternative Congestion Relief* programs. The call for projects will be issued biennially starting calendar year 2010. Proposed projects would compete for funding and will be evaluated on the criteria attached.

2) Plan-Based

The *Highway* and *Caltrain* programs are the largest programs in the “New” Measure A Program. They deal with investments in regional systems that require a comprehensive and integrated approach to decision-making. Issuing a call for projects for these programs are not appropriate as that process would result in a patchwork of isolated projects that would minimize the potential benefits of an integrated approach to making TA investments.

The selection of projects in these programs should be based on short-range plans that include a needs assessment and a comprehensive 5 to 10 year capital improvement plan which allows the county to focus on maximizing leveraged funding and implementing the program whole. The plan-based approach is currently applied by the JPB in managing the Caltrain system and is recommended for the Highway program.

The Highway CIP is proposed to be developed in early 2010. A key input in the development of the CIP is the project evaluation approach developed by the C/CAG TAC.

3) Agreement-Based

The *Local Streets and Transportation*, *BART*, and *Ferry* Programs are based on formulas as outlined in the 2004 Expenditure Plan and all have existing formal agreements outlining the expenditure of these funds. Given the formalized specific commitments, there is no need to undertake a competitive process for distributing the funds in these categories.

4) To be Determined

Funding decisions for *Accessible Services*, *Dumbarton Corridor*, and *Grade Separation* programs are recommended to be placed on-hold. Making funding decisions for these programs would be premature due to large uncertainties external to the TA.

Project Selection Criteria

Project selection criteria have been developed for three programs that are recommended for issuance of a call for projects: *Local Shuttle*, *Pedestrian and Bicycle*, and *Alternative Congestion Relief*. Attached are proposed criteria for each of these programs, consistent with the 2009-2013 Measure A Strategic Plan.

The criteria are categorized into two parts. The first part includes eligibility requirements as outlined in the 2004 Expenditure Plan and the Strategic Plan that the projects must meet. The second part is criteria that will be used to “score” each project. The five categories of the “scoring” criteria are:

- Need
- Policy Consistency
- Readiness
- Effectiveness
- Sustainability

The more criteria the project meets, the higher its score in competing for TA funds. Detailed guidelines and application materials for the call for projects will be based on these concepts and would be included in the User’s Manual currently being prepared to be used by Project Sponsors.

Monitoring Program

The monitoring program includes the evaluation of capital projects on a quarterly basis and operating projects on an annual basis. The TA will monitor the progress of capital projects to ensure timely delivery and appropriate use of funding and for operating projects to ensure cost-effective and productive service. The reporting cycles are guidelines and do not override exceptions included in existing agreements.

Two programs will not be required to meet the requirements above. For the Local Streets / Transportation program, annual reporting is recommended through statements of activity and financial reports. For the BART program, appropriate use of funding is defined as capital and operating expenses related to the BART SFO extension as outlined in the existing agreement.

Next Steps

SMCTA staff is soliciting comments in September and October from the TA Strategic Plan Subcommittee, the City Managers Strategic Plan Ad Hoc Committee, the C/CAG TAC and the TA CAC. In November, staff will address the comments and finalize the draft proposal. Thereafter, staff plans to present the final proposal to the TA Board at its December 3, 2009 meeting as an information item.

"New" Measure A Program

Program Category Implementation Plan (DRAFT)

● Issue Call for Projects
Plan-Based
Agreement-Based
To be Determined

Measure A Programs	Project Sponsors	FY 2010	FY 2011	FY 2012	FY 2013
Caltrain	SamTrans, JPB	Note: Prioritize projects based on Caltrain Strategic Plan, SRTP and project evaluation criteria			
Local Shuttle*	SamTrans	●		●	
Accessible Services**	SamTrans	Note: New Freedom Program pilot projects in development			
Ferry	SSF, RWC	Note: SSF and RWC funding split determined			
Dumbarton Corridor	SamTrans	Note: Project development next steps not yet determined			
BART	SamTrans	Note: Annual allocation based on SamTrans/TA/BART Agreement			
Highway	Caltrans, Cities, County	Note: Prioritize projects based on TA Expenditure Plan, Strategic Plan, SRHP and project evaluation criteria			
Local Streets/Transportation	Cities, County	Note: Annual allocation based formula defined in 2004 Expenditure Plan			
Grade Separations	SamTrans, JPB, Cities, County	Note: HSR and Grade Separation program coordination in development			
Pedestrian and Bicycle	Cities, County	●		●	
Alternative Congestion Relief	Cities, County		●		●

* Funding is committed to existing shuttle services that have been funded by the 1988 Measure A Program subject to acceptable performance. New shuttle services have not yet been identified and will be subject to a competitive process.
 ** Funding is committed to the continuation and expansion of paratransit services operated by SamTrans. SamTrans is legally obligated to provide paratransit services. Other supplemental services to be funded have not yet been identified and will be subject to a competitive process.

"New" Measure A Program
LOCAL SHUTTLES (DRAFT)

Requirements

1. Sponsor is SamTrans
2. Project is located in San Mateo County
3. Project is a shuttle service that meets local mobility needs or provides access to regional transit
4. Funding is for operations
5. Funding request does not substitute existing funds

Project Prioritization Criteria

Need	<ul style="list-style-type: none"> • Provides a transit link to employment, educational or shopping sites • Provides service to low-income or transit dependent populations • Project provides geographic balance within program
Policy Consistency	<ul style="list-style-type: none"> • TA 2004 Expenditure Plan • Countywide Transportation Plan • Community Based Transportation and Lifeline Plans • City General Plan, Specific Plan, other local plans • Grand Boulevard Initiative Guiding Principles • MTC Regional Priority Development Area (PDA)
Readiness	<ul style="list-style-type: none"> • Results from a public planning process • Demonstrates stakeholder support • Has a solid funding plan
Effectiveness	<ul style="list-style-type: none"> • Ridership • Cost per Rider • VMT reduction • Does not duplicate fixed-route bus service • Provides access to major transit hubs and transit services • Fills a gap in the bus network • Total TA funding share • Meets matching fund target
Sustainability	<p><u>Environmental</u></p> <ul style="list-style-type: none"> • Preserves open space and natural habitat • Reduces emissions • Improves air quality <p><u>Transit-Oriented Development</u></p> <ul style="list-style-type: none"> • Improves transit access to TOD • Supports livable communities <p><u>Economic Development</u></p> <ul style="list-style-type: none"> • Creates jobs • Spurs private investment • Supports jobs and housing growth

Note: Items shaded in yellow represent criteria that are specific to the program category.

"New" Measure A Program
BICYCLE AND PEDESTRIAN (DRAFT)

Requirements

1. Sponsor is San Mateo County or a City in San Mateo County
2. Project is located in San Mateo County
3. Project encourages walking and/or bicycling
4. Funding is for project development and/or construction of facilities
5. Funding request does not substitute existing funds

Project Prioritization Criteria

Need	<ul style="list-style-type: none"> • Meets commuter and/or recreational purpose • Enhances bicycle and/or pedestrian safety • Provides geographic balance within program
Policy Consistency	<ul style="list-style-type: none"> • TA 2004 Expenditure Plan • Countywide Transportation Plan • County Bike Plan • City Bike or Pedestrian Plan • City General Plan, Specific Plan, other local plans • Grand Boulevard Initiative Guiding Principles • MTC Regional Priority Development Area (PDA)
Readiness	<ul style="list-style-type: none"> • Results from a public planning process • Demonstrates stakeholder support • Has a solid funding plan
Effectiveness	<ul style="list-style-type: none"> • Number of bike and/or walk trips • Connects to transit service • Provides connectivity to bicycle or pedestrian system • Closes gap in countywide bike or pedestrian network • Enhances connectivity to schools, transit stations, and other activity centers • Total TA funding share • Meets matching fund target
Sustainability	<p><u>Environmental</u></p> <ul style="list-style-type: none"> • Preserves open space and natural habitat • Reduces emissions • Improves air quality <p><u>Transit-Oriented Development</u></p> <ul style="list-style-type: none"> • Improves walk and/or bike access to TOD • Supports livable communities <p><u>Economic Development</u></p> <ul style="list-style-type: none"> • Creates jobs • Spurs private investment • Supports jobs and housing growth

Note: Items shaded in yellow represent criteria that are specific to the program category.

"New" Measure A Program
ALTERNATIVE CONGESTION RELIEF (DRAFT)

Requirements

1. Sponsor is San Mateo County or a City in San Mateo County
2. Project is located in San Mateo County
3. Funding request does not substitute existing funds

For Commuter Alternatives Category Only

4. Project is a transportation demand management strategy
5. Project encourages the efficient use of the transportation network

For ITS Category Only

6. Project is for planning and/or design of information and ITS systems
7. Project facilitates more efficient use of available highway and transit capacities

Project Prioritization Criteria

Need	<ul style="list-style-type: none"> • Project provides geographic balance within program <p><u>Commuter Alternatives Category Only</u></p> <ul style="list-style-type: none"> • Congestion relief and/or TDM measure • Changes behavior from reliance on SOV to other alternative modes <p><u>ITS Category Only</u></p> <ul style="list-style-type: none"> • Congestion relief and traffic management • Emergency vehicle response
Policy Consistency	<ul style="list-style-type: none"> • TA 2004 Expenditure Plan • Countywide Transportation Plan • City General Plan, Specific Plan, other local plans <p><u>For ITS Category Only</u></p> <ul style="list-style-type: none"> • C/CAG ITS Plan • National ITS Architecture Guidelines
Readiness	<ul style="list-style-type: none"> • Results from a public planning process • Demonstrates stakeholder support • Has a solid funding plan and meets matching fund target

Effectiveness	<ul style="list-style-type: none"> • Total TA funding share • Meets matching fund target <p><i><u>For Commuter Alternatives Category Only</u></i></p> <ul style="list-style-type: none"> • SOV and VMT reduction • Number of program users and employer participation <p><i><u>For ITS Category Only</u></i></p> <ul style="list-style-type: none"> • LOS and delays on arterials or highways • Total trip times • Response times for emergency vehicles
Sustainability	<p><i><u>Environmental</u></i></p> <ul style="list-style-type: none"> • Preserves open space and natural habitat • Reduces emissions • Improves air quality <p><i><u>Transit-Oriented Development</u></i></p> <ul style="list-style-type: none"> • Improves transit access to TOD • Supports livable communities <p><i><u>Economic Development</u></i></p> <ul style="list-style-type: none"> • Creates jobs • Spurs private investment • Supports jobs and housing growth

Note: Items shaded in yellow represent criteria that are specific to the program category.

Performance Monitoring Program (DRAFT)

Project Type	Measure A Programs	Performance Indicators	Reporting Frequency
Capital*	Caltrain Ferry Dumbarton Corridor Highway Grade Separation Pedestrian and Bicycle Alternative Congestion Relief	Scope Schedule Budget Funding Plan Risk Register	Quarterly
Operating	Caltrain Local Shuttle Accessible Services Ferry Alternative Congestion Relief	Financial - <i>Annual Budget</i> - <i>Expenses and Revenues</i> Service - <i>Routes, Schedule and Frequency</i> - <i>Ridership</i> Effectiveness - <i>Revenue vehicle hours</i> - <i>Revenue vehicle miles</i> - <i>Cost/Hour</i> - <i>Cost/Rider</i> - <i>Farebox recovery</i> - <i>On-time performance</i> Customer Complaints	Annual
Other	Local Streets & Transportation BART	Statement of Activity Financial Report Agreements	Annual

* Usage performance program to be defined by staff

C/CAG AGENDA REPORT

Date: October 26, 2009
To: Congestion Management and Environmental Quality Committee
From: Joseph Kott, C/CAG
Subject: Presentation on SB 375 and the San Mateo Countywide Transportation Plan 2035
(For further information contact Joseph Kott at 599-1453 or Richard Napier at 599-1420)

RECOMMENDATION

This item is presented for information only. Please advise staff if you would like further information or follow-up.

FISCAL IMPACT

The Countywide Transportation Plan 2035(CTP 2035) Update is already included in the C/CAG staff work program.

SOURCE OF FUNDS

Funding for CTP 2035 preparation comes from C/CAG transportation funds and is included in the adopted C/CAG budget for FY 09-10.

BACKGROUND/DISCUSSION

The CTP 2035 is intended to provide San Mateo County with a long-range, comprehensive transportation planning document that sets forth a coordinated planning framework and establishes a systematic transportation planning process for identifying and resolving key transportation issues. CTP 2035 will articulate clear transportation planning objectives and priorities and to promote consistency and compatibility among all transportation plans and programs within San Mateo County. CTP 2035 will establish the broad long-range strategies for all transportation modes, land use, and climate; whereas, the Congestion Management Program establishes short-range objectives for the roadway Congestion Management Network.

The last Countywide Transportation Plan was adopted by the C/CAG Board on January 18, 2001. Since that time, BART has been extended to SFO and Millbrae, the Caltrain Baby Bullet has come into service, and San Mateo County has experienced significant changes in economic conditions. In addition, interest in planning for a sustainable transportation system has increased with concerns about greenhouse gas emissions, global warming, and climate change. An important part of the CTP 2035 work will be to address the requirements of Senate Bill 375 regarding creation of a Sustainable Communities Strategy (SCS).

Staff has convened an informal CTP 2035 Working Group (see Attachment A for list of members), which has advised staff in developing a CTP 2035 Outline, provisional Vision Statement, Goals, and Objectives, and a Timeline. The Working Group's consensus Vision

Statement for the San Mateo Countywide Transportation Plan 2035 is as follows:

"Promote an integrated transportation system that is cost-effective, sustainable, and equitable by providing travel choices, enhancing community livability, preserving environmental quality, and promoting travel safety."

Attachment B shows the CTP 2035 Outline and Attachment C the CTP 2035 Timeline.

SB 375 was signed into law on September 30, 2008. The bill creates the framework for integration land use and transportation planning at the regional level but does not supersede local land use decision-making authority. This integration will be expressed in development of a regional "Sustainable Communities Strategy" (SCS), which will comprise "Priority Development Areas" of focused housing and employment growth and a set of transportation demand and supply management strategies.

Important objectives of SB 375 are to consolidate the Regional Housing Needs Analysis (RHNA) and Regional Transportation Plan (RTP) processes. This legislation mandates a RHNA process every eight years to dovetail with every other RTP, which is on a four-year cycle. SB 375 requires that the California Air Resources Board (CARB) set Greenhouse Gas emissions targets for cars and light trucks in California by September 30, 2010. In addition, SB 375 calls for substantial improvements in the sophistication of regional travel forecast models to take better account of the effects of land use on travel as well as to more accurately forecast public transit, carpooling, bicycling, and pedestrian modal shares of travel within regions.

C/CAG staff, in conjunction with regional agency staff envisions the SB375 375 as an enhanced RHNA process, as shown in Figure 1 below,

Figure 1.



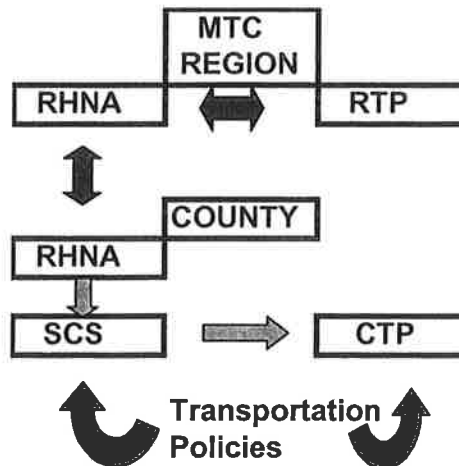
Regional agency staff envisions development of the Bay Area SCS to be a complex process of allocating future housing and employment growth by place type and income category, illustrated in Figure 2 (illustrative only).

Figure 2.

Income/ Category	Targets	Place Prototypes (Examples Only)					
		Caltrain TOD	BART TOD	BRT TOD	Downtown Growth	Outlying Districts	Outlying City
High	Housing	>= X	>= X	>= X	>= X	<= X	<= X
	Jobs	>= Y	>= Y	>= Y	>= Y	<= Y	<= Y
Medium	Housing	>= X	>= X	>= X	>= X	<= X	<= X
	Jobs	>= Y	>= Y	>= Y	>= Y	<= Y	<= Y
Low	Housing	>= X	>= X	>= X	>= X	<= X	<= X
	Jobs	>= Y	>= Y	>= Y	>= Y	<= Y	<= Y
Very Low	Housing	>= X	>= X	>= X	>= X	<= X	<= X
	Jobs	>= Y	>= Y	>= Y	>= Y	<= Y	<= Y

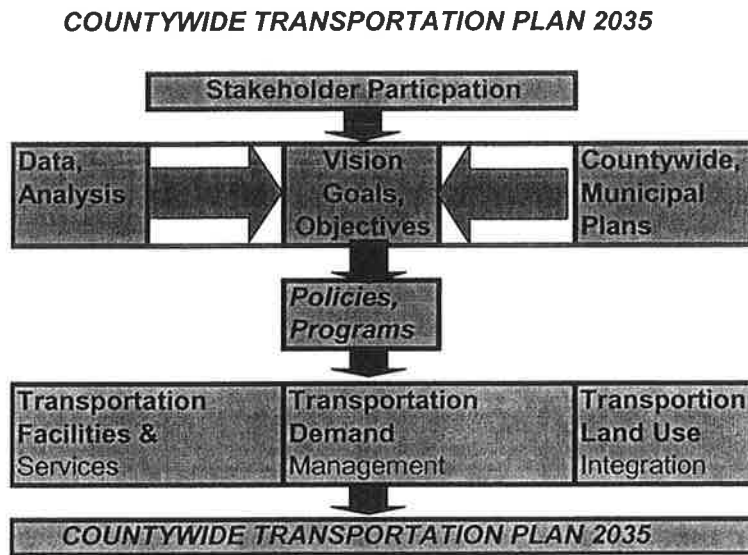
C/CAG staff foresees inter-relationships among RHNA, the RTP, and CTP 2035 as depicted in Figure 3 below:

Figure 3.



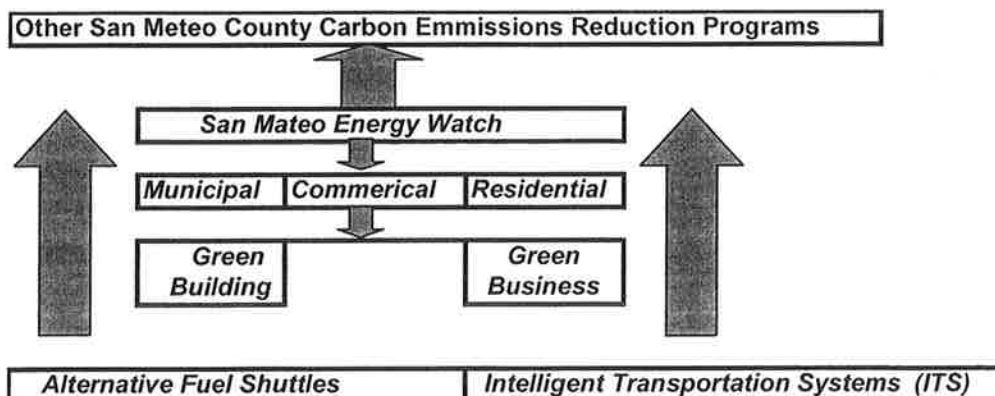
CTP 2035 itself will include transportation policies and programs that are informed by reference to existing and ongoing plans on the municipal, County, and transit agency levels, stakeholder participation, and data analysis as shown in the Figure 4 below.

Figure 4.



The effort to reduce carbon emissions in San Mateo County through better integration of land use and transportation planning will supplement on-going initiatives to reduce carbon emissions and to conserve non-renewable energy resources in the County. These initiatives are shown in Figure 5.

Figure 5.



C/CAG staff is engaged in discussions with ABAG, MTC, and Joint Planning Committee (JPC) staff to ensure coordination of efforts to implement SB 375 and adoption of an effective, feasible approach to developing the Sustainable Community Strategy.

ATTACHMENT

ATTACHMENT A - Countywide Transportation Plan 2035 (CTP 2035) Working Group Roster

ATTACHMENT B - Countywide Transportation Plan 2035 (CTP 2035) Outline

ATTACHMENT C - Countywide Transportation Plan 2035 (CTP 2035) Provisional Schedule of Work

ATTACHMENT A

Countywide Transportation Plan 2035 (CTP 2035) Update Working Group Roster

Bob Beyer,
City of San Mateo

April Chan
Samtrans

Melanie Choy
SMTA

Marisa Espinosa
Samtrans

Bill Meeker
City of Burlingame

Steve Monowitz
San Mateo County

Tatum Mothershead
City of Daly City

Marian Lee
Samtrans

ATTACHMENT B

Countywide Transportation Plan 2035 (CTP 2035) Outline

<u>SECTION</u>	<u>TITLE</u>
I	VISION STATEMENT
II	EXECUTIVE SUMMARY
III	OVERVIEW <ul style="list-style-type: none"><i>A. Introduction</i><i>B. Purpose</i><i>C. Relationship to Other Transportation Plans</i>
IV	POLICY CONTEXT <ul style="list-style-type: none"><i>A. Regional Transportation Plan</i><i>B. Climate Change/Greenhouse Gasses legislation</i><i>C. Smart Growth</i>
V	SETTING
VI	GOALS AND OBJECTIVES
VII	LAND USE/TRANSPORTATION LINKAGE <ul style="list-style-type: none"><i>A. Background</i><i>B. Issues</i><i>C. Policies</i><i>D. Programs/Projects/Studies</i><ul style="list-style-type: none">1. TOD Incentive Program2. Regional Housing Needs Allocation3. San Mateo County Housing Needs Analysis4. The Grand Boulevard Initiative
VIII	ROADS <ul style="list-style-type: none"><i>A. Background</i><i>B. Issues</i><i>C. Policies</i><i>D. Programs/Projects/Studies</i><ul style="list-style-type: none">1. 2020 Peninsula Gateway Corridor Study2. 101 HOV/HOT Study3. Bi-County Transportation Study4. Projects

IX

BIKEWAYS

- A. *Background*
- B. *Issues*
- C. *Policies*
- D. *Programs/Projects/Studies*
 - 1. San Mateo County Comprehensive Bicycle Route Plan Update
 - 2. Projects

X

PEDESTRIANS

- A. *Background*
- B. *Issues*
- C. *Policies*
- D. *Programs/Projects/Studies*

XI

PUBLIC TRANSIT

- A. *Background*
- B. *Issues*
- C. *Policies*
- D. *Samtrans*
 - 1. Programs/Projects/Studies (includes BRT, TOD projects, and Strategic Plan)
- E. *Caltrain*
 - 1. Programs/Projects/Studies (includes Strategic Plan, Baby Bullet and Electrification)
- F. *Dumbarton Rail*
- G. *BART*
 - 1. Programs/Projects/Studies (includes Millbrae Extension)
- H. *Shuttles*
- I. *Ferries*
- J. *High Speed Rail (includes passage of High Speed Rail Bond)*

XII

TRANSPORTATION SYSTEM/DEMAND MANAGEMENT

- A. *Background*
- B. *Issues*
- C. *Policies*
- D. *Peninsula Traffic Congestion Relief Alliance*
- E. *Programs/Projects/Studies*

XIII

INTELLIGENT TRANSPORTATION SYSTEMS

- A. *Background*
- B. *Issues*
- C. *Policies*
- D. *Programs/Projects/Studies (includes Alternate Route Project for San Mateo County, San Mateo County Smart Corridors Program, San Mateo*

XIV

PARKING

- A. *Background*
- B. *Issues*
- C. *Policies*

XV

AUTO USE PRICING

- A. *Background*
- B. *Issues*
- C. *Policies*
- D. *Programs/Projects/Studies (includes 101 HOT lanes feasibility study)*

XVI

MODAL INTEGRATION

- A. *Background*
- B. *Issues*
- C. *Policies*

XVII

GOODS MOVEMENT

- A. *Background*
- B. *Issues*
- C. *Policies*

XVIII

ENERGY/ENVIRONMENT/GREENHOUSE GASSES/CLIMATE CHANGE

- A. *Background*
- B. *Issues*
- C. *Policies*
- D. *Programs/Projects/Studies (includes San Mateo County Energy Watch program)*

XIX

FINANCIAL

- A. *Introduction*
- B. *Analysis*
- C. *Facts and Findings*

XX

**IMPLEMENTATION & EVALUATION
EVALUATION & IMPLEMENTATION**

- A. *Implementation Plan/ Matrix*
- B. *Evaluation Plan/Matrix*
- C. *Findings*

LIST OF TABLES AND FIGURES

APPENDIX A:
APPENDIX B:

BIBLIOGRAPHY
GLOSSARY OF ACRONYMNS

ATTACHMENT C

COUNTYWIDE TRANSPORTATION PLAN 2035: PROVISIONAL SCHEDULE OF WORK

Work Task	Month/Year																		
	09									10									
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
<i>WG Meeting</i>	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Data Collection</i>	█																		
<i>CTP Web Site</i>																			
<i>Online Public Survey</i>																			
<i>Tech Memo #1: Existing Conditions</i>																			
<i>Determine Future Scenarios (3)</i>																			
<i>Transportation Forecasting</i>																			
<i>Tech Memo #2: Future Conditions</i>																			
<i>TAC/CMEQ/CCAG Board Presentation</i>																			
<i>Public Workshop #1</i>																			
<i>Set Goals/Objectives</i>																			
<i>Draft Land Use/Transportation Chapter</i>																			
<i>Draft Roads Chapter</i>																			
<i>Draft Bikeways Chapter</i>																			
<i>Draft Pedestrian Chapter</i>																			
<i>Draft Public Transit Chapter</i>																			
<i>Draft TDM/TSM Chapter</i>																			
<i>Draft ITS Chapter</i>																			
<i>Draft Parking Chapter</i>																			
<i>Draft Pricing Chapter</i>																			
<i>Draft Sustain. Communities Chapter</i>																			
<i>Draft Energy & Environment Chapter</i>																			
<i>Draft Financial Chapter</i>																			
<i>Prepare Administration Draft of CTP</i>																			
<i>TAC/CMEQ/CCAG Board Presentation</i>																			
<i>Public Workshop #2</i>																			
<i>Draft Eval./Implementation Chapter</i>																			
<i>Prepare Revised Draft CTP</i>																			
<i>TAC/CMEQ/CCAG Board Adoption</i>																			
<i>Publication of Final CTP</i>																			

Key:
 X = Meeting; T = Technical Memorandum; CTP = Countywide Transportation Plan