

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*

AGENDA

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday, January 31, 2011 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 Sandy Wong (599-1409) IF YOU ARE UNABLE TO ATTEND.

- | | | | |
|-----|---|-------------------------------------|---------------|
| 1. | Public comment on items not on the agenda | Presentations are limited to 3 mins | |
| 2. | Minutes of November 22, 2010 meeting. | Action (Richardson) | Pages 1 - 4 |
| 3. | Nominations and elections of Chair and Vice Chair | Action (Richardson) | Page 5 |
| 4. | Review of the proposed Measure M Implementation Plan Framework | Action (Hoang) | Pages 6 - 8 |
| 5. | Receive an update on the 2010 San Mateo County Energy Watch | Information (Springer/Petru) | Page 9 - 12 |
| 6. | Review and provide input on the draft San Mateo Countywide Transportation Plan 2035 (CTP 2035) Visions, Goals, and Objectives | Action (Kott) | Pages 13 - 46 |
| 7. | Approval of CMEQ 2011 meeting calendar | Action (Wong) | Page 47 |
| 8. | Executive Director Report | Information (Napier) | |
| 9. | Member comments and announcements. | Information (Richardson) | |
| 10. | Adjournment and establishment of next meeting date (February 28, 2011). | Action (Richardson) | |

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.

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*

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 NOVEMBER 22, 2010**

The meeting was called to order by Vice Chair Pierce in Conference Room A at City Hall of San Mateo at 3:01 pm.

Attendance sheet is attached.

1. Public comment on items not on the agenda.

None.

2. Minutes of October 25, 2010 meeting.

*Motion: To approve the Minutes of the October 25, 2010 meeting, O'Connell/Koelling.
Motion was moved unanimously.*

3. Measure M - \$10 Vehicle License Fee next steps (Information).

John Hoang provided an update related to Measure M. San Mateo County voters approved Measure M by 54.7% as of last week. It will provide approximately \$6.7 million in revenue annually in the county. In the Bay Area, seven counties put forward a similar \$10 vehicle license fee ballot measure. Voters from five of the seven counties approved the measures. C/CAG will prepare an Implementation Plan for approval in the next few months.

Richard Napier, Executive Director, thanked everyone for their support in Measure M. Several CMEQ members' efforts were particularly appreciated, including members Pierce, Trapp, Bigelow, and Roberts.

CMEQ members asked for a copy of the other counties' proposed distribution of their \$10 license fee revenues. [*that information was provided to members subsequent to the meeting via email.*]

4. Review and recommend approval of a draft reauthorization of the San Mateo County Congestion Relief Program

Jean Higaki presented the staff recommendation on the proposed reauthorization of the San Mateo County Congestion Relief Program. This program was initially approved by C/CAG in 2002, and was later reauthorized in 2007. The current program will expire by June 2011. The San Mateo County Congestion Relief Plan would absolve individual jurisdictions from having to prepare Deficiency Plans resulting from Congestion Management Program (CMP) traffic Level of Service violations.

CMEQ members had the following comments:

- A) Would like to see more detailed past results and specific goals set for this program.
- B) Should place more importance on using transit to reduce congestion.
- C) Look for more ideas to strengthen transit.

Motion: To recommend approval of a draft reauthorization of the San Mateo County Congestion Relief Program, Lempert/O'Connell. Motion was moved unanimously.

5. Recommend Support for the Sustainable Communities Strategy including formation and support of a Regional Housing Needs Allocation (RHNA) Sub-Region for San Mateo County and the 20 cities.

Richard Napier, Executive Director, provided a brief overview of the Sustainable Communities Strategy as it relates to housing. ABAG has issued a letter to all cities and counties on sub-region RHNA. The deadline for local jurisdictions to form a sub-region is March 16, 2011. The C/CAG Board has approved providing staff support for San Mateo County Sub-Region RHNA, should local jurisdictions decide to participate. On November 18, C/CAG hosted a meeting, in cooperation with ABAG, for Planning Directors from all cities and the county to discuss this matter.

CMEQ members had the following comments:

- It makes sense to form a San Mateo County Sub-Region.
- It is imperative to use realistic and reasonable numbers.
- The number of jobs and housing must be realistic. If the jobs are not there, no developers will be attracted to build housing.
- Need to have more transparency. Whatever numbers are provided, must be a way to trace back to as to where did they come from.
- Past housing allocations have not been zoned for yet. How do we add new numbers?
- Must use a bottoms-up approach to develop housing targets.
- Need to communicate with San Mateo County representatives on ABAG. Maybe a letter from C/CAG would be appropriate.
- SamCEDA has conducted an economic study six months ago, it should provide insight on the future condition.

Motion: To recommend support for the Sustainable Communities Strategy including formation and support of a Regional Housing Needs Allocation (RHNA) Sub-Region for San Mateo County and the 20 cities, Lloyd/Papan. Motion was moved unanimously.

6. Executive Director Report.

Richard reported on the following items:

- C/CAG will release a Request for Proposal (RFP) soliciting service on State legislative advocacy.
- Climate Action Plan - The Resource Management & Climate Protection (RMCP) committee will bring forward a report to the next CMEQ meeting.
- C/CAG is working on an arrangement with the County Office of Education to take the lead on Safe Route to School (SR2S) program.
- C/CAG will celebrate its 20th anniversary at its December meeting.

7. Member comments and announcements.

Member Lempert is setting up a meeting with Steve Heminger, Executive Director of the Metropolitan Transportation Commission (MTC) and Adrienne Tissier (MTC Vice Chair) regarding the Dumbarton Rail project and the CalTrain Electrification project. She asked members to support the projects.

8. Adjournment and establishment of next meeting date.

The next regular meeting is scheduled for January 31, 2011.

Meeting was adjourned at 4:26 pm.

CMEQ 2010 Attendance Record							
Name	Jan 25	Mar 29	May 24	Jun 28	Aug 30	Oct 25	Nov 22
Arthur Lloyd	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Barbara Pierce	Yes		Yes	Yes	Yes	Yes	Yes
Daniel Quigg	Yes	Yes	Yes		Yes	Yes	
Gina Papan	Yes	Yes	Yes	Yes			Yes
Heyward Robinson			Yes	Yes	Yes		Yes
Irene O'Connell			Yes		Yes	Yes	Yes
Jim Bigelow	Yes	Yes	Yes		Yes	Yes	Yes
Lennie Roberts	Yes		Yes	Yes		Yes	
Linda Koelling	Yes	Yes		Yes	Yes	Yes	Yes
Naomi Patridge	Yes	Yes			Yes	Yes	Yes
Onnolee Trapp	Yes	Yes		Yes	Yes	Yes	Yes
Richard Garbarino	Yes	Yes	Yes	Yes		Yes	Yes
Sepi Richardson	Yes	Yes	Yes	Yes	Yes	Yes	
Steve Dworetzky	Yes	Yes		Yes	Yes		Yes
Sue Lempert	Yes		Yes	Yes	Yes	Yes	Yes
Zoe Kersteen- Tucker	Yes	Yes		Yes		Yes	
Vacant							
Other attendees at Nov. 22, 2010 meeting:							
RNapier, SWong,, JHigaki, JHoang - C/CAG							
Marshall Loring, MTC							

C/CAG AGENDA REPORT

Date: January 31, 2011
To: Congestion Management and Environmental Quality Committee
From: Sandy Wong
Subject: NOMINATION/ELECTION OF CHAIR AND VICE CHAIR
(For further information or questions contact Sandy Wong at 599-1409)

RECOMMENDATION

That the CMEQ Committee nominate and elect a Chair and a Vice Chair to serve for the year.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/DISCUSSION

Each year the CMEQ Committee selects a chair and a Vice Chair to lead the Committee for the year. Sepi Richardson currently serves as the Chair and Barbara Pierce serves as the Vice Chair. They were both elected at the January 26, 2009 CMEQ meeting, and reelected at the January 25, 2010 meeting.

ATTACHMENTS

None.

C/CAG AGENDA REPORT

Date: January 31, 2011
To: Congestion Management and Environment Quality (CMEQ) Committee
From: John Hoang
Subject: Review of the proposed Measure M Implementation Plan Framework

(For further information contact John Hoang at 363-4105)

RECOMMENDATION

That the CMEQ review the proposed Measure M Implementation Plan Framework.

FISCAL IMPACT

The anticipated annual revenue is approximately \$6,700,000.

SOURCE OF FUNDS

Vehicle registration fee for motor vehicles registered within San Mateo County.

BACKGROUND/DISCUSSION

C/CAG placed Measure M on the November 2, 2010, ballot to impose an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County for transportation-related congestion mitigation and water pollution mitigation programs. Measure M, which was approved by the voters of San Mateo County, enables C/CAG to generate an estimated \$6.7 million annually (\$167 million over the next 25 years) to help fund various transportation programs for the 20 cities and the County.

The adopted Measure M Expenditure Plan is as follows:

- 5% (off the top) for administration (includes reimbursement for election cost and initial DMV set-up fees);
- 50% of net revenue allocated for Local Streets and Roads (\$75,000 minimum per jurisdiction)
- 50% of net revenue distributed for Countywide Transportation Programs such as transit operations and senior transportation programs, regional traffic congestion management, safe routes to school programs, and water pollution prevention programs.

The Measure M Implementation Plan, which will be adopted by the C/CAG Board and then updated every 5 years, includes detailed information for each program in addition to identifying the percentages of funding that would be allocated to each of the Countywide Transportation program and project. A Proposed 5-Year Implementation Plan Framework is attached to this report. Also attached is the estimated allocation to the jurisdictions for the Local Streets and Roads program.

ATTACHMENTS

- Measure M: Proposed 5-Year Implementation Plan
- Measure M – Local Streets and Roads Allocation

Measure M: Proposed 5-Year Implementation Plan Framework

1/24/2011

Anticipated Annual Revenue: \$6.70 million

Category	Allocation	Annual Revenue (Million)	5-Yr Revenue (Million)	25-Yr Revenue (Million)
		\$6.70	\$33.50	\$167.50

Program Administration (off the top)	5%	\$0.34	\$1.70	\$8.50
--------------------------------------	----	--------	--------	--------

Net Revenue Available for Distribution to Programs		\$6.36	\$31.80	\$159.00
Local Streets and Roads				
<ul style="list-style-type: none"> ▪ Traffic Congestion Management <ul style="list-style-type: none"> ○ Local Shuttles/transportation ○ Road resurfacing/reconstruction ○ Deployment of local ITS ○ Roadway operations (e.g., restriping, signal timing/coordination, signage) ○ Replacement and/or upgrading of traffic signal hardware and/or software ▪ Stormwater Pollution Prevention <ul style="list-style-type: none"> ○ Street Sweeping; Roadway storm inlet cleaning ○ Street side runoff treatment ○ Auto repair shop inspections ○ Managing runoff from street/parking lot ○ Small capital projects such as vehicle related runoff management and controls 	50%	\$3.18	\$15.90	\$79.50
Transit Operations and/or Senior Transportation Programs				
<ul style="list-style-type: none"> ▪ Project to be sponsored by Samtrans/Caltrain 	22%	\$1.40	\$7.00	\$34.98
ITS/San Mateo County Smart Corridor*				
<ul style="list-style-type: none"> ▪ Operations and maintenance cost for Smart Corridor ▪ ITS related projects (design, construction) 	10%	\$0.64	\$3.18	\$15.90
Safe Routes To School (SR2S)*				
<ul style="list-style-type: none"> ▪ Outreach and education to enable/encourage children to bike and walk to schools (administered by COE) 	6%	\$0.38	\$1.91	\$9.54
NPDES (National Pollutant Discharge Elimination System)*				
<ul style="list-style-type: none"> ▪ Streets and road repair and maintenance ▪ Green Street projects ▪ Control mobile resources ▪ Public outreach events ▪ Trash load reduction and hot spot cleanup ▪ Address vehicle brake pad pollution impacts ▪ VRF Program development and implementation 	12%	\$0.76	\$3.82	\$19.08

Note:

* Up to a maximum of 4% (approximately \$250K) may be transferred between these programs (ITS, SR2S, NPDES) based on actual expenditures, unused funds, shortfalls, and need for each program within the 5-year period.

- Collection of the \$10 VRF is expected to begin in May 2011
- Funds to be allocated on a reimbursement basis. Invoicing will be every 6 months (at a minimum)

Measure M - Local Streets and Roads Allocation
5-Year Implementation Plan
1/20/2011

The table below provides an estimated distribution for the Local Streets and Roads allocation based a formula consisting of 50% population and 50% road miles for each jurisdiction modified for a minimum guaranteed amount of \$75,000 for each jurisdiction.

Jurisdiction	% of Total Allocation	Estimated Net Annual Revenue	Estimated Net 5-Year Revenue
San Mateo County	12.15%	\$ 386,806	\$ 1,934,032
San Mateo	11.02%	\$ 350,562	\$ 1,752,810
Daly City	9.62%	\$ 305,999	\$ 1,529,995
Redwood City	8.82%	\$ 280,747	\$ 1,403,733
South San Francisco	7.17%	\$ 228,162	\$ 1,140,812
Pacifica	4.84%	\$ 153,891	\$ 769,454
San Bruno	4.76%	\$ 151,514	\$ 757,570
Menlo Park	4.50%	\$ 143,095	\$ 715,475
San Carlos	4.03%	\$ 128,341	\$ 641,707
Burlingame	3.95%	\$ 125,668	\$ 628,338
Belmont	3.29%	\$ 104,574	\$ 522,872
Foster City	3.12%	\$ 99,227	\$ 496,134
East Palo Alto	3.06%	\$ 97,444	\$ 487,222
Hillsborough	2.81%	\$ 89,423	\$ 447,115
Millbrae	2.74%	\$ 87,046	\$ 435,232
Atherton	2.36%	\$ 75,000	\$ 375,000
Woodside	2.36%	\$ 75,000	\$ 375,000
Half Moon Bay	2.36%	\$ 75,000	\$ 375,000
Portola Valley	2.36%	\$ 75,000	\$ 375,000
Brisbane	2.36%	\$ 75,000	\$ 375,000
Colma	2.36%	\$ 75,000	\$ 375,000
Total	100%	\$ 3,182,500	\$ 15,912,499

Notes:

1. Population totals are updated based on the State of California Department of Finance estimates
2. Figures may be slightly off due to rounding off errors.
3. Assumes constant annual revenue over the 5-year Implementation Plan period.
4. Final net distribution amounts will take into account deductions for one-time election costs (which could be amortized over a period of years) and DMV initial set up and programming costs.

C/CAG AGENDA REPORT

Date: January 31, 2011
To: Congestion Management and Environmental Quality Committee
From: Kim Springer, Alexis Petru, County Staff to C/CAG
Subject: Update on 2010 San Mateo County Energy Watch
(For further information contact Kim Springer at 599-1412 or Alexis Petru at 599-1403)

RECOMMENDATION

Receive an informational update on the San Mateo County Energy Watch (SMCEW), Local Government Partnership (LGP) with Pacific Gas and Electric Company (PG&E).

FISCAL IMPACT

All SMCEW program costs are paid for under the C/CAG – PG&E LGP agreement.

BACKGROUND/DISCUSSION

The SMCEW partnership between C/CAG and PG&E began on January 1, 2009 under a bridge period contract per the California Public Utilities Commission (CPUC). Since that time, the CPUC, through a number of decisions, decided to hold the 2009 calendar year as a stand-alone bridge funded period and established a new, three-year program cycle from January 1, 2010 through December 31, 2012. C/CAG Contracts with the County of San Mateo to manage and staff the SMCEW program.

SMCEW 2010-2012 Program Update

Program Sectors:

In the new program cycle, the SMCEW has continued to accomplish energy savings in a variety of cities in San Mateo County in both its municipal, non-profit and commercial program sectors. As intentionally planned, a low-to-moderate-income (MIDI) residential sector program under the SMCEW will begin January 2011.

Energy Savings Results:

In January through December 2010 the municipal, non-profit and commercial portions of the SMCEW program have accomplished approximately 2.5 million kilowatt hours and 400 peak kilowatts of energy savings, on track to meet the 2010 goals for electricity saving within its overall three-year goals.

In addition, the program has an established “pipeline” of approximately 3.5 million kilowatt hours and 850 peak kilowatts of energy savings going into the 2011 program cycle year.

In January through December 2010, the municipal, non-profit and commercial portions of the SMCEW program, have accomplished approximately 5000 Therms of energy saving of the approximate 125,000 Therm saving goal. These saving are far below the 2010 year goal. However, it is expected by both staff and PG&E that larger Therm-saving projects will come later in the three-year program cycle, as it takes time to discover, engineer and fund large Therm-saving projects such as boilers, heating and cooling controls, retrocommissioning, or large HVAC system replacements.

The program has approximately 25,000 Therms of energy saving projects in its “pipeline” for the 2011 program year.

Customers Served:

Since the beginning of 2009, Energy Watch's municipal program has completed energy audits and/or completed energy-efficiency projects in nearly all the cities and other public agencies in San Mateo County, including Belmont, Brisbane, Burlingame, Colma, Daly City, Foster City, Half Moon Bay, Hillsborough, Menlo Park, Millbrae, Pacifica, Redwood City, San Bruno, San Carlos, San Mateo, SamTrans, South Bayside Waste Management Authority, South San Francisco, Woodside and the County of San Mateo.

Numerous energy-efficiency retrofit projects at public agencies have been completed to date including a server virtualization project in South San Francisco, lighting retrofits at municipal parking garages in Redwood City, refrigeration retrofits at County buildings and a pool boiler replacement at Menlo Park. Many other projects are in queue including high-tech energy-efficiency retrofits at SamTrans and Foster City and an HVAC replacement at Millbrae's Recreation Center.

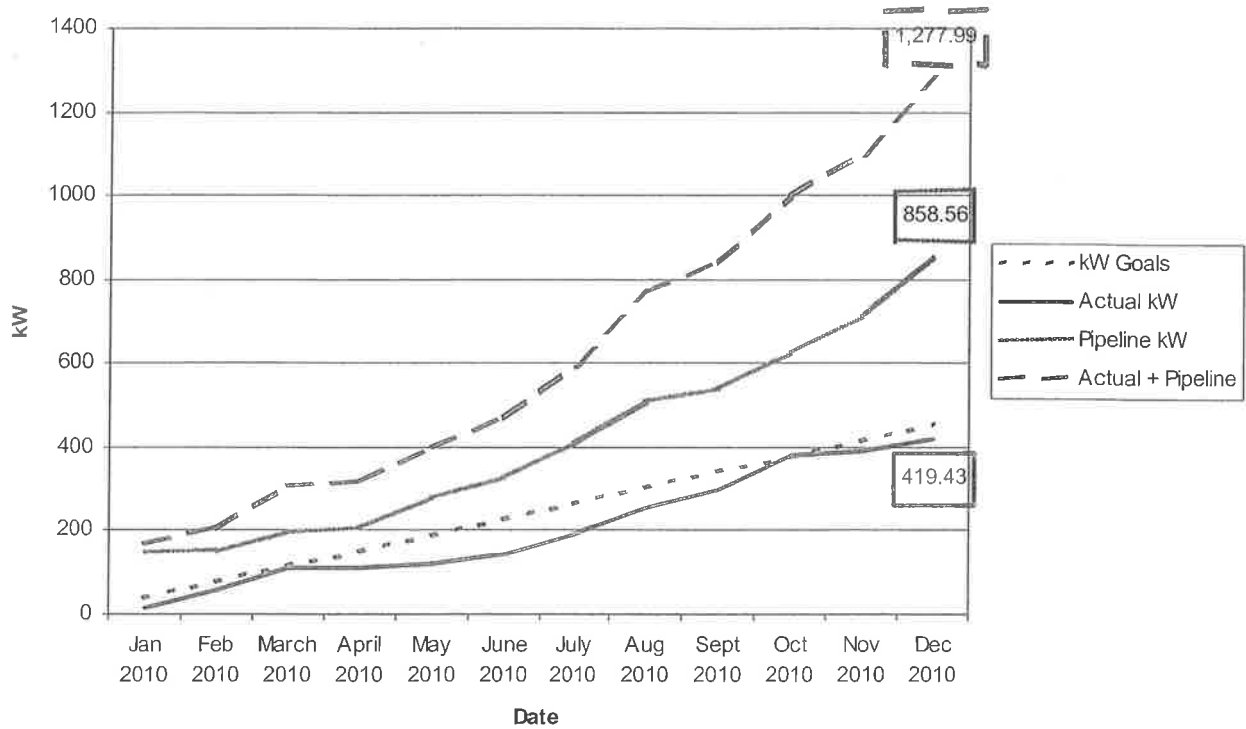
Also since 2009, Energy Watch has completed lighting and/or refrigeration retrofit projects at 18 non-profits and 62 small businesses across San Mateo County.

A set of charts showing the San Mateo County Energy Watch savings verses goals for the 2010 through 2012 program cycle is attached for your review with this staff report.

ATTACHMENT

San Mateo County Energy Watch 2010-2012: Energy-Savings Goals vs. Energy-Savings Achieved

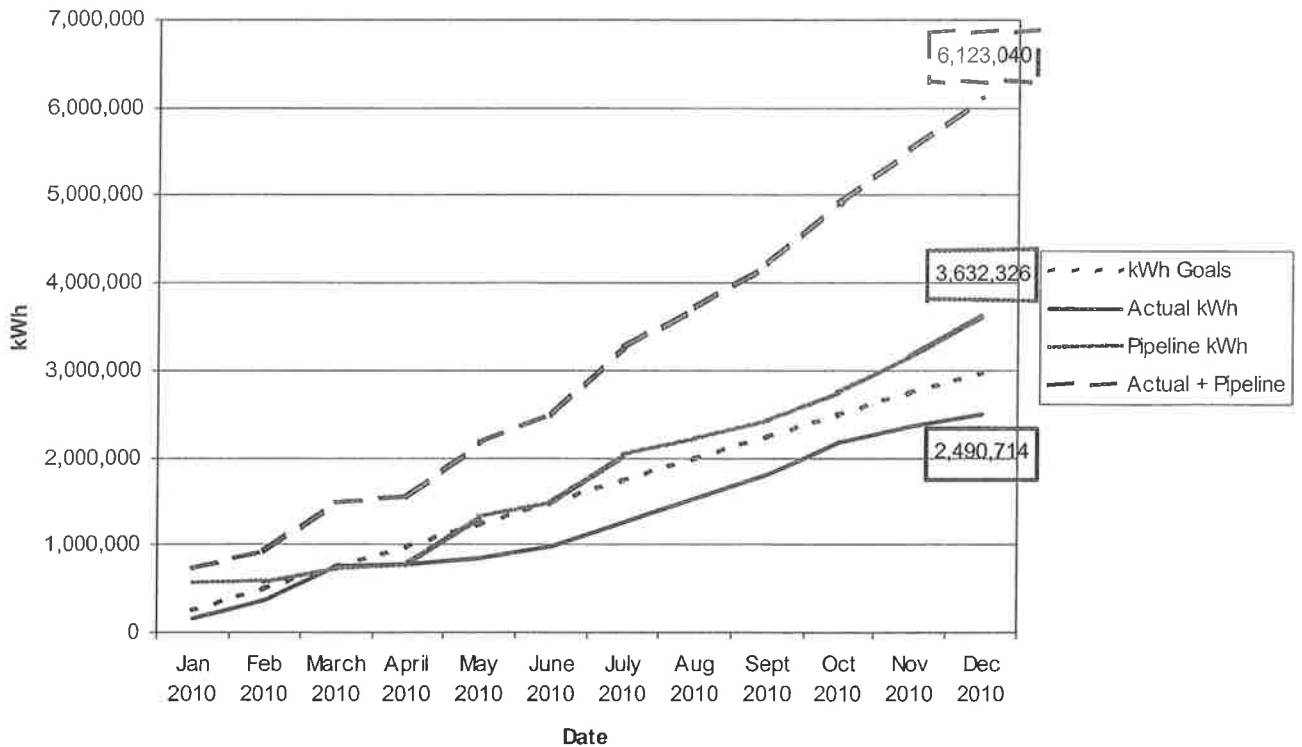
San Mateo County Energy Watch - kW Savings Achieved vs. kW Savings Goals



Three-year goal = 1,150 kW

2010 goal is 30% of three-year goal

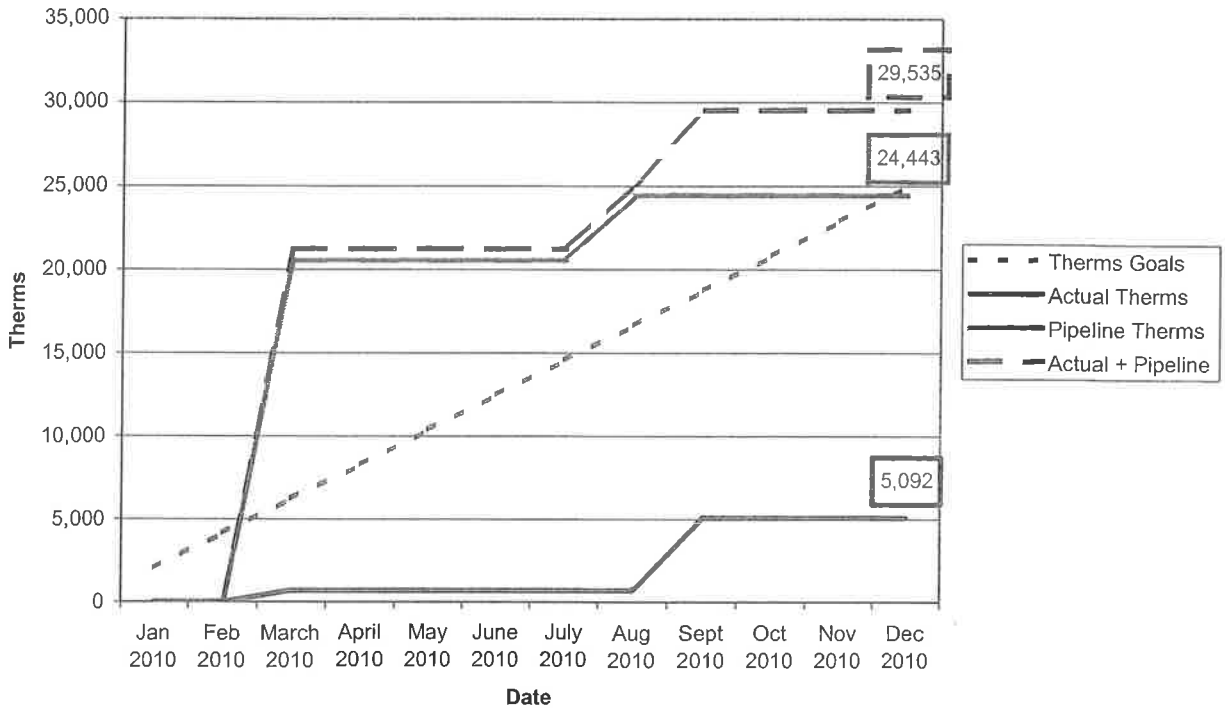
San Mateo County Energy Watch - kWh Savings Achieved vs. kWh Savings Goals



Three-year goal = 9,942,000 kWh

2010 goal is 30% of three-year goal

San Mateo County Energy Watch - Therms Savings Achieved vs. Therms Savings Goals



Three-year goal = 125,000 therms

2010 goal is 20% of three-year goal

C/CAG AGENDA REPORT

Date: January 31, 2011
To: C/CAG Congestion Management & Environmental Quality Committee (CMEQ)
From: Richard Napier, C/CAG Executive Director
Subject: Review and provide input on the draft San Mateo Countywide Transportation Plan 2035 (CTP 2035) Visions, Goals, and Objectives
(For further information contact Joseph Kott at 599-1453)

RECOMMENDATION

That the CMEQ Committee review and provide input on the draft San Mateo Countywide Transportation Plan 2035 (CTP 2035) Visions, Goals, and Objectives.

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 10-11.

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 policy objectives of Senate Bill 375 regarding better integration of transportation and land use.

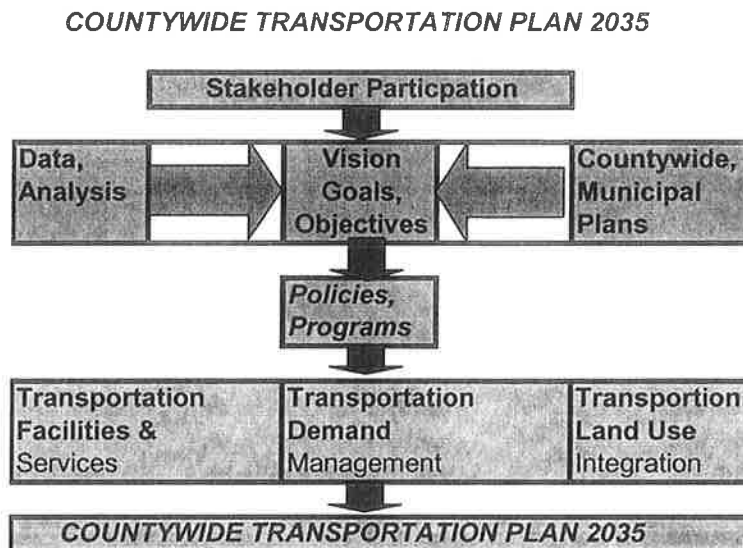
Staff has convened an informal Working Group (see Attachment A for list of members), which has advised staff in developing an Outline (see Attachment B) and a draft overall Vision Statement, along with a draft Vision Statement, Goals, Policies, and Objectives for each of the

policy sectors to be addressed in CTP 2035 (see Attachment C). The Working Group’s consensus Vision Statement for the San Mateo Countywide Transportation Plan 2035 is as follows:

An integrated transportation system for San Mateo County that is cost-effective, sustainable, and equitable. The means to realize this Vision are by providing travel choices, enhancing community livability, preserving environmental quality, and promoting travel safety.

The CTP 2035 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 1 below.

Figure 1



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.

ATTACHMENT

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

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

ATTACHMENT C – Draft Countywide Transportation Plan 2035 Overall Vision Statement; Vision, Goals, Objectives, and Policies for Individual Policy Sectors within CTP 2035

ATTACHMENT A

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

Aaron Aknin
City of San Bruno

Duane Bay,
County of San Mateo Housing

Melanie Choy
SMTA

Corinne Goodrich
Samtrans

Lisa Grote,
City of San Mateo

Christine Maley-Grubl
Peninsula Traffic Congestion Relief Alliance

ST Mayer
County of San Mateo Public health

Bill Meeker
City of Burlingame

Steve Monowitz
San Mateo County Planning

Tatum Mothershead
City of Daly City

Janet Stone
County of San Mateo Housing

ATTACHMENT B

Countywide Transportation Plan 2035 (CTP 2035) Outline

<u>ELEMENT</u>	<u>TITLE</u>
1	VISION STATEMENT
2	EXECUTIVE SUMMARY
3	OVERVIEW & INTRODUCTION
4	POLICY CONTEXT
5	SETTING
6	VISION/GOALS /OBJECTIVES
7	LAND USE/TRANSPORTATION LINKAGE
8	MOTOR VEHICLE TRAVEL
9	BICYCLES
10	PEDESTRIANS
11	PUBLIC TRANSIT
12	TRANSPORTATION SYSTEM/DEMAND MANAGEMENT
13	INTELLIGENT TRANSPORTATION SYSTEMS
14	PARKING
15	MODAL CONNECTIVITY
16	GOODS MOVEMENT
17	ENVIRONMENT

18

FINANCIAL

19

IMPLEMENTATION &
EVALUATION
EVALUATION &
IMPLEMENTATION

LIST OF TABLES AND FIGURES

APPENDIX A:

BIBLIOGRAPHY

APPENDIX B:

GLOSSARY OF ACRONYMS

ATTACHMENT C

**CTP 2035 VISION STATEMENT
AND VISION, GOALS, OBJECTIVES,
AND POLICIES BY SECTOR**

Vision Statement

"An integrated transportation system for San Mateo County that is cost-effective, sustainable, and equitable. The means to realize this Vision are by providing travel choices, enhancing community livability, preserving environmental quality, and promoting travel safety."

7: LAND USE & TRANSPORTATION LINKAGE - VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- A San Mateo County in which access to places people wish to go is safe and convenient for all on foot, by bicycle, via public transportation, and with the automobile.

GOAL:

- *Integrate transportation and land use plans and decisions in support of a more livable and sustainable San Mateo County through a Countywide Sustainable Communities Strategy.*

LAND USE POLICIES:

7.1 *Integrate Land Use and Transportation Planning*

Integrate land use and transportation planning efforts where feasible at the local, county, and regional levels.

7.2 *Concentrate Development*

- a. Concentrate new development in urban areas within the County of San Mateo's urban/rural boundary, particularly those designated as "Priority Development Areas".
- b. Promote higher density residential, employment, and mixed-use development near transit stations and along major bus transit corridors throughout the County. to fund improved linkages between land use and transit services.
- a. Support the redevelopment of cities along the Caltrain and BART systems as a balanced mix of retail, office, and residential centers at intensities adequate to support transit service that is competitive with the private car.
- b. Develop a "Multimodal Connections" program as an important tool in advancing this policy.
- e. Retain and improve C/CAG's existing TDM Guidelines as another important tool in support of this policy.

7.3 Enhance Rural Communities

- a. Ensure that rural San Mateo County has safe convenient transportation links to activity centers and services.
- b. Protect Priority Conservation Areas from growth-inducing transportation projects.

7.4 Housing Supply

- a. Promote the development of a range of housing types along a spectrum of prices within the County, especially near transit stations and along major bus transit corridors within transit corridors. Enhance the C/CAG TOD Housing Incentive Program as an important tool to implement this policy.
- b. Support creation of “compete communities” for San Mateo County’s diverse population that contain an array of housing types affordable at different income levels and a range of community services.

7.5 Development Standards

- a. Give priority to development that encourages transit use, walking, and bicycling.
- b. Minimize traffic generated by new development, both within and adjacent to San Mateo County, when the traffic impacts of such development spill out onto the San Mateo County highway network.
- c. Encourage the adoption of smart codes, form-based codes and other enhancements in the development review and regulation process to foster more walkable, bicycle-friendly, and transit-friendly land development patterns.
- d. Foster “universal design” in housing and transportation facilities so that access to both is readily available to all who work and or live in San Mateo County.

7.6 Parking Management

- a. Consider adoption of parking reforms including parking maxima instead of minima, “unbundling” parking costs from the cost of housing and commercial space, and shared parking.
- b. Support comprehensive parking management programs to optimize all parking resources, both off-street and on-street.

7.7 Quality Public Places

Implement a new C/CAG “Places for People” planning and design program to fund urban design for exemplary improvements to the public realm that foster walking as well as community livability

LAND USE AND TRANSPORTATION LINKAGE OBJECTIVES:

- ✓ **Develop a new C/CAG “Multimodal Connections” Program to be included in San Mateo County’s portion of the Metropolitan Transportation Commission’s Transportation for Livable Communities Program¹**
 - *Performance Measure: Adoption by the C/CAG Board and implementation of the “Multimodal Connections Program”*
- ✓ **Implement a new C/CAG “TOD Employment Incentive Program”**
 - *Performance Measure: Adoption by the C/CAG Board and implementation of the “TOD Employment Incentives Program”*
- ✓ **Implement the Grand Boulevard Initiative efforts to foster transit-oriented development along the El Camino Real corridor in proximity to Caltrain, BART, and prospective bus rapid transit stations. Enhance the C/CAG El Camino Real Incentive Program as an important tool in supporting this policy.**
 - *Performance Measure: Adoption by the C/CAG Board and implementation of the “TOD Employment Incentives Program”*
 - *Performance Measure: Implementation of an enhanced C/CAG El Camino Real Incentive Program*
- ✓ **Effective C/CAG review and comment on all land use plans of regional significance**
 - *Performance measure: # of all local general plans, specific plans, and area plans commented upon by C/CAG*
- ✓ **Increase C/CAG incentives for Smart Growth/Transit-Oriented Development (TOD) efforts, including the Grand Boulevard Initiative**
 - *Performance measure: # of Smart Growth/TOD projects, # of housing units, and amount of funding provided in support of these efforts from C/CAG’s El Camino Real Incentive and Transportation for Livable Communities programs and the prospective “TOD Employment Incentives” and “Multimodal Connections” programs*
- ✓ **Provide C/CAG incentives for parking standards reform**
 - *Performance measure: # of projects and amount of funding provided by C/CAG’s prospective “Parking Reduction Incentive Program”*

¹ http://www.mtc.ca.gov/planning/smart_growth/tlc_grants.htm

✓ **Enhance the quality of public spaces in San Mateo County**

- *Performance measure: # of public space design amenity projects and amount of funding provided in support of C/CAG's prospective "Places for People Planning and Design Program"*

8: MOTOR VEHICLE TRAVEL - VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- **Motor vehicle travel that supports a sustainable San Mateo County.**

GOAL:

- *Enhance safety and efficiency on the countywide roadway network.*

ROADS POLICIES:

8.1 Promote safety on roadways within San Mateo County

Strive to make roadways in San Mateo County as safe as possible for all travel modes through engineering, enforcement, and public awareness/education.

8.2 Reduce Traffic Congestion and Improve Operations on roadways within San Mateo County

Ensure that motor vehicle and bicycle movement on San Mateo County roadways is not hampered by unacceptable levels of congestion, while at the same time impediments or safety issues are not created for travel on foot, by bicycle, and via public transit. Consider “virtual capacity”, or improved efficiency through investments in electronics and communications technology, as an alternative to creating new physical capacity. Pursue a multi-pronged strategy of reducing the overall flow of motor vehicles through travel demand management while at the same implementing operational improvements to ease congestion hotspots and safety concerns.

Support the Bay Area’s Freeway Performance Monitoring System, a database on use of Bay Area freeways, including those in San Mateo County.

Foster “complete streets” in San Mateo County, roadways that make room for not only motor vehicles but also pedestrians and bicyclists.

8.3 Encourage use of low and zero emissions technologies for the motor vehicle fleet using the roadway network in San Mateo County

Advocate use of cleaner motive power in personal and commercial motor vehicle travel to protect the San Mateo County environment.

8.4 Support implementation of congestion pricing for bridge tolls on Bay Area bridges, particularly the San Mateo Bridge and Dumbarton Bridge serving San Mateo County

Manage and reduce peak period motor vehicle travel demand onto the San Francisco Peninsula and San Mateo County.

8.5 Consider the feasibility of high occupancy vehicle lanes (HOV) in San Mateo County

Increase efficiency of freeway segments and encourage more shared used travel on freeways in San Mateo County.

8.6 Ensure adequate funding of local streets and roads

Maintenance of local streets and roads is crucial for safe, convenient motor vehicle travel by private motor vehicles, public transit buses, bicycles, and pedestrians in San Mateo County.

MOTOR VEHICLE TRAVEL OBJECTIVES:

- ✓ **Minimize increases in travel delay on the San Mateo County roadway network**
 - *Performance measure: aggregate travel delay on the San Mateo County roadway network*
- ✓ **Reduce the aggregate amount of motor vehicle travel or, at minimum, the rate of growth in motor vehicle travel in San Mateo County**
 - *Motor vehicle traffic volumes in San Mateo County.*
- ✓ **Reduce the number of crashes and casualties on the San Mateo County roadway network**
 - *Performance measure: number of crashes and casualties on the San Mateo County roadway network*
- ✓ **Improve the pavement condition of the San Mateo County roadway network**
 - *Performance measure: pavement condition rating of San Mateo County roadway network*
- ✓ **Implement “complete streets” within San Mateo County**
 - *Performance measure: number of miles of “complete streets” created on the San Mateo County roadway network*
- ✓ **Where feasible, implement time of day pricing on San Mateo County cross-Bay bridges**
 - *Performance measure: number of cross-Bay bridges with time of day pricing*
- ✓ **Support high occupancy vehicle (HOV) lanes on San Mateo County freeways**
 - *Performance measure: lane miles of high occupancy vehicle (HOV) lanes in San Mateo County*

✓ **Safeguard local streets and roads funding**

Performance measure: local streets and roads funding in aggregate and as a share of the overall transportation infrastructure spending in San Mateo County

9: BICYCLING – VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- **A San Mateo County in which bicycling is safe, comfortable, and convenient.**

GOAL:

- ◉ *Provide bicyclists viable travel choices and encourage use of healthy, active transportation through a, safe, continuous, convenient, and comprehensive cycling network that reduces reliance on the automobile, especially for short trips.*

BICYCLING POLICIES:

9.1 Market Share

Increase the percentage of people biking for all trip purposes in San Mateo County from the an estimated 1.7% in 2006 to 3.0% in 2020 and 5.0% in 2035 and for trips to work from an estimated 0.75% in 2006 to 1.5% by 2020 and 3.0% in 2035².

9.2 Travel Demand

Increase the use of bicycles as a travel mode by continuing to develop a comprehensive bikeway system that effectively connects residential areas to employment centers, retail centers, transit stations, and institutions.

9.3 Performance

Continue to develop a safe, reliable, comprehensive, and convenient bikeway system competitive with the automobile for many short distance trips.

9.4 Integration

Continue to develop a bikeway system that is integrated with public transportation services and facilities.

9.5 Education and Training

Encourage education and training in safe cycling practices for all ages.

² 2006 estimates from http://www.mtc.ca.gov/planning/2035_plan/Supplementary/T2035-Travel_Forecast_Data_Summary.pdf

9.6 Safety

Enhance safety for bicyclists of all ages and skill levels.

9.7 Traffic Calming

Support efforts to calm motor vehicle traffic to enhance travel conditions for bicyclists.

9.8 New Development

Encourage all new developments, particularly employment sites, to facilitate use of bicycles by providing effective access and support facilities, including bicycle lockers and racks, as well as showers and changing rooms.

9.9 Financing

Continue to aggressively seek funding for the development of the bikeway system.

9.10 Priorities

Prioritize funding for bicycle improvements as follows:

- a. Enhance safety.
- b. Foster bicycling as a commute mode (close “gaps” in the bicycle network; extend the cycling network to serve more employment areas, etc.).
- c. Number of cyclists who will benefit by the improvement.
- d. Recreational pathways.

9.11 Bicycle Studies

Encourage local governments and other agencies to do bicycle studies and plans for their jurisdictions.

BICYCLE OBJECTIVES:

- ✓ **Increase the number of miles of Class I, II, and III bicycle facilities in San Mateo County**
- *Performance measure: # of miles of Class I, II, and III bicycle facilities added in San Mateo County*
- ✓ **Increase the number of bicycle lockers and racks in San Mateo County**
- *Performance measure: # of bicycle lockers and racks added in San Mateo County*

- ✓ **Increase bicycle safety education and training in San Mateo County**
 - *Performance measure: # of bicycle safety and education programs and # of participants in these programs in San Mateo County*
- ✓ **Establish bike sharing programs in San Mateo County**
 - *Performance measure: # of bicycle sharing programs and # of bicycles in these programs implemented in San Mateo County*

10: WALKING - VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- **A San Mateo County in which walking for both active transportation and recreation are safe, comfortable, and convenient**

GOAL:

- *Promote safe, convenient, and comfortable pedestrian travel that supports healthy, active communities while reducing reliance on the automobile for short trips.*

PEDESTRIAN POLICIES:

10.1 Market Share

Increase the percentage of people walking for all trip purposes in San Mateo County from an estimated 8.9 % in 2006 to 12.5% in 2020 and 15.0% in 2035 and for trips to work from an estimated 2.0% in 2006 to 3.5% by 2020 and 5.0% in 2035³.

10.2 Land Use and Urban Design

Encourage cities to promote land use patterns and developments that make walking a viable and inviting mode of transportation. Facilitate appropriate mixed use and transit-oriented development. Locate walkable destinations such as parks and markets within and near residential areas. Design residential and commercial districts with human-scaled, interesting buildings, low traffic speeds, landscaping, and pedestrian amenities such as benches. Require sidewalks in industrial districts and office parks.

10.3 Parking Lots

Encourage cities to locate parking lots behind businesses, rather than at the street front. Design parking lots with safe, attractive, and clearly marked pedestrian routes.

10.4 Barriers

Reduce barriers to pedestrian movement through enhancement of pedestrian crossings along arterials and grade-separated crossings of freeways and active rail lines.

³ 2006 estimates from http://www.mtc.ca.gov/planning/2035_plan/Supplementary/T2035-Travel_Forecast_Data_Summary.pdf

10.5 Traffic Calming

In areas with high levels of pedestrian traffic, encourage cities to implement appropriate traffic calming measures to slow approaching car speeds and thus lengthen reaction time available to both drivers and pedestrians in the event of a potential conflict.

10.6 Safety

Encourage cities to identify locations where pedestrian conditions need to be enhanced and make appropriate improvements. Focus on the following areas: wide, high-speed roadway crossings, freeway on/off ramps, potentially unsafe/inadequate railroad crossings, and similar locations that present potential safety concerns and barriers for walking.

10.7 Priorities

Prioritize funding for pedestrian improvements as follows:

- a. Increase safety.
- b. Address mobility needs of walking-dependent populations (school children, elderly, people with disabilities, etc.).
- c. Foster walking as a commute mode (through land use decisions, better urban design, closing “gaps” in pedestrian network).
- d. Number of walkers who will benefit by the improvement.
- e. Recreational pathways.

10.8 Specialists

In each city and the County, train and designate at least one individual to champion pedestrian issues. This person should review proposed projects and make recommendations and conditions of approval for improving each project’s pedestrian access and amenities.

10.9 Job Location

Encourage cities to place jobs in locations that stimulate walking. Evaluate and update land use designations to promote job growth within walking distance of transit stations and multi-family housing.

10.10 Pedestrian Studies

Encourage cities and land use agencies to do pedestrian studies and plans for their jurisdictions.

PEDESTRIAN OBJECTIVES:

- ✓ **Increase the number of pedestrian signal heads and countdown signals in San Mateo County**
 - *Performance measure: # of pedestrian signal heads added in San Mateo County*
- ✓ **Increase the number of intersections with enhanced treatments for pedestrian safety and comfort, such as raised center medians, in-pavement lights, pedestrian-activated crossing signals, and raised crosswalks appropriate to the location**
 - *Performance measure: # of intersections with enhanced pedestrian treatments added in San Mateo County*
- ✓ **Increase the sidewalk network in San Mateo County**
 - *Performance measure: linear feet of sidewalk added in San Mateo County*

11: PUBLIC TRANSIT - GOALS AND POLICIES

VISION:

- A public transportation system in San Mateo County that is seamless, safe, and enjoyable for all to use.

GOAL:

- *Develop and maintain a seamless, safe and convenient public transportation system in San Mateo County.*

PUBLIC TRANSPORTATION POLICIES:

11.1 Develop improved service efficiency and cost-effectiveness to increase the utility of public transportation

11.2 Enhance Access to public transit by:

- c. Providing an appropriate balance of service frequency and coverage to improve cost effectiveness.
- d. Providing safe access to transit for all users.
- c. Improving the coordination and interface of transit services, schedules, and information among multiple providers within San Mateo County with the goal of developing a seamless network for the user.
- d. Giving transit preference in key corridors and station areas, recognizing the role of integrated, supportive land use to ensure the system is cost-effective.
- e. Improving the east-west connectivity of transportation services.
- f. Focusing on transit hubs of regional importance.
- g. Addressing the needs of special populations, including seniors, persons with disabilities, low income transit dependents and those for whom English is a second language.
- h. Focusing on amenities to enhance the transit experience and reduce travel times.

- 11.3 Advocate for funding opportunities to create a more stable funding base for public transit in San Mateo County
- 11.4 Avoid or minimize transit service duplication within target markets of the San Mateo County transit system

PUBLIC TRANSPORTATION OBEJCTIVES:

- ✓ **Increase the public transit mode share of travel to, from and within San Mateo County over a ten-year horizon**
 - *Performance measure: share of person trips to, from, and within San Mateo County*
- ✓ **Improve the competitiveness of public transit to single occupancy vehicle trips for key trips as measured by travel time, reliability and customer satisfaction**
 - *Performance measure: ratio of transit travel time to private motor vehicle travel time, share of person trips to, from, and within San Mateo County*
 - *Performance measure: transit travel time variance compared private motor vehicle travel to, from, and within San Mateo County*
 - *Performance measure: customer satisfaction survey results*
- ✓ **Reduce the cost per passenger, mile and hour for the aggregate of public transit service in the County**
 - *Performance measure: transit service costs per passenger mile and hour*
- ✓ **Improve system productivity as measured by passengers per hour and passengers per mile of service provided**
 - *Performance measure: transit passengers per hour and passengers per mile*

12: TRANSPORTATION SYSTEM (TSM) AND TRANSPORTATION DEMAND MANAGEMENT – (TDM) VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

A San Mateo County in which the transportation system is efficient, cost-effective, and environmentally responsible.

GOAL:

- *Reduce and manage travel efficiently through both supply- and demand-side measures, including land use planning.*

TDM/TSM POLICIES:

12.1 Increase efficiency on existing facilities before adding new capacity

Invest in enhanced traffic signal system capabilities, provision of center left turn pockets, improved incident detection and management, and similar traffic management measures to reduce vehicle delay on San Mateo County roadways before investment in new through lane capacity.

12.2 Focus on reducing the need to travel and the distance of travel

Encourage telecommute programs, satellite work centers, teleconferences, and other substitute for travel within San Mateo County.

12.3 Involve private and public sector employers in efforts to reduce the amount of vehicular travel

Support reduction of solo occupant vehicle use through employer-based commute alternatives incentive programs in San Mateo County. Include employee transportation coordinators and transportation management associations (TMAs) as key components of this effort.

12.4 Deploy advanced information and communications technology to manage and reduce vehicular travel

Continue investment in initiatives such as the Smart Corridor project and public transit traveler information systems that disseminate information about real-time travel conditions and options to San Mateo County travelers.

12.5 Substitute improved access to destinations by means of non-motorized modes and local shuttles for the need to travel by private motor vehicle when and where possible

Promote transit-oriented development, traditional neighborhood design, improved bicycle, pedestrian and local transit connections to activity centers and similar efforts to reduce the need to travel by private motor vehicle to, from, and among destinations within San Mateo County.

OBJECTIVES:

- ✓ **Increase the number of employers and employees within the geographic limits of San Mateo County who have access to a transportation demand management programs at work**
 - *Performance measure: # of Commute Alternative Programs in San Mateo County & number of employees participating in these programs*
- ✓ **Increase the participation in telecommuting by employees who work in San Mateo County**
 - *Performance measure: # of Employers with Telecommute Programs in San Mateo County & # of employees participating in these programs*
- ✓ **Expand participation in the Commuter Pre-Tax Benefits programs San Mateo County**
 - *Performance measure: # of Employers participating in Commuter Pre-Tax Benefits programs in San Mateo County & # of employees in these programs*
- ✓ **Where feasible, implement high occupancy vehicle (HOV) lanes on freeways in San Mateo County**
 - *Performance measure: # of miles of high occupancy vehicle lanes in San Mateo County*
- ✓ **Where feasible, deploy traffic adaptive signal control at intersections along streets and highways in San Mateo County**
 - *Performance measure: # of intersections equipped with traffic adaptive signal control in San Mateo County*

13: INTELLIGENT TRANSPORTATION SYSTEMS (ITS) – VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- **A San Mateo County in which advances in communications and information technology make travel safer, more convenient, and more pleasant.**

GOAL:

- *Enhance management of the transportation system through deployment of cost-effective electronic and communications systems countywide.*

INTELLIGENT TRANSPORTATION SYSTEM (ITS) POLICIES:

13.1 Encourage Deployment of Intelligent Transportation Systems within San Mateo County for Traffic Management, Public Transportation Management, Parking Management, and Traveler Information Applications

Support investments in advanced traffic detection, traffic signal systems, transit fleet tracking, real time transit, traffic, and parking conditions information dissemination, and travel route guidance throughout the transportation system in San Mateo County.

13.2 Foster ITS Innovation through Deployment of Pilot Projects

Introduce innovative communications and information technology into the San Mateo County transportation system by means of pilot projects where possible in order to increase the chances of successful larger scale deployment.

13.3 Share Resources, Risks, and Benefits of ITS Deployment

Create partnership among agencies to deploy ITS projects in travel corridors, geographic areas, and across travel modes and jurisdictional boundaries to reduce risk, share benefits, and optimize chances for successful ITS deployment.

13.4 Deploy Advanced Information and Communications Technology to Manage and Reduce Vehicular Travel

Continue investment in initiatives such as the Smart Corridor project and traveler information systems that disseminate information about real time travel conditions and options to San Mateo County travelers.

13.5 Consider ITS Deployments as both a Complement and an Alternative to new Roadway Capacity

Identify and prioritize ITS deployments that can enhance existing or planned roadway

capacity or substitute for some or all new physical capacity, especially when doing so reduces impacts on non-motorized modes of travel and/or is more cost-effective than new roadway capacity by itself.

13.6 Continuously Evaluate New Technical Solutions and Policy Approaches to Reducing Peak Period Congestion on San Mateo County Transportation System

Advances in provision and application of information of routes, congestion, and pricing to transportation systems users will assist in travel decision-making and optimize travel choices.

ITS OBJECTIVES:

- ✓ **Increase the number of route miles covered by the San Mateo County “Smart Corridors” Program.**
 - *Performance measure: # of route miles covered by the San Mateo County “Smart Corridors” Program*
- ✓ **Increase the number of intersections in San Mateo County equipped to operate in traffic adaptive mode.**
 - *Performance measure: # of intersections in San Mateo County equipped to operate in traffic adaptive mode*
- ✓ **Increase the number of corridors in San Mateo County equipped with traffic signal interconnections.**
 - *Performance measure: # of corridors in San Mateo County equipped with traffic signal interconnections*
- ✓ **Increase the number of intersections in San Mateo County equipped with emergency vehicle priority.**
 - *Performance measure: # of intersections in San Mateo County equipped with emergency vehicle priority*
- ✓ **Increase the number of intersections in San Mateo County equipped with public transit traffic signal pre-emption.**
 - *Performance measure: # of corridors in San Mateo County equipped with public transit traffic signal pre-emption*
- ✓ **Increase the number of public transit stops and stations in San Mateo County equipped with real-time transit service information.**
 - *Performance measure: # of public transit stops and stations in San Mateo County equipped with real-time transit service information*

14: PARKING - VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- **Parking in San Mateo County that is a “right-sized” balance of supply and demand, supportive of smart growth and transit oriented development strategies, intuitive to use, and environmentally responsible.**

GOAL:

- *Encourage innovations in parking policy and programs, including incentives for reduced parking requirements, and a comprehensive approach to parking management, in furtherance of countywide transportation system goals.*

PARKING POLICIES:

14.1 Support reduction of parking supply.

- c. Encourage adoption of parking reforms including parking maxima instead of minima and “unbundling” parking costs from the cost of housing and commercial space.
- d. Support comprehensive parking management programs to optimize all parking resources, off-street and on street.

14.2 Facilitate shared parking arrangements to increase the efficiency of parking provision and reduce the costs of parking provision.

Advocate shared parking arrangements when and where feasible.

14.3 Encourage implementation of “green” parking lot initiatives that serve to reduce storm water runoff.

Promote the San Mateo County “Green Streets and Parking Lots Program” approach of using swales, permeable pavements, “rain gardens”, landscaping to capture storm water runoff, enhance aesthetics, and mitigate the urban and suburban “heat island” effect.

14.4 Foster emplacement of solar panels on parking lots and structures to conserve energy.

Encourage projects like the County of San Mateo “Solar Genesis” project to create new sources of renewable energy above parking structures and parking lots, increasing the utility of these facilities without hampering their parking function.

14.5 Promote installation of “smart” parking meters and real-time parking information dissemination in San Mateo County public parking facilities.

Foster implementation of “smart” meter projects similar to the initiative in Redwood City to increase parking customer convenience and create opportunities for demand-responsive pricing for on-street and off-street public parking facilities.

14.6 Ensure adequate wayfinding to parking facilities in San Mateo County.

Promote implementation of programs to enhance public information about parking availability, thus decreasing the amount of traffic congestion caused by motorists searching for parking and increasing the convenience of parking customers

14.7 Encourage location of parking facilities in locations that do not disrupt pedestrian travel or create a hazard for pedestrians.

Discourage location of parking structure and lot entrances on streets that have or are planned to have a substantial flow of pedestrian traffic in order to minimize a potential safety hazard for pedestrians, increase parker convenience, and avoid creating “dead” spaces on shopping streets.

14.8 Promote adequate, secure, and safe bicycle parking at San Mateo County employers and businesses.

Ensure that clean, energy-efficient, and healthful transportation by bicycle is not frustrated by lack of safe, secure parking at the destination end of the cycling trip.

14.9 Encourage development of master parking management plans for downtowns and other activity centers in San Mateo County.

Support local government efforts to prepare parking master plans that optimize parking capacity by managing parking demand and “right-sizing” parking capacity.

PARKING OBJECTIVES:

- ✓ **Increase the number of San Mateo County communities that reduce parking requirements in the case of affordable housing projects, transit-oriented development, and proposed shared-parking arrangements**
- *Performance measure: number of communities with zoning code provisions for reduced parking requirements*
- ✓ **Implement a new C/CAG “Parking Reduction Incentive Program” as an important new tool to support this policy.**

Performance Measure: Adoption by the C/CAG Board and implementation of the “Parking Reduction Incentive Program”

- ✓ **Increase the number of “green” parking lot projects in San Mateo County**
- *Performance measure: number of “green” parking lot projects in San Mateo County*
- ✓ **Increase the number of solar panel installations on top of parking facilities in San Mateo County**
- *Performance measure: number of solar panel installation projects above parking facilities in San Mateo County*
- **Increase the number of “smart” parking meters in San Mateo County**
- *Performance measure: number of “smart” parking meters in San Mateo County*
- ✓ **Increase the number of bicycle lockers and racks at offices, shops, stores, parking lots and structures, and transit stations in San Mateo County**
- *Performance measure: number of bicycle racks and lockers installed in San Mateo County*
- ✓ **Increase the number of communities with parking management master plans in San Mateo County**
- *Performance measure: number of parking master plans*

15: MODAL CONNECTIVITY - VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- Seamless travel within San Mateo County.

GOAL:

- *Integrate the roadway, public transit, and non-motorized modes transportation networks to advance system efficiency, effectiveness, and convenience.*

MODAL INTEGRATION POLICIES:

15.1 Enhance electronic dissemination of information on intermodal travel opportunities within and to/from San Mateo County.

Provide timely information on connections between and among bus, rail, private automobile, and non-motorized modes of travel.

Improve wayfinding to and service information dissemination at public transit station platforms.

15.2 Remove the physical barriers to intermodal travel, including difficult intersection crossing conditions leading to San Mateo County transit stations and stops.

Encourage clean, efficient intermodal travel by making access to public transit stations safe, convenient, and comfortable for pedestrians and bicyclists.

Promote bicycle and pedestrian safety at intersections in the environs of public transit stations and stops.

15.3 Encourage efficient intermodal transit service scheduling at public transit stations and other transit transfer locations.

Decrease waiting time for public transit passengers and increase convenience of public transit travel through improved integration of bus and rail transit service schedules.

15.4 Consider satellite transit transfer hubs when and where feasible.

Transfer facilities in satellite locations for passenger interchange among line haul bus service route as well as between line haul transit services and community as well as employer shuttle buses may increase customer convenience while at the same time reduce congestion at major public transit hubs.

15.5 Ensure adequate bicycle parking conveniently located at public transit stations in San Mateo County.

Promote the clean, energy efficient access to public transit that the bicycle provides by making bicycle parking an important priority at San Mateo County transit stations and other stops.

15.6 Support “right-sized” auto parking at San Mateo County public transit stations through development of transit station area parking management plans.

Promote “right-sized” parking provision for private autos at transit stations so that there is sufficient parking for patrons. Station area parking management plans should include consideration of pricing policy for station parking facilities and either or both time zoning and pricing for nearby on-street parking.

MODAL CONNECTIVITY OBJECTIVES:

✓ **Improve intermodal travel information dissemination to San Mateo County transportation system users**

- *Performance measure: proportion of respondents to a survey of San Mateo County transportation system users who rate electronic information availability on intermodal travel “Very Good” or “Excellent”.*

✓ **Increase the number of intermodal transit service hubs**

- *Performance measure: number of public transit intermodal service hubs in San Mateo County*

✓ **Implement bicycle and pedestrian access improvements at public transit stations and stops in San Mateo County**

- *Performance measure: number of pedestrian access improvement projects implemented at public transit stations and stops*
- *Performance measure: number of bicycle access improvement projects implemented at public transit stations and stops*

✓ **Implement shuttle bus services to connect work sites and public transit stations and stops**

- *Performance measure: number of shuttle bus service hours connecting work sites to public transit stations and stops*

16: GOODS MOVEMENT – VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- **Goods movement that supports a sustainable San Mateo County.**

GOAL:

- *Foster safe and efficient goods movement compatible with countywide economic development and environmental policies.*

GOODS MOVEMENT POLICIES

16.1 Enhance safety and capacity on truck routes within San Mateo County.

Ensure adequate turning radii, lane widths, and vertical clearances on designated truck routes to promote safe, efficient goods movement.

16.2 Promote use of low and zero emissions technologies for truck and rail freight in San Mateo County.

Support use cleaner motive power in goods movement to protect the San Mateo County environment.

GOODS MOVEMENT OBJECTIVES:

- ✓ **Minimize motor freight travel delay increases on the San Mateo County roadway network**
 - *Performance measure: motor freight travel delay*
- ✓ **Reduce the number of crashes involving motor freight haulers on the San Mateo County roadway network**
 - *Performance measure: number of crashes involving motor freight haulers*
- ✓ **Conserve road capacity for goods movement on truck routes in San Mateo County**
 - *Performance measure: miles of truck routes in San Mateo County designed to accommodate safe and efficient goods movement*
- ✓ **Support rail and road grade separation in San Mateo County**
 - *Performance measure: number of road and rail grade separation projects*

17: ENVIRONMENT - VISION, GOAL, OBJECTIVES, AND POLICIES

VISION:

- **A Clean and Green Transportation System for San Mateo County.**

GOAL:

- *Develop cost-effective and innovative solutions to manage the energy, environmental, greenhouse gases, and climate change impacts of the transportation system.*

ENVIRONMENT POLICIES:

17.1 Promote more energy efficient transportation in San Mateo County.

Reduce energy consumption in travel by encouraging a shift to more energy-efficient motive power for cars, light trucks, commercial trucks, and both rail passenger and rail freight services.

Enable a shift to more use of non-motorized modes of travel in San Mateo County.

17.2 Encourage cleaner transportation in San Mateo County.

Advocate a shift to low or no emission motor vehicles in the automobile, light truck, commercial truck, and passenger bus and shuttle fleets in San Mateo County.

Support electrification of Caltrain.

Facilitate a shift to more use of non-motorized modes of travel in San Mateo County.

17.3 Prepare for needed adaptation of the transportation system in response to climate change effects.

Encourage planning to relocate transportation facilities subject to inundation due to future sea level rise.

Discourage transportation facility investments in areas subject to inundation due to future sea level rise.

17.4 Take action to reduce greenhouse gas emissions that are attributable to the transportation system as well as to transportation and land use interactions.

Ensure that San Mateo County contributes to achievement of the Bay Area target for greenhouse gas emissions.

ENVIRONMENT OBJECTIVES:

- ✓ **Implement the San Mateo County Energy Policy**
 - *Performance measure: number of San Mateo County Energy Policies implemented pertaining to transportation*

- ✓ **Plan for and implement in San Mateo County the Sustainable Communities provisions of SB 375**
 - *Performance measure: adoption of a San Mateo County Sustainable Communities Plan*
 - *Performance measure: implementation of a San Mateo County Sustainable Communities Plan*

- ✓ **Increase the number of alternative fuels re-fueling facilities in San Mateo County**
 - *Performance measure: number of alternative fuels re-fueling facilities in San Mateo County*

- ✓ **Increase the number of electric re-charge facilities in San Mateo County**
 - *Performance measure: number of electric vehicle re-charge facilities in San Mateo County*

- ✓ **Increase use of non-motorized modes of travel in San Mateo County of San Mateo**
 - *Performance measure: share of person trips in San Mateo County taken by walking and bicycling*

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*

Date: January 31, 2011
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Sandy Wong
Subject: Review and approval of the 2011 CMEQ meeting Calendar

It is recommended that the CMEQ committee approve the regular meeting calendar for 2011 as follows:

Congestion Management & Environmental Quality
Mondays 3:00 p.m. to 5:00 p.m.
January 31
February 28
March 28
April 25
May 23 (May 30 is Memorial Day)
June 27
July – No meeting
August 29
September 26
October 31
November 28
December - No meeting

All meetings are scheduled for the last Monday of the month except for May 23rd. Also, following the CMEQ committee’s decision for past years, staff recommend to not schedule meetings for the months of July and December.

Meetings begin at 3:00 p.m. and end at 5:00 p.m. and are typically held in Conference Room C, San Mateo City Hall, with occasional alternative locations to be announced.