

# 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, April 25, 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 March 28, 2011 meeting.   | Action (Pierce)                     | Pages 1 - 4       |
| 3. | Update on the San Mateo County Smart Corridor Project  | Information (Mokhtari)              | Oral Presentation |
| 4. | Update on the San Mateo County Safe Routes to School Program   | Information (Hoang)                 | Pages 5 - 6       |
| 5. | Receive report on Pre-Tax Commuter Benefits outreach efforts and comment on potential process of implementing a Pre-Tax Commuter Benefits Ordinance                            | Action (Kott/Grubl/Bigelow)         | Pages 7 - 12      |
| 6. | Review and Recommend approval of the final list of projects to be submitted to MTC for inclusion in the Regional Transportation Plan/Sustainable Communities Strategy(RTP/SCS) | Action (Higaki)                     | Pages 13 - 26     |
| 7. | Executive Director Report  | Information (Napier)                |                   |
| 8. | Member comments and announcements.   | Information (Pierce)                |                   |
| 9. | Adjournment and establishment of next meeting date (May 23, 2011).   | Action (Pierce)                     |                   |

**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

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***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 MARCH 28, 2011

The meeting was called to order by Chair Pierce in Conference Room A at City Hall of San Mateo at 3:02 pm.

Attendance sheet is attached.

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

None.

**2. Minutes of February 28, 2011 meeting.**

Member Roberts corrected the 2<sup>nd</sup> paragraph under item 3 on page 1 of the Minutes that instead of “Highway 1 Mid Coast Trail”, it should be referred to as the “Route 1 Bike/Ped Trail”. Chair Pierce corrected the spelling of Member Tucker’s name on page 2.

*Motion: To approve the Minutes of the February 28, 2011 meeting, as corrected, Garbarino/Richardson. Motion carried unanimously.*

**3. Public Hearing on the Draft Regional Transportation Plan (RTP) Project List.**

Chair Pierce opened the Public Hearing on the Draft Regional Transportation Plan (RTP) Project List. The Public Hearing was open until the end of this meeting in order to allow public comments to be brought forward.

**4. Review and comment on the Regional Transportation Plan (RTP) Project List.**

Jean Higaki provided handouts of the “Draft SamTrans Program of Projects for 2040 RTP Consideration” and the “Draft Caltrain Program of Projects for 2040 RTP Consideration”. Those handouts were the most recent updates provided by SamTrans and Caltrain staff after meeting packet was sent out. Jean stated that staff have worked very close with the SMCTA and cities staff to develop the highway project list, particularly those with Measure A funding. Projects with local developer fees were submitted by cities. Since MTC is still developing the financial target, this project list will be modified in the next few months when the actual financial constraint target is known.

Jean further stated that this project list was presented to the C/CAG Congestion Management Program Technical Advisory Committee (TAC). A concern was raised that many of the Grand Boulevard projects were not appearing on the list. Staff did not list these projects individually as they are covered under the programmatic categories which are exempt from the air quality model and do not require individual project listings. To make this clearer we have provided an updated description of the El Camino Real Complete Streets projects and have included a list of projects from the Cities that are covered by programmatic categories in the RTP.

Member Roberts pointed out the Route 1 Bike/Ped Trail project needs a project sponsor/champion. Member Richardson was happy to see the diversified list of projects. Member Bigelow asked as to who will submit the Dumbarton Rail project. The answer was the Alameda County Transportation Commission.

***Motion: To review and comment on the Regional Transportation Plan (RTP) Project List, Richardson/Bigelow. Motion carried unanimously.***

**5. Update on Safe Route to School Program (Information).**

Richard Napier, C/CAG Executive Director, provided a verbal update on the San Mateo County Safe Route to School Program. The C/CAG Board deliberated and approved the \$2 million contract with the San Mateo County Office of Education (COE) to manage and operate this program. The San Mateo County Superintendent of Schools had an extensive dialogue with the C/CAG Board. Lots of questions were asked and answered. COE staff will go back to look for ways to reduce administrative costs.

Members Koelling and Richardson, also members of the C/CAG Board of Directors, emphasized the importance of the Safe Route to School Program. They expressed interest in participating in the new Committee/Task Force to oversee and guide the implementation of the Safe Routes to School Program.

Member Papan suggested to tap into information from the State of California Safe Routes to School Program.

Chair Pierce suggested to bring back the presentation from Jean Fraser (presented to C/CAG Board at a past meeting) on the importance of walking.

**6. Receive the shuttle ridership performance for the first two quarters of Fiscal Year 2010/2011 (Information).**

Sandy Wong stated the shuttle ridership information was gathered by Tom Madalena. It represented the first and second quarters of fiscal year 2010/11.

Member Papan pointed out the Millbrae shuttle showed “NA” because it has only been in operation for one month.

CMEQ members asked that for future reports, separate the fix-route shuttles (with the \$6/rider standard) from the door-to-door shuttles (with the \$15/rider standard).

**7. Executive Director Report.**

Richard Napier, Executive Director, reported on the following:

- The C/CAG Joint Powers Agreement reauthorization is underway.
- The Bay Area Initial Vision Scenario will be presented to the Planning Directors on April 7 and to the C/CAG Board and all Elected Officials on April 14.

- Smart Corridor project has completed design and ready for construction. But it is waiting for the State to sell bonds for funding.

**8. Member comments and announcements.**

- Member Patridge announced the HMB Annual Farm Luncheon will be on April 1.
- Member Bigelow announced the Dumbarton Rail Citizen Advisory Committee meeting will be on the 2<sup>nd</sup> Wednesday from 7 to 9 pm in Newark.
- Member Papan mentioned the Clarion hotel will be remodeled/reconstructed.
- Chair Pierce asked about Kevin Mullin replacing Sue Lempert on the CMEQ committee. Sandy Wong responded staff have already approached MTC Commissioner Mullin regarding being appointed to the CMEQ Committee.
- Chair suggested the possibility of receiving a presentation on the Grand Boulevard Multi-Model Transportation Corridor Plan (a copy of the document was sent to all CMEQ members). It would be interesting to hear the economic model and the street design concepts, as well as the links between housing and transportation as well as to water supply.

**9. Adjournment and establishment of next meeting date.**

The next regular meeting is scheduled for April 25, 2011.

Meeting was adjourned at 4:02 pm.

<b>CMEQ 2011 Attendance Record</b>				
<b>Name</b>	<b>Jan 31</b>	<b>Feb 28</b>	<b>28-Mar</b>	
Arthur Lloyd	Yes		Yes	
Barbara Pierce	Yes	Yes	Yes	
Daniel Quigg				
Gina Papan		Yes	Yes	
Irene O'Connell	Yes	Yes	Yes	
Jim Bigelow	Yes		Yes	
Lennie Roberts	Yes	Yes	Yes	
Linda Koelling	Yes	Yes	Yes	
Naomi Patridge	Yes	Yes	Yes	
Onnolee Trapp	Yes	Yes	Yes	
Richard Garbarino	Yes	Yes	Yes	
Sepi Richardson	Yes	Yes	Yes	
Steve Dworetzky	Yes	Yes	Yes	
Sue Lempert	Yes	NA	NA	
Zoe Kersteen- Tucker		Yes	Yes	
Vacant				
Vacant				
<b>Other attendees at Mar 28, 2011</b>				
R Napier, S Wong, JHigaki - C/CAG				
Joe Hurley - SMCTA				
Marisa Espinoza - SamTrans				

# C/CAG AGENDA REPORT

**Date:** April 25, 2011  
**To:** Congestion Management & Environmental Quality Committee (CMEQ)  
**From:** John Hoang  
**Subject:** Update on the San Mateo County Safe Routes to School Program  
(For further information contact John Hoang 363-4105)

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## **RECOMMENDATION**

That the CMEQ receives and update on the San Mateo County Safe Routes to School Program.

## **FISCAL IMPACT**

Up to \$2,000,000

## **SOURCE OF FUNDS**

\$1,429,000 in Surface Transportation Program/Congestion Management and Air Quality (STP/CMAQ) funds is available to San Mateo County jurisdictions for the FY 09/10 to FY 11/12. Local match up to \$571,000 to be provided from Measure M.

## **BACKGROUND/DISSION**

The Safe Routes to School (SR2S) program for San Mateo County is an element of the Metropolitan Transportation Commissions' (MTC) Climate Initiatives Program. The overall goal of the SR2S program is to enable and encourage children to walk or bicycle to schools by implementing projects and activities to improve health and safety, and also reduce traffic congestion due to school-related travels. San Mateo County's SR2S Program focuses on non-infrastructure projects.

C/CAG, as the congestion management agency, is the designated agency for San Mateo County that receives the STP/CMAQ funds from MTC and administers the SR2S funding for the County, serving as the fiscal agent for the program. C/CAG, in partnership with the San Mateo County Health System, took the lead in facilitating the development and preparation of the San Mateo County SR2S Strategic Plan. The development of the work plan, which began in February 2010 and continued through October 2010, was performed by a Working Group and overseen by a Task Force consisting of schools, PTAs, law enforcement, public works, cities, and health officials, and the San Mateo County Office of Education (COE).

In October 2010, C/CAG began development of the SR2S Toolkit of Programs. The Toolkit provides a comprehensive overview of best practices in education, encouragement, and evaluation and outreach and serve as a resource for those interested in learning about SR2S, and as a way to kick off and promote the San Mateo County SR2S Program.

In November 2010, the COE presented C/CAG a proposal to serve as the lead for implementing the San Mateo County SR2S Program. The proposal included establishing a County SR2S Project Coordinator, SR2S Specialists, and the formation of two Advisory Committees (Policy and Operations). The C/CAG Board approved the agreement with the Superintendent of Schools at its March 2011 meeting.

Some of the implementation strategies that the COE will perform in the various phases of the project are as follows:

Start-Up Phase: April - June 2011

- Complete detailed action plan and budget for the start-up phase.
- Complete and distribute the SR2S Toolkit.
- Begin marketing/outreach/orientation to schools and PTAs; presentations at local and regional sites
- Contact schools having existing programs to develop a cadre of “early implementers.”
- Conduct public information activities that involve media releases and web pages
- Develop collaborative networks.
- Develop measurable outcomes upon which evaluations will be based.

Planning Phase: July 2011 – December 2011

- Conduct needs assessments, using techniques such as surveys and focus groups
- Design data collection tools and evaluation instruments.
- Plan and deliver project training, based upon the needs of participants.
- Conduct research into model programs that have been successfully implemented elsewhere, and develop a menu of recommended programs from which local schools can select for adoption/adaptation. Implement a system for regional and site planning grants.
- Develop networks and sites action plans.

Implementation Phase: January 2012 – June 2013

- Implement network and site plans and bring additional schools into the project.
- Conduct evaluations.
- Conduct research into possible sources of future funding and develop applications for funding to sustain SR2S activities beyond this funding cycle.
- Develop County, regional and site sustainability plans.

**ATTACHMENT**

- None



## C/CAG CMEQ AGENDA REPORT

Date: April 25, 2011

To: Congestion Management and Environmental Quality Committee (CMEQ)

From: Joseph Kott -- C/CAG  
Christine Grubl -- Peninsula Traffic Congestion Relief Alliance (Alliance)  
Jim Bigelow – CMEQ member

Subject: Receive Report on Pre-Tax Commuter Benefits Outreach Efforts and Comment on a potential Process of Implementing a Pre-Tax Commuter Benefits Ordinance

(For further information contact Joseph Kott at 599-1453 OR Christine Grubl at 588-8170)

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### RECOMMENDATION

That the C/CAG CMEQ Committee receive staff's report on pre-tax commuter benefits and outreach efforts to the local business community regarding pre-tax commuter benefits and comment on a potential process of implementing a Pre-Tax Commuter Benefits Ordinance.

### FISCAL IMPACT

None.

### SOURCE OF FUNDS

Funds for outreach efforts to employers of 100 employees or more are derived from the Peninsula Traffic Congestion Relief Alliance's countywide transportation demand management commuter outreach program. Ordinance compliance efforts could be provided on a fee for service basis by individual cities directly to the Alliance if cities would like to have the Alliance involved in compliance efforts. Cities could also choose to handle compliance internally.

### BACKGROUND/DISCUSSION

At its May 24, 2010 meeting, the C/CAG CMEQ reviewed and provided direction on a prospective Pre-Tax Commuter Benefits Ordinance requiring employers to offer a pre-tax commuter benefits program to encourage employees to use public transit or vanpools. In San Francisco, a similar ordinance covers employers with 20 or more full-time or part-time employees. Creation of a pre-tax commuter benefits program under existing Federal Tax Law 132(f) allows employees to use up to \$230 per month in pre-tax wages to purchase transit passes or vanpool rides. The public policy benefits of a Pre-Tax Commuter Benefits Ordinance include potential vehicle trip reduction during peak commuter periods, provision of more affordable travel choices to those who work in San Mateo County, resulting in greater use of public transit

as a commuter alternative, and potential reduction in energy consumption and air emissions during peak commuter periods.

The CMEQ Committee directed C/CAG staff to outreach with local business and government entities to inform them about pre-tax commuter benefits programs and to receive input on how best to adapt the pre-tax commuter benefits concept to San Mateo County. C/CAG staff had consulted with Christine Maley-Grubl, Executive Director of the Peninsula Traffic Congestion Relief Alliance, Stuart Baker, Executive Director for Fund for the Environment and Urban Life and a specialist in commute benefits programs, and local businessperson and CMEQ Committee member Jim Bigelow on best ways to outreach to the community.

At its meeting of August 30, 2010, the C/CAG CMEQ Committee approved outreach efforts to the local business community and local government agencies regarding pre-tax commuter benefits to be conducted during the Fall, primarily through the Alliance with assistance from Stuart Baker. Jim Bigelow agreed to spearhead the outreach effort representing the CMEQ Committee.

In addition, at its November 18, 2010 meeting, the C/CAG Board of Directors received an update on pre-tax commuter outreach efforts and was advised that a complete report will be provided to the CMEQ Committee in Spring 2011.

#### EMPLOYER AND EMPLOYEE BENEFITS

Employers establish the Commuter Tax Benefit by allowing employees to use pre-tax income for transit or vanpools. (Some employers also partially or fully subsidize the Commuter Tax Benefit). By establishing the pre-tax benefit, there is a payroll tax savings to the employer (at least 7.65%) up to \$190.00 per year per employee (based on the employee utilizing the benefit up to \$230 per month).

The Commuter Tax Benefit is easy to administer. There is no plan documentation, open enrollment period, use-it-or-lose-it clauses, or non-discrimination testing, such that would be required of other pre-tax benefits, such as the IRS 125 Plan for medical expenses. To implement the benefit, employers determine if they will set up the program in-house utilizing the deduction code for payroll and distributing the transit passes or utilizing a third party vendor, such as Commuter Check, Wage Works, to do this on behalf of the employer. Administrative costs for third-party vendors are approximately 3-4%, which is approximately half of the payroll tax savings that the employer is receiving by establishing the benefit. In the end, the employer does not incur cost for the program when established as a pre-tax commuter benefit.

For employers, the Commuter Tax Benefit creates an excellent recruitment and retention tool, reduces the need for additional parking and helps reduce traffic congestion and improve air quality.

There is also substantial savings for the employee. For employees who fully utilize the \$230 per month for transit or vanpools, the employee saves over 40% on their commuting costs per month and over \$1,000 annually on their personal income taxes as the \$230.00 per month is taken from the employee's paycheck on a pre-tax basis.

For employees, the Commuter Tax Benefit creates an incentive to try a more economical, efficient and environmentally beneficial way to get back and forth to work.

### EMPLOYER OUTREACH

The complete report on outreach efforts has included presentations to each Chamber of Commerce in San Mateo County as well as to SAMCEDA. (See Attachment A for list of organizations, dates of presentations and feedback provided).

In addition, a focus group of large employers (some who offer the Commuter Tax Benefit and some who do not offer the benefit) in San Mateo County was conducted by Stuart Baker, with assistance from Christine Maley-Grubl and her staff, on 9/22/10 to discuss these employers' impressions on the potential for a transit benefit ordinance for employers of 100 or more employees in San Mateo County. (See Attachment A for the list of employers and feedback provided).

### ORDINANCE IMPLEMENTATION

The Pre-Tax Commuter Benefit Ordinance for employers with 100 or more employees (which equates to 2% of 23,400 businesses in San Mateo County or approximately 468 employers) would likely be required through each individual city adopting the ordinance.

Outreach to the employers in each particular city would be implemented by the Peninsula Traffic Congestion Relief Alliance as a part of the countywide transportation demand management program outreach efforts for commute alternative programs. A majority of these employers the Alliance currently works with or has contact information as some of these employers (approximately 85) already provide the Commuter Tax Benefit to their employees (on a voluntary basis). The Alliance would work with each individual city to convey the information to the employers that are required to comply with the Pre-Tax Commuter Benefits Ordinance within each city. The Alliance will also serve to provide information directly to employers on how to set up the Commuter Tax Benefit program at their individual worksites, including providing general information on the program and contact information of third party providers who can establish the commuter tax benefit for employers who choose to utilize the third party vendor. Information will also be provided on the Clipper Card, which can be now be used on most fixed transit including Caltrain, SamTrans and BART.

### ORDINANCE COMPLIANCE

In San Francisco, employers comply with the ordinance by completing a Compliance Form on an annual basis. This form is provided by the Department of the Environment, City/County of San Francisco, through its website. Once employers provide the completed form, the Department of the Environment then provides a Certificate of Compliance to each employer to display at their worksite. The City/County of San Francisco currently does not penalize employers who have not complied with the San Francisco ordinance.

Cities in San Mateo County would need to determine if they would like to handle compliance internally or if they would like to have the Alliance involved with compliance. The Alliance could provide this service to interested cities on a fee for service basis included in an MOU with interested cities at a fully loaded rate of \$55.00 per hour. Total hours would vary based on number of employers required to comply with the ordinance within individual cities and the compliance process each city determines needs to be established.

### ACTION STEPS

- 1) Prepare draft Pre-Tax Commuter Benefits Ordinance and receive support from business community;
- 2) Individual cities adopt Pre-Tax Commuter Benefits Ordinance;
- 3) Peninsula Traffic Congestion Relief Alliance conducts marketing and educational outreach of the Pre-Tax Commuter Benefits Ordinance to employers of 100 or more employees;
- 4) Individual cities confirm compliance process;
- 5) Employers of 100 or more employees provide pre-tax commuter benefit to their employees and report ordinance compliance to their respective city.

Based on the positive feedback from the business community, and recognizing the potential for carbon emissions reductions based on a proactive program that provides tax benefits for both employers and employees, staff is recommending feedback on establishing a Pre-Tax Commuter Benefits Ordinance for employers of 100 employees or more.

### ATTACHMENTS

Attachment A – Commuter Tax Benefit Presentation to Business Community

Attachment A

Pre-Tax Commuter Benefits Presentations  
Conducted by Jim Bigelow (C/CAG CMEQ) and Christine Maley-Grubl (Alliance)

Organization	Date
Redwood City Chamber Transportation & Housing Committee	9/9/10
Menlo Park Chamber Transportation Committee	9/23/10
SAMCEDA Housing, Land Use and Transportation Committee	10/12/10
Burlingame Chamber Board of Directors	12/17/10
South San Francisco Chamber Board of Directors	1/18/11
Belmont Chamber Board of Directors	1/27/11
San Carlos Chamber Transportation Committee	2/4/11
Daly City/Colma Board of Directors	2/10/11
Brisbane Chamber General Membership Luncheon	2/22/11
San Bruno Chamber Board of Directors	2/24/11
Millbrae Chamber Board of Directors	2/28/11
Pacifica Chamber Board of Directors	3/10/11
San Mateo Chamber Development and Public Policy Committee	3/29/11
Foster City Chamber Board of Directors	4/14/11

General feedback from above meetings included the following:

In general, the members of these committees did not object to discussion of a potential ordinance. General consensus was that this potential requirement for employers should be for employers with 100 employees or more as smaller employers may not be able to administer the program as easily. However, small employers could be encouraged to participate on a voluntary basis. The general feedback also included that an ordinance should be consistent County-wide as there are employers who have more than one location in San Mateo County.

In addition, there was discussion of cost to the employer of implementing the program. It was reiterated that there is a payroll tax savings to employers (up to \$190 per employee per year) to

establish the commuter tax benefit for employees. Employees also receive a great benefit as they save up to 40% on the cost of their commute using pre-tax dollars for transit or vanpools (up to \$1,000 per employee per year in personal income tax savings).

All boards or committees agreed to review a draft Ordinance once it is available to be provided for the Committee's feedback and/or support. Committee members indicated that implementation of such an ordinance should be as easy as possible for employers to understand and to comply with the requirements.

In addition, on September 22, 2010, Stuart Baker of Fund for the Environment and Urban Life and Christine Maley-Grubl of the Alliance conducted a focus group of employers including: Genentech, Nektar Therapeutics, San Mateo Credit Union, Sony Ericsson, Walmart.com, Whole Foods Market, Gilead Sciences and United Airlines.

Questions surrounding the Commuter Tax Benefit were posed to the group and there was a general consensus of the following:

- The ordinance should apply to companies of a smaller size as well (50 or more).
- There should be a sufficient grace period in which to comply (9 month to one year at least).
- It should be done on a county-wide basis and not by city.
- There needs to be a well-thought out plan to educate employers of how to comply, not only alerting employers that an ordinance is in place.

No one in the focus group that attended or that was invited but could not attend had any issue with putting an ordinance such as this in place. In fact, one employer with 1,200 local employees, pressed to get it in the books. This would be the only way to get the attention of their main office in Arkansas.

# C/CAG AGENDA REPORT

**Date:** April 25, 2011  
**To:** Congestion Management & Environmental Quality Committee (CMEQ)  
**From:** Sandy Wong and Jean Higaki  
**Subject:** Review and recommend approval of the Final List of projects to be submitted to MTC for inclusion in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

(For further information contact Sandy Wong at 599-1409 or Jean Higaki at 599-1462)

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## **RECOMMENDATION**

That the CMEQ Committee review and recommend approval of the Final List of projects to be submitted to MTC for inclusion in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

## **FISCAL IMPACT**

None.

## **SOURCE OF FUNDS**

NA

## **BACKGROUND/DISCUSSION**

The Metropolitan Transportation Commission (MTC) issued a “call for projects” on February 14, 2011 for development of its long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). MTC has requested that project sponsors submit projects through their respective Congestion Management Agency (CMA) for each county. The county level “call for projects” was issued on February 18, 2011. In order to prepare and present a draft list of projects to the C/CAG committees, a spreadsheet submittal of projects was due to C/CAG staff by March 15, 2011.

This “call for projects” was issued to public works directors of the 21 local jurisdictions with copies sent to the respective city managers, planning directors, as well as MTC policy advisory council members (in San Mateo), C/CAG board members, C/CAG committee members, and low-income community based organization stakeholders.

To comply with outreach requirements, the “call for projects” has also been posted on the C/CAG website and has been distributed to the public upon request. A press release from C/CAG was issued on March 11, 2011. A Public Hearing on the Draft List of Projects was held on March 28, 2011 with notification posted in news publications.

C/CAG staff has worked with the San Mateo County Transit District (SamTrans), the San Mateo County Transportation Authority (SMCTA), Caltrain, and others, to develop project lists for Measure

A, transit, and multi-county projects. Coordination meetings with MTC and California Department of Transportation (Caltrans) staff were held to discuss mutual priorities.

A draft RTP list of projects, based on request received from partner agencies in the County, was presented at the March 17, 2011 Congestion Management Program Technical Advisory Committee (TAC) meeting for review and comment. A public hearing to review the draft list was held at the Congestion Management Program and Environmental Quality Committee (CMEQ) on March 28, 2011. The draft list was presented to the C/CAG Board on April 14, 2011 for review and comment. The Final list was presented to the TAC for recommendation of approval on April 21, 2011.

MTC has issued a “target” financial boundary, which is based on population and is only used to set a “reasonable” limit on project submittals. The attached list of projects fit within the initial financial “constraint” issued by MTC. It should be noted that financial projections are still being developed at MTC, which will supersede the current financial constraint for the RTP. Because there will be a further financial “constraint” for the County, there is a possibility that some projects and programs further out in development may only include phases in this RTP.

Programmatic category projects are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional air quality conformity. Projects that add capacity or expand the network are not included in a programmatic category. C/CAG intends to submit the following programmatic categories of projects for the entire County of San Mateo:

- Bicycle and pedestrian facilities and enhancement
- Lifeline transportation
- Local road safety
- Highway safety
- Local streets and roads O&M
- Non-capacity increasing local road intersection modifications and channelization
- Install an Intelligent Transportation System (ITS) and a Traffic Operation System (TOS) countywide
- Shuttles
- Transforming El Camino Real into a Complete Street as part of the Grand Boulevard Initiative
- TLC/Streetscape
- Transportation Oriented Development (TOD)
- Transportation environmental enhancements
- Countywide Safe Routes to School Program
- Implement local circulation improvements and the local streets traffic management program

The remaining “call for projects” task schedule was developed by MTC and augmented with C/CAG processes (shaded tasks).

Schedule Task	Date
C/CAG issues a call for projects to all identified project sponsors	February 18, 2011
Open Web-Based Project Application Form for Use by CMAs/ Project Sponsors	March 1, 2011



Project Sponsor submits initial project list to C/CAG	March 15, 2011
C/CAG staff develops preliminary draft list of projects based on sponsor submittals	March 16, 2011
CMP TAC – Review of draft list	March 17, 2011
CMEQ ( <b>Public Hearing</b> ) – Review of the draft list	March 28, 2011
Project Sponsors to complete web based application	April 8, 2011
C/CAG Board – Review of the draft list	April 14, 2011
CMP TAC – Review of the Final List	April 21, 2011
CMEQ – Review of the Final List	April 25, 2011
Project Submittals Due to MTC	April 29, 2011
C/CAG Board – Approval of the Final List (C/CAG will submit a draft list and request an extension from MTC for Board approved final list.)	May 12, 2011
MTC Conducts Project-Level Performance Assessment	May – July 2011

After the close of the project submittal process, MTC will conduct “project-level performance assessments” from May-July 2011. MTC will also conduct a selection process for projects to include in “detailed scenarios assessment”. The “project-level performance assessment” is designed to identify projects and programs that advance the SCS/RTP goals, support the SCS land use strategy, and are cost-effective. The assessment will be similar to that performed as part of Transportation 2035. Methodologies for quantitatively and qualitatively comparing the merits of various transportation projects are in development. The “detailed scenario assessment”, performed after the “project-level performance assessment,” will capture the interactions among transportation projects and land use.

In October to December of 2011, MTC will hold discussions regarding the “detailed scenario results” and define the draft funding policy and investment strategies for the various modes of transportation and land use.

The overall RTP/SCS development is scheduled for adoption during November 2012 – April 2013. It is anticipated that the RTP/SCS will continue to be updated every four (4) years with no mid term amendment.

## ATTACHMENTS

- San Mateo County 2040 Regional Transportation Plan (RTP/SCS) Projects
- CalTrain Program of Projects for 2040 RTP Consideration

Blank

2040 RTP Project List

New or Ref # of Existing Project	Sponsor	Project Title	Project Description	Total Cost (in millions)	RTP Financial Constraint (in millions)	Vision - Beyond Financial Constraint (in millions)	Funding Source
<b>Highway</b>							
21602	SMCTA, Caltrans, City of Burlingame	Reconstruct U.S. 101/Broadway interchange	Reconstruct interchange and ramps at US 101 and Broadway.	\$74.5	\$74.5	\$0.0	STIP, Meas A, Local
21603	SMCTA	Modify U.S. 101/Woodside Road interchange	Modify U.S. 101/Woodside Road interchange	\$66.0	\$66.0	\$0.0	STIP, Meas A, Local
21604	SMCTA	Construct modified auxiliary lanes on U.S. 101 from Oyster Point to San Francisco County line	Construct modified auxiliary lanes on U.S. 101 from Oyster Point to San Francisco County line	\$72.0	\$72.0	\$0.0	STIP, Meas A,
21606	SMCTA	Reconstruct U.S. 101/Willow Road interchange	Reconstruct U.S. 101/Willow Road interchange	\$57.0	\$57.0	\$0.0	STIP, Meas A, Local
21607	East Palo Alto	University Avenue Overpass Bike/ Ped Facility	Stage 2 operational and safety improvements of this interchange over two phases: Phase 2A includes construction of a diagonal southbound off-ramp, widening of University Avenue overcrossing for pedestrians on the north side of the structure and adding approximately 400 meters of auxiliary lane on the southbound. Phase 2A will include new design elements to improve the overall design quality of the project by adding new landscape elements and streetscape elements to the project. Phase 2B of the project will include widening the over-crossing structure on the south side as well as the approaches on both sides of the structure to accommodate bike lanes.	\$7.0	\$7.0	\$0.0	Federal Earmark HPP 3769, Local
21608	SMCTA	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	\$119.9	\$119.9	\$0.0	STIP, Meas A, Proposition 1B Corridor Mobility Improvement Account funds
21609	SMCTA	Improve local access from Sneath Lane and San Bruno Avenue to I-280/I-380 interchange (study phase only)	Improve local access from Sneath Lane and San Bruno Avenue to I-280/I-380 interchange (study phase only)	\$25.8	\$4.5	\$21.3	STIP, Meas A
21612	SMCTA	Improve access to/from west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 (includes flyovers, interchange improvements and conversion of Willow Road between Route 84 and U.S. 101 to expressway)	Improve access to/from west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 (includes flyovers, interchange improvements and conversion of Willow Road between Route 84 and U.S. 101 to expressway)	\$367.9	\$62.4	\$305.5	STIP, Meas A, Local

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2040 RTP Project List

New or Ref # of Existing Project	Sponsor	Project Title	Project Description	Total Cost (in millions)	RTP Financial Constraint (in millions)	Vision - Beyond Financial Constraint (in millions)	Funding Source
21613	SMCTA	Improve Route 92 from San Mateo-Hayward Bridge to I-280 (includes widening and uphill passing lane from U.S. 101 to I-280 & modification of Route 92/El Camino Real interchange)	Improve Route 92 from San Mateo-Hayward Bridge to I-280 (includes widening and uphill passing lane from U.S. 101 to I-280 & modification of Route 92/El Camino Real interchange)	\$174.5	\$32.1	\$142.4	Federal Earmark 3mil, STIP, Meas A
21615	SMCTA / City of Daly City	Reconstruct I-280/Route 1 interchange (Daly City), including ramps	Reconstruct I-280/Route 1 interchange, including ramps	\$119.5	\$18.9	\$100.6	STIP, Meas A, Local
21892	SMCTA/ RWC	Widen Woodside Road from 4 to 6 lanes from El Camino Real to Broadway	Widen Woodside Road from 4 to 6 lanes from El Camino Real to Broadway	\$16.0	\$2.8	\$13.2	STIP, Meas A, Local
21893	SMCTA	Widen Route 92 from Half Moon Bay city limits and Pilarcitos Creek (includes widening shoulders and travel lanes to standard widths and straightening curves)	Widen Route 92 from Half Moon Bay city limits and Pilarcitos Creek (includes widening shoulders and travel lanes to standard widths and straightening curves)	\$34.0	\$5.0	\$29.0	STIP, Meas A, Local
22227	Brisbane/ SMCTA	Geneva Avenue Extension	Extend Geneva Avenue from its current terminus at Bayshore Boulevard through new Candlestick Interchange (see Ref ID 22756) and connect to Harney Way	\$87.0	\$87.0	\$0.0	Prop 1B, Meas A, STIP, Local, Developer
22229	Brisbane/ SMCTA	US 101-Sierra Point Parkway	Reconstruct Sierra Point Parkway on/off ramps at western join to US 101 and extend Lagoon Way from this improved interchange to Bayshore Boulevard	\$80.7	\$14.1	\$66.6	Prop 1B, Meas A, STIP, Local, Developer
22230	SMCTA / City of Daly City	Construct Auxiliary Lanes between I-380 and Hickey Boulevard (Daly City, South San Francisco, San Bruno)	Construct auxiliary lanes (one in each direction) on I-280 from I-380 to Hickey Boulevard	\$74.3	\$12.8	\$61.5	STIP, Meas A
22232	City of Daly City	Construct streetscape improvements in Planned Development Areas on Mission Street (Route 82) from John Daly Boulevard to San Pedro Road and on Geneva Avenue from city limit to city limit	Design and construction of enhanced sidewalks, landscaping, improved street crossings, landscaped median islands, and pedestrian-scale street lighting in Planned Development Areas along and adjoining Mission Street (Route 82) from John Daly Boulevard to San Pedro Road and Geneva Avenue from city limit to city limit.  Projects to be phased for implementation in both design and construction.	\$50.4	\$5.4	\$45.0	Local, Developer
22239	Pacifica	Widen Manor Drive overcrossing at Route 1 (includes new traffic signals at intersection)	Widen Manor Drive overcrossing at Route 1 (includes new traffic signals at intersection)	\$12.3	\$12.3	\$0.0	STIP, Meas A, Local

**2040 RTP Project List**

New or Ref # of Existing Project	Sponsor	Project Title	Project Description	Total Cost (in millions)	RTP Financial Constraint (in millions)	Vision - Beyond Financial Constraint (in millions)	Funding Source
22261	Pacifica	Replace San Pedro Creek Bridge over Route 1	Replace San Pedro Creek Bridge over Route 1	\$8.0	\$8.0	\$0.0	Fed Earmarks, Meas A, STIP
22271	SMCTA	Widen Skyline Boulevard (Route 35) from 2 to 4 lanes between I-280 and Sneath Lane	Widen Skyline Boulevard (Route 35) from 2 to 4 lanes between I-280 and Sneath Lane	\$21.9	\$3.8	\$18.1	STIP, Meas A
22279	South San Francisco/ SMCTA	U.S. 101/Produce Avenue Interchange	Construct new U.S. 101/Produce Avenue interchange (includes replacement of Produce Avenue on- and off-ramps and South Airport Boulevard ramps to U.S. 101 at Wondercolor Lane) connecting to South Airport Boulevard and San Mateo Avenue.	\$107.3	\$107.3	\$0.0	STIP, Meas A, Local
22282	SMCTA	Improve U.S. 101 operations near Route 92	Improve U.S. 101 operations near Route 92	\$53.8	\$53.8	\$0.0	Phase 1 (Phased construction - 40mil), STIP, Meas A, Local
22751	Half Moon Bay	Improve operations and safety of Route 1 in Half Moon Bay (includes extending Route 1 to Half Moon Bay city limits and channelization at local intersections)	Improve operations and safety of Route 1 in Half Moon Bay (includes extending Route 1 to Half Moon Bay city limits and channelization at local intersections)	\$16.3	\$16.3	\$0.0	STIP, Meas A, Local
22756	Brisbane/ SMCTA	US 101-Candlestick Point Interchange	Reconstruct Candlestick Point interchange at US 101, including through connections on west to an extended Geneva Avenue (see Ref ID 22227) and on east to Harney Way	\$192.0	\$192.0	\$0.0	STIP, Meas A, Local, Developer
94644	SMCTA	Construct westbound slow-vehicle lane on Route 92 from Route 35 to I-280	Construct westbound slow-vehicle lane on Route 92 from Route 35 to I-280	\$112.2	\$19.6	\$92.6	Meas A, STIP
98204	SMCTA/ Pacifica	Add travel lane (one in each direction) on Route 1 (Calera Parkway) between Fassler Avenue and Westport Drive in Pacifica (includes traffic signal coordination on Fassler Avenue and Reina Del Mar Avenue)	Add travel lane (one in each direction) on Route 1 (Calera Parkway) between Fassler Avenue and Westport Drive in Pacifica (includes traffic signal coordination on Fassler Avenue and Reina Del Mar Avenue)	\$45.7	\$45.7	\$0.0	Meas A, STIP, Local
230417	City of San Carlos	US 101/Holly Street Interchange Modification	Widen EB to NB loop to 2 lanes and eliminate NB to WB Loop. Provide grade-separated pedestrian and bicycle path.	\$18.5	\$18.5	\$0.0	Local, Developer
230428	City of Redwood City	Redwood City Blomquist Street Extension and Blomquist Bridge over Redwood Creek	Extend Blomquist Street to Bair Island Road/East Bayshore Rd which includes a new Blomquist Bridge crossing Redwood Creek	\$12.0	\$12.0	\$0.0	Developer

San Mateo County  
2040 Regional Transportation Plan (RTP/SCS) Projects  
(Costs are shown in \$ millions)

**2040 RTP Project List**

New or Ref # of Existing Project	Sponsor	Project Title	Project Description	Total Cost (in millions)	RTP Financial Constraint (in millions)	Vision - Beyond Financial Constraint (in millions)	Funding Source
230592	East Palo Alto	Bay Road Improvements Project, Phase 2 & Phase 3	Traffic calming and streetscape Improvements on Bay Road from University Avenue to Cooley Landing. Phase II segment will be from Clarke Avenue to Tara Road, and Phase III will be from Tara Road to Bay Trail. Improvements include : construction of wider sidewalks, storm drainage systems, pedestrian and street lighting, Landscaped median, planters, landscaped bulb outs, and streetscape elements, bus stop stop facilities, colored concrete pavement (decorative) at intersections, Resurfacing of the roadway, lighted (LED) crosswalks, bike lanes, irrigation and planting of shrubs and trees in the median and on both sides of the roadway, Relocation of existing utilities, Construction of new ADA ramps at all intersections and mid-block crossings, and New pavement striping.	\$11.9	\$11.9	\$0.0	Federal Earmarks HPP #707, #3767 and STP earmark CA 784, Local
230704	City of Foster City	State Route 92/Chess Drive Ramp Widening Project	Widening on and off ramps	\$2.4	\$2.4	\$0.0	Developer, Local
New	C/CAG	US101 HOV/T lanes, Whipple to County Line	Modify existing lanes to accommodate an HOV/T lane from Whipple to County Line	\$40.0	\$40.0	\$0.0	STIP, Local
New	City of Daly City	Callan Boulevard / Serramonte Boulevard and Lake Merced Boulevard / Southgate Avenue Intersection Improvements	Intersection and signalization improvements at the Callan Boulevard / Serramonte Boulevard intersection and at the Lake Merced Boulevard / Southgate Avenue intersection	\$0.6	\$0.6	\$0.0	Local, Developer
New	City of Millbrae	California Drive Extension	Extend California Drive north to the intersection of Victoria and El Camino Real	\$7.4	\$1.7	\$5.7	Local
New	City of Millbrae	Millbrae Avenue and Rollins Road Intersection Improvement	Widen Millbrae Avenue between Rollins Road and US101 southbound onramp and resurface the intersection	\$3.3	\$0.7	\$2.5	Local
New	City of Millbrae	US101 Millbrae Ave Bike/Ped Bridge	Across US101 north of and adjacent to the existing Millbrae Avenue bridge; Construct a new 10-foot wide Class 1 mixed-use bike/ped overcrossing.	\$12.4	\$3.0	\$9.4	Federal Earmark HPP # 2701, Local

2040 RTP Project List

New or Ref # of Existing Project	Sponsor	Project Title	Project Description	Total Cost (in millions)	RTP Financial Constraint (in millions)	Vision - Beyond Financial Constraint (in millions)	Funding Source
New	Foster City	Triton Drive	Widen Triton drive between Foster City Boulevard and Pilgrim	\$1.5	\$1.5	\$0.0	Developer, Meas A, Local
New	Menlo Park	Sand Hill Road Signal	Signal Coordination between	\$1.8	\$1.8	\$0.0	Local, Measure A
New	Menlo Park	Willow Road Adaptive Signal	Adaptive Signal control	\$2.3	\$2.3	\$0.0	Local, Measure A
230349	NPS/ GGNRA	Improve local access to National Park Service (NPS) lands in San Mateo	Improve local access to National Park Service (NPS) lands in San Mateo	\$151.1	\$30.0	\$121.1	FHWA Federal Lands Highway Program/ Park Roads and Parkways Program (FLHP/ PRPP), Central Federal Lands Highways (CFL) Division.
New	SMCTA	101/Penisula Ave West modifications	Reconstruct 101 Interchange to add on and off ramps from southbound 101	\$35.0	\$6.0	\$29.0	Meas A, STIP, Local
New	San Mateo County	Highway 1 Safety and Mobility Project	Operational and Safety Improvements for vehicles, bicycles, and pedestrians, along the Highway One corridor between Half Moon Bay and Pacifica	\$65.0	\$13.8	\$51.2	Local
New	SMCTA/ Daly City	I-280/John Daly Boulevard Overcrossing	Widen the north side of John Daly Boulevard I-280 overpass to accommodate vehicular and Bike/Ped	\$7.7	\$1.3	\$6.4	Meas A, STIP, Local
<b>Sub Total</b>				<b>\$2,368.8</b>	<b>\$1,247.7</b>	<b>\$1,121.1</b>	

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Transit							
22226	City of Brisbane	Bayshore Intermodal Station	Enhance existing Caltrain facility to additionally accommodate SFMTA buses, Samtrans buses, cross-platform transfers between Caltrain and SFMTA (connect with 3rd Street Light Rail extension, see Ref ID 94632), and transfers from/to new Geneva Ave/Harney Way Bus Rapid Transit (see Ref ID 230207)	\$48.6		\$48.6	STIP, Local Funds, Measure A, and Developer Exactions
230433	City of Redwood City	Redwood City Ferry Service Implementation	Implement ferry service from the Redwood City ferry terminal to other terminals in the Bay Area	\$51.2	\$51.2	\$0.0	Transit Admin - Ferry Boat fund, USDOT (To be submitted by WETA)
New	City of Redwood City	Redwood City Ferry Terminal	Construct a new ferry terminal to be located off Seaport Blvd adjacent to the Port of Redwood City.	\$15.0	\$15.0	\$0.0	Meas A (To be submitted by WETA)
New	City of Redwood City	Redwood City Street Car Construction and Implementation	Construct and implement street car service on Broadway from 5th Ave to downtown train station	\$10.0		\$10.0	
New	SamTrans	SamTrans BRT	Implementation of BRT service in San Mateo County on the El Camino Real	\$120.0		\$120.0	
94667	SamTrans	Incremental Increase in Paratransit Service	Increase in capacity of the SamTrans paratransit fleet and service to meet projected demand	\$508.2	\$10.8	\$497.4	FTA Section 5310, District sales tax, Measure A sales tax, Measure M veh. reg. Fee

San Mateo County  
2040 Regional Transportation Plan (RTP/SCS) Projects  
(Costs are shown in \$ millions)

**2040 RTP Project List**

New or Ref # of Existing Project	Sponsor	Project Title	Project Description	Total Cost (in millions)	RTP Financial Constraint (in millions)	Vision - Beyond Financial Constraint (in millions)	Funding Source
230192	SamTrans	SamTrans Rapid Bus	Improve SamTrans bus service on the El Camino Real (include enhanced service levels, transit priority measures, signal timing and related bus improvements)	\$2.5	\$2.5		District Sales Tax, Measure A sales tax, Measure M veh. reg. Fee
<b>Sub Total</b>				<b>\$755.5</b>	<b>\$79.5</b>	<b>\$676.0</b>	

Programmatic Categories							
230430	C/CAG	Bicycle and pedestrian facilities and enhancement	Bicycle and Pedestrian facilities and enhancements including class I, II, and III facilities, Bicycle bridge overcrossings, Bicycle / Ped Trails, bicycle and pedestrian access, and other related air quality exempt work.	\$60.0	\$60.0	\$0.0	\$1,000mil covered under Regional #22247
22423	C/CAG	Lifeline transportation	Lifeline Transportation Program: fund programs and services that address transportation gaps specific to low-income communities	\$33.0	\$33.0	\$0.0	\$400mil covered under Regional #22423
New	C/CAG	Non-capacity increasing local road intersection modifications and channelization	Make local intersection improvements (includes street channelization, overcrossings, and safety improvements)	\$63.0	\$10.0	\$53.0	
22274	C/CAG	Install an Intelligent Transportation System (ITS) and a Traffic Operation System (TOS) countywide	Install an Intelligent Transportation System (ITS) and a Traffic Operation System (TOS) countywide	\$73.7	\$73.7	\$0.0	Prop 1B, Meas A, STIP
22268	C/CAG	Shuttles	Provide countywide shuttle service between Caltrain stations and/ or major activity centers (includes purchase of vehicles)	\$175.0	\$97.0	\$78.0	
New	SamTrans	Transforming El Camino Real into a Complete Street as part of the Grand Boulevard Initiative	Planning and implementation of a "complete streets" design for Mission Street/El Camino Real as part of the Grand Boulevard Initiative to accommodate all modes of travel, including but not limited to curb/gutters, sidewalks, drainage, street crossings, bike facilities, streetscape, medians, utilities, traffic channelization, signal improvements, bulbouts, parking, bus and transit access improvements.	\$175.5	\$50.0	\$125.5	STIP-TE, CMAQ (TLC), Local



2040 RTP Project List

New or Ref # of Existing Project	Sponsor	Project Title	Project Description	Total Cost (in millions)	RTP Financial Constraint (in millions)	Vision - Beyond Financial Constraint (in millions)	Funding Source
New	C/CAG	TLC/Streetscape	Planning and implementation of a Complete Streets design to accommodate all modes of travel.	\$60.0	\$50.0	\$10.0	\$2,200 mil covered under Regional #21011 for to improve pedestrian, bicycle and transit access; and support station development areas and FOCUS Priority Development Areas (PDAs)
21624	C/CAG	Transit Oriented Development (TOD)	Implement an incentive program to support transit-oriented developments in San Mateo	\$100.0	\$50.0	\$50.0	
New	C/CAG	Transportation environmental enhancements	Transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities as defined by Caltrans TE program. Includes slope protection/ stabilization and erosion control.	\$25.0	\$25.0	\$0.0	
230434	C/CAG	Implement local circulation improvements and the local streets traffic management program	Implement local circulation improvements and the local streets traffic management program	\$20.0	\$20.0	\$0.0	
New	C/CAG	Implement San Mateo County's Safe Routes to Schools Program	Implement San Mateo County's Safe Routes to Schools Program. Includes capital and non-capital projects.	\$9.5	\$9.5	\$0.0	Local. Regional outreach and educational projects also covered by Regional #230550
New	C/CAG	Local road safety	Improve the functionality and safety of local streets and arterials in San Mateo.	\$5.0	\$5.0	\$0.0	HSIP and similar Caltrans programs to be submitted by Caltrans
New	C/CAG	Highway safety	Improve the functionality and safety of highways in San Mateo	\$5.0	\$5.0	\$0.0	HSIP and similar Caltrans programs to be submitted by Caltrans
230697	C/CAG	Local streets and roads O&M	Local streets and roads maintenance	\$3,089.0	\$400.0	\$2,689.0	To be submitted by MTC

**Sub Total**      \$785.2      \$468.7      \$316.5  
**Total**      **\$3,909.5**      **\$1,795.9**      **\$2,113.6**

**Caltrain Total**      \$1,893.2      Caltrain estimate without the "TBD" (to be submitted directly to MTC)  
                                  \$631.1      Estimate, divided by 3 to estimate San Mateo County share  
**Grand Total**      **\$4,540.6**      **\$2,427.0**

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## DRAFT Caltrain Program of Projects for 2040 RTP Consideration

Project/Program	Project Cost (in Millions)	Priority
<b>Existing service level - 5 trains during peak</b>		
Design and implement safety elements related to signal communication and positive train control.	\$231.0	1
South Terminal Phases 2 & 3 - Design, ROW & Construction	TBD	1
Implement a subset of grade separation projects in San Mateo County that will allow for increased safety through certain grade crossings.	TBD	1
Improve Caltrain stations (includes upgrades/relocation of platforms, new platforms, pedestrian tunnels, pedestrian crossings and parking improvements) - enhancement for existing service level	TBD	1, 2, 3

<b>Enhanced service level with Electrification - 6 trains during peak</b>		
Electrify Caltrain from Tamien to San Francisco (includes installation of power substations, catenary system, and other infrastructure).	\$785.0	2
Vehicle Expansion to support 6 trains during peak - 14 EMUs	63.0	2
Improve Caltrain stations (includes upgrades/relocation of platforms, new platforms, pedestrian tunnels, pedestrian crossings and parking improvements) - Enhancement to accompany increased level of ridership associated with an electrified railroad	TBD	1, 2, 3

<b>Expanded service level - up to 10 trains during peak</b>		
Caltrain Terminal Station Improvement: Re-configure Caltrain 4th & King Station to accommodate future Caltrain and High Speed Rail service. Improvements include platform, trackway, signal and building modifications.	\$100.0	3
Caltrain Terminal Station Improvement: San Jose Diridon Station - Station Design, Construction & Redevelopment around station	TBD	3
Caltrain Transit Hub Stations & other station improvements: Station improvements at Millbrae and other to-be-determined Caltrain stations. Improvements to support potential expanded Caltrain service and high speed rail connections in the future, as well as to support major planning developments around the station.	TBD	3

**DRAFT Caltrain Program of Projects for 2040 RTP Consideration**

Project/Program	Project Cost (in Millions)	Priority
Implement Caltrain grade separation program in San Mateo County.	\$714.2	3
Implement Caltrain grade separation program in San Francisco and Santa Clara Counties.	TBD	3
Vehicle Expansion to support up to 10 trains during peak - ?? EMUs	TBD	3
Construct Midline overtake in the vicinity of Redwood City (a passing siding or express track where express trains bypass local trains that make more stops).	TBD	3