

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

AGENDA

The next meeting of the
Congestion Management & Environmental Quality Committee
will be as follows.

Date: Monday, September 25, 2006 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 WALTER MARTONE (599-1465) IF YOU ARE UNABLE TO ATTEND.

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| 1. | Public Comment On Items Not On The Agenda | Presentations are limited to 3 minutes. | 3:10 p.m.
5 mins. |
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CONSENT AGENDA

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|----|-------------------------------------|------------------|-----------------------------------|
| 2. | Minutes of August 28, 2006 meeting. | Action (Martone) | Pages 1-3
3:15 p.m.
5 mins. |
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REGULAR AGENDA

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| 3. | Progress Report on the Congestion Relief Program (CRP) and Options for Reauthorization | Action (Napier) | Pages 5-20
3:20 p.m.
30 mins. |
| 4. | Allocation of Local Share of Funding under the C/CAG Vehicle Registration Fee (AB 1546) Program | Information (Napier) | Pages 21-28
3:50 p.m.
10 mins. |
| 5. | Peninsula Gateway 2020 Project Study Update. | Information (Napier) | Pages 29-38
4:00 p.m.
10 mins. |
| 6. | Bicycle and Pedestrian Safety Event in Sonoma County. | Potential Action (Napier) | Pages 39-41
4:10 p.m.
15 mins |

7.	Update on the Regional Housing Needs Allocation Process (RHNA) Kick-off meeting.	Information (Napier)	Oral report	4:25 p.m. 20 mins
8.	Member comments and announcements.	Information (O'Connell)		4:45 p.m. 10 mins.
9.	Adjournment and establishment of next meeting date.	Action (O'Connell)		4:55 p.m.

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

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

Other enclosures/Correspondence - None

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
COMMITTEE ON CONGESTION MANAGEMENT
AND AIR QUALITY (CMAQ)**

**MINUTES
MEETING OF AUGUST 28, 2006**

At 3:02 p.m., the meeting was called to order by Chairwoman Irene O'Connell in Conference Room C of San Mateo City Hall.

Members Attending: Judith Christensen, Tom Davids, William Dickenson, Linda Koelling, Linda Larson, Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Chairwoman Irene O'Connell, Naomi Patridge, Barbara Pierce, Vice-Chairwoman Sepi Richardson, Lennie Roberts, and Onnolee Trapp.

Staff/Guests Attending: Sandy Wong, John Hoang, Tom Madalena, Jill Boone, and Walter Martone (C/CAG Staff - County Public Works), Pat Dixon (Transportation Authority Citizens Advisory Committee), Duane Bay (County Housing Director), Richard Cook (SamTrans), Marshall Loring and Rich Hedges (MTC EDAC).

1. Public comment on items not on the agenda.

Pat Dixon reported that the County Elections Division is recruiting for Inspectors and Judges for the November election.

CONSENT AGENDA

2. Minutes of July 31, 2006 meeting.

Motion: To approve the Minutes as presented. Richardson/Christensen, unanimous with one abstention (O'Connell).

REGULAR AGENDA

3. Development of an Energy Strategy for San Mateo County Workplan.

Jill Boone presented the workplan that was included in the mailing and requested comments.

Comments from CMAQ Members:

- The Committee should ensure that they address green buildings and utilities for municipal buildings.
- C/CAG should consider developing a grant program to assist cities to implement green policies.
- Attaining Leadership in Energy and Environmental Design (LEED) certification can be helpful when competing for outside grants.
- Consideration should be given to developing a recognition and incentive program.
- LEED Certification helps to ensure that buildings meet a certain standard.
- It is important to make sure that only experienced people are used when building a green building. There are generally long term cost savings in operating costs for green buildings that are properly constructed and outfitted. Some of the savings are up-front when the green systems reduce the need for other systems (air conditioning, lighting, etc.).
- Green building techniques often make it easier to redesign office spaces do to more efficient techniques for air circulation and other factors.

- It is important to attract new businesses and industry that are constructing or remodeling buildings, to adopt green technologies. Enforcement of conservation and energy saving requirements for buildings can only be done by local governments. Recycleworks makes education and information available to the public.
- Consideration should be given to adding an educational representative to the Committee. There is currently a building boom for new schools and educational facilities.
- The Cities of Brisbane and San Mateo have recently adopted new and innovative policies on green building.
- The County Planning Commission distributes the County's Green Building Policy, but it does not have any enforcement authority.

Motion: To approve the workplan as presented. Richardson/Koelling, unanimous.

4. Presentation on the California High-Speed Rail Program.

CMEQ Member Arthur Lloyd provided the following presentation:

- In November 2008 the voters of the State of California will have the opportunity to determine if a high-speed rail system should be implemented. A \$10 billion bond will be proposed to begin the construction of the system that will be designed to connect Los Angeles and San Francisco.
- Many of the airlines have unofficially endorsed the creation of this system. Southwest Airlines has indicated that if the bond is approved by the voters, it may submit a bid to operate and manage the new bullet train.
- All of the routes for the system have been adopted except for those going into the Bay Area. There is still debate over whether it should enter via the Pacheco or Altamont Pass.
- The route in Southern California follows the aqueduct trail.
- The Pacheco Pass route is preferred by the engineers and the City of San Jose. Its major disadvantage is that it would create environmental impacts on Henry Coe State Park. The Altamont Pass route would enter the Peninsula through Union City and would require the construction of a bridge or tube in order to cross the Bay.
- The Joint Powers Board has agreed to allow the new bullet train to use the Caltrain tracks. This would have the added benefit to Caltrain of electrifying the entire route and eliminating all 58 of the at-grade crossings.
- Mr. Lloyd provided some history on the deployment of high-speed rail systems around the globe.
 - The first bullet train was implemented in Japan in 1965. It traveled at 145 miles per hour and has now been expanded to go from one end of the Country to the other.
 - Similar trains have been built in France, Spain, Korea, and Mexico. Some of them now travel at 210 miles per hour.
 - The Amtrak Metroliner going from Washington D.C. to New York to Boston. It is limited to 150 miles per hour because it shares tracks with freight trains. This system is completely electrified.
 - California has the second, third, and fifth busiest rail corridors in the nation.
 - Under Regional Measure 2, the Metropolitan Transportation Commission was provided funds to study the alternative routes for the bullet train coming to the Bay Area.
 - The Capitol Corridor is an example of a very successful rail system. It is considered an intercity system with less than 50% commuter ridership and a fare box return of over 50%.

5. Review and approval of the El Camino Real Incentive Program Planning Grant Process.

Tom Madalena provided the following report:

- This program will provide up to \$50,000 in matching funds for local jurisdictions to develop land use and transportation plans for El Camino Real.

- The Plan must cover the entire stretch of El Camino within that jurisdiction.
- One component of the Incentive is to expand the eligibility of the Transit Oriented Development program to include developments on El Camino Real.

Comments by the CMAQ members and responses to questions included:

- The policy should clearly spell out what qualified as a local match for the grants.
- The guidelines for the Plan should indicate how much detail will be required in the individual jurisdiction plans.
- There should be encouragement for the development of affordable housing. Users of the bus system tend to have lower incomes.
- Senior and disabled housing should also be encouraged.
- If the local plans are required to have common elements, jurisdictions should be encourage to use a common data source instead of conducting individual research. The Grand Boulevard program has recently published an existing conditions report for all of El Camino Real that may provide a portion of this common data.

Motion: To approve the El Camino Real Incentive Program Planning Grant Process with the comments noted by the Committee. Koelling/Christensen, unanimous.

6. Update on C/CAG's role in the Regional Housing Needs Allocation Process (RHNA).

To date twenty jurisdictions have adopted resolutions joining the subregion being created by C/CAG to manage the Regional Housing Needs Allocation Process. The final jurisdiction, Redwood City, is expected to take action tonight, August 28, 2006.

7. Member comments and announcements.

- None

8. Adjournment and establishment of next meeting date for September 25, 2006.

The next regular meeting will be on September 25, 2006. At 4:43 p.m., the meeting was adjourned.

C/CAG AGENDA REPORT

Date: September 25, 2006
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Technical Advisory Committee
Subject: PROGRESS REPORT ON THE CONGESTION RELIEF PROGRAM AND
OPTIONS FOR REAUTHORIZATION

(For further information contact Walter Martone at 599-1465)

RECOMMENDATION

That the Congestion Management and Environmental Quality (CMEQ) Committee

1. Accept the attached progress report on the Congestion Relief Program, and
2. Consider making recommendations on the separately attached options for reauthorization of the Program.

FISCAL IMPACT

Currently the funding for the Congestion Relief Program is approximately \$5.2 million per year.

SOURCE OF FUNDS

Annual funding to support the programs under the Congestion Relief Plan is derived from the following sources:

- C/CAG member assessments adopted by C/CAG on February 14, 2002 - \$1.3 million
- State Transportation Improvement Program funds to support the Transit Oriented Development program for employment centers - \$3 million
- Matching funds for specific programs from the San Mateo County Transportation Authority
 - Local service program - \$260,000
 - Ramp metering program - \$100,000
 - Intelligent transportation systems - \$200,000
- Matching funds from individual cities for the local service program - \$360,000

BACKGROUND/DISCUSSION

The Congestion Relief Program will run through the end of Fiscal Year 2006-07 (June 30, 2007). This Program has satisfied all of the requirements under the Congestion Management Program for the development of Deficiency Plans by local jurisdictions in San Mateo County that have

contributed to traffic at roadway segments and intersections that have been determined as having the Level of Service (LOS) degraded below the standard adopted by the C/CAG Board.

Staff has prepared the attached Progress Report to show the programs and outcomes that have been achieved to date through the Congestion Relief Program. If the Program is reauthorized, it will continue to meet the legal requirements of a Countywide Deficiency Plan, and release all of the local jurisdictions in San Mateo County of liability for the development and implementation of individual deficiency plans for current and future LOS deficiencies that are identified during the period of time that the Program is in effect.

Also attached are options for modifications to the current Program that address some emerging needs that have been identified and recognize that a number of the plans included in the first phase of the Program have been completed and are now being implemented.

ATTACHMENTS

1. Progress report on the Congestion Relief Program
2. Options for reauthorization of the Program

C/CAG AGENDA REPORT

Date: September 14, 2006

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: REVIEW AND APPROVAL OF A PROGRESS REPORT ON THE CONGESTION RELIEF PROGRAM AND ESTABLISHMENT OF A PROCESS FOR BOARD REVIEW OF THE PROGRAM

(For further information contact Walter Martone at 599-1465)

RECOMMENDATION

That the C/CAG Board accept this progress report on the implementation of the Congestion Relief Program.

FISCAL IMPACT

The total annual amount available for the Congestion Relief Program has been approximately \$5.2 million from C/CAG and other matching funds for the programs under the Congestion Relief Plan in each of the fiscal years since the program began (2002-03).

SOURCE OF FUNDS

Annual funding to support the programs under the Congestion Relief Plan is derived from the following sources:

- C/CAG member assessments adopted by C/CAG on February 14, 2002 - \$1.3 million
- State Transportation Improvement Program funds to support the Transit Oriented Development program for employment centers - \$3 million
- Matching funds for specific programs from the San Mateo County Transportation Authority
 - Local service program - \$260,000
 - Ramp metering program - \$100,000
 - Intelligent transportation systems - \$200,000
- Matching funds from individual cities for the local service program - \$360,000

BACKGROUND/DISCUSSION

The Congestion Relief Plan was adopted by C/CAG on February 14, 2002. This was because a number of locations throughout the County had been measured through traffic counts, to have congestion that exceeded the standards that were adopted by C/CAG under the Congestion

Management Program. Although the Congestion Management Program is a legal requirement and enforceable with financial penalties, the C/CAG Board recognized that it was more important to use this opportunity to create a plan that could make a real impact in congestion that has been allowed to go unchecked for many years. A key factor in developing the Plan was for C/CAG to respect and support the economic development done by local jurisdictions that was critical in order to make San Mateo County prosperous and to ensure a sound financial base to support local government. The economic prosperity however, created severe traffic problems. C/CAG decided that a plan was needed so that the congestion did not threaten that same prosperity. Therefore, The attached Executive Summary of the Plan shows this Plan was designed to find ways to improve mobility Countywide and in every jurisdiction, while not putting a halt to economic growth the specific benefits of each of the elements of the Plan for the local jurisdictions.

The alternative to developing a Countywide Plan would have been for each individual jurisdiction to research, develop, fund, and implement its own plan. The C/CAG Board determined that the Countywide approach would be more cost-effective and provide more comprehensive benefits to the overall transportation system in the County.

The adopted Congestion Relief Plan also relieved all San Mateo County jurisdictions - the 20 cities and the County - from having to fix the specific congested locations that triggered the need for the Plan, and any new ones that might be detected for the subsequent five years.

PROGRAM ENHANCEMENT

In 2004 the cities and the County faced a financial crisis due to the diversion of significant local funds to the State of California to address the State's budget shortfall. In order to assist its Member Jurisdictions, the C/CAG Board decided to reimburse the cities and the County the equivalent of one year's assessment under the Congestion Relief Plan, to support local transportation programs already paid for by the jurisdictions, thereby reducing costs already incurred by the jurisdictions. The Board decided to extend the Plan for one additional year through June 30, 2007 to keep the Plan fully funded. Also in 2004 the C/CAG Board was successful in having legislation enacted that authorized up to a four-dollar increase in the Vehicle Registration Fee to support congestion management and stormwater pollution prevention programs. One-half of the proceeds from this Fee are provided directly to C/CAG's Member Agencies. In fiscal year 2005-06 this amount was \$1.2 million. The remaining half of the funds is used for Countywide programs.

ACCOMPLISHMENTS

The following is status report on how the programs contained in the Congestion Relief Plan have/are being implemented:

1. **Expanded of Shuttle Programs and other local transportation services** There has been one expanded employer based shuttle service to connect major employment sites with rail transit stations. This program connects the San Francisco Glen Park BART Station with the South San Francisco East of 101 Business Park. The expansion included improving handicap accessibility, utilizing cleaner fuel vehicles, and increasing capacity.

In addition to this program, C/CAG also contributed approximately \$700,000 annually of its Transportation Fund For Clean Air allocation to the Countywide network of employer based shuttles operated by SamTrans.

Local Transportation Services - In each of fiscal years 02-03, 03-04, 04-05, and 06-07, a total of nine city-sponsored shuttle programs from nine jurisdictions were funded by the C/CAG Board. These programs jointly provided transportation to over 300,000 individuals last fiscal year. These are programs designed and implemented by the local jurisdictions to meet the individual needs of their jurisdictions. The services supplement and do not duplicate the existing SamTrans fixed route bus services.

As of June 2006 a total of \$1,401,287.73 has been expended of Congestion Relief Plan funds for this effort. These funds have been matched by \$446,823.60 provided by the San Mateo County Transportation Authority to offset these costs.

2. **Expanded Transportation Demand Management Programs** - The C/CAG Board approved an expansion of the programs offered by the Peninsula Traffic Congestion Relief Alliance. This expansion included the development of additional opportunities for individuals and companies to use transit and other alternative methods of transportation. The Alliance continues to actively work with the cities/County and employers to set up car and vanpools, distribute transit information, provide subsidies to individuals for using alternative transportation, and manage a number of the employer based shuttle programs. Some of the increased services provided by the Alliance as a result of the Congestion Relief Program include:

- **Try Transit Campaign:** The Alliance conducts an annual media blitz promoting transit use that included the distribution of free transit passes to first time transit users. This publicity campaign is generally timed to correspond with other transportation events such as the opening of the BART extension to Millbrae and the inauguration of the Caltrain Baby Bullet Train.
- **Expansion of shuttle services:** The Alliance now manages a total of 15 shuttle programs. They have also been very active in facilitating the planning for new community shuttles. Currently they are working with the Cities of Pacifica and Redwood City to design new programs. The Alliance has also recruited new businesses to financially support the employer-based shuttle program.
- **Assistance to businesses has been expanded to cover the entire County:** Individual staff members have been hired for each region of the County to provide commute alternative assistance in the form of training, designing programs for employers, and providing incentives for workers.
- **All of the successful programs operated by the Alliance have been expanded so that they are available Countywide:** These include car and vanpool formations and subsidies for the riders, guaranteed ride home programs, and various bicycle programs.

As of June 2006 a total of \$2 million has been expended of Congestion Relief Plan funds for this effort.

3. **Adopted the Countywide Intelligent Transportation System Strategic Plan** - In August 2005 the C/CAG Board adopted the Countywide Intelligent Transportation System (ITS) Strategic Plan and deployment strategy. Some of the elements of the Plan that are currently being implemented include traffic signal upgrading and synchronization for the entire length of El Camino Real in San Mateo County. This effort is being funded through a five million dollar Caltrans grant matched by State Transportation Improvement Program (STIP) funds, also in the amount of five million dollars.

C/CAG Staff has assembled a working committee composed of city public works staff, the California Highway Patrol, local law enforcement and emergency response staff, Caltrans, and the County's Emergency Services Office. This committee is designing a comprehensive strategy to respond to incidents along the entire length of Route 101 in San Mateo County. The strategy will include the identification and signing of detours to help motorists navigate around incidents, and the creation of protocols for the rapid deployment of incident management responses for every segment of Route 101. A segment is defined at between two adjacent interchanges. The strategy will also include a capital improvement program to construct the necessary improvements and install the technology to make the system operate effectively. It is hoped that the development of this strategy will help C/CAG and local jurisdictions in San Mateo County to qualify for funding from the State and Federal Government for further implementation.

As of June 2006 a total of \$263,248.30 has been expended of Congestion Relief Plan funds for this effort. These funds have been matched by \$131,624.14 provided by the San Mateo County Transportation Authority to offset these costs.

4. **Adopted the Ramp Metering Study** - In November 2005 the C/CAG Board approved the conclusions of the study conducted of the possible benefits of ramp metering along Route 101, and portions of Routes 380 and the Northern part of Route 280. The study concluded that ramp metering at selected locations, during certain times of the day, and in specific directions, can have a beneficial impact on traffic flow without creating new problems on the local streets and roads. The C/CAG Board authorized the creation of a Ramp Metering Technical Advisory Committee to work with Caltrans to design a ramp metering system that would initially be deployed on Route 101 south of Route 92 to the southern County line. The system that is currently being designed will maximize the benefits to the mainline freeway while minimizing the impacts to local streets and roads. The timing of the signals and other parameters are being created by the Committee based on actual field data that was collected and modeled within the past few months. It is anticipated that this first phase of the project will be ready for activation by the end of calendar year 2006.

As of June 2006 a total of \$209,960.38 has been expended of Congestion Relief Plan funds for this effort. These funds have been matched by \$100,000 provided by the San Mateo County Transportation Authority to offset these costs.

5. **Began Development of a Transit Oriented Development Incentive Program for Employment Centers** - Staff has developed a concept and basic design for providing incentive funding to local jurisdictions that approve the development of concentrated employment centers within one-third of a mile of a transit station. The Congestion Management and Air Quality Committee is considering ways of implementing the incentives so that they will have measurable outcomes and result in benefits to C/CAG that would not otherwise be available.

To date, no funds have been spent to implement this program.

REVIEW PROCESS

The Congestion Relief Plan and the programs that are funded and operated under it will expire on June 30, 2007. C/CAG staff is proposing the following process for the Board to review the programs, look at alternatives for future programs, and consider adoptions for a program covering the next six years.

- Receive a status report on the programs implemented to date – September 2006 Board meeting.
- Review options for the continuation of successful programs and consideration of the addition of new programs. A range of alternatives will be provided that include both higher and lower costs for the total program – October 2006 Board meeting.
- Conduct meetings with individual jurisdictions as requested to explain the alternatives for continuation of the Congestion Relief Program – October and November 2006.
- Conduct open house meetings in each of the regions of the County to explain the alternatives for continuation of the Congestion Relief Program –November 2006.
- Provide recommendations to the Board for the adoption of a new Congestion Relief Program for the six-year period of July 2007 through June 2013 – December 2006.

ATTACHMENTS

- Executive Summary of the current Countywide Congestion Relief Plan.

CURRENT SAN MATEO COUNTY CONGESTION RELIEF PLAN (DEFICIENCY PLAN) EXECUTIVE SUMMARY

This Congestion Relief Plan is necessary because a number of locations throughout the County have been determined through traffic counts to have congestion that exceeds the standards that were adopted by C/CAG as part of the Congestion Management Program. Although the Plan is a legal requirement and enforceable with financial penalties, it is more important that the Plan be viewed as an opportunity to make a real impact in congestion that has been allowed to go unchecked for many years. A key factor in developing the Plan has been for C/CAG to respect and support the economic development done by local jurisdictions to make San Mateo County prosperous and to ensure a sound financial base to support local government. Economic prosperity however, has created severe traffic problems, which if not properly addressed, will threaten that same prosperity. Therefore this Plan aims to find ways to improve mobility Countywide and in each and every jurisdiction, while not putting a halt to this economic growth.

The Plan being proposed will relieve all San Mateo County jurisdictions - 20 cities and the County - from having to fix the specific congested locations that triggered the development of this Plan, and any new ones that may be detected for the next five years.

The following elements are intended to be a comprehensive package of policies and actions that together will make a measurable impact on current congestion and slow the pace of future congestion:

1. Expand the Countywide Employer-Based Shuttle Program.

Recommendation: Increase the permanent funding available for the Countywide Employer Shuttle program of proven effectiveness. This shuttle program focuses on connecting employment centers to transit centers (both BART and Caltrain). The cost to the 20 cities and the County for this component will be \$500,000 based on each jurisdiction's share of automobile trips both generated and attracted as a percent of the Countywide total. It is anticipated that these funds will be matched dollar for dollar by a combination of Transportation Authority, SamTrans, Joint Powers Board, and/or employer contributions. The benefit to the cities and the County will be the creation of new employer-based shuttles for the residents and employers in the community.

2. Create a network of Local Transportation Services.

Recommendation: The intent of this recommendation is to increase the use of public transit by the residents of each local community, thereby reducing local congestion. Local jurisdictions will be encouraged to participate in experimental efforts to provide transportation services for its residents that meet the unique characteristics and needs of that jurisdiction. A Countywide pool of funds of approximately \$1 million dollars will be established and made available to match local jurisdiction efforts on a dollar for dollar basis. It will be up to each jurisdiction to determine how these services will be organized, the type of service to be provided, and the amount of contribution that the

jurisdiction wishes to make. The benefit to the jurisdiction will be the creation or expansion of local transportation services that focus primarily on connecting that jurisdiction's residential areas with downtown, employment centers, schools, and transit stations.

3. Expand the Provision of Countywide Transportation Demand Management Programs and 4. Creation of a Countywide "Try Transit" Campaign.

Recommendation: Increase the permanent funding available for Countywide Transportation Demand Management projects of proven effectiveness through the Peninsula Congestion Relief Alliance. Conduct a one-time Countywide media blitz to encourage individuals to "try transit." Limited time free transit passes will be secured from the major transit providers in San Mateo County and made available to first time users of transit during the promotion period. The cost to the cities and the County for this component will be \$500,000 based on each jurisdiction's share of automobile trips both generated and attracted as a percent of the Countywide total. The benefit to the cities and the County will be the creation of new employer-based initiatives that encourage and support workers taking alternative transportation modes to and from work.

5. Develop a Countywide Intelligent Transportation Study and Plan.

Recommendation: New technologies and other techniques can improve the efficiency of the existing transportation infrastructure. In order to be truly effective, these systems must be implemented on a regional basis, and not only in selected locations. This recommendation is to fund a comprehensive plan and recommendations for the implementation of state-of-the-art intelligent transportation systems throughout San Mateo County. The plan will include an evaluation of the current technology, estimated traffic improvements resulting from implementation of the plan, and anticipated cost of deploying and maintaining the system. The cost to the cities and the County for this component will be \$200,000 based on each jurisdiction's share of automobile trips both generated and attracted as a percent of the Countywide total. It is anticipated that these funds will be matched dollar for dollar by the Transportation Authority. The benefit to the cities and the County will be the improvement of mobility within and through each community as a result of the more efficient use of the existing roadway and freeway network.

6. Develop a Countywide Ramp Metering Study and Plan for U.S. 101 Corridor.

Recommendation: Currently each jurisdiction in which a ramp-metering site is located must develop an agreement with Caltrans before that site is activated. This recommendation is to develop a Countywide approach. C/CAG will first commission a detailed operational analysis of the Route 101 corridor. C/CAG staff will work closely with the staffs of its member cities in creating a detailed work plan for this study and to identify a recommended list of criteria for C/CAG to consider before determining if ramp metering should be implemented. This work plan will be subject to the review and recommendation of the Technical Advisory Committee (TAC) and the Congestion Management and Air Quality Committee (CMAQ) of C/CAG. The C/CAG Board will ultimately determine the acceptability of the work plan. The operational analysis will also include the impacts of ramp metering on local streets and roads. This analysis will be done by an independent contractor under the direction of C/CAG and will identify the congestion relieving

benefits (if any) for specific locations. The staffs of local jurisdictions, the TAC, and CMAQ will continue to be involved in all aspects of the study and the formulation of recommendations for C/CAG. After consideration of this study and the recommendations of the TAC and CMAQ, C/CAG would decide whether to enter into a Countywide agreement with Caltrans for the activation of ramp metering along any parts of the Route 101 corridor. No location will be activated without conducting the analysis or without the prior authorization of the C/CAG Board. Local jurisdictions impacted by the outcomes of the study will have an opportunity to review and comment on any recommendations before they are presented to the C/CAG Board for consideration. The cost to the cities and the County for this study will be \$100,000 based on each jurisdiction's share of automobile trips both generated and attracted as a percent of the Countywide total. It is anticipated that these funds will be matched dollar for dollar by the Transportation Authority. The benefit to the cities and the County will be the improvement of mobility within and through the community as a result of the more efficient use of the existing roadway and freeway network.

7. Expansion of the Transit-Oriented Development Program

Recommendation: Expand the Transit Oriented Development Program to include incentives for concentrated housing developments and employment centers within one-third of a mile of a fixed rail station. The incentives could be in the form of transit subsidies, flexible work hours, guaranteed ride home program, etc. There is no financial contribution required of the cities or the County to participate in this incentive program. If a city or the County approves a project(s) meeting these criteria and that are subsequently built, they will qualify for funding to make roadway and other community improvements that make it more attractive and convenient for walking and bicycle travel.

8. Local Government Transportation Initiatives

Recommendation: Extend the Congestion Relief Plan for a fifth year to generate an additional \$1.3 million to support local government transportation initiatives. For fiscal year 2003-04 and 2004-05, each local government can apply to C/CAG to receive funding for local transportation and/or roadway programs that have been determined as a priority by the local jurisdiction. The amount of the grant for each year is based on 50% of that local jurisdiction's contribution to the Congestion Relief Plan for that year. This program was put in place in recognition of the severe fiscal crisis facing local jurisdictions and the need to ensure that there is a source of funds to support local transportation projects that provide jobs and improve the movement of people and goods, thereby supporting economic recovery.

SUMMARY

Under this Plan, the cities and the County will be assessed a total of \$1.3 million on an annual basis for the five year period of the Plan. This amount represents each jurisdiction's share of the total cost of the Plan based on that jurisdiction's percent of automobile trips both generated and attracted as a percent of the Countywide total. It is anticipated that the local jurisdiction's contribution will be more than quadrupled as a result of the generation of matching funds to support the Plan. Also, as a participant in this Plan the cities and the County will be exempt from any deficiency planning requirements for the next five years that are the result of a roadway segment or intersection exceeding the Level of Service Standard set forth in the Congestion Management Program.

OPTIONS FOR REAUTHORIZATION OF THE CONGESTION RELIEF PROGRAM

1. Employer-Based Shuttle Program and Local Transportation Services.

It is recommended that the Employer-Based Program that focuses on connecting employment centers to transit centers (both BART and Caltrain) and the Local Program that provides funds for local jurisdictions or their designees to provide transportation services for its residents that meet the unique characteristics and needs of that jurisdiction, be combined. Local jurisdictions need to have the flexibility to determine the best mix of services, which sometimes results in combining commuter service, school service, services for special populations, and mid day service. The combination of schedules often enables the more effective utilization of resources and an increase in service options. More use of on-demand services to serve smaller employment and population centers is also encouraged.

The annual pool of funds for the combined program is recommended to be up to \$500,000. This is the same as the current authorization. These funds will be matched dollar for dollar by the San Mateo County Transportation Authority for those services that have a direct connection to Caltrain Stations. Programs that include matching funds and in-kind services equal to 50% of the total program cost will be given a priority for these funds.

2. Provision of Countywide Transportation Demand Management Programs.

The Countywide Transportation Demand Management Program operated by the Peninsula Traffic Congestion Relief Alliance has been extremely successful in meeting the needs of the individual communities, city and county governments, and employers throughout San Mateo County. The Alliance has also significantly expanded its role in managing shuttle programs for the cities and assisting with the creation of new shuttle services. C/CAG Staff is working with the Alliance and the cities/county to identify additional services that would complement the existing program. Some of these may include:

- Implementation of a subsidized transit pass program.
- Programs designed to expand transit use.

The annual pool of funds for this program is currently \$500,000. It is recommended that it be increased to \$550,000 for the implementation of additional services.

3. Countywide Intelligent Transportation System Program.

Under the original Congestion Relief Plan a Countywide Intelligent Transportation System (ITS) Plan was developed. Individual components of that Plan are currently being implemented including signal coordination and upgrades for the entire length of El Camino Real in San Mateo County, and the development/deployment of an Incident Management Plan to provide alternative routes for drivers on Route 101 when an incident forces a partial or total closure of the freeway. It is anticipated that funding under the Congestion Relief Program will be needed for consulting

assistance to design and implement the Incident Management Program and other components of the IIS Plan. Funding will also be needed for education and public outreach efforts, and for geographic information system (GIS) support.

The annual pool of funds for this program is recommended to be up to \$200,000. This is the same as the current authorization. These funds will be matched dollar for dollar by the San Mateo County Transportation Authority.

4. Ramp Metering Program.

Under the original Congestion Relief Plan a Ramp Metering Study was done for Route 101 (county line to county line) and Route 280 from Route 380 north to the county line. The Study concluded that a carefully designed program could achieve travel time benefits on the freeway while minimizing the impacts on local streets. The C/CAG Board has created a Ramp Metering Technical Advisory Committee that is designing the implementation of the program, with the first phase that included Route 101 south of Route 92 to come on line by the end of 2006.

Funding under the reauthorized Congestion Relief Plan will be needed for the following:

- Conducting a before and after study to document the effects of implementing ramp metering.
- On going monitoring of the program.
- Fine-tuning and adjusting the program to respond to changes in traffic patterns.
- Conducting an education and community outreach effort about the program.
- Designing the implementation of the remaining phases of the program.

The annual pool of funds for this program is recommended to be up to \$100,000. This is the same as the current authorization. These funds will be matched dollar for dollar by the San Mateo County Transportation Authority.

5. Incentives for Employers/Developers to Increase Alternative Methods of Commuting.

The original Congestion Relief Program included the expansion of the Transit Oriented Development (TOD) Program to include employment centers. This effort was never implemented because agreement could not be reached on an appropriate design for the program. It appears that the structure of the TOD Program for residential complexes may not be transferable to employment centers without significant modifications. However data suggests that there are important gains to be made in transit rider-ship through a program that makes commute alternatives more attractive than commuting in single occupant vehicles. Therefore staff is recommending that we work with the business community to design a program that supports the business environment, is likely to have a measurable and lasting impact on congestion relief, and that ensures that the C/CAG investment results in outcomes that would not have occurred without the program.

At this time staff is not recommending a specific allocation of funds for this effort. Depending on the design of the program, it is possible that other sources of monies may be more appropriate.

Staff will report back with more specifics on this program after working with the business community, and may at that time recommend a budget allocation and source of funds.

6. El Camino Real Incentive Program.

On May 11, 2006, the C/CAG Board approved the El Camino Real Incentive Program and authorized the use of the Congestion Relief Plan as the funding source for it. Under this Program the jurisdictions along El Camino Real will be eligible to receive up to \$50,000 as matching funds to support land use and transportation planning efforts along the corridor. The jurisdictions will also be eligible for an additional \$50,000 in matching funds to support the implementation of these plans. Some of the other activities that will be funded as part of the El Camino Real Incentive Program include the development of a corridor study and design of transportation system improvements to complement the land use changes adopted by the local jurisdictions, and as matching funds to secure outside grants to support the overall El Camino Real Program.

It is recommended that the annual pool of funds for this program be established as up to \$500,000. The current authorization did not establish an annual amount.

7. Programs to Address Traffic Congestion on the Coastside.

The Coastside communities have not benefited from the Congestion Relief Plan programs to the same extent as the Bayside communities, in particular with the Employer-Based Shuttle Program, Transportation Demand Management assistance to employers, the ITS and Ramp Metering programs, and the El Camino Real Incentive Program. Therefore it is recommended that consideration be given to the creation of services that meet some of the unique needs of the Coastside. Examples of programs might include:

- Locally coordinated services that target congestion created as a result of individuals transporting children to and from schools.
- Use of smaller vehicles as shuttles and/or fixed route service providers to reach areas not currently served by the existing transit services.
- Implementation of shuttles and other transportation services for limited periods of time to address severe congestion that results from various events on the Coastside.

It is proposed that the funding to support these services be derived from the pool of funds identified in Number 1 – Employer-Based Shuttle Program and Local Transportation Services.

Total Funding

The total funding from C/CAG Member Agencies under these options for reauthorization of the Congestion Relief Program is \$1,850,000 or \$550,000 greater than the current assessments. This does not include the matching funds that are provided for specific programs from the San Mateo County Transportation Authority. It is recommended that the Congestion Relief Program be reauthorized for an additional six years which will meet the requirements of a Countywide Deficiency Plan for the next three Congestion Management Program cycles (through June 30, 2013). The following are some of the ways that the C/CAG Member Agency contributions to the

program can be addressed:

- The additional \$550,000 can be divided among the Member Agencies based on the current Congestion Relief Program formula that assesses a share of the increased amount based on the number of trips generated and attracted by each jurisdiction as a percent of the Countywide total.
- The contribution of the Member Agencies to the Congestion Relief Program can be kept at the same level as it has been for the past five years, and the new programs will be funded only to the extent that there are unexpended funds in the other programs or there are carryover funds from previous years. Staff anticipates that the majority of the new program can be funded in this manner.
- The new programs and potentially some of the existing programs can be scaled back in funding so that the total does not exceed the current total of Member Agency contributions (\$1.3 million).
- The new programs can be eliminated and existing programs can be scaled back so that the total Member Agency contributions are reduced for the reauthorized program.

C/CAG AGENDA REPORT

Date: September 25, 2006
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Walter Martone
Subject: Allocation of local share of funding under the C/CAG Vehicle Registration Fee (AB 1546) Program (Information Item)

(For further information or questions contact Walter Martone at 599-1465)

RECOMMENDATION

That the CMEQ receive the information regarding allocation of local share of funding under the C/CAG vehicle registration fee (AB 1546) program. And that CMEQ members who represent local jurisdictions remind their respective jurisdictions to submit requests to C/CAG for reimbursement through June 30, 2006.

FISCAL IMPACT

50% of the fees collected minus administrative costs of the AB 1546 vehicle license fees on motor vehicles registered in San Mateo County have been written into the legislation specifically for the congestion management program and stormwater pollution (STOPP) program for local jurisdictions within the County.

SOURCE OF FUNDS

AB 1546 fund comes from the \$4 vehicle license fee in San Mateo County.

BACKGROUND/DISCUSSION

A letter to City/County Managers has been sent on September 8, 2006 providing instructions on how to claim jurisdictions' share of the funding received under the C/CAG Vehicle Registration Fee (AB 1546) Program. Funds are provided on a reimbursement basis only. Deadline to submit reimbursement to C/CAG is October 31, 2006. For those jurisdictions that submitted their previous billing in only one category (either congestion management or STOPP), adjustment in this billing period should be made in such that 50% of the total claim be in the congestion management category, and 50% of the total claim be in the STOPP category.

ATTACHMENT

- September 8, 2006 Allocation letter to jurisdictions.

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*

September 8, 2006

Dear: City/County Manager

ALLOCATION OF LOCAL SHARE OF FUNDING UNDER C/CAG'S VEHICLE REGISTRATION FEE (AB 1546) PROGRAM

The purpose of this letter is to provide instructions so that your jurisdiction can claim its share of the funding received under C/CAG's Vehicle Registration Fee (AB 1546) Program (California Government Code Section 65089.11 et. seq.). On September 29, 2004 Governor Schwarzenegger signed into law AB 1546 which authorized the C/CAG Board to impose an annual fee of up to \$4 on motor vehicles registered in San Mateo County for a program for the management of traffic congestion and stormwater pollution within the County. 50% of the fees collected minus administrative costs will be provided to the local jurisdictions in San Mateo County. The collection of the fee started on July 1, 2005. The first cycle of funding covered the period of July 1 through December 31, 2005. This letter provides instructions for you to bill for the second cycle of funding (expenses incurred between January 1, 2006 and June 30, 2006).

The program adopted by C/CAG included a budget that set forth how the proceeds of the fee would be distributed. The details of the allocation methodology are included as Attachment A.

On March 10, 2005 the C/CAG Board adopted a program and performance measures for the use of these funds. AB 1546 also requires that C/CAG submit reports to the California Legislature on how the funds were used and the specific performance outcomes that were achieved. An independent audit of the program will also be conducted and the results will be included with the reports to the Legislature. Attachment B outlines the programs that the AB 1546 funds can be used to support, and the performance measures related to each program.

On April 14, 2005 the C/CAG Board adopted the same method that is used by the County to allocate the Motor Vehicle License Fee (VLF) as the method to allocate the local share of the traffic congestion management and the stormwater pollution prevention funds. The VLF revenues that are distributed by the County to the cities are apportioned on the basis of population share. Therefore the funds that were collected from July 1, 2005 through December 31, 2005 and are available for allocation to the local jurisdictions under 4) a) and c) included in Attachment A will be based on the percentages listed on the following chart included as Attachment C. The amount available for each jurisdiction to request for the period of July 1, 2005 through December 31, 2005 is also included.

A reporting form is being supplied for you to request funding and to provide the information that will be needed for the report to the State Legislature. A separate form should be submitted for each

project for which funding is requested. The form is included as Attachment D. Funds are provided on a reimbursement basis only. Therefore you must include documentation with the form that shows that the funds have already been expended. Please submit your requests for funding by October 31, 2006.

If you would like an electronic copy of these instructions and the reporting form, send an e-mail to wmartone@co.sanmatco.ca.us.

- Attachment A – Methodology for the allocation of AB 1546 (C/CAG Vehicle Registration Fee) revenues
- Attachment B – The programs that the AB 1546 funds can be used to support, and the performance measures related to each program
- Attachment C – Population estimates, percent of total county population, and AB 1546 funds available for the first half of Fiscal Year 2005-06
- Attachment D - Status report/ request for reimbursement under California Government Code Section 65089.11 et. seq.

Sincerely,

Richard Napier
Executive Director

Cc: Public Works Directors

Attachments

ATTACHMENT A

Methodology For The Allocation Of AB 1546 (C/CAG Vehicle Registration Fee) Revenues

- 1) Actual expenses of the State Department of Motor Vehicles incurred to collect the fee are subtracted before any allocations are made.
- 2) The balance of the funds collected are provided to C/CAG.
- 3) C/CAG retains 5% of the funds for program administration.
- 4) The remaining balance are divided as follows:
 - a) 25% are allocated to the cities and County for local traffic congestion management programs.
 - b) 25% are retained by C/CAG for Countywide traffic congestion management programs including the implementation of a demonstration hydrogen fuel program.
 - c) 25% are allocated to the cities and County for local programs that address the negative impact on creeks, streams, bays, and the ocean caused by motor vehicles and the infrastructure supporting motor vehicle travel.
 - d) 25% are retained by C/CAG for Countywide programs that address the negative impact on creeks, streams, bays, and the ocean caused by motor vehicles and the infrastructure supporting motor vehicle travel.

ATTACHMENT B

The following are the specific activities and programs that these funds can be expended on.

Programs	Performance Measure
<p>Cities and County programs for traffic congestion management programs must be included in the Congestion Management Program and can <u>only</u> include:</p>	
<ul style="list-style-type: none"> • Local shuttles/transportation 	Number of passengers transported.
<ul style="list-style-type: none"> • Road resurfacing/reconstruction 	Miles/fraction of miles of roads improved.
<ul style="list-style-type: none"> • Deployment of Local Intelligent Transportation Systems (ITS) 	Number of ITS components installed/implemented.
<ul style="list-style-type: none"> • Roadway operations such as: <ul style="list-style-type: none"> - Restriping - Signal timing, coordination, etc. - Signage 	Miles/fraction of miles of roads improved.
<ul style="list-style-type: none"> • Replacement and/or upgrading of traffic signal hardware and/or software 	Number of units replaced and/or upgraded.
<p>Cities and County programs that directly address the negative impact on creeks, streams, bays, and the ocean caused by motor vehicles and the infrastructure supporting motor vehicle travel can <u>only</u> include:</p>	
<ul style="list-style-type: none"> • Street sweeping 	Miles of streets swept an average of once a month.
<ul style="list-style-type: none"> • Roadway storm inlet cleaning 	Number of storm inlets cleaned per year.
<ul style="list-style-type: none"> • Street side runoff treatment 	Square feet of surfaces managed annually
<ul style="list-style-type: none"> • Auto repair shop inspections 	Number of auto repair shops inspected per year.
<ul style="list-style-type: none"> • Managing runoff from Street/Parking lot impervious surfaces 	Square feet of surfaces managed annually.
<ul style="list-style-type: none"> • Small capital projects such as vehicle wash racks for public agencies that include pollution runoff controls 	Number of projects implemented.
<ul style="list-style-type: none"> • Capital purchases for motor vehicle related runoff management and controls 	Number of pieces of equipment purchased and installed.
<ul style="list-style-type: none"> • Additional used oil drop off locations 	Number of locations implemented and operated, and quantity of oil collected.
<ul style="list-style-type: none"> • Motor vehicle fluid recycling programs 	Number of programs implemented and operated, and quantity of fluids collected.
<ul style="list-style-type: none"> • Installation of new pervious surface medium strips in roadways 	Square footage of new pervious surface medium strips installed.

ATTACHEMENT C

Population Estimates, Percent Of Total County Population, And AB 1546 Funds Available For The Second Half Of Fiscal Year 2005-06 (1/1/06 through 6/30/06)

	Population	% Share of total	Available for allocation to the cities/County
SAN MATEO COUNTY TOTAL	723,453	100.0%	\$625,258.86
ATHERTON	7,256	1.0%	6,252.59
BELMONT	25,470	3.5%	21,884.06
BRISBANE	3,724	0.5%	3,126.29
BURLINGAME	28,280	3.9%	24,385.10
COLMA	1,567	0.2%	1,250.52
DALY CITY	104,661	14.5%	90,662.53
EAST PALO ALTO	32,202	4.5%	28,136.65
FOSTER CITY	29,876	4.1%	25,635.61
HALF MOON BAY	12,688	1.8%	11,254.66
HILLSBOROUGH	10,983	1.5%	9,378.88
MENLO PARK	30,648	4.2%	26,260.87
MILLBRAE	20,708	2.9%	18,132.51
PACIFICA	38,678	5.4%	33,763.98
PORTOLA VALLEY	4,538	0.6%	3,751.55
REDWOOD CITY	75,986	10.5%	65,652.18
SAN BRUNO	42,215	5.8%	36,265.01
SAN CARLOS	28,190	3.9%	24,385.10
SAN MATEO	94,212	13.0%	81,283.65
SOUTH SAN FRANCISCO	61,661	8.5%	53,147.00
WOODSIDE	5,496	0.8%	5,002.07
BALANCE OF COUNTY	64,414	8.9%	55,648.04

These population numbers are derived from the estimates of population as determined by the California Department of Finance. **Please note that 50% of the available funds MUST be spent on Traffic Congestion Management Programs and 50% MUST be spent on Stormwater Pollution Prevention Programs.**

ATTACHMENT D
STATUS REPORT/ REQUEST FOR REIMBURSEMENT UNDER
CALIFORNIA GOVERNMENT CODE SECTION 65089.11 ET. SEQ.
(January 1, 2006 Through June 30, 2006)

Agency Name:	Date Expense Incurred: From: To:	Date of This Report/Request for Reimbursement:	Amount of Reimbursement Requested:
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<p align="center">Program category for this report/request for reimbursement (Submit a new form for each project type)</p>	
<p>Traffic Congestion Management</p> <ul style="list-style-type: none"> <input type="checkbox"/> Local shuttles/transportation <input type="checkbox"/> Road resurfacing/reconstruction <input type="checkbox"/> Deployment of Local Intelligent Transportation Systems <input type="checkbox"/> Roadway operations such as: <ul style="list-style-type: none"> - Restriping - Signal timing, coordination, etc. - Signage <input type="checkbox"/> Replacement and/or upgrading of traffic signal hardware and/or software 	<p>Stormwater Pollution Prevention</p> <ul style="list-style-type: none"> <input type="checkbox"/> Street sweeping <input type="checkbox"/> Roadway storm inlet cleaning <input type="checkbox"/> Street side runoff treatment <input type="checkbox"/> Auto repair shop inspections <input type="checkbox"/> Managing runoff from Street/Parking lot impervious surfaces <input type="checkbox"/> Small capital projects such as vehicle wash racks for public agencies that include pollution runoff controls <input type="checkbox"/> Capital purchases for motor vehicle related runoff management and controls <input type="checkbox"/> Additional used oil drop off locations <input type="checkbox"/> Motor vehicle fluid recycling programs <input type="checkbox"/> Installation of new pervious surface medium strips in roadways

Briefly describe the project for which reimbursement is requested:

Identify the performance measure related to this project (see chart in Attachment B) that shows that this project benefited motor vehicles.

Describe the actual performance of the project based on the measurement previously identified.

Identify the specific benefits to motor vehicles (traffic congestion) or how the project addresses the negative environmental impacts of vehicles (stormwater pollution) as a result of implementing this project. Two examples of projects might be – “As a result of reducing the delay time at the intersection of X and Y streets, motorists are creating less air pollution and fuel consumption due to extended periods of engine idling. Motorists are able to reach destinations quicker, thereby making more efficient use of time.” “As a result of the removal of waste and pollutants from A, B, and C streets, toxic materials from motor vehicles will not be washed into the storm drains, thereby mitigating the polluting effects of vehicles, and debris on the roads will not be present to damage vehicles in the travel lanes or while parking.”

Additional Comments:

Certifications

1. I hereby certify that the expenses for which reimbursement is requested are for programs and/or projects that have a relationship or benefit to the motor vehicles that are paying the fee. This includes:

- Addressing motor vehicle congestion, and/or
- Addressing the negative impact on creeks, streams, bays, and the ocean caused by motor vehicles and the infrastructure supporting motor vehicle travel.

2. I hereby certify that the information contained in this Status Report and Request for Reimbursement is accurate and complete to the best of my knowledge.

By: _____ **Date:** _____

Name: _____ **Title:** City Manager

Copies of paid invoices must be included with this report in order to receive reimbursement. If you would like an electronic copy of these instructions and the reporting form, please send an e-mail to wmartone@co.sanmateo.ca.us.

C/CAG AGENDA REPORT

Date: September 25, 2006
To: Congestion Management and Environmental Quality Committee
From: Walter Martone
Subject: UPDATE ON THE 2020 PENINSULA CORRIDOR GATEWAY PROJECT
(For further information contact Walter Martone at 599-1465)

RECOMMENDATION

This item is for information only. No action is required.

FISCAL IMPACT

This study is jointly funded as follows:

- C/CAG = \$125,000
- San Mateo County Transportation Authority = \$125,000
- Santa Clara Valley Transportation Authority = \$250,000

SOURCE OF FUNDS

The funding that pays for C/CAG's contribution to the study comes from Federal planning funds provided to C/CAG by the Metropolitan Transportation Commission (MTC).

BACKGROUND/DISCUSSION

On April 11, 2002, the C/CAG Board entered into a Memorandum of Understanding with the San Mateo County Transportation Authority and the Santa Clara Valley Transportation Authority to jointly sponsor and fund a study to identify transportation improvements that would alleviate the traffic congestion created by individuals entering and leaving the Dumbarton Bridge in San Mateo County. C/CAG agreed to be the fiscal agent for the project.

Specifically this study was designed to identify and evaluate alternatives that would address the severe traffic problems that have been identified on University Avenue in East Palo Alto and the problems experienced by commuters residing east of the Dumbarton Bridge attempting to reach jobs in the Silicon Valley. The Study will provide information and analysis about short, medium, and long-range alternatives, but will not select projects for implementation. The project selection process will be conducted after the Study has been completed, and will involve extensive public participation and working with the various jurisdictions impacted. The "Proposed next steps for the Study and time frame" that is attached to this report, provides some information on how that decision-making will take place.

The major steps of the Study has included:

1. Identification of the full universe of potential alternatives to address the congestion.
2. Preliminary review of the alternatives to identify the major issues.
3. Detailed analysis of select alternatives and determination of additional analysis needed.

A Technical Advisory Committee and a Policy Advisory Committee for this Study was created with representatives of staff and elected officials from all of the jurisdictions in San Mateo and Santa Clara Counties that are likely to be affected by the Study. Also included on these Committees are representatives from regional agencies, environmental agencies, and the business community.

Planning Study Goals:

- Identify potential improvements to access existing land uses and enhance/promote economic opportunities
- Identify ways to optimize utilization of existing infrastructure and implement joint solutions to improve traffic flow, reduce congestion and reduce its impact to local communities
- Identify a structure for cost sharing for needed transportation infrastructure and service improvements
- Identify possible solutions that will minimize the environmental impact on the Baylands and habitat

The Study is close to completing its first phase, and will be followed with a second phase where some of the options already studied that have broad based support, may have implementation plans developed. It is also anticipated that additional project options will be evaluated.

ATTACHMENTS

1. Universe of Projects identified through the public input process. Project alternatives that have been studied in detail are noted with shading.
2. Proposed next steps for the Study and time frame.

**COMPLETE UNIVERSE OF PROJECTS IN THE
2020 PENINSULA GATEWAY CORRIDOR STUDY**

(Projects are NOT listed in any priority order)

ID Code	Potential Improvements
Highway 101	
A	Auxiliary Lanes from Embarcadero to Shoreline <ul style="list-style-type: none"> • Include flood control enhancements at creek crossings
B	Reconstruct Embarcadero/ Oregon interchange
C	Reconstruct San Antonio interchange and eliminate southbound on ramp at Charleston
D1	Widen freeway to 10 lanes (County Line to Shoreline)
D2	Widen freeway to 10 lanes + Aux Lanes (County Line to Shoreline)
E	Widen freeway to 10 lanes + Aux Lanes (Whipple to County Line)
F	Build elevated lanes above 101 from Woodside Road to 85/101 North project conform <ul style="list-style-type: none"> • Consider mixed-flow lanes or HOV/HOT lanes • NOTE: similar project profiled in Civil Engineering in June 2004
G	Improve local access across 101
Dumbarton Bridge to Highway 101	
H	Grade separations at Bayfront/Willow and Bayfront/University
I	Extend Bayfront Expressway to Woodside Road
J	Construct direct flyover connection between Bayfront/ Marsh and 101 north of Marsh
K	Elevated Direct Connections between Bayfront and 101 along Willow Road corridor <ul style="list-style-type: none"> • SEE Improvement CC
L	Elevated roadway along Dumbarton RR corridor between University and 101
M	New 101 South connection through East Palo Alto (Expressway south of University)

**COMPLETE UNIVERSE OF PROJECTS IN THE
2020 PENINSULA GATEWAY CORRIDOR STUDY**

(Projects are NOT listed in any priority order)

ID Code	Potential Improvements
N	New 101 South connection skirting East Palo Alto (Expressway/viaduct along edge of bay) <ul style="list-style-type: none"> • Direct connections at Bayfront Expressway (east of University) and Highway 101 (near Embarcadero/Oregon interchange) • Bridges over Hetch-Hetchy pipelines and Dumbarton RR • Skirt Ravenswood Open Space Preserve, Baylands, and Palo Alto Golf Course • 2- 4 lane viaduct, with piers designed to limit environmental impacts • Consider HOV-only or HOT-only usage
O	Tunnel beneath East Palo Alto <ul style="list-style-type: none"> • University Avenue to Highway 101(near Embarcadero/Oregon interchange) • Beneath Ravenswood Industrial Area and residential neighborhoods south of University
P	San Francisquito Creek Diversion Structure and Roadway (dual use tunnel facility)
P1	Route 101 flood control project potentially down Willow Road.
Willow Road	
Q	Signal Timing during peak travel periods <ul style="list-style-type: none"> • Consider adaptive or responsive operation • Install vehicle detection
R	Prohibit left turns during peak travel periods
S	Prohibit local cross traffic during peak travel periods
T	Exit/Entrance Right Turn pockets on Willow
U	Set back curb line one lane width from traveled way at driveways
V	Eliminate driveway access on Willow
W	Eliminate selected signalized intersections: <ul style="list-style-type: none"> • Newbridge St • Ivy Dr • Hamilton Ave

**COMPLETE UNIVERSE OF PROJECTS IN THE
2020 PENINSULA GATEWAY CORRIDOR STUDY**

(Projects are NOT listed in any priority order)

ID Code	Potential Improvements
X	Eliminate signalized intersections and allow right turns only on/off Willow
Y	Eliminate signalized intersections and prohibit any access from local streets
Z	Widen Willow one lane each direction
AA	Grade separations at selected intersections: <ul style="list-style-type: none"> • Newbridge St • Ivy Dr • Hamilton Ave
BB	Pedestrian over crossing at Ivy Dr (near Mid-Peninsula High School)
CC1	Elevated viaduct expressway structure <ul style="list-style-type: none"> • 2 lanes in each direction
CC2	Elevated viaduct expressway structure <ul style="list-style-type: none"> • 1 lane in each direction
CC3	Elevated viaduct expressway structure <ul style="list-style-type: none"> • Reversible 2 lanes
CC4	Elevated viaduct expressway structure <ul style="list-style-type: none"> • 3 lanes with reversible middle lane
DD1	Depressed expressway <ul style="list-style-type: none"> • 2 lanes each direction
DD2	Depressed expressway <ul style="list-style-type: none"> • 1 lane each direction
DD3	Depressed expressway <ul style="list-style-type: none"> • Reversible 2 lanes
DD4	Depressed expressway <ul style="list-style-type: none"> • 3 lanes with reversible middle lane
EE	Grade separations at all intersections (over crossings or under crossings)

**COMPLETE UNIVERSE OF PROJECTS IN THE
2020 PENINSULA GATEWAY CORRIDOR STUDY**

(Projects are NOT listed in any priority order)

ID Code	Potential Improvements
FF	Tunnel Expressway (maintain existing facility at grade)
GG	Modified depressed Expressway (surface frontage roads cantilevered inboard to minimize frontage impacts)
University Avenue	
HH	Signal Timing during peak travel periods <ul style="list-style-type: none"> • Consider adaptive or responsive operation • Install vehicle detection
II	Prohibit left turns during peak travel periods
JJ	Prohibit local cross traffic during peak travel periods
KK	Entrance/Exit Right Turn pockets on University
LL	Set back curb line one lane width from traveled way at driveways
MM	Eliminate driveway access on University
NN	Eliminate selected signalized intersections: <ul style="list-style-type: none"> • Bell • Runnymede • Kavanaugh
OO	Eliminate signalized intersections and allow right turns only on/off University
PP	Eliminate signalized intersections and prohibit any access from local streets
QQ	Widen University one lane each direction
RR	Grade separations at selected intersections: <ul style="list-style-type: none"> • Donohoe • Bay
SS1	Elevated expressway/viaduct along University corridor <ul style="list-style-type: none"> • 2 lanes each direction

**COMPLETE UNIVERSE OF PROJECTS IN THE
2020 PENINSULA GATEWAY CORRIDOR STUDY**

(Projects are NOT listed in any priority order)

ID Code	Potential Improvements
SS2	Elevated viaduct expressway structure <ul style="list-style-type: none"> • 1 lane in each direction
SS3	Elevated viaduct expressway structure <ul style="list-style-type: none"> • Reversible 2 lanes
SS4	Elevated viaduct expressway structure <ul style="list-style-type: none"> • 3 lanes with reversible middle lane
TT1	Depressed expressway <ul style="list-style-type: none"> • 2 lanes each direction
TT2	Depressed expressway <ul style="list-style-type: none"> • 1 lane each direction
TT3	Depressed expressway <ul style="list-style-type: none"> • Reversible 2 lanes
TT4	Depressed expressway <ul style="list-style-type: none"> • 3 lanes with reversible middle lane
UU	Grade separations at all intersections (over crossings or under crossings)
VV	Tunnel Expressway (maintain existing facility at grade)
WW	Modified depressed Expressway (surface frontage roads cantilevered inboard to minimize frontage impacts)

**Complementary ITS Elements
(to be included in project definitions as appropriate)**

XX	<i>Install traffic signal interconnect/communications infrastructure between Middlefield Road and 101</i>
YY	<i>Install transit signal priority to support high-patronage bus routes</i>
ZZ	<i>Install trailblazers and/or arterial CMS to provide route guidance information</i>
AAA	<i>Prepare Incident Management and Traveler Information Plan for Corridor</i>

**COMPLETE UNIVERSE OF PROJECTS IN THE
2020 PENINSULA GATEWAY CORRIDOR STUDY**

(Projects are NOT listed in any priority order)

ID Code	Potential Improvements
Other Potential Improvements Noted by Public and Others	
BBB	Study the possible designation of East Bayshore (San Antonio to University) as a reliever route to provide congestion relief and for incident management on Route 101 <ul style="list-style-type: none">• Improve operations at intersections• Install directional signage to help keep commuters off residential streets
CCC	Improve 101/ University interchange <ul style="list-style-type: none">• Construct southbound direct-connect off-ramp• Improve on-off connections for northbound traffic
DDD	Define residential traffic management elements that complement high priority capital improvements
EEE	Extend Central Expressway to Sandhill Road

Attachment 2

DRAFT NEXT STEPS PROCESS

The purpose of the 2020 Peninsula Corridor Gateway Study is to identify short, medium and long-range options for addressing traffic congestion problems relating to the approaches to the Dumbarton Bridge and Highway 101 between Routes 84 and 85. In the first phase of this Study a complete universe of potential roadway projects was established that was the result of community input, professional expertise, and ideas from the two oversight Committees for the Study and their respective Councils/Boards. All of the project ideas are being analyzed in order to produce basic and consistent information in order to look at each idea in comparison with each other idea. A limited number of the ideas have been studied more thoroughly, including the development of conceptual definition and engineering reports and diagrams.

The following steps will guide how the Study will progress and how the remaining project ideas included in the universe of projects will be addressed.

1) Establish 2020 Project Categories

Projects Already Analyzed Through the 2020 Study

- a) Staff will take all of the improvement ideas on the Universe of Projects that have already been studied through the 2020 Study or by other studies and place them in recommended categories.
 - i) Projects that should be studied further to resolve issues and identify mitigations that have been identified.
 - ii) Projects that are very long term in nature and should be studied further at a later date as part of future phases of the 2020 Study or other studies.
 - iii) Projects that appear to have clearly identifiable and immediate benefits, have general support, have a high likelihood of being fundable, and have the best cost/benefit ratio (for example Intelligent Transportation Systems such as ramp metering, real time traffic conditions and speeds, incident management, etc.). The 2020 TAC and PAC, and potential funding agencies should develop implementation plans for these projects.
 - iv) Projects that have been or will be referred to other more appropriate agencies for consideration and follow up.
 - v) Projects that do not appear to be consistent with the goals established for the 2020 Study, and/or there are more desirable projects under consideration that can produce the same benefits with less negative impacts.

Projects That Have Not Been Analyzed Through the 2020 Study

- b) Staff will take all of the improvement ideas on the Universe of Projects that have not been studied to date through the 2020 Study or by other studies and place them in recommended categories.
 - i) Ideas that should be studied as part of a second phase of the 2020 Study.
 - ii) Ideas that may be studied at a later date as part of future phases of the 2020 Study or other studies.
 - iii) Ideas that have been or will be referred to other more appropriate agencies for consideration and follow up.

- c) The 2020 TAC and PAC will review the work of staff in a) and b), and decide if changes should be made before it is made available for public comment.
- d) This step is anticipated to begin in September 2006 and be concluded in October 2006.

2) Solicit Public Input

Staff and the consultant will conduct one public hearing in each of the six cities in the study area to:

- a) Share all of the original public comments and show how each was taken into consideration when developing the universe of projects.
- b) Share the information on the categorization of projects developed under number 1).
- c) Present the detailed drawings and supplemental information prepared for the project alternatives that were studied in detail.
- d) Present the matrix of information developed on the entire universe of projects.
- e) Solicit comments from the public.
- f) Respond to questions from the public.
- g) This step is anticipated to begin in November 2006 and be concluded in December 2006.

3) Categorization of the projects.

- a) Present public input to the TAC and PAC.
- b) Staff and Consultants respond to requests for additional information from the TAC and PAC.
- c) The TAC develops recommendations for consideration by the PAC.
- d) The PAC develops a consensus on the categorization of projects.
- e) This step is anticipated to begin in January 2007 and be concluded in February 2007.

4) Solicit input and support from the partners in the Study

- a) Present the consensus of the PAC on the categorization of projects to the City Councils of each of the six cities, the Boards of the San Mateo County Transportation Authority, the Valley Transportation Authority, the City/County Association of Governments, Caltrans Management, and the Metropolitan Transportation Commission Management.
- b) Solicit input and support from these bodies.
- c) This step is anticipated to begin in February 2007 and be concluded in March 2007.

5) TAC and PAC provide direction for next steps

- a) Update the TAC and PAC on the outcomes of the presentations to the Cities and Boards.
- b) TAC develops recommendations for any changes to the categorization of projects.
- c) TAC develops recommendations for next steps.
- d) PAC decides on any changes to the categorization of projects.
- e) PAC decides on the next steps.
- f) This step is anticipated to begin in April 2007 and be concluded in May 2007.

6) The issues identified through the previous steps in the process will continue to be analyzed and addressed by the TAC and PAC

C/CAG AGENDA REPORT

Date: September 21, 2006
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Walter Martone
Subject: BICYCLE AND PEDESTRIAN SAFETY EVENT IN SONOMA COUNTY
(For further information contact Walter Martone at 599-1465)

RECOMMENDATION

This item is presented for information only. Please provide staff with direction to staff if you would like further information or follow-up.

FISCAL IMPACT

Not applicable.

SOURCE OF FUNDS

Not applicable

BACKGROUND/DISCUSSION

C/CAG and its various committees have expressed concern on a number of occasions about promoting bicycle and pedestrian safety. Attached is some information that was brought to the attention of staff by MTC Commissioner Sue Lempert and MTC Elderly and Disabled Advisory Committee member Marshall Loring about an event being held in Sonoma County to promote bicycle and pedestrian safety.

ATTACHMENTS

- Press Democrat article
- Flyer for "Take Back the Streets" rally

Article published - Aug 31, 2006

SR demonstration aims to make streets safer

Rally, march to educate about 'oblivious' drivers; seniors, disabled, children most at risk

By MARY CALLAHAN

THE PRESS DEMOCRAT

Les Parker had just recovered from two fractured ribs when a driver struck him in a Santa Rosa Avenue crosswalk last year and tossed him onto the hood of her car, breaking his bones all over again.

Parker, 65, said he thought he'd looked right in her eyes moments before she turned into the crosswalk, but the first thing she said upon exiting her vehicle was "Where did you come from?" he said.

"People are just oblivious," Parker said Wednesday as he crossed Mendocino Avenue, its four lanes jam-packed with bumper-to-bumper traffic and a throng of Santa Rosa Junior College students sometimes dodging and weaving to make their way safely across. "I'm saying this as a pedestrian and a bicyclist."

Hoping to sound the alarm that finally wakes up drivers, advocates for seniors, the disabled and anyone who travels by foot or bicycle are organizing a march and rally intended to raise awareness in a county dominated by vehicles.

Dubbed "Take Back the Streets," the downtown Santa Rosa event is scheduled for Oct. 3, a one-day demonstration that organizers hope will be part of a larger movement toward pedestrian and bicycle safety.

"There's just a real feeling that we have a crisis in some ways - that we have drivers out there who are not respecting pedestrians and bicyclists - and what we can do to reduce the number of deaths of pedestrians and bicyclists," said Shirlee Zane, chief executive officer for the Council on Aging and chief architect of the event.

Allan Brenner, chief executive of the Earle Baum Center of the Blind, one of many event co-sponsors, calls it the demise of common courtesy and said it's just plain dangerous out there.

He's already lost two canes to inattentive drivers who've run them over as he's entered crosswalks. "It's scary," Brenner said. "You know that one of those days one of those cars is going to bump into you or hit you."

Those most at risk are also society's most vulnerable: the aged, the disabled and children, organizers said.

In March, a blind and disabled Santa Rosa man named Ken Rossi was nearly killed when he was struck in his wheelchair on Montgomery Avenue. Last year, three were killed in pedestrian accidents and others hurt.

But Zane said the final blow for her was learning last month of a man who was sideswiped in his wheelchair by a hit-and-run driver. Jason Brownlie, 36, died in his sleep that night - not because of the crosswalk incident, but still agitated and angry, a happy man who died unhappy.

In part to remember him, The Council on Aging, the city of Santa Rosa and the Sonoma County Bicycle Coalition are planning a march from Old Courthouse Square to Juilliard Park, where they'll hold a rally and offer educational materials about making the streets safer.

At least 16 organizations that serve the needy, the disabled and seniors have signed on to co-sponsor.

"It's not about pointing the finger," Zane said. "We are the problem. It's every single one of us, and we need to look at how we drive, what we do when we come across a bicyclist or a pedestrian, and what our priorities are."

Last changed: Aug 31, 2006 © The Press Democrat.



COUNCIL ON AGING
SERVICES FOR SENIORS

"Take Back the Streets"

March & Rally

WHEN: Tuesday, October 3, 2006, 1:00 pm

WHERE: Courthouse Square and Juilliard Park,
Santa Rosa

Please join us in a march of seniors, disabled persons, children, and their loved ones coming together to create safer streets for pedestrians and bicyclists here in Sonoma County. Assembly time for march is 1:00 pm at Courthouse Square. A rally will follow in Juilliard Park featuring inspirational speakers, advocates and educational information on how we can become a safer community.



Co-sponsored by: City of Santa Rosa ~ Santa Rosa Junior College
~ St. Joseph Health Care System, Sonoma County ~ Southwest
Community Health Center ~ Community Housing Development Corp .of
Santa Rosa ~ Senior Advocacy Services ~ Earle Baum Center of the
Blind ~ Housing Advocacy Group ~ Neighborhood Alliance of Santa
Rosa ~ CRI (Community Resources for Independence) ~Redwood
Empire Council of the Blind ~ Becoming Independent ~ Sonoma
County Bicycle Coalition ~ Sonoma County District Attorney's
Office ~ Alzheimer's Association ~ Assemblyman Joe Nation -
Congresswoman Lynn Woolsey ~Kaiser Permanente ~ Verihealth Inc.
~ Church of the Incarnation

We will assemble at Courthouse Square and march down to Juilliard Park where there will be a rally. For more information please contact Council on Aging at (707)525-0143, ext. 112 or go to www.councilonaging.com.