

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

**MINUTES
MEETING OF February 23, 2015**

The meeting was called to order by Chair Garbarino in Conference Room C at City Hall of San Mateo at 3:00 p.m. Attendance sheet is attached.

1. Public comment on items not on the agenda.

None.

2. Approval of minutes of January 26, 2015 meeting.

Motion: To approve the Minutes of the January 26, 2015 meeting, Lewis/Pierce. Motion carried unanimously.

3. Receive a presentation on the SamTrans Bus Rapid Transit Study (Information).

Barrow Emerson, project manager at SamTrans, provided a brief presentation on the results of the El Camino Real Bus Rapid Transit (BRT) Phasing Study. The study, which was funded by a Caltrans planning grant, outlined various service concepts for BRT on El Camino Real and provided cost estimates and ridership forecasts for the concepts using the C/CAG-VTA travel model.

Barrow reported that, based on the results of the study, SamTrans will not be moving forward with implementation of BRT on El Camino Real in the immediate future. The study showed that although BRT increases ridership along El Camino Real, operational costs increase at a higher rate. In the near-term, SamTrans will continue to monitor the performance of the existing system and make minor service changes as needed. Additionally, the agency will work with Caltrans to allow for additional queue jumps at certain intersections along El Camino Real and C/CAG to leverage the Smart Corridor project and implement transit signal priority.

Member Pierce made reference to the feasibility study of express lanes on US-101 (the next item on the committee's agenda) and asked if SamTrans incorporated this work in its study. Barrow responded that the BRT study did not incorporate any assumptions about express lanes along US 101. He added that SamTrans does not have any immediate plans to restore the express routes that it took out of service following the economic recession in 2009. Member Pierce suggested that with BART and Caltrain reaching capacity in the peak hours, it would be useful for SamTrans to continue consideration of BRT and express buses to help address the traffic that has come with the booming economy.

4. Receive a presentation and provide comment on the San Mateo US 101 Express Lane Feasibility Study (Action)

Dr. Rick Dowling from Kittelson & Associates, Inc. provided a detailed presentation on the US 101 Express Lane Feasibility Study, which was jointly funded by C/CAG and the Metropolitan Transportation Commission (MTC). Prior to the presentation, Sandy Wong, C/CAG Executive Director, gave a brief introduction to Kittelson's work, referencing the Project Study Report (PSR) that C/CAG initiated of a "hybrid" carpool lane alternative for US 101 north of Whipple Avenue.

The presentation provided a high level assessment of two concepts for express lanes on US 101: (1) expanding the hybrid carpool lane alternative currently being studied by C/CAG to an express lane and (2) converting an existing general purpose lane to an express lane. The analysis provided cost estimates for the two concepts and an overview of their benefits based on Kittelson's analysis. The results of the study showed that implementing concepts (1) or (2) would be better than not doing anything at all; however, concept (2) was found to increase congestion in the remaining general purpose lanes, and concept (1) was found to only generate minor additional revenues to invest in further transportation improvements.

Following the presentation, committee members discussed the study results and the pressing need to address congestion along US 101.

Member Pierce asked whether the study considered charging for carpools and defining carpools as 3+ occupants rather than 2+ occupants. Dr. Dowling responded that this particular study did not evaluate that option. He added that there are many fewer 3+ carpools than 2+ carpools along US 101, on the magnitude of 10 to 1.

Member Aguirre asked about the assumptions that went into the study. Dr. Dowling responded that the study possibly underestimated the costs and benefits of the concepts because the model assumptions were prepared several years ago. He added that new modeling and cost estimates could be prepared during a more in depth study that would be performed at a later phase.

Member Bigelow commented on the need to address congestion on US 101 to keep businesses in the region. He suggested that C/CAG and the San Mateo County Transportation Authority (SMCTA) consider bonding against future revenues, partnering with the private sector, and looking into other alternatives to generate the funds to address the problem in the near term. He remarked that SMCTA's highway program and call for projects process would not generate the resources or solutions to address the problem in the immediate future.

Joe Hurley, Program Director of the SMCTA, was in attendance at the meeting and asked CMEQ members for feedback on potential fatal flaws of the express lane concepts under consideration. Members' responses included: A) Doing anything could be a fatal flaw; B) The potential for increased congestion under concept (2) could be a fatal flaw. CMEQ members also suggested the need for near-term implementation for early congestion relief.

5. Executive Director Report (Information).

Sandy Wong, C/CAG Executive Director, mentioned that the C/CAG Board approved a memorandum of understanding with SMCTA and SamTrans to complete an update of the Countywide Transportation Plan and that staff of the respective agencies would be embarking on this effort soon.

6. Member comments and announcements (Information).

Meeting adjourned at 4:20 pm.

The next regular meeting was scheduled for March 30, 2015.