

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

1:15 p.m., Thursday, January 19, 2017
San Mateo County Transit District Office¹
1250 San Carlos Avenue, 2nd Floor Auditorium
San Carlos, California

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA - Revised

- | | | |
|---|---------------|--------------|
| 1. Public comment on items not on the Agenda (presentations are customarily limited to 3 minutes). | Porter/Hurley | No materials |
| 2. Issues from the last C/CAG Board meetings (Oct/Nov/Dec 16; Jan 17): | Hoang | No materials |
| <ul style="list-style-type: none">• Approved – addition of \$6,950 for the C/CAG PDA Parking Policy Technical Assistance for SSF for a new total of \$103,950 and new Program Supplement project list• Approved – Funding for the County of San Mateo Coastside Beach Shuttle for \$78,563 in Measure A funds through the joint call for projects• Approved – Appointment of Ray Towne from SSF to the CMP TAC and Stormwater Committee• Approved – allocation of \$135,000 unspent federal funding from previous cycles to SMCOE to continue implementing the Countywide SRTS Program• Approved – MOU w/ SMCTA for implementation of the environmental phase of the US 101 Managed Lane Project.• Approved – Formation of a San Mateo Countywide Water Coordination Committee as a C/CAG committee• Approved – Agreement with MTC for receipt of \$70,000 for performance of Regional Carpool Program Complementary Activities• Approved – Appointments of public members Marina Fraser (HMB), Malcolm Robinson (San Bruno), Matthew Self (RWC), and David Stanek (San Mateo) to the C/CAG BPAC | | |
| 3. Approval of the minutes from September 15, 2016 | Hoang | Page 1-3 |
| 4. Review and recommend approval of the Draft Final San Mateo Countywide Transportation Plan 2040 (Action) | Hoang | Page 4-22 |
| 5. State Highway System Congestion and Safety Assessment (Information) | Hoang/Slavit | Page 23 |
| 6. Receive information and conduct discussion regarding a potential Regional Measure 3 (Information) | Wong | Page 24-31 |
| 7. Regional Project and Funding Information (Information) | Yu | Page 32-41 |
| 8. Executive Director Report | Wong | No materials |
| 9. Member Reports | All | |

¹ For public transit access use SamTrans Bus lines 260, 295, 390, 391, KX or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue. Driving directions: From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

2016 TAC Roster and Attendance								
No.	Member	Agency	Jan	Mar	Apr	Jun	Aug	Sep
1	Jim Porter (Co-Chair)	San Mateo County Engineering		x		x		
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x	x	x	x		x
3	Afshin Oskoui	Belmont Engineering	x	x	x	x	x	x
4	Randy Breault	Brisbane Engineering		x	x	x	x	x
5	Syed Murtuza	Burlingame Engineering	x	x	x	x	x	x
6	Bill Meeker	Burlingame Planning						
7	Sandy Wong	C/CAG	x	x	x	x	x	x
8	Brad Donohue	Colma Engineering	x			x		x
9	John Fuller	Daly City Engineering		x	x	x	x	x
10	Tatum Mothershead	Daly City Planning	x			x		x
11	Jeff Moneda	Foster City Engineering	x	x	x	x	x	x
12	Paul Willis	Hillsborough Engineering	x	x	x	x	x	x
13	Peykan Abbassi	Half Moon Bay	n/a	n/a	n/a	x		x
14	Justin Murphy	Menlo Park Engineering	x	x	x	x	x	x
15	Ray Chan	Millbrae Engineering	n/a	n/a	n/a	x	x	x
16	Van Ocampo	Pacifica Engineering	x		x			x
17	Jessica Manzi	Redwood City Engineering	x	x	x	x	x	x
18	Jimmy Tan	San Bruno Engineering	x	x		x	x	
19	Jay Walter	San Carlos Engineering	x	x	x	x	x	
20	Brad Underwood	San Mateo Engineering	x	x	x	x		x
21	Brian McMinn	South San Francisco Engineering	x	x	x	x	x	x
22	Billy Gross	South San Francisco Planning	x	x	x	x		x
23	vacant	MTC	n/a	x				
24	vacant	Caltrans						

CONGESTION MANAGEMENT PROGRAM (CMP) TECHNICAL ADVISORY COMMITTEE (TAC)

September 15, 2016
MINUTES

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices located at 1250 San Carlos Avenue, 2nd Floor Auditorium, San Carlos, CA. Co-Chair Hurley called the meeting to order at 1:15 p.m. on Thursday, September 15, 2016.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Jean Higaki, John Hoang, Eliza Yu – C/CAG; and other attendees not signed in.

1. Public comment on items not on the agenda.

None.

2. Issues from the last C/CAG Board meeting.

Approved. Member Walter inquired about status of the Smart Corridor project turn on and Member Oskoui asked that test runs be performed in coordination with Caltrans prior to activating the system. Staff responded that a meeting will be set up to provide stakeholders updates on the project prior to turn on.

3. Approval of the Minutes from August 18, 2016.

Approved.

4. Receive the Draft San Mateo Countywide Transportation Plan 2040

John Hoang introduced the item and Robert Vance, from DKS, presented the overview of the Plan, which is a comprehensive, long-range transportation strategy document that articulates objectives, goals, and policies. Key strategies include enhancing transit, optimizing existing roadway infrastructure, managing transportation demand, and improving ped/bike safety. Major initiatives include integration of land use and transportation, implementing managed lanes on US 101, integration with BART/Caltrain/HSR, BRT and TSP, expansion of express bus and commuter services, arterial management, complete streets, and highway performance assessments. Three public outreach meetings are scheduled for September at the cities of South San Francisco (9/27), Pacifica (9/28), and Menlo Park (9/29). Some comments have already been received and additional comments and feedback are expected through the public review process.

Member Breault requested for clarification regarding the comments on policies to allocate funding based on mode share targets. Response was that there are no plans to shift funding between modes. Member Murtuza asked questions regarding the purpose of the document, what happens to the project list, and how are comments received be responded to. Response is that the CTP will provide context regarding transportation in San Mateo County that will feed into the RTP. Comments will be summarized and response provided. Updates to the document will be made as necessary. The project list is the RTP project list previously submitted to MTC. There are no plans to modify the project list. In addition, there is no project prioritization. Outreach meeting locations are identified on the flyer and a correction

was made to the location of the SSF meeting. It was pointed out that there were no meetings scheduled for the central part of the county.

5. Review and recommend approval of the C/CAG Priority Development Area Parking Policy Technical Assistance Program List of Projects

Jeff Lacap the updated list of projects that includes a total of \$238K (correction from the staff report) for the cities of San Bruno (\$109,000), Redwood City (\$50,000), and San Mateo (\$79,000). Member Breault asked for a description of the previously funded project in SSF. As described by Member McMinn, the project looked at the downtown specific plan and what the build out and parking demand would be to provide direction on setting parking rates and duration as well as needs for parking and parking structures.

6. Review and recommend approval of the funding recommendation for the County of San Mateo Coastside Beach Shuttle for FY 16/17 and FY 17/18 in an amount of \$78,563 in Measure A Transportation funds through the San Mateo County Shuttle Program Joint Call for Projects

Joel Slavit, Manager of Programming and Monitoring from the TA, presented the funding recommendations for the Coastside Beach Shuttle. The County of San Mateo submitted a revised application with new proposed route and schedule and subsequently was recommended for funding by the Shuttle Evaluation Panel. The shuttle is a weekend shuttle.

7. Receive an update of the US 101 Managed Lane Project

Vice-chair Hurley reported that the different scenarios are being analyzed through a traffic analysis effort, which is underway and the results of the study will be brought back to the TAC. The environmental process is underway and the scoping meeting is planned for late October 2016. The duration of the environmental process is expected to be 28 months. Approximately \$2-3 million in private funding is being provided towards the \$11.5 million environmental process. There are potential federal funds that may come to the project and the team is looking to advance the project as feasible.

Sandy Wong, C/CAG Executive Director, added that there has been much interest from the public so we will make sure the TAC is informed. We will consider inviting the consultant to a future meeting to present on the project and provide more details and encourage the TAC's engagement in the project and represent the various cities.

Some discussions were as follows:

- Without adding a lane on 101, how will there be benefit? In addition, funding from the management lane will go towards non-highway improvements or transit. We need to know more about the project to be able to provide feedback and input.
- C/CAG and TA are co-sponsors, in addition to Caltrans and other state agencies are involved with the project.
- There will be concerns to traffic patterns and impacts to roadways such as Ralston Avenue and SR 92 due to trip distribution off the freeways onto local roads.
- Existing congestion at 3rd Avenue during peak periods are already affecting local streets.
- Hurley also mention that there is an express bus that is also currently being studied and under consideration
- There are issues with whether the HOV will be 2+ or 3+
- What metrics or criteria that are being considered in the analysis, such as going from LOS to VMT.

- Project includes conversion of HOV lane south of Whipple. The whole stretch is 22 miles.
- Santa Clara County lane configuration is has 2 HOV lanes and 3 general purpose lanes currently and will add one managed lane

8. Discussion Regarding the Update of Plan Bay Area 2040

Jean Higaki presented a handout on the MTC/ABAG Plan Bay Area 2040 including information on the previous Motion 2035 (adopted 2009) and the current Plan Bay Area (adopted 2013) with regards to committed and discretionary funds and funding for local road maintenance. The draft Plan Bay Area 2040 includes a total of \$309 billion (\$216 billion committed, \$74 billion discretionary, and \$19 billion expected in local ballot measures in November 2016). Higaki presented a comparison between the three plans and indicated that MTC is in the process of adopting the Plan Bay Area 2040 (targeted for 2017), therefore, MTC staff is seeking input on the draft investment strategy by the end of October 2016.

Through discussion, the TAC members indicated that city representatives need to speak up and collectively provide comments to MTC during the comment period (September/October). It was also encouraged that city representatives attend the MTC committees and speak at the podium to address their issues and concerns. It was requested that information presented at this meeting be shared with the TAC members.

9. Regional Project and Funding Information

Eliza Yu provided information on the FHWA inactive projects as listed on the Caltrans' site, project delivery deadlines and the PMP Certification status. The OBAG Grant 2 was released on September 12, 2016. There will be a workshop planned for September 29th. Applications are due November 18, 2016.

10. Executive Director Report

Sandy Wong, Executive Director, reported that in August, C/CAG submitted a grant application for the DOE's alternative fuel grant opportunity. With the Smart Corridor construction phase near completion, C/CAG staff will reconvene the Smart Corridor Stakeholders Group in the next month to address ongoing operations and maintenance issues.

11. Member Reports

Member McMinn announced that his last day at the City of South San Francisco will be October 7th and that he will be the new Public Works Director at the City of Marina. Member Moneda shared Foster City's experience working with Caltrans in making safety improvements in response to citizens proposed solutions to local street traffic congestion mitigation near SB 101 near SR 92 and Fashion Island area.

Meeting adjourned.

C/CAG AGENDA REPORT

Date: January 19, 2017
To: Congestion Management Program Technical Advisory Committee (TAC)
From: John Hoang
Subject: Review and recommend approval of the Final Draft San Mateo Countywide Transportation Plan 2040

(For further information or response to questions, contact John Hoang at 650-363-4105)

RECOMMENDATION

That the TAC review and recommend approval of the Final Draft San Mateo Countywide Transportation Plan 2040.

FISCAL IMPACT

\$185,000

SOURCE OF FUNDS

C/CAG Transportation Fund; San Mateo County Transportation Authority (TA); SamTrans

BACKGROUND

Per State legislation, Bay Area counties are authorized to develop Countywide Transportation Plans (CTPs) on a voluntary basis. California Government Codes suggests the content to be included in CTPs, the relationships between the CTP and Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) and between the CTP and the county's Congestion Management Plan (CMP).

The CTP is intended to provide a long-range comprehensive transportation planning document that establishes a framework to systematically address transportation goals and objectives and promote consistency between transportation plans and programs within San Mateo County. The long-range transportation planning context is important given the complexity of the transportation system.

C/CAG adopted its first CTP in 2001 (CTP 2010). The process of updating the CTP was initiated in 2010, in which C/CAG staff worked closely with a Working Group consisting of city planners and other key stakeholders to develop various components of the CTP. C/CAG staff continued efforts to develop the draft CTP in 2012, utilizing materials generated from earlier work. The CTP work was put on hold due to the anticipated update of the Metropolitan Transportation Commission's (MTC's) CTP Guidelines, which was issued in September 2014.

C/CAG developed the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040) following the MTC Guidelines. These guidelines do not require C/CAG to conduct its own environmental analysis for the SMCTP 2040. The SMCTP 2040 focuses on visions, goals, and policies for the transportation system and Appendix B of the document incorporates the RTP project list for San

Mateo County. That list of projects was developed through a separate process in partnership with San Mateo County agencies and MTC as part of the Plan Bay Area update. However, the SMCTP 2040 is not an explicit project approval document that directs a specific course of action on a project. As such, the SMCTP 2040 does not propose project approvals and is therefore, according to state statutes and case law, not subject to CEQA. However, individual projects listed in the SMCTP 2040 will independently follow project development processes in accordance to applicable environmental and regulatory approval processes.

Development Oversight

In February 2016, C/CAG executed a Memorandum of Understanding (MOU) with project partners TA and SamTrans to update the San Mateo Countywide Transportation Plan, referred to as the SMCTP 2040. A Project Team, comprised of key staff from C/CAG, TA, SamTrans, and Caltrain, was established to provide overall guidance and direction to the consultant towards the development of the SMCTP 2040. In addition to the Project Team, the Congestion Management and Environmental Quality (CMEQ) Committee, designated as the Policy Advisory Committee (PAC), serves in an advisory role to ensure that the SMCTP 2040 is developed in a comprehensive manner taking into consideration shared goals and varying perspectives.

Project Team meetings and PAC meetings were held throughout the development process in addition to presentations to the C/CAG Congestion Management Program Technical Advisory Committee (TAC) and the C/CAG Board. The Project Team held a total of six meetings in February, March, May, June, October, and November of 2016. The PAC met in April and June of 2016 with the final PAC meeting planned for January 2017. Presentations were provided to the C/CAG Board and TAC in August and September of 2016.

SMCTP 2040 Update Process

The SMCTP 2040 comprises of the following transportation related program areas: Land Use and Transportation Linkage, Roadway System, Bicycle and Pedestrians, Public Transportation, Transportation System Management, Parking, Modal Connectivity, and Goods Movement, as well as financial considerations. Each program areas include background descriptions, identification of issues, and a framework that addresses specific vision, goals, policies, and objectives.

Project Team meetings were held regularly during the development process to prepare materials for the PAC review and subsequent presentations to the TAC, Board, and public. For its initial meeting on April 25, 2016, the PAC received the draft SMCTP 2040 vision, goals, and policies for each of the key program areas mentioned above. Individual comments received from the PAC and the sections were revised and updated accordingly. The PAC, at the second meeting on June 27, 2016, received the Preliminary Draft SMCTP 2040 for review and discussion.

The C/CAG Board, on August 11, 2016, received a status update of the development process for the San Mateo Countywide Transportation Plan and received general information about the challenges and opportunities, the approach in addressing key strategies, program areas, and major initiatives to be addressed as part of the CTP update. The TAC received the same status update at its August 18, 2016 meeting. At the September 8, 2016 meeting, the C/CAG Board received a presentation with details on the individual program areas and a summary of key topics that were taken into consideration in the development process and was provided a copy of the Preliminary Draft SMCTP 2040. The TAC, at its September 15, 2016 meeting was provided the draft SMCTP 2040 and update of the planned public outreach phase.

Public Outreach

As part of the public outreach process, a project webpage was created for posting information regarding the SMCTP 2040 project including the draft document for review and receiving comments online. Notices regarding the availability of the draft SMCTP 2040 for review and comment period were also posted in local newspapers. Public workshops were held in South San Francisco (9/27/16), Pacifica (9/28/16), and Menlo Park (9/29/16). Presentations of the Draft SMCTP 2040 were also provided to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) and San Mateo County Bicycle and Pedestrian Advisory Committee (SMCBPAC) in October 2016. Deadline for public comments was October 31, 2016.

C/CAG received comments from individual public members, public agencies, and organizations. Comments were received through the following sources: 1) Project website (Survey Monkey) – 36 responses and 26 written comments; 2) Public workshops – 36 individuals signed in, 62 written comments; and 3) Letters/E-mails – 31 letters and emails were received. To categorize the wide array of comments from the public, themes were developed to group similar comments together. The themes included the following:

- Setting VMT and GHG reduction targets/measures as part of the plan
- Setting mode share targets for bicycles and transit
- More focus on Safe Routes to School
- Vision Zero policies – countywide policy or support policies at local jurisdictions
- Project and funding to achieve modal balance objectives
- Information on stormwater pollution prevention
- Information on climate change and sea level rise
- Role of BART in San Mateo County (TOD/station development, Core Capacity, Transbay crossing, funding support)
- Projects and initiatives in development (Baylands PDA, Geneva-Harney BRT, Muni extension to Daly City, Express bus service, High Speed Rail and Caltrain modernization)
- Equity analysis
- Public input and approval process
- Incorporation of shared, electric, connected and automated vehicle technologies
- Financial analysis
- Performance measures
- Bicycle and pedestrian safety
- Improved transit service / multimodal options
- General comments/Other suggestions/Corrections

The comments were compiled, organized, and responses were included in Appendix E of the Draft Final SMCTP 2040 (attachment). The complete list of comments is attached to this staff report also.

Key changes to the Draft SMCTP 2040 include the following:

- Deletion of the “Congestion and Safety Performance on Regionally Significant Corridors” section (originally a placeholder as Appendix D in the Draft SMCTP 2040). It was determined that this information developed to assess performance of the existing condition for the state highway network was deemed more applicable to be presented as a separate study. Furthermore, this assessment does not impact any policies identified in the SMCTP 2040. However, the SMCTP 2040 draw relevant data up that assessment and make reference to it.

- Addition of Appendix F, “Equity Analysis”. This analysis assesses the equity implications of the transportation projects included in the SMCTP 2040 and identify the impact on disadvantaged communities as a result to implementing the plan.
- Addition of Appendix E, “Responses to Public Review Comments”
- Addition of Appendix D, “Abbreviations and Acronyms”

With the TAC’s recommendation, staff will present the Final Draft San Mateo Countywide Transportation Plan 2040 to the PAC at its January 30th meeting for review and recommendations and plan to present to the C/CAG Board on February 9th and/or March 9th for adoption.

ATTACHMENTS

- Summary of public comments on the Draft SMCTP 2040
- Final Draft SMCTP 2040

(The document is available online at the C/CAG website at:

<http://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>)

Comments on the Draft CTP 2040
As of 11/30/16

No.	Date	From	Theme	Comment Type	Comment	Response	
1	10/31/2016	Val Joseph Menotti, BART	Investment in BART in San Mateo County	Funding Request	Support funding of BART Rehabilitation Projects: BART requests that San Mateo support funding of BART rehabilitation projects over the coming decades, and this should be reflected in the Countywide Transportation Plan.	The projects listed in Appendix B of the CTP are the result of the Regional Transportation Plan (RTP) update process. There were no projects identified for the RTP update specific to rehabilitation of BART facilities in San Mateo County, however, these could be considered in future updates to the CTP and RTP.	
				Add content to the document/suggested revisions	Include a new section in Chapter 1 under the subheading of "Challenges and Opportunities" entitled "Core Capacity Transit".	The requested revisions were made to the extent possible.	
					Add illustrations to Page 21, "Travel within the county is expected to increase less in percentage terms than travel into and out of the county, a 19% increase in internal trips compared to a 24% increase in trips into and out of the county. One of the areas of highest percentage growth is in transit trips into and out of San Mateo County, a 67% increase."	The requested revisions were made to the extent possible.	
					We recommend the inclusion of Contra Costa County in Tables 11-13 on page 20.	The requested revisions were made to the extent possible.	
					On page 8, it should also mention improved bike and pedestrian access, change of land use (TOD), and TNCs as access solutions.	The requested revisions were made to the extent possible.	
					Revise TOD language on Page 29. Refer to BART's TOD Policy.	The requested revisions were made to the extent possible.	
					Page 29: the plan should stress the importance of locating planned San Mateo job growth within close proximity to regional rail stations to increase the likelihood of employees commuting via public transportation.	The requested revisions were made to the extent possible.	
					In Chapter 8, BART's planned capital investments that will allow for improved service should also be mentioned.	The requested revisions were made to the extent possible.	
					Page 63: Increased travel times and frequency are on the horizon for both BART and Caltrain. However, we need to do better with establishing customer-focused schedules and integrated fare media. A countywide policy statement on coordinated rail schedules is important.	The requested revisions were made to the extent possible.	
					Chp 14's "Fix-it-First Policy" paragraph: The first sentence in this paragraph should be changed, "dedicated to roadway and transit rehabilitation." Also add change to last sentence of paragraph, "state highway system and support continued funding of the federal formula funds for transit rehabilitation."	The requested revisions were made to the extent possible.	
2	9/16/2016	Mark Bauhaus, Resident of San Carlos	Information on climate change and sea level rise	Add content to the document	Can the plan include projections of risks/adaptions required and funding needed to address [climate change and sea level rise] starting in 2020 and onward?	Information and policies related to climate change and sea level rise can be considered in future updates of the CTP.	
				Other suggestions	Add content to the document	Can there be more explicit treatment of recreational bicyclists in the plan who jam the hills and small roads on weekends?	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
				Other suggestions	Add content to the document	Can the plan explicitly encourage or include best practices for one-way roads, street "furniture", and wide crossings at places like transit malls to encourage even more pedestrian friendly communities?	Thank you for your suggestion. This can be considered in future updates of the CTP.
3	10/31/2016	Jeffrey Heller, President of Heller Manus Architects & Co-Chair of Bay Area Council Transportation Committee	Projects and initiatives in development	Comment on document content	The San Mateo Plan would have the ability to plug into long range regional and peninsula transportation plans which will likely evolve over the next few years. This will include an emphasis on rail and light rail and ferry options in addition to various road related systems.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.	

No.	Date	From	Theme	Comment Type	Comment	Response
4	11/14/2016	Liz Scanlon, Caltrain Planning Manager	Projects and initiatives in development	Add content to the document	Page 62, New Transit Services: add " Caltrain has future plans for capital projects including Caltrain Modernization Phase 2, which consists of conversion to a fully electrified 8-car fleet; platform extensions or modifications to support the 8-car electric fleet; and level boarding at all Caltrain stations".	The requested revisions were made to the extent possible.
			Projects and initiatives in development	Add content to the document	List of Projects Appendix: Include JPB/Caltrain projects, there are several that were submitted to MTC.	The requested revisions were made to the extent possible.
5	10/12/2016	Paul Hernandez, Transportation Electrification Policy Manager				No comment was received
6	10/31/2016	John Ford, Commute.org Executive Director	Corrections	Revisions to the document	Change "Peninsula Traffic Congestion Relief Alliance" to "Commute.org". Similarly, references to the shortened name "Alliance" should be changed to "Commute.org".	The requested revisions were made to the extent possible.
			Corrections	Revisions to the document	Page 75: Photo of Commute.org shuttle should be updated with the most current shuttle design (contact us if you need photos)	The requested revisions were made to the extent possible.
			Projects and initiatives in development	Revisions to the document	Page 75: TDM section includes a reference/footnote to our Strategic Plan – there is an updated Strategic Plan as of June 2015.	The requested revisions were made to the extent possible.
			Incorporation of shared, electric, connected and automated vehicle technologies	Comment on document content	Technology is at the core of advancements in TDM strategies and Commute.org is embracing that technology and promoting its adoption by employers and commuters in San Mateo County	The CTP is supportive of technologies, policies and initiatives that improve safety and efficiency for all users of the transportation system. Information on new technologies and initiatives can be considered in future updates of the CTP.
			Setting VMT and GHG reduction targets/measures	Comment on document content	We support the increased use of VMT and VMT per capita for determining environmental impact	Goals to reduce to per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
			Other suggestions	Comment on document content	We strongly encourage the use of person throughput as the primary measure of roadway effectiveness rather than vehicle throughput – e.g. a bus carrying 40 passengers is perhaps 40X more effective than a SOV	Thank you for your suggestion. This can be considered in future updates of the CTP.
			Corrections	Add to document	The Bay Area Commuter Benefits Program (BACBP) has recently been signed into law permanently (SB1128).	The requested revisions were made to the extent possible.
			Other suggestions	Comment on document content	San Mateo County should take a leadership role in adopting/accepting the impact of connected and automated vehicles (CV/AV) as it becomes commercially viable and safe	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Incorporation of shared, electric, connected and automated vehicle technologies	Comment on document content	We believe that electric bicycles (EBs) will significantly increase the use of bicycles for commute trips as the technology improves and the pricing for EBs drops.	The CTP is supportive of technologies, policies and initiatives that improve safety and efficiency for all users of the transportation system. Information on new technologies and initiatives can be considered in future updates of the CTP.
			Corrections	Add to document	Shuttle Services: It warrants mentioning that the shuttles also provide first/last mile service to residential neighborhoods that are located near or along the routes that serve employment centers	The requested revisions were made to the extent possible.
Other suggestions	Add to document	Page 77: TDM Objectives could include: Support, track and reward commuters who opt for alternatives to driving solo (e.g. implementing rewards based incentives like we are doing with the tools on my.commute.org); Make significant and lasting changes to the percentage of solo occupant vehicle commute trips to, through, or from San Mateo County (important to recognize that our TDM efforts cannot ignore those who commute "through" our county – e.g. SF to Silicon Valley – reaching those commuters and employers is challenging given the limitations of our county specific program)	The requested revisions were made to the extent possible.			
7	10/31/2016	Adam Cozzette, Resident of San Bruno	Setting VMT and GHG reduction targets/measures	Comment on document content	The plan seems to justify some projects on the basis of LOS which is an outdated metric. Two problems with it are that it ignores non-automobile modes of transportation and also that it considers only peak traffic.	The need to improve multimodal transportation is a major theme of the CTP. Mode shift targets are not established in the plan, but the forecast growth trips by mode for 2040 (see chapter 2) reflects the transportation investments proposed in the RTP and the CTP.
8	10/31/2016	Adina Levin, Friends of Caltrain & Chris Lepe, Transform	Setting VMT and GHG reduction targets/measures		The plan's goals lack SMART performance objectives. C/CAG should set measurable goals and objectives, focus its investments to reach those goals and objectives, and report their progress to the public.	The need to improve multimodal transportation is a major theme of the CTP. Mode shift targets are not established in the plan, but the forecast growth trips by mode for 2040 (see chapter 2) reflects the transportation investments proposed in the RTP and the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
			Projects and funding to achieve modal balance objectives		There's a mismatch between the stated vision, CTP goals, and the proposed spending in Chp 14 and Appendix B.	The projects listed in Appendix B of the CTP are the result of the Regional Transportation Plan (RTP) update process. New projects were not developed as part of the CTP, but can be considered in future updates to the RTP and CTP.
			Financial analysis		There is no data or discussion about what the proposed spending allocation and the types of projects proposed will mean for climate, health, safety, or congestion levels in San Mateo County. There are no dollar figures for how much the transportation projects in Appendix B will cost nor any discussion about the cost effectiveness or performance indicators of the selected projects in meeting the vision and goals of the plan. It is difficult to determine what the spending priorities are in regards to mode within the text of the plan. Spending in the plan should be broken down by category, such as transit capital, transit operations and maintenance (O&M), roadway capacity increases, roadway maintenance, TDM, bicycle, and pedestrian funding.	The discussion of transportation funding and finances in the CTP is based on high-level information. Additional financial analysis can be considered in future updates of the CTP.
			Public input and approval process	Comment on public outreach	The public process for obtaining input on the plan was insufficient. The three poorly publicized, poorly attended public input meetings were all held within the same week once the draft plan was already developed. The meetings were announced with only two weeks notice and none of the meetings were held in communities of concern.	In addition to the public meetings, comments were accepted through the C/CAG website and via email to C/CAG staff. The plan will follow a process for adoption through the CMP Technical Advisory Committee and CMEQ Committee, with final approval by the C/CAG Board. These meetings are public and notices of upcoming meetings are posted on the C/CAG website.
			Setting VMT and GHG reduction targets/measures	Add to document	We recommend creating quantitative goals and timelines to reduce VMT and GHGs per capita in order to meet the goals of SB32. Use VMT/GHG reduction as a goal in setting priorities within the budget, ensuring the most return on investments. (see tab 8 for more details)	Goals to reduce to per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
			Performance measures		In order to improve mobility in a space-efficient and climate-friendly way, the plan needs more specific goals and metrics. (see tab 8 for more details)	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.
			Performance measures		To improve access, the plan needs: <ul style="list-style-type: none"> • Metrics and targets to assess and improve access - e.g jobs accessible within 45 minute transit commute (p. 31) • Quantitative targets for bringing housing closer to jobs and services (p. 31) • Quantitative targets for improving jobs/housing fit so that the burden of long-distance commuting falls less disproportionately on low-income residents of the region 	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.
			Equity analysis		The plan should include an equity analysis, equity strategy (include priorities in CBTPs and fully fund them), conduct a more inclusive public engagement process.	An Equity Analysis was developed as a supplement to the CTP.
			Vision Zero		Set a Vision Zero goal and policies, set complete street goals (incorporate green stormwater infrastructure into complete street goals), set specific goals for housing near transit and services	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
9	9/16/2016	Mary Kay Glassman, Resident	Public input and approval process	Questions on document	What is the best way for me to stay aware of developments? This is such an important and impactful plan that will affect all residents.	In addition to the public meetings, comments were accepted through the C/CAG website and via email to C/CAG staff. The plan will follow a process for adoption through the CMP Technical Advisory Committee and CMEQ Committee, with final approval by the C/CAG Board. These meetings are public and notices of upcoming meetings are posted on the C/CAG website.
10	10/31/2016	Jonathan Kass, Office of Nicholas Josefowitz & District 8 BART Director	Investment in BART in San Mateo County	Add to document	Commit to fully funding BART infrastructure, operations and new rail cars (see tab 10 for more details)	The projects listed in Appendix B of the CTP are the result of the Regional Transportation Plan (RTP) update process. There were no projects identified for the RTP update specific to rehabilitation of BART facilities in San Mateo County, however, these could be considered in future updates to the CTP and RTP
			Projects and initiatives in development		Directly address the transbay transit rail crossing constraint (see tab 10 for more details)	The requested revisions were made to the extent possible.

No.	Date	From	Theme	Comment Type	Comment	Response
			Projects and initiatives in development		Plan for dedicated bus and shuttle access from the East Bay (see tab 10 for more details)	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Other suggestions		Identify specific policies that will deliver TODs at the County's major transit nodes (see tab 10 for more details)	The requested revisions were made to the extent possible.
			Performance measures		Improve performance metrics around reduced automobile dependence, TOD and sustainable transportation (see tab 10 for more details)	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.
11	9/30/2016	Jen Wolosin, Resident of Menlo Park	SRTS	Add to document	The CTP needs to prioritize SRTS, accommodate for bicyclists and pedestrians on local roads, incorporate multi-jurisdictional cooperation (fix roads in cross multiple jurisdictions ie. Colman Ave), bicycle objectives should be included in SRTS maps for each public school in SMC, pedestrian objectives should include crossing guards at every dangerous intersection near a school, public transportation objectives should include increased busing of children at school, TSM objectives should include SRTS and complete street elements, and set up a grant program that covers crossing guards.	Additional information on Safe Routes to School was added to the discussion of Bicycles and Pedestrians and their policies.
12	10/14/2016	Harold Schapelhouman, Fire Chief of Menlo Park Fire Protection District	Other suggestions	Add to document	Page 3, 6-7: Include language on public safety and emergency services/response	Thank you for your suggestion. This can be considered in future updates of the CTP.
			Projects and initiatives in development		Page 7-8: Smart growth decisions lacks involvement of public safety first responders (ie. Electrification of Caltrain)	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Projects and initiatives in development		Managed Lanes on the 101: Supports managed lanes but feels that it sacrifices roadway shoulders for motorists to safely pull over in an emergency.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Other suggestions		Bus Rapid Transit or Transit Signal Priority: Traffic pre-emption should be looked at from a public safety benefit. We anticipate spending \$60,000 on pre-emption devices to all traffic signals in Atherton & Menlo Park.	Thank you for your suggestion. This can be considered in future updates of the CTP.
			Other suggestions		Pg 38-39 (Issues - Congestion): Traffic Congestion, as it relates to first responders and the delivery of essential emergency services, that then creates delays that increases critical response times that could threaten public safety and acceptable incident outcomes. This needs to be factored into actual decision making as it applies to our roadways and transportation challenges. Reliability: Reliability is directly related to congestion which is often compounded by vehicle accidents that cause 40 – 50% of the disruptions. Emergency first responders are directly involved with the response to, and mitigation of, these types of incidents, yet they are not mentioned anywhere in this document.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Other suggestions		Pg 54-55 (Pedestrian Environment Vision, Goals & Policies): This section should be expanded to include both the Fire Service and public/private ambulance transportation elements. It should also include strategies on yielding to first responders when driving, bicycle safety and survival and proper and acceptable roadway designs for emergency first responders needed to protect the health and safety of the community.	Thank you for your suggestion. This can be considered in future updates of the CTP.
			Projects and initiatives in development		Complete Streets - Grand Blvd: Lacks emergency first responder partners and lacks participation from public safety professionals (information tool box). (see tab 12 for more details)	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
13	11/4/2016	Anne Olivia, Mayor of Millbrae	Other suggestions	Add to document	The CTP 2040 has failed to properly assess and describe the significance of the Millbrae Intermodal Station ("Station"), nor has it mentioned the significant planning effort the City has made in updating the Millbrae Station Area Specific Plan to provide for increased development density (including housing) adjacent to the Station. The Station and the development planned adjacent to it is grossly undervalued and understated. There is a single reference to the Station (on page 85 of the draft), but it fails to mention the future arrival of High Speed Rail. Therefore, Millbrae is requesting that C/CAG re-evaluate and reassess the treatment of the Station and the adjacent Millbrae Station Area Specific Plan (MSASP) Area in CTP 2040 in order to properly reflect the importance and value of the Station to the entire San Mateo County transportation system.	The requested revisions were made to the extent possible.

No.	Date	From	Theme	Comment Type	Comment	Response
14	9/26/2016 & 10/31/16	Shawn Karl Mooney, Resident of City of San Mateo	Public input and approval process	Comment on public outreach	Did not like that Appendix D was not included. Requested for the public review period to be extended.	In addition to the public meetings, comments were accepted through the C/CAG website and via email to C/CAG staff. The plan will follow a process for adoption through the CMP Technical Advisory Committee and CMEQ Committee, with final approval by the C/CAG Board. These meetings are public and notices of upcoming meetings are posted on the C/CAG website.
			Other suggestions	Comment on document content	CTP 2040 is inadequate because it does not address the urgent transportation standards needed as described in Government Code Section 66540-66540.9 and 67500.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Other suggestions	Revision to document	The Water Emergency Transportation Authority (WETA) proposed south bay expansion plan of bay ferry service to the Port of Redwood City is not projected to meet WETA minimum ridership models until after 2035.	The requested revisions were made to the extent possible.
			Projects and initiatives in development	Comment on document content	CTP 2040 does not adequately describe existing traffic conditions, building boom nor the projected build out plans on/near the SR 92/101 corridor.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Projects and initiatives in development	Suggestion	The plan does not consider traffic mitigation via Bay Ferry Service at Werder Pier in Foster City, or the urgent need for emergency transportation. Request for a Foster City Ferry Terminal to be included with the Redwood City terminal project and include disaster/safety elements.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
15	11/3/2016	Jessica Manzi, Redwood City's	Other suggestions	Revisions/Additions to document	Change cover photo to display multi-modal transportation more, revise/expand on pages 12, 24, 39, 46, 54, 63, 65, 73, 76, 95, Appendix A & C (see tab 15 for details)	The requested revisions were made to the extent possible.
16	10/31/2016	Rosanne Foust, President of SAMCEDA	Other suggestions	Comment on document content	We strongly encourage you to build on four key areas in the near and long term: TSM and ITS, "Right-Sizing" parking provisions and zoning codes, expanded public and ferry service between SF, the Peninsula and the East Bay, and dedicated funding sources for Caltrain and Samtrans.	Thank you for your suggestions. These can be considered in future updates of the CTP.
			Other suggestions	Suggestion	Make it a priority to collaborate and work with regional partners to work on projects such as bus rapid transit on the 101, connecting BART and Caltrain, etc.	Thank you for your suggestion. This can be considered in future updates of the CTP.
17	10/26/2016	Joseph A LoCoco, Deputy Director of Road Services for SMC	Projects and funding to achieve modal balance objectives	Comments and revisions	Public Works Dept: Individual locations often have unique circumstances and that site specific plans must consider those circumstances in order to ensure that communities are able to retain or develop a dynamic character. Consult with dept for traffic related data within its jurisdictional limits and should be consulted with respect to those sites before local modifications are contemplated to ensure that the overarching goals of community vibrancy are achieved. See specific comments in tab 17.	The requested revisions were made to the extent possible.
		Jessica Garner, Senior Community Health Planner for SMC	Performance measures	Comments and revisions	Health Systems Dept: We encourage your team to build out your central vision statement more directly through the imagery you use and concrete metrics. For example, the cover photo could support the multi-modal vision of connected and healthy neighborhoods identified in the Plan. Also consider providing more specific measures to share how the Plan will be implemented to meet the goals laid out in the vision you describe.	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.
		Joseph A LoCoco, Deputy Director of Road Services for SMC	Setting VMT and GHG reduction targets/measures	Comments and revisions	Planning & Building Dept: The CTP would benefit from a vision related to greenhouse gas reduction and objectives to meet it. The CTP discussed the regional sustainable communities strategy Plan Bay Area (PBA), but not in terms of the County's contribution to meeting greenhouse gas reduction targets in PBA, or whether the CTP is consistent with PBA, in conflict or supportive of initiatives in that regional vision. Since PBA integrates land use and transportation, it seems it would be helpful if we at the county level were working towards the same objective.	Goals to reduce to per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
		Joseph A LoCoco, Deputy Director of Road Services for SMC	Information on climate change and sea level rise	Comments and revisions	Office of Sustainability and other departments: The document is missing the following components: 1. Sea Level Rise (not mentioned at all), 2. Flooding (not mentioned at all), 3. The County (or City) Hazard Mitigation Plan(s) (not mentioned at all), 4. Storm water (mentioned very lightly).	Information and policies related to climate change and sea level rise can be considered in future updates of the CTP.
18	10/30/2016	Gary Heap, Engineering Manager for City of San Mateo	Projects and initiatives in development		There are no specifics related to the goal of, or discussion, supporting any projects that would enhance or improve the county public transportation system. Include info on/refer to the new Hillsdale Train Station in CTP.	The requested revisions were made to the extent possible.

No.	Date	From	Theme	Comment Type	Comment	Response
19	11/23/2016	Tilly Chang, Executive Director of SFCTA	Other suggestions	Revisions & additions to document	Make changes/add revisions to: 1. Highway 101, Managed Lanes & Express Buses, 2. Caltrain & High Speed Rail, 3. Core Capacity/Transbay Corridor, 4. Geneva Harney BRT & Bi-County Transportation, 5. Housing, Affordability & Displacement, 6. Late Night/Early Morning Transit Service, 7. TDM & Performance Goals	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
20	11/1/2016	John Rahaim, Planning Director of City & County of SF and Ed Reiskin, Director of SFMTA	Performance measures	Add to document	The Draft Plan should be strengthened in several ways to reflect these principles in the Plan's implementation components, as well as in the detailed discussion of the specific issues, performance measures and investment opportunities. <ul style="list-style-type: none"> • The Draft Plan should more strongly and explicitly tie transportation investment to performance in production of housing and transit-supportive TOD development. • The Draft Plan should include more substantial and explicit discussion and inclusion of project proposals and studies of mutual bi-county benefit. • The Plan's performance measures and metrics should more closely align the Plan's goals for reducing VMT, facilitating multi-modal mobility (particularly related to transit and non-single occupancy auto), roadway safety for pedestrians and cyclists, and coordinating land use with transportation. • We support a strengthening of the Plan's commitment to improving the efficiency of the highway system over expansion, particularly the conversion of an existing lane on US-101 to a HOV/ T lane. 	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.
			Projects and initiatives in development		The Draft Plan does not include discussion on the Geneva-Harney BRT & multi-modal integration at the Bayshore Caltrain Station	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Projects and initiatives in development		The Draft Plan should recognize capacity enhancements and rail expansion in the Transbay Corridor as one of the lynchpins to improving access to SMC and improving conditions in key corridors of concern to the County (ie. The 101 corridor).	The requested revisions were made to the extent possible.
			Projects and initiatives in development		The 19th Ave Corridor/Daly City BART Connections is a congested corridor that is of major bi-county importance and should be included in the Draft Plan.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
21	10/28/2016	John Bergener, SFO Airport Planning Director	Projects and initiatives in development	Add to document	The SMCTP should recognize and take advantage of the fact that SFO is a major transportation hub and economic driver for both the County and the Greater Bay Area. The Plan addresses the need for better connections including future pedestrian and cycling networks to/from the Airport, it falls short of the deliverables of achieving these connections, which according to the goals should be provided as part of the detailed framework to resolve transportation issues.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Information on climate change and sea level rise	Add to document	Future sea level rise will also impact the transportation networks within the County, especially the lower lying Highway 101 Corridor, where most of the existing arterial connections exist. The Plan should review San Mateo County's efforts to address climate change and sea level rise, through the County's Sea Change program.	Information and policies related to climate change and sea level rise can be considered in future updates of the CTP.
22	10/31/2016	Gladwyn d'Souza, Transportation Chair of the Sierra Club's Loma Prieta Chapter	Projects and funding to achieve modal balance objectives	Comment and add to document	The new plan is not reporting and learning from the major failures of the old plan. The new plan does not have solutions to the problems inherent in the old plan- the same old fixes are being implemented with an expectation of different results. There are three areas where the new plan needs to address the outcomes of the goals of the old plan: Congestion, Criteria Pollutants, and Safety. (See tab 22 for more details)	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
23	10/20/2016	Gweneth Buckley, Active Transportation Coordinator for SMC BPAC	Setting mode share targets for bicycles and transit	Add to document	• Adopt a target modal mix for 2040 reflecting increased bicycle and pedestrian usage and reduced single occupancy automobile usage	The need to improve multimodal transportation is a major theme of the CTP. Mode shift targets are not established in the plan, but the forecast growth trips by mode for 2040 (see chapter 2) reflects the transportation investments proposed in the RTP and the CTP.
			Other suggestions	Add to document	<ul style="list-style-type: none"> • Seek to create bicycle and pedestrian safe facilities for every freeways and major roadways overpass • Address challenges of bike access and create bicycle repair and access programs for underserved communities • Set specific goals for cities adopting compatible bike share programs • Encourage employer-driven walking and biking programs • Create an educational "cyclist empathy" program to assist countywide law enforcement in accepting cyclists as legitimate roadway users • Educational outreach to general public to promote safety and prevent collisions 	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response	
24	10/31/2016	Belen Seara, SMC Union Community Alliance	Other suggestions	Suggestions	We are concerned about the lack of an economic prosperity framework and analysis in the CTP. The absence of this analysis may result in transportation investments and land use patterns that exacerbate the growing economic insecurity that low and moderate income workers are experiencing. According to the Economic Policy Institute, San Mateo County has the highest income disparity in California. Given this fact, we would like the CTP to be intentional about furthering economic inclusion in the outline goals, policies, and performance measures.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.	
25	9/24/2016	Remona Murray, SMC SRTS	SRTS	Questions on document	Didn't see much detail on regulatory changes necessary to improve Engineering options for SR25.	Additional information on Safe Routes to School was added to the discussion of Bicycles and Pedestrians and their policies.	
26	11/4/2016	Evelyn Stivers, Executive Director of the Housing Leadership Council of San Mateo County	Financial analysis	Questions on document	Is there someone that can explain the process, timeline, and how this plan interacts (influences?) the planning on bus and rail resources? Also, is this plan the basis for a funding measure? If so, what is the timing for the funding measure?	The discussion of transportation funding and finances in the CTP is based on high-level information. Additional financial analysis can be considered in future updates of the CTP.	
27	10/31/2016	Emma Shlaes, Policy Manager for SVBC	Financial analysis	Add to document	Add measureable and timebound goals to each section (ie. Reducing traffic collisions, deaths & major injuries).	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.	
				Add to document	Adjust goals and funding policies as there is a disconnect between the stated vision and goals of the plan and the spending priorities.	The discussion of transportation funding and finances in the CTP is based on high-level information. Additional financial analysis can be considered in future updates of the CTP.	
				Other suggestions	Add to document	Add Policy regarding Complete Streets for all components of the Roadway System.	Thank you for your suggestion. This can be considered in future updates of the CTP.
				Other suggestions	Additions/revisions to document	Revisions/Additions to Public Engagement, Safety, Bicycles, and Other Sections (see tab 27 for more details)	Thank you for your suggestions. These can be considered in future updates of the CTP.
28	10/5/2016	Bart Thielges, Resident	Projects and initiatives in development	Comment on document content	I am concerned about the enduring impacts on the quality of life and business impacts of this plan. The automotive mode of transportation is inefficient, expensive, and dangerous. Building extra capacity will simply breed more demand and we'll end up the same congestion problems passed on to future generations but at a larger scale. Why not instead invest in more efficient, less expensive, and safer modes of transportation? Those modes not only scale much better by using less space for transportation, but they also create a safer and more healthy community. I realize that this is a harder sell to your customers but hope you realize that it will create a better future for the county.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.	
29	11/1/2016	Bob Allen, Policy & Advocacy Campaign Director of Urban Habitat	Other suggestions	Comment on document content	We have concerns that the current effort to update SMCTP 2040 is, both in terms of public process and policy, fails to meet the real mobility and access needs of the vast majority of San Mateo County residents and does not contribute to the larger vision of Plan Bay Area and the region's Sustainable Community Strategy.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.	
				Other suggestions	Comments to document content & suggestions	Changes would like to be made on the process, equitable investments, climate, land use, & MTC guidelines (see tab 29)	Thank you for your suggestions. These can be considered in future updates of the CTP.
30	10/31/2016	Matt Fabry, Manager of the SMC Water Pollution Prevention Program	Information on stormwater/pollution prevention	Revisions to document	In response to the Municipal Regional Permit's mandate that permittees incorporate green infrastructure language into relevant planning documents, including transportation plans, enclosed is a marked up version of the draft CTP incorporating comments and suggested edits to help address our needs on the stormwater side. (see tab 30)	The requested revisions were made to the extent possible.	
31	09/17/2016	SurveyMonkey	Other suggestions		Expansion of community shuttle hours of service as well as frequency of service so they can be used for medical and dental appointments.	Thank you for your suggestion. This can be considered in future updates of the CTP.	
					The placement of quieter audible pedestrian signals, such as the polara, is an important pedestrian safety measure for people with limited vision. Their placement should be routine on busy roads such as El Camino Real and Woodside Road. Some cities have been uncooperative sense coordination with Caltrans is required.	The requested revisions were made to the extent possible.	
					The information displayed on public transportation electronic boards should be made available to the blind either with a phone app or with audio. Smart phone apps should be accessible to everyone including the blind.	The requested revisions were made to the extent possible.	
32	09/18/2016	SurveyMonkey	Public input and approval process	Comment on public outreach	wish the workshops were spread across time with more notice. Bad week for some of us.	In addition to the public meetings, comments were accepted through the C/CAG website and via email to C/CAG staff. The plan will follow a process for adoption through the CMP Technical Advisory Committee and CMEQ Committee, with final approval by the C/CAG Board. These meetings are public and notices of upcoming meetings are posted on the C/CAG website.	

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			Other suggestions		The land use connection is critical. As long as there is a severe housing shortage, we will have horrific traffic problems and bigger demand for transit. C/CAG cannot keep promoting, even allowing, so much jobs growth. It is so high that jobs are being moved from other places to here. The rate is not natural or sustainable. Don't support it. There must be more emphasis on production of TOD housing, and fulfillment of regional allocations. My town Menlo Park is planning to worsen the housing shortage with 50% growth by 2040 and 70% jobs growth by 2040. If typical, the housing growth won't happen so the shortage will worsen. That shouldn't happen. Don't promote TOD development that doesn't reduce the shortage.	Thank you for your suggestion. This can be considered in future updates of the CTP.
			Performance measures		Use of VMT solely as a metric overlooks the human aspects of what happens when there is too much congestion and not enough alternatives (transit, bike/ped facilities). It is important to still monitor congestion with some traditional metrics.	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.
33	09/21/2016	SurveyMonkey	Other suggestions		Should have more vision about long-term improvements connecting to the East Bay, particularly via the Transbay corridor.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
34	09/22/2016	SurveyMonkey	Other suggestions		I feel that the document does not talk about specific of what SMC will be do to improve specific roadways.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Other suggestions		I don't see the teeth in the document to force changes on standards necessary to widen streets. Menlo Oaks District has no drainage and heritage trees growing in the easement the conflict of environmental carbon tradeoffs are not discussed in document. Do encourage regrading streets and cutting streets to provide sidewalks and bike lanes only to widen streets and increase speeds, or leave things the way they are without adding to drainage to the bay? Resulting in habitat and native tree loss.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			General comment		Dense buildup of area changes topography of landscape.	Thank you for your comment.
35	09/22/2016	SurveyMonkey	Projects and initiatives in development		Need to address the Dumbarton Rail Corridor.	The requested revisions were made to the extent possible.
			Projects and initiatives in development		Need to address the south connection of Dumbarton bridge to embarcadero/Santa Clara county US 101 to alleviate traffic on University Avenue and Willow Road.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Investment in BART in San Mateo County		Need to address extension of BART to San Mateo county.	The projects listed in Appendix B of the CTP are the result of the Regional Transportation Plan (RTP) update process. There were no projects identified for the RTP update specific to rehabilitation of BART facilities in San Mateo County, however, these could be considered in future updates to the CTP and RTP
			Other suggestions		Need to address high speed rail project through San Mateo county.	The requested revisions were made to the extent possible.
36	09/24/2016	SurveyMonkey	Other suggestions		Werder Pier is an existing, abandoned fishing pier that extends from Foster City into the deep water shipping channel beneath the high-rise section of the San Mateo-Hayward Bridge, and is owned by the County of San Mateo. There are existing plans to expand San Francisco Bay ferry service to Redwood City, and this proposed south bay ferry service does not include ferry service to Werder Pier, thus bi-passing the San Mateo-Hayward Bridge location by a mere 100 feet. This makes absolutely no sense. A Foster City Ferry terminal will help the proposed Redwood City terminal project meet their minimum ridership requirements, and thereby increase the likelihood that the San Francisco Water Transportation Authority will implement this sorely needed service to our community.	Thank you for your suggestion. This can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
37	09/30/2016	SurveyMonkey	SRTS		The plan needs to explicitly prioritize Safe Routes to Schools. The plan should be read and edited with a Safe Routes lens to incorporate child safety in each area. On a global level, any transportation planning within 1/4 mile of every school should consider Safe Routes (39% of pedestrian/bicycle collisions in SM County happen within 1/4 mile of schools, per Jessica Garner at Get Healthy San Mateo). In addition, there should be something in there that discusses the needs of the many vs. the needs of the few. For example, the Menlo Oaks neighborhood (Unincorporated San Mateo County) has approximately 285 homes. There are over 3000 cars that travel down Coleman Avenue every day (not to mention walkers and bikers). The rights of those that use roads should be valued along with those who live near or on roads. There should also be something in the plan that addresses multi-jurisdictional cooperation. My kids' school is in Atherton, my home is in Menlo Park and we have to travel on Coleman Avenue (Unincorporated San Mateo County). There must be protocol for agencies to work together to fix multi-jurisdictional issues. Someone must take ownership of issues. Specifically, the Bicycles objectives should include Safe Routes to School maps for each public school in SM County. These maps should show true Safe Routes. For example, my kids' school, Laurel in Menlo Park, currently shows a route, and then has a warning that says that Coleman isn't really safe. This is unacceptable. The Pedestrian objectives should include crossing guards at each dangerous intersection near a school. Many kids need to cross Willow Road and neither the schools nor the cities will pay for crossing guards (due to the multi-jurisdictional nature of where we live). This is unacceptable. The Public Transportation objectives should include increased busing of children to school. In many communities kids get to school on yellow school buses. There should be funding to put school buses on our local streets. More kids on school buses means fewer cars on the roads and this makes it even safer for others to walk and bike (also bus drivers adhere to very high driving standards). The Transportation Systems and Management Objectives should again include Safe Routes to Schools. Bike and pedestrian signaling, turning lanes that consider biking and true evaluations of sharrows vs. proper bike lanes should be considered from the perspective of Safe Routes.	Additional information on Safe Routes to School was added to the discussion of Bicycles and Pedestrians and their policies.
38	10/02/2016	SurveyMonkey	Other suggestions		It is a good start, but we need to think strategically as funding is so low to avoid duplication of agencies and routes for transportation and to have much more housing closer to jobs-more walkability and transit and far less reliance on automobiles.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
39	10/10/2016	SurveyMonkey	General comment		US 101 must be widened to accommodate overcrowding, reduce the danger, more importantly, reduce Point pollution, and even more importantly reduce that wasting of fuel. A least one lane each direction, though 2 would be better. The only restrictions are cost and lack of willingness. Thank you	Thank you for your comment.
40	10/10/2016	SurveyMonkey	Other suggestions		I was amazed that rail was not mentioned. With the change to electric, greater frequencies are possible.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
41	10/10/2016	SurveyMonkey	Other suggestions		Please invest in eliminating grade crossings for Caltrain. Redwood City, San Mateo City - are examples of places that should eliminate them.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
42	10/10/2016	SurveyMonkey	General comment		All around the Bay Area there are more aptmnts and condos but no matching infrastructure. We need better public transportation. In case you haven't notices, it's a nightmare out there on 101 and 280, etc.	Thank you for your comment.
43	10/10/2016	SurveyMonkey	Other suggestions		We don't need BRT on El Camino, rather we need better east-west bus connections at Caltrain stations.	The requested revisions were made to the extent possible.
44	10/11/2016	SurveyMonkey	Incorporation of shared, electric, connected and automated vehicle technologies		One sentence on bike sharing? This doesn't feel very multi modal to me.	The CTP is supportive of technologies, policies and initiatives that improve safety and efficiency for all users of the transportation system. Information on new technologies and initiatives can be considered in future updates of the CTP.
45	10/11/2016	SurveyMonkey	Other suggestions		I am most concerned about integrating public (and non-public) transport so that the system as a whole is improved. Increasing roadways supports increased vehicle use. Please look at improving train, bus, shuttle bus, biking and using incentives and deterrents so that the population learns to consider alternatives to driving alone.	Thank you for your suggestions. These can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
46	10/13/2016	SurveyMonkey	Other suggestions		The idea of express bus (double decker hopefully) lanes is fabulous. I think the same across the bridges is needed even more. The beauty of the idea is that satellite pick ups and drop offs makes it even better as you don't have everyone piling into just a few locations. I'm not sold on the 'pay lanes' though, but I'll listen. thanks	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
47	10/19/2016	SurveyMonkey	Projects and initiatives in development		As a resident of San Mateo county I am very disappointed in the lack of emphasis given to public transit, bicycle and pedestrian projects. It is not sustainable for a growing region to continuously increase the size of its roadways. This enables more and more people to drive, likely in single-occupancy automobiles and does little to improve the environmental, economical and social sustainability of the county and region. If residents are to truly have multi-modal, practical travel choices as described in the vision statement, a majority of funds SHOULD NOT be put towards increases the size of roads and highways. Transit, bicycle and pedestrian projects need to be prioritized. Create protected bikeways that enable rides of all ages and abilities to ride to their destinations. Support the electrification of Caltrain and further improvements to the corridor to make service more reliable. Collaborate extensively with Bart and Muni to enable additional service into San Mateo County. Consolidate fragmented transit providers in San Mateo County under one department of transportation. These are just a couple of examples of what could be the focus of the plan.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
48	10/22/2016	SurveyMonkey	Setting VMT and GHG reduction targets/measures		Please work towards a truly environmental sustainable and equitable transportation plan. The current drafts and trajectory point towards a "business as usual" approach to more road building which has been proven time and time again as ineffective in solving the regions mobility issues. Set greenhouse gas reduction targets, mode share targets and incentivize land uses which meet the states new VMT CEQA laws. The current draft of the plan essentially states "lots of people drive and continue to drive, therefore we need to plan for more driving." This is not planning.	Goals to reduce to per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
49	10/25/2016	SurveyMonkey	Equity analysis		1) Plan does not meet MTC's revised guidelines for Countywide transportation plans (ex. doesn't show how it will address needs identified in the community based transportation plans).	An Equity Analysis was developed as a supplement to the CTP.
			Setting VMT and GHG reduction targets/measures		2) Doesn't calculate the plan's VMT increases or show how it meets the region's GHG reduction goals through the Sustainable Communities strategy	Goals to reduce to per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
			Other suggestions		3) Doesn't meaningfully address barriers (frequency, reliability, cost) of being transit dependent in San Mateo County.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
50	10/25/2016	SurveyMonkey	Other suggestions		I feel like Caltrain should be a major priority because it seems like the best way to get cars off of 101. Right now, it's extremely overcrowded during commute times, which is a wonderful problem to have because it means there's plenty of demand. Here are the things that I think would make it even more utilized: - An official Caltrain app that tells riders if their trains are running late and why (right now twitter and third party apps are the only way to get information about these things, and they're spotty and often inaccurate). It would be extremely easy and cheap to have GPS units in each train and map their progress on an app. - Never run smaller Caltrains during the rush hour. Most of the trains are already the bigger variety, but it's not infrequent that a smaller train will run during commute hours and be completely packed with no room to even stand. - Run limited/express service later into the evenings. People currently can't really use Caltrain if they're traveling to the city for dinner or evening activities which adds lots of cars to 101.	Thank you for your suggestions. These can be considered in future updates of the CTP.
51	10/25/2016	SurveyMonkey	Other suggestions		I support more spending for bike infrastructure, especially along El Camino. Providing safe alternatives to cars for local users is a key way to cut down on congestion on city streets.	Thank you for your suggestions. These can be considered in future updates of the CTP.
52	10/31/2016	SurveyMonkey	Performance measures		There is a lack of quantifiable performance measures for most of the goals. If we don't measure, we won't know how we are doing. It's also not clear how the funds spent will improve the climate, or other values.	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.
			Projects and funding to achieve modal balance objectives		The proposed funding massively favors cars, and has hardly anything for bicycles. I really don't see enough detail on how spending the money will reduce our carbon emissions.	The projects listed in Appendix B of the CTP are the result of the Regional Transportation Plan (RTP) update process. New projects were not developed as part of the CTP, but can be considered in future updates to the RTP and CTP.

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			Public input and approval process	Comment on public outreach	Were there any public meetings?	In addition to the public meetings, comments were accepted through the C/CAG website and via email to C/CAG staff. The plan will follow a process for adoption through the CMP Technical Advisory Committee and CMEQ Committee, with final approval by the C/CAG Board. These meetings are public and notices of upcoming meetings are posted on the C/CAG website.
53	10/26/2016	SurveyMonkey	Other suggestions		It is ambitious, and all Caltrain road crossings should be grade-separated in San Mateo county.	Thank you for your suggestion. This can be considered in future updates of the CTP.
54	10/27/2016	SurveyMonkey	General comment		Idea of for pay lanes is bad. I moved from the east bay to avoid the havoc caused by the tolls put up near the Altamont	Thank you for your comment.
55	10/27/2016	SurveyMonkey	Other suggestions	Suggestion	For the large cover photo, please consider a photo that reflects the goals/visions of the Plan and that shows bicyclists, pedestrians, transit users, and motorists, including facilities for all (bikeways, sidewalks, bus stops, lighted crosswalks, etc.) I don't see any sidewalks, pedestrians, bicyclists, or even any people in the main cover photo. Thank you.	Thank you for your suggestion. This can be considered in future updates of the CTP.
56	10/28/2016	SurveyMonkey	Setting VMT and GHG reduction targets/measures		VMT only addresses GHG emissions while traveling, not the multiple impacts of congestion, including idling motors and lost time. Even a significant shift to EVs will not reduce driving and cars on the road.	Goals to reduce to per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
57	9/27/2016	Public Meeting #1	General comment	Public Meeting	Q1: On a general level, yes. Improvements are definitely needed. Streamlining the county's goals is a move in a good direction; no matter if it takes some time.	Thank you for your comment.
			General comment	Public Meeting	Q2: For our community, improving congestion, where there was none or much less. Unfortunately changing infrastructure is a major task. So looking at improving alternative modes to be more efficient and attractive will help. For the county, the above applies, but of course on a larger magnitude.	Thank you for your comment.
			General comment	Public Meeting	Q3: motorist- congestion; bicyclist- availability, safety; pedestrian- safety; transit user- lack of ease, accessibility, time-effectiveness, cost-effectiveness	Thank you for your comment.
			Information on stormwater/pollution prevention	Public Meeting	Q4: Complete streets- consider drainage improvements/effects and utility coordination and improvements. Something not mentioned at the presentation, so curious how much these are considered.	Additional information on Stormwater and Pollution Prevention was added to the discussion of Roadways and is addressed in the Parking policies.
			Other suggestions	Public Meeting	Q5: HOV or managed lanes, where real estate of lanes is lacking. Have you considered time-restraints, i.e., HOV lane during hour only to rush?	Thank you for your suggestion. This can be considered in future updates of the CTP.
58	9/28/2016	Public Meeting #2	General comment	Public Meeting	Q1: I need to study more. I love to see the ITS on the charts!	Thank you for your comment.
			Improved Transit Service/Multimodal Options	Public Meeting	Q2: ITS to enable vehicles and pedestrians to move at reasonable rates vs. waiting for a light change. Funding to make it "all" happen. All = public transportation that covers our entire city and connections to regional public transit and last mile opportunities.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
			Improved Transit Service/Multimodal Options	Public Meeting	Q3: Ability to connect to Bart, Caltrain and bus service - last mile. Ability to have bicycle- carry it or have areas where bicycles can be rented.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
			Incorporation of shared, electric, connected and automated vehicle technologies	Public Meeting	Q4: ITS- "full connected car" abilities. I am told even older cars can become "connected."	The CTP is supportive of technologies, policies and initiatives that improve safety and efficiency for all users of the transportation system. Information on new technologies and initiatives can be considered in future updates of the CTP.
			General comment	Public Meeting	Q5: Funding. Thank you for being here, listening, taking public input throughout. I am sure people are very interested.	Thank you for your comment.
59	9/28/2016	Public Meeting #2	Bicycle and Pedestrian Safety	Public Meeting	Q2: Sidewalks and main street crossing need attention for those with mobility devices to access public transit.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
60	9/28/2016	Public Meeting #2	Bicycle and Pedestrian Safety	Public Meeting	Q2: Pedestrian and cyclist safety.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
61	9/28/2016	Public Meeting #2	Other suggestions	Public Meeting	Q2: Reducing new office space development; we cannot solve the traffic problem until we stop making it worse.	Thank you for your suggestion. This can be considered in future updates of the CTP.
62	9/28/2016	Public Meeting #2	Projects and initiatives in development	Public Meeting	Q4: Burlingame 101 Exchange now adds time to commuters and residents in Lyon Hoag neighborhood to Rollins Ave need 3 signal lights as opposed to 1 to get off freeway and get to Rollins Ave, also signals for left turning onto street before RR tracks isn't signed to train closings	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
63	9/28/2016	Public Meeting #2	Information on stormwater/pollution prevention	Public Meeting	Q4: Use of green technology: pavers, pervious concrete, porous asphalt on streets or specific lanes on streets (parking lanes, dedicated bike paths).	Additional information on Stormwater and Pollution Prevention was added to the discussion of Roadways and is addressed in the Parking policies.

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64	9/28/2016	Public Meeting #2	Other suggestions	Public Meeting	Q4: Convert carpool lanes to mass transit lanes with mass transit 4 or more people per vehicle, this allows lyft and uber to provide door to door service.	Thank you for your suggestion. This can be considered in future updates of the CTP.
65	9/28/2016	Public Meeting #2	Other suggestions	Public Meeting	Q4: Build the 880/580 bridge run Bart across it and connect Milbrae and Castro Valley Bart stations.	Thank you for your suggestion. This can be considered in future updates of the CTP.
66	9/28/2016	Public Meeting #2	Other suggestions	Public Meeting	Q4: Build Expressway from South 101 to Dumbarton Bridge that bypasses downtown East Palo Alto.	Thank you for your suggestion. This can be considered in future updates of the CTP.
67	9/28/2016	Public Meeting #2	Other suggestions	Public Meeting	Q4: Convert Woodside Rd into a freeway from 101 to El Camino; close Bay St intersection; convert Spring St into a 20' wide bike pedestrian overpass.	Thank you for your suggestion. This can be considered in future updates of the CTP.
68	9/28/2016	Public Meeting #2	Other suggestions	Public Meeting	Q5: need more \$ for paratranist especially as County ages; need more options for those who need both paratransit and fixed route transportation depending on weather and disability good or bad days	Thank you for your suggestion. This can be considered in future updates of the CTP.
69	9/28/2016	Public Meeting #2	Other suggestions	Public Meeting	Q5: Since most new housing for SM County will be in the Central Valley, we need high speed mass transit from SMC all the way to the Central Valley.	Thank you for your suggestion. This can be considered in future updates of the CTP.
70	9/28/2016	Public Meeting #2	Incorporation of shared, electric, connected and automated vehicle technologies	Public Meeting	Q5: Encourage lyft/uber to provide last mile mass tranist driver and 3 passenger (car)/5 passenger (minvan) shared rides.	The CTP is supportive of technologies, policies and initiatives that improve safety and efficiency for all users of the transportation system. Information on new technologies and initiatives can be considered in future updates of the CTP.
71	9/28/2016	Public Meeting #2	Improved Transit Service/ Multimodal Options	Public Meeting	Q5: I use bike train bike to commute and I love it; the problem is not enough bike space on the trains, we need to scale bike space on trains with growth of bike train bike ridership.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
72	9/29/2016	Public Meeting #3	Vision Zero	Public Meeting	Q1: Yes, please add "Vision Zero" to your policies	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system. Information on vision zero policies can be considered in future updates of the CTP.
			Bicycle and Pedestrian Safety	Public Meeting	Q2: Bicycling, walking, and public transportation.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
			Bicycle and Pedestrian Safety	Public Meeting	Q3: Lack of safety, lack of connectivity, lack of protection and awareness. Almost complete auto dependency for most households, terrible sidewalks.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
			Improved Transit Service/ Multimodal Options	Public Meeting	Q4: (CCAG improvements) Focus on implementing robust bicycle and ped infrastructure improvements and prioritize safe routes to school to set the tone. Collaborate and coordinate with transit agencies. We should have world class public tranist systems in the region.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
			Other suggestions	Public Meeting	Q5: Add equity to the "E's". Do a data driven approach to making our environment safer for multimodal options that put people first.	Thank you for your suggestion. This can be considered in future updates of the CTP.
74	9/29/2016	Public Meeting #3	General comment	Public Meeting	Q1: The need to improve and expand public transportation.	Thank you for your comment.
			General comment	Public Meeting	Q2: Increase public transportation options by having more routes available and longer times.	Thank you for your comment.
			Improved Transit Service/ Multimodal Options	Public Meeting	Q3: Not having a smooth public transportation route that connects the peninsula to the east bay (around the bay area).	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
			Other suggestions	Public Meeting	Q4: Need to look at local streets that bottleneck during traffic hours and work with the cities to come up with solutions. They should be required to address traffic issues, i.e., El Camino between Encinal and Middle Ave.	Thank you for your suggestion. This can be considered in future updates of the CTP.
			Other suggestions	Public Meeting	Q5: This is a Bay Area issue- all the counties should be working together to find solutions. Traffic crosses county borders. Ideally Bart should run all around the Bay Area.	Thank you for your suggestion. This can be considered in future updates of the CTP.
75	9/29/2016	Public Meeting #3	General comment	Public Meeting	Q1: Yes, we need a broad, strategic, multi-modal approach.	Thank you for your comment.
			Other suggestions	Public Meeting	Q2: Land-use density near transit. Expand SamTrans toward Last Mile solutions. User-friendly connectivity of transportation services . Integrate lyft/uber, etc., with public tranist. Encourage dramatic increase in carpooling. Aggressively pilot implementation of autonomous vehicle network.	Thank you for your suggestion. This can be considered in future updates of the CTP.
			General comment	Public Meeting	Q3: Shortage of the above (Q2).	Thank you for your comment.
			General comment	Public Meeting	Q4: We urgently need ALL of Q2.	Thank you for your comment.
			Improved Transit Service/ Multimodal Options	Public Meeting	Q5: Educate the public about how the real costs of private vehicle usage already far outweigh cost of existing and planned transit options. We don't need to "make transit cost-competitive with private vehicle use"- we need to understand and embrace the fact that it already is. We can't pave our way out of this- don't try to!	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
76	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q1: Need a more robust focus on active and public transportation modes. Tie climate, health, and active mode goals together with funding.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
77	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q1: Add specific active transportation initiatives. The goal should be to get people out of their cars, not to make driving easier.	Thank you for your suggestion. This can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
78	9/29/2016	Public Meeting #3	Setting VMT and GHG reduction targets/measures	Public Meeting	Q1: Need clear GHG reduction targets and modeshift targets and discrete reduction in SOVs of VMT per capita.	Goals to reduce to per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
79	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q1: Goals for bike share.	Thank you for your suggestion. This can be considered in future updates of the CTP.
80	9/29/2016	Public Meeting #3	Setting mode share targets for bicycles and transit	Public Meeting	Q1: Need goals for climate, mode shift (focused on dense areas).	The need to improve multimodal transportation is a major theme of the CTP. Mode shift targets are not established in the plan, but the forecast growth trips by mode for 2040 (see chapter 2) reflects the transportation investments proposed in the RTP and the CTP.
81	9/29/2016	Public Meeting #3	Projects and initiatives in development	Public Meeting	Q1: 1) San Mateo County cannot develop a transportation plan without including neighboring counties. 2) Restore and activate existing railroad from cities over Dumbarton Bridge IMMEDIATELY.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
82	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q1: Integrate San Mateo's plan into regional efforts in a more meaningful way. County by county approaches are not going to be successful in the long run, especially with housing prices being what they are.	Thank you for your suggestion. This can be considered in future updates of the CTP.
83	9/29/2016	Public Meeting #3	Vision Zero	Public Meeting	Q2: Safety- need Vision Zero for no deaths/serious injuries on roads, driver/ped/bike.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system. Information on vision zero policies can be considered in future updates of the CTP.
84	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q2: Improving mobility and reducing GHGs.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
85	9/29/2016	Public Meeting #3	Vision Zero	Public Meeting	Q2: Regional integration of public and active transportation modes. Safe routes to school and Vision Zero top priority.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system. Information on vision zero policies can be considered in future updates of the CTP.
86	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q2: Make El Camino real safe for bicycling and walking. Set a % goal for bicycle increase.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
87	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q2: 1) Appropriate signals for Willow Rd between 101 and 84. 2) DO NOT change 101/Willow interchange. A decades old plan will only make the situation worse.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
88	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q2: (Above comment) This is right about the planned change to Willow/101. \$70M to make things worse is a misallocation of resources.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
89	9/29/2016	Public Meeting #3	Setting mode share targets for bicycles and transit	Public Meeting	Q2: Set specific bike mode shift targets, as in the ped objectives. The bike objectives now read like a means to an end rather than a true objective.	The need to improve multimodal transportation is a major theme of the CTP. Mode shift targets are not established in the plan, but the forecast growth trips by mode for 2040 (see chapter 2) reflects the transportation investments proposed in the RTP and the CTP.
90	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q2: Improve public transit options for seniors. Reduce the need to drive our cars.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
91	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q2: Walk/bike/transit with carpool bikeshare/rideshare supplement.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
92	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q2: Housing to reduce need to commute.	Thank you for your suggestion. This can be considered in future updates of the CTP.
93	9/29/2016	Public Meeting #3	Vision Zero	Public Meeting	Q3: Adopt Vision Zero as part of the roadway system goals.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system. Information on vision zero policies can be considered in future updates of the CTP.
94	9/29/2016	Public Meeting #3	General comment	Public Meeting	Q3: No bike swarms. Bikers need to respect rules of road. Use Alameda as alternative to El Camino no left turns.	Thank you for your comment.

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95	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q3: More protection needed for bicyclists and peds. Start with El Camino!	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
96	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q3: More frequent Caltrain service, integrated transit fares and schedules.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
97	9/29/2016	Public Meeting #3	General comment	Public Meeting	Q3: Mandate work hours to off peak. Bart, Bart, Bart.	Thank you for your comment.
98	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q3: Bike safety- need for protected intersections, more traffic-separated bike lanes and green paint for bike/car conflict zones.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
99	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q3: No SAFE routes identified. 1)Children need additional signage for their safety. 2)Pedestrians need safe walking area not shared with hi-speed cyclists. 3)Transit stops must be more frequent. 4) Willow and University need overpasses to 84.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
100	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q3: El Camino is not safe for bicycles. This needs to change.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
101	9/29/2016	Public Meeting #3	General comment	Public Meeting	Q3: Public transportation options are soul crushing. Those running the agencies need to use the services and actually ride bikes to experience.	Thank you for your comment.
102	9/29/2016	Public Meeting #3	Vision Zero	Public Meeting	Q4: Protected bike lanes on ECR as the GBI project. Vision Zero. Nimble, electric fleet of bus routes.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system. Information on vision zero policies can be considered in future updates of the CTP.
103	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q4: Menlo Park: reconstruct US 101 Willow interchange.	Thank you for your suggestion. This can be considered in future updates of the CTP.
104	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q4: Mobility as a Service (MaaS) and transportation alternatives (to SOVs).	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
105	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q4: We need BRT orthogonal to Caltrain stations, not parallel. People select travel route based upon how much time it takes to get from A to B.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
106	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q4: Protected bike lanes on ECR.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
107	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q4: More grade separations/Caltrain corridor. Caltrain capacity increase.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
108	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q4: Railroad.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
109	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q4: Dumbarton Rail.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
110	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q4: Make ECR safe for pedestrians and bicyclists.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
111	9/29/2016	Public Meeting #3	General comment	Public Meeting	Q4: Less road widening-> induced demand-> more traffic and pollution/GHG.	Thank you for your comment.
112	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q4: Increase the number of grade separation between vehicle and road.	Thank you for your suggestion. This can be considered in future updates of the CTP.
113	9/29/2016	Public Meeting #3	Projects and funding to achieve modal balance objectives	Public Meeting	Q5: The planned projects are mostly around roadway expansion, which is out of step with the goals to increase alternatives to driving.	The projects listed in Appendix B of the CTP are the result of the Regional Transportation Plan (RTP) update process. New projects were not developed as part of the CTP, but can be considered in future updates to the RTP and CTP.
114	9/29/2016	Public Meeting #3	Setting VMT and GHG reduction targets/measures	Public Meeting	Q5: Please adopt a GHG reduction goal for County transportation.	Goals to reduce per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
115	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q5: Please have CCAG fund robust, systematic SRTs in SMC and work with cities to make it comprehensive and consistent.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
116	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q5: 101 and 280 cannot be easily widened. For N-S travel, improving Caltrain is the only physical improvement. Encouraging more shuttles on 101 and 280 is a time efficient solution to improving throughput.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and
117	9/29/2016	Public Meeting #3	Public input and approval process	Public Meeting	Q5: Next time, please give a presentation on this information before you ask feedback from people. Having to ask officials individually for clarity is a poor way to effectively distribute information.	In addition to the public meetings, comments were accepted through the C/CAG website and via email to C/CAG staff. The plan will follow a process for adoption through the CMP Technical Advisory Committee and CMEQ Committee, with final approval by the C/CAG Board. These meetings are public and notices of upcoming meetings are posted on the C/CAG website.

No.	Date	From	Theme	Comment Type	Comment	Response
118	9/29/2016	Public Meeting #3	Financial analysis	Public Meeting	Q5: On revenue: please distinguish between \$ for new projects vs. maintenance.	The discussion of transportation funding and finances in the CTP is based on high-level information. Additional financial analysis can be considered in future updates of the CTP.
119	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q5: All developments should consider LOS traffic impacts and be assessed TIFs sufficient to pay for mitigations. Expand park and ride lots, transit parking lots for cars and bikes and encourage carpooling.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
120	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q5: Menlo park, like many others, is allowing traffic congestion to worsen without attempting to mitigate it. It can and should. 81% of commuters drive. This can be done without harming biking and public transit.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
121	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q5: TDM should be for resident not just employment (see Bay Meadows City of San Mateo).	Thank you for your suggestion. This can be considered in future updates of the CTP.
122	12/19/2016	David Small, Executive Director, BAY MARINAS, LLC	Projects and initiatives in development	Suggestions	USAREI has formed Bay Marinas, LLC to pursue the development of mixed-use marinas including public ferry service on two of its sites, the first in Burlingame at 101/Broadway, the other to follow in Foster City at the base of the San Mateo Bridge. Burlingame Pier is a privately sponsored \$2.5b public benefit project, where such public benefits include economic (Commerce), transportation (Navigation) and environmental (Fisheries). Its location adjacent SFO and proximate Millbrae Station allows linking expanded ferry service to rail and air so one can access the region and the world without the need of a car, thereby promising to remove 20m cars or more from the Peninsula each year benefitting the environment and the economy with the public gathering place that is Burlingame Pier.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.

C/CAG AGENDA REPORT

Date: January 19, 2017
To: Congestion Management Program Technical Advisory Committee (TAC)
From: John Hoang
Subject: State Highway System Congestion and Safety Assessment

(For further information or response to questions, contact John Hoang at 650-363-4105)

RECOMMENDATION

That the TAC receives information on the State Highway System Congestion and Safety Assessment.

FISCAL IMPACT

\$36,000

SOURCE OF FUNDS

C/CAG Transportation Fund; San Mateo County Transportation Authority (TA); SamTrans

BACKGROUND

A study was completed to assess conditions of the current state highway system network in San Mateo County for congestion and safety. Performance measures for congestion included Total Delay, % of Free-flow speed, and Travel Time Reliability. Performance measures for safety included average annual traffic collisions (fatalities and injuries) and traffic collision rate per mile assessments.

ATTACHMENTS

- State Highway System Congestion and Safety Assessment – San Mateo County

(The document is available online at the C/CAG website at:

<http://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>)

C/CAG AGENDA REPORT

Date: January 19, 2017
To: CMP TAC
From: Sandy Wong, Executive Director
Subject: Receive information and conduct discussion regarding a potential Regional Measure 3
(For further information or response to questions, contact Sandy Wong at 650 599-1409)

RECOMMENDATION

That the C/CAG Congestion Management Program Technical Advisory Committee (TAC) receive information and conduct discussion regarding a potential Regional Measure 3.

FISCAL IMPACT

None.

BACKGROUND

At the December 14, 2016 Commission Workshop, the Metropolitan Transportation Commission (MTC) conducted a discussion on potential Regional Measure 3 (RM 3) policy related issues. Draft principles, key policy considerations, and bridge toll facts are included in the attached MTC staff report.

ATTACHMENT

- Metropolitan Transportation Commission (MTC) staff report on Regional Measure 3



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: December 8, 2016

FR: Executive Director

RE: Regional Measure 3

Background

Included in the Commission's Draft Advocacy Program for 2017 is a recommendation that the Commission sponsor legislation authorizing MTC to place on the ballot a measure asking Bay Area voters to approve a bridge toll increase to fund congestion relief projects for improved mobility in the bridge corridors. This memo and the attachments include information for your discussion and policy direction as we seek to pass legislation in 2017 to achieve this goal.

Attached to this memo are the following documents.

- A map showing the major investments included in Regional Measures 1 and 2 – RM1 and RM2 (Attachment A)
- Key Policy Considerations (Attachment B)
- Charts that include data on the county of origin of the toll payers, the relative size of the toll collections at each of the toll bridges and registered voter information (Attachment C)

Process

Unlike local sales tax measures where the Legislature has provided a general grant of authority to a county to create an expenditure plan to be placed on the ballot, RM1 and RM2 included an expenditure plan written and adopted by the Legislature as part of its normal bill passage process. The toll program is also unique in that it is regional in nature and the tolls are pooled together to fund projects throughout the bridge system. The toll revenue provides a benefit to those paying the fees (i.e. toll bridge users) or mitigates for the activity associated with the fees. As fees, toll increases are subject to a simple majority vote, rather than two-thirds. In the case of RM1 and RM2, and MTC's regional gas tax authorization statute, the vote is tallied region-wide, rather than county-by-county.

In 2003, when RM 2 was under consideration by the Legislature, then Senate Pro Tem Don Perata created a special Select Committee that held a number of public hearings to solicit public input on the expenditure plan. Concurrently, MTC hosted a Technical Advisory Committee that met monthly to provide interested parties — transit operators, CMA's and other stakeholders — an opportunity to propose projects and discuss the attributes of proposals as they emerged in an open public forum.

We expect a similar process to begin in earnest when the Legislature convenes in January 2017, with a goal of passing a bill in 2017 so that a measure can be placed on the ballot in 2018.

Workshop Focus

At your December workshop, staff hopes to solicit your guidance on the key policy considerations and draft principles outlined in Attachment B as well as any other related issues of concern to the Commission. We would expect to return to the Legislation Committee at regular intervals in 2017 to review further details about the Regional Measure 3 bill as it develops, including specific projects proposed for potential funding.



Steve Heminger

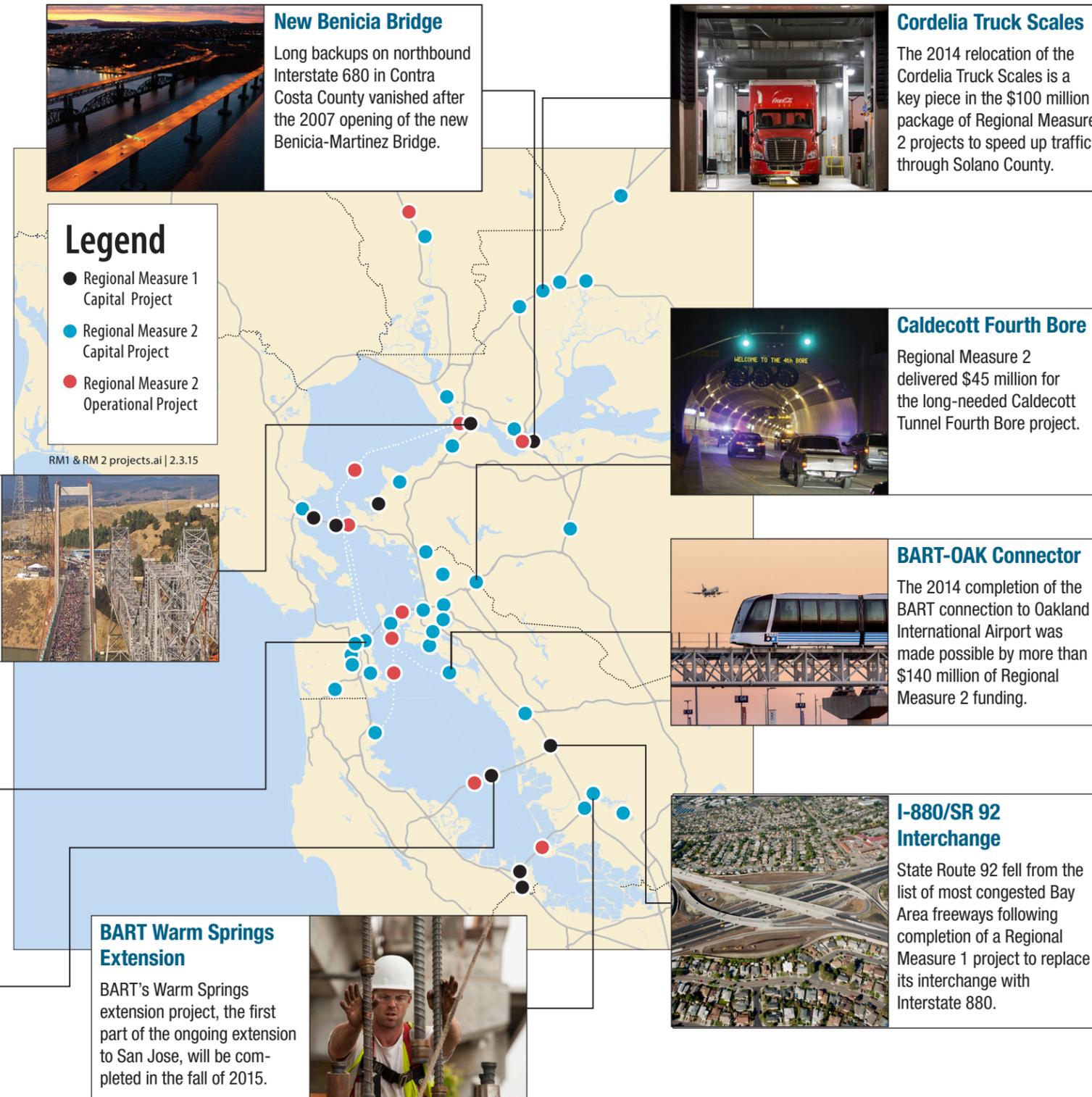
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Attachments



Voter Approved Toll Bridge Measures Deliver Big Returns

Year after year, in good economic times and bad, Bay Area residents rank transportation as one of their highest priorities. Voters have proved this time and again at the ballot box, including through the passage of Regional Measure 1 in 1988 and Regional Measure 2 in 2004. These measures raised tolls on the Bay Area's seven state-owned toll bridges — and delivered dozens of the most important transportation investments of the past generation.

With these projects now completed or under construction, it's time for voters to consider a third regional measure for the Bay Area's next generation of improvements.



New Benicia Bridge
Long backups on northbound Interstate 680 in Contra Costa County vanished after the 2007 opening of the new Benicia-Martinez Bridge.

Cordelia Truck Scales
The 2014 relocation of the Cordelia Truck Scales is a key piece in the \$100 million package of Regional Measure 2 projects to speed up traffic through Solano County.

Caldecott Fourth Bore
Regional Measure 2 delivered \$45 million for the long-needed Caldecott Tunnel Fourth Bore project.

BART-OAK Connector
The 2014 completion of the BART connection to Oakland International Airport was made possible by more than \$140 million of Regional Measure 2 funding.

I-880/SR 92 Interchange
State Route 92 fell from the list of most congested Bay Area freeways following completion of a Regional Measure 1 project to replace its interchange with Interstate 880.

Legend
● Regional Measure 1 Capital Project
● Regional Measure 2 Capital Project
● Regional Measure 2 Operational Project

New Carquinez Bridge
Thousands of people turned out in late 2003 to celebrate the opening of the Al Zampa Bridge linking Solano and Contra Costa counties.

Third Street Light Rail
San Francisco's T-Third light-rail project provided faster and more reliable connections between downtown and the city's southeastern neighborhoods.

San Mateo Bridge Widening
The late Congressman Tom Lantos was on hand in 2003 to cut the ribbon for the newly widened San Mateo-Hayward Bridge.

BART Warm Springs Extension
BART's Warm Springs extension project, the first part of the ongoing extension to San Jose, will be completed in the fall of 2015.

REGIONAL MEASURE 1	Amount (\$ millions)
New Benicia-Martinez Bridge	\$1,200
Carquinez Bridge Replacement	\$518
Richmond-San Rafael Bridge Rehabilitation	\$117
San Mateo-Hayward Bridge Widening	\$210
I-880/SR 92 Interchange Replacement	\$235
Bayfront Expressway Widening	\$36
Richmond Parkway	\$6
US 101/University Avenue Interchange Improvements	\$4

REGIONAL MEASURE 2	Amount (\$ millions)
Transbay Transit Center ¹	\$353
e-BART/Hwy 4 Widening ²	\$269
BART to Warm Springs ^{1,2}	\$304
BART Oakland Airport Connector ¹	\$146
Solano Co. I-80 HOV Lanes & Cordelia Truck Scales ¹	\$123
SMART Rail	\$82
AC Transit Bus Rapid Transit ²	\$78
Transit Center Upgrades and New Buses (Regionwide)	\$65
I-580 HOV Lanes	\$53
Ferry Vessels ²	\$46
Caldecott Tunnel Fourth Bore	\$45
Transit Technology (Clipper®, 511®, Signals)	\$42
Contra Costa I-80 HOV Lanes	\$37
BART Tube Seismic Retrofit ²	\$34
San Francisco Third Street Light Rail	\$30
BART Central Contra Costa Crossover	\$25
Safe Routes to Transit Projects	\$23
Other Regional Projects	\$356
Transit Operations Support (Annual)	\$41

¹ Amount shown includes other toll revenue in addition to RM2
² Under construction

Draft Principles for Regional Measure 3

Bridge Nexus

Ensure all projects benefit toll payers in the vicinity of the San Francisco Bay Area’s seven state-owned toll bridges

Regional Prosperity

Invest in projects that will sustain the region’s strong economy by enhancing travel options and improving mobility in bridge corridors

Sustainability

Ensure all projects are consistent with Plan Bay Area 2040’s focused growth and greenhouse gas reduction strategy

State of Good Repair

Invest in projects that help restore bridges and transportation infrastructure in the bridge corridors

Demand Management

Utilize technology and pricing to optimize roadway capacity

Freight

Improve the mobility, safety and environmental impact of freight

Resiliency

Invest in resilient bridges and approaches, including addressing sea level rise

Regional Measure 3 – Key Policy Considerations



When should the vote take place?

We recommend either the primary or general election in 2018. This will require the Legislature to pass the enabling legislation no later than the end of August 2017.

How large of a toll hike should we seek?

A comparison of the revenue yield from a \$1–\$3 toll surcharge as well as a comparison of toll rates on other bridges are shown in the tables below. A multi-dollar toll surcharge could be phased in over a period of years.

Toll Surcharge Amount	Annual Revenue	Capital Funding Available (25-year bond)
\$1	\$127 million	\$1.7 billion
\$2	\$254 million	\$3.3 billion
\$3	\$381 million	\$5.0 billion

Toll Rate Comparisons

Facility	Standard Auto Toll	Carpool Toll
BATA Bridges	\$5.00	\$2.50
Golden Gate Bridge	\$7.50/\$6.50 Plate/FasTrak	\$4.50
MTA Verrazano Narrows Bridge	\$11.08 ¹ /\$16.00 EZ-Pass/Cash	\$3.08 ^{1,2}
Port Authority of New York/New Jersey (Bridges and Tunnels)	\$10.50/\$12.50/\$15.00 Off-Peak/Peak/Cash	\$6.50

¹Results from EZ-Pass discount rate
Average rate, based on 24 trips





Which counties should vote on the toll increase?

Regional Measure 1 (1988) and Regional Measure 2 (2004) were placed on the ballot in only seven of the nine Bay Area counties; Napa and Sonoma were excluded. We propose that all nine counties be included in Regional Measure 3.

Should toll revenue be used for operating purposes?

If a portion of toll revenue is reserved for operating funding (such as to subsidize transit service), the capital funding shown in the table on the prior page would be reduced. For example, for every 10% of total revenue reserved for operating purposes under a \$2 toll scenario, the capital yield from toll revenue bonds would be reduced by approximately \$300 million. Accordingly, we recommend restricting operating funding to the smallest possible amount. If an operating program is created, we recommend establishing performance standards similar to those in Regional Measure 2 as a condition of funding eligibility.

Should congestion pricing be expanded?

The \$6 peak/\$4 off-peak weekday toll on the San Francisco-Bay Bridge has successfully reduced congestion on that span by encouraging some commuters to change their time or mode of travel. The \$6/\$4 differential toll also raises about the same amount of revenue as would a flat \$5 toll on that span. To further reduce congestion, we suggest consideration of a greater discount between the peak and off-peak rate for the Bay Bridge in Regional Measure 3.

Should a FasTrak® discount be authorized?

The Golden Gate Bridge district offers FasTrak Discounts to incentivize more drivers to sign up for FasTrak, since electronic toll collection significantly speeds up traffic throughput on the bridge. RM 3 is an opportunity to remove a statutory restriction that currently prohibits BATA from offering similar FasTrak discounts. We recommend pursuing this change to help reduce delays and associated emissions.

Should trucks pay an additional toll?

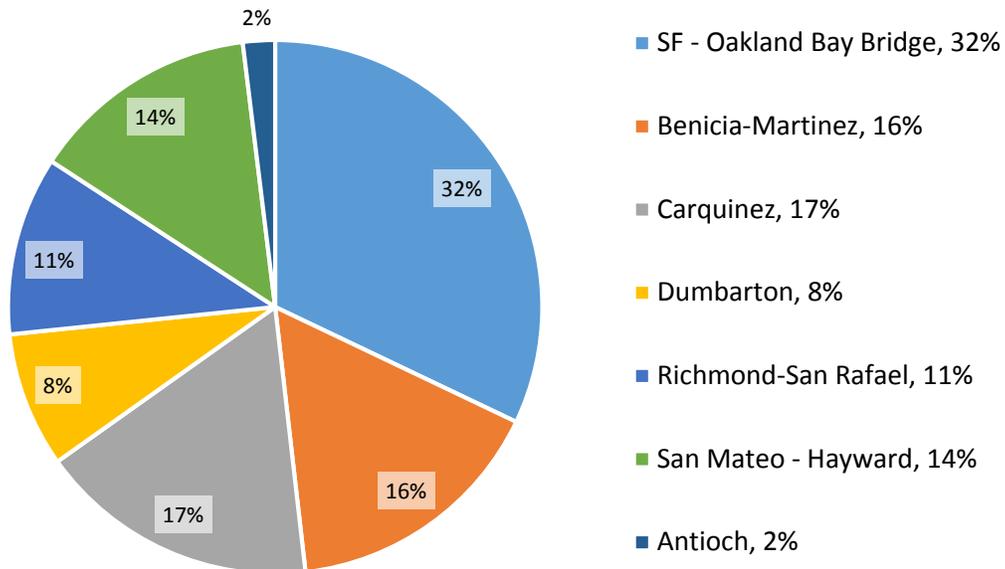
The last toll hike approved by the Bay Area Toll Authority (BATA) in 2010 included a substantial increase in the axle-based rate paid by commercial vehicles and trucks. As a result, we recommend that Regional Measure 3 be a flat surcharge added to all vehicles crossing the seven state-owned bridges.

What kind of projects should be considered for funding?

Since bridge tolls are fees and not taxes, the use of toll revenue should benefit the payers of the fee. In other words, the projects funded by Regional Measure 3 should provide safety, mobility, access, or other related benefits in the toll bridge corridors. Regional Measure 1 funded primarily a small set of bridge replacement and expansion projects. By contrast, Regional Measure 2 funded a much larger set of both bridge, highway, and transit projects in the bridge corridors. Given the region's significant needs on all modes, we expect that Regional Measure 3 will resemble its immediate predecessor in the breadth and modal mix of projects.

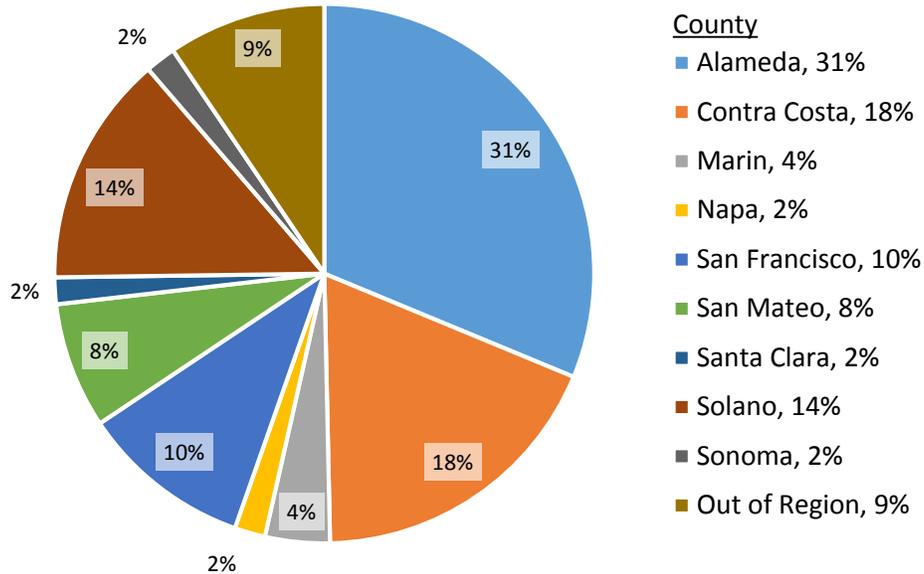


Share of Bridge Toll Revenue by Bridge



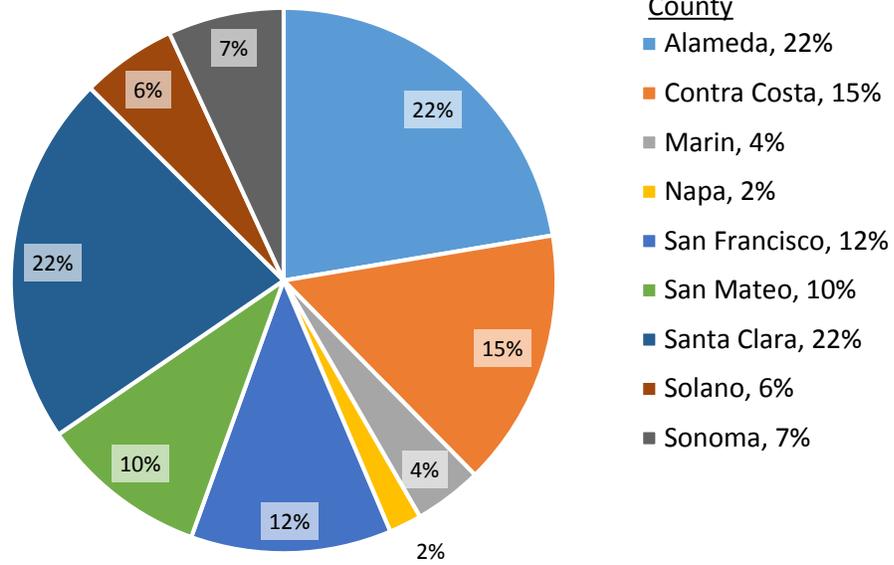
Source: FY16 Toll Revenues Collected by Bridge, MTC Comprehensive Annual Financial Report, June 30, 2016

Share of Toll Revenue by County of Residence



Source: 2015 MTC FasTrak Data - Average Typical Weekday Transactions by County of Billing Address

Share of Voters by County



Source: 2016 California Secretary of State Report of Registration (registered voters by county as of 10/24/2016)

C/CAG AGENDA REPORT

Date: January 19, 2017
To: C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC)
From: Eliza Yu, Transportation Programs Specialist
Subject: Regional Project and Funding Information

(For further information, contact Eliza Yu at 650-599-1453 or eyu@smcgov.org)

RECOMMENDATION

Regional project and funding information.

FISCAL IMPACT

None

SOURCE OF FUNDS

N/A

BACKGROUND

C/CAG staff routinely attends meetings hosted by the Metropolitan Transportation Commission (MTC) and receives information distributed by the MTC pertaining to federal funding, project delivery, and other regional policies that may affect local agencies. Attached to this report includes relevant information from MTC.

FHWA policy for inactive projects

The current inactive list is attached (Attachment 1). Project sponsors are requested to visit the Caltrans site regularly for updated project status at:

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Caltrans provides their policy for the management of Inactive Obligations at:

<http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/FHWA%20FY14%20Inactive%20Guidance%20Letter.pdf>

Project Delivery

1. Annual Listing of Federally Obligated Projects for FY 2015-2016

MTC recently released their Annual Listing of Federally Obligated Projects for Fiscal Year 2015-2016 online at: http://mtc.ca.gov/sites/default/files/Annual_Listing_FFY15-16_FINAL_122816.pdf. For Fiscal Year 2015-2016, the Nine-County Bay Area Region obligated approximately \$1,040 million in federal transportation funds. The Annual Listing of Federally Obligated Projects provides a record of project delivery and promotes awareness of government spending on transportation projects.

2. Annual Obligation Plan Project Status (Attachment 4)

Per Resolution 3606, the regional project delivery policy requires projects using STP/CMAQ, ATP, HSIP and RIP on the list to be obligated, transferred, or allocated by **January 31, 2017**. In addition, the Request for Authorizations (RFAs) for projects on the list was due by November 1, and obligation/E-76 authorization is due on **January 31, 2017**. Given the uncertainties of availability of federal funds this year, sponsors with projects on the list are encouraged to submit their RFAs as soon as possible if they have not done so already. FHWA funding for local projects is available first-come first-served after January 31, contingent upon the availability of funds. Please check your E-76 status at: <http://www.dot.ca.gov/hq/LocalPrograms/E-76-status.php>.

3. Suspension of Caltrans Authority under NEPA Assignment Waiver of Immunity Expiration (Attachment 5)

NEPA assignment to Caltrans has been suspended for up to 90 days beginning January 1, 2017. Fortunately, with the latest FHWA/Caltrans Programmatic Agreement which can be found on page 36 of the LSRPDWG January 12, 2017 Agenda Packet, Caltrans will still be able to continue to sign most CEs after the suspension:
http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2493/FINAL_Jan_12_17_LSRPDWG_Pkt.pdf. The majority of small scale projects will be able to be approved by Caltrans, though Caltrans will need to review each project on a case by case basis which could add delay in the process.

4. HSIP Cycle 8 Awarded Projects and Programming Requirements (Attachment 6)

The HSIP Cycle 8 List of Awarded Projects within San Mateo County has been released. Agencies with HSIP projects programmed in the federal TIP should be aware of the following delivery deadlines for the Cycle 8 HSIP program:

PE Authorization: September 30, 2017 (RFA due June 30, 2017)

CON Authorization: September 30, 2020 (RFA due June 30, 2020)

MTC requests that all Cycle 8 sponsors input their individual projects into FMS for delivery monitoring and project-level air quality conformity purposes. The Link to [FMS](http://fms.mtc.ca.gov/fms) is here: <http://fms.mtc.ca.gov/fms>. Please note that you must have an active FMS account. If you do not have an activated user profile, please go to the FMS home page and click on the “create one” link toward the bottom of the page. MTC staff will then review and approve your account.

Please be sure to use the following guidelines when entering your projects into [FMS](http://fms.mtc.ca.gov/fms):

- **Description:** Include the Unique Project ID (H8-04-XXX) at the beginning of each description. (Column A of Attachment 6)
- **RTP ID:** 240746
- **Funding:**
 - **Programming:** Federal funds should be split into PE and CON phases, along with their respective local matches. Cycle 8 HSIP funding must be shown with FMS Fund Code: HSIP-T5-8
 - **Program Year:** PE = 2017 if using HSIP funds (since the obligation deadline is September 30, 2017). Don't forget to include the appropriate local match if using

federal funds for the PE phase) If using 100% local funds for PE, program the funds in the year you start the PE work;

CON = the federal fiscal year you will receive the E-76 (obligation of funds), but no later than FY2020. Don't forget to include the appropriate local match.

Guidance for local match can be found on Caltrans website at:

<http://www.dot.ca.gov/hq/LocalPrograms/HSIP/2016/HSIP-Guidelines.pdf>

NOTE: Sponsors utilizing 100% local funds for PE, must let MTC and Caltrans Local Assistance know so that they are not flagged in future monitoring reports for missing the PE obligation deadline.

- **Fund No:** Unique Project ID (H8-04-XXX), found in the attached HSIP Cycle 8 project listing. Enter in FMS under "Monitoring" when entering fund lines.

- **MTC Contact:** Marcella Aranda at: maranda@mtc.ca.gov

Upon completion of entering the project, sponsors should save the project and notify C/CAG for final entry submission.

Miscellaneous MTC/Caltrans Federal Aid Announcements

1. Pavement Management Program (PMP) Certification (Attachment 2) – The current PMP certification status listing is attached (Attachment 2). Jurisdictions without a current PMP certification are not eligible to receive regional funds for local streets rehabilitation and will have projects removed from MTC's obligation plans until their PMP certification is in good standing. Contact Christina Hohorst, PTAP Manager, via email at chohorst@mtc.ca.gov if you need to update your certification.

2. 2016 Regional Pavement Condition Update (Attachment 3) - Please note that there is a typo in the attached memo. The deadline for updating your Streetsaver database is on January 31, 2017 not January 31, 2016.

3. Pavement Classes through UC Berkeley Tech Transfer - Improve your knowledge of pavement through one of the upcoming Caltrans-subsidized courses from UC Berkeley, Tech Transfer:

- Asphalt Pavement Materials, Design, Construction & Maintenance on February 7-9 in Monrovia, CA
- Superpave Mix Design for Local Agencies on February 21-23 (Online)
- Pavement Management Systems & Preservation Strategies on March 15-16 in Rancho Cordova, CA
- In-Place Asphalt Recycling & Stabilization Strategies on June 8 in Emeryville, CA

To view the complete list of transportation related courses, register for a class, or find out more information, visit UC Berkeley Tech Transfer website: <http://www.techtransfer.berkeley.edu/schedule>.

4. ATP Cycle 3 Regional Projects Update (Attachment 7)

MTC received 61 applications totaling \$166 million for the ATP Cycle 3 Call for Projects. However, with only \$22.2 million available to program, MTC staff recommends fully funding 13 projects and partially funding one project. This amount includes 9 projects requesting less than \$1 million to meet MTC's 20% funding target for smaller projects. Staff also recommends adoption of a list of contingency projects totaling \$18 million, ranked in order based on the project's evaluation score. MTC would fund projects on the contingency list should there be any project failures, ineligibility determinations, or savings in the Cycle 3 Regional ATP. The revised schedule, regional share targets and projects list is attached.

ATTACHMENTS

1. Caltrans Inactive Obligation Project List for San Mateo County as of January 3, 2017
2. MTC's PMP Certification Status of Agencies within San Mateo County as of January 11, 2017
3. 2016 Regional Pavement Condition Index Update Memorandum from Sui Tan
4. FY 16-17 Local Federal Aid Obligation Plan Project Delivery Status as of January 5, 2017
5. Suspension of Caltrans Authority Under NEPA Assignment Waiver of Immunity Expiration – Memorandum from Ross McKeown
6. HSIP Cycle 8 Delivery Status Report for San Mateo County Projects as of November 30, 2016
7. Regional ATP Cycle 3 Revised Schedule, Regional Share Targets and Projects List as of January 11, 2017

Inactive Obligations
Local, State Administered/Locally Funded and Rail Projects

Updated on
01/03/2017

Project No.	Status	Agency Action Required	County	Agency	Description
5029027	Inactive	Carry over project. Provide status update to DLAE immediately.	SM	Redwood City	VARIOUS BRIDGES IN CITY OF REDWOOD CITY, PREVENTATIVE MAINTENANCE
5273025	Inactive	Carry over project. Provide status update to DLAE immediately.	SM	Menlo Park	VALPARAISO AVE, GLENWOOD AVE, EL CAMINO REAL, MIDDLEFIELD RD INSTALL: BIKE LANE, SIGNS, DISPLAY, SIGNALS, PEDESTRIAN PATH
5333013	Inactive	Carry over project. Provide status update to DLAE immediately.	SM	Woodside	MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION
5438011	Inactive	Invoice under review by Caltrans. Monitor for progress.	SM	East Palo Alto	BAY ROAD: CLARKE/ILLINOIS TO COOLEY LANDING (BAY TRAIL) ROAD WIDEN, RESURFACE, STREETScape, BIKE LANE
22X0007	Inactive	Invoice under review by Caltrans. Monitor for progress.	SM	East Palo Alto	WOODLAND AVE, EMERGENCY OPENING
5029024	Inactive	Submit invoice to District by 02/20/2017	SM	Redwood City	BRIDGE PARKWAY OVER MARINE WORLD LAGOON, PREVENTATIVE MAINTENANCE
5029025	Inactive	Submit invoice to District by 02/20/2017	SM	Redwood City	BRIDGE PARKWAY(RIGHT) OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PARKWAY, PREVENTATIVE MAINTENANCE
5029032	Inactive	Submit invoice to District by 02/20/2017	SM	Redwood City	MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK, BRIDGE PREVENTATIVE MAINTENANCE
5196039	Inactive	Submit invoice to District by 02/20/2017	SM	Daly City	JOHN DALY BOULEVARD FROM MISSION STREET TO DELONG STREET PEDESTRIAN AND BIKE FACILITIES IMPROVEMENTS
5299013	Inactive	Submit invoice to District by 02/20/2017	SM	Millbrae	MILLBRAE DOWNTOWN AND EL CAMINO REAL CORRIDOR, MILLBRAE PRIORITY DEVELOPMENT AREA SPECIFIC PLAN
5299014	Inactive	Submit invoice to District by 02/20/2017	SM	Millbrae	MILLBRAE AVE FROM EL CAMINO REAL (SR82) TO SR101 , AND MAGNOLIA AVE. FROM TAYLOR BLVD TO LACRUZ AVE. ROAD REHABILITATION
5438015	Inactive	Submit invoice to District by 02/20/2017	SM	East Palo Alto	UNIVERSITY OVERCROSSING US 101 BIKE PED PATH
6204106	Inactive	Submit invoice to District by 02/20/2017	SM	Caltrans	SR 92 AND EL CAMINO REAL (SR82), UPGRADE INTERCHANGE
5273024	Future	Invoice returned to agency. Resubmit to District by 05/19/2017	SM	Menlo Park	WILLOW RD - MIDDLEFIELD TO HAMILTON, UPGRADE SIGNALS
5029034	Future	Invoice under review by Caltrans. Monitor for progress.	SM	Redwood City	REDWOOD CITY DOWNTOWN, PLANNING STUDY OF SEQUOIA STATION AND STREETCAR
5029029	Future	Submit invoice to District by 05/19/2017	SM	Redwood City	MULTIPLE SCHOOLS IN REDWOOD CITY SCHOOL DISTRICT, NON INFRASTRUCTURE, SRTS EDUCATION
5029033	Future	Submit invoice to District by 05/19/2017	SM	Redwood City	WHIPPLE AND VETERANS, ROAD REHABILITATION
5333012	Future	Submit invoice to District by 05/19/2017	SM	Woodside	PORTOLA RD IN THE TOWN OF WOODSIDE IN SAN MATEO COUNTY, 0.25 MI E OF SR 84, BRIDGE REPLACEMENT
5333014	Future	Submit invoice to District by 05/19/2017	SM	Woodside	KINGS MOUNTAIN RD OVER WEST UNION CREEK; 0.05 MI EAST OF TRIPP RD, BRIDGE REHABILITATION
5350020	Future	Submit invoice to District by 05/19/2017	SM	Pacifica	LINDA MAR BLVD BETWEEN DE SOLO DR TO ADOBE DR, PAVEMENT REHABILITATION

Inactive Obligations
Local, State Administered/Locally Funded and Rail Projects

Updated on
01/03/2017

Project No.	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amount	Unexpended Balance
5029027	2/17/2015	6/22/2011	2/17/2015	2/17/2015	\$30,000	\$26,559	\$13,250	\$13,309.26
5273025	10/29/2015	10/29/2015		10/29/2015	\$564,007	\$498,783	\$0	\$498,783.00
5333013	9/24/2015	3/16/2012	9/24/2015	9/24/2015	\$107,428	\$95,106	\$84,207	\$10,898.86
5438011	2/4/2016	4/4/2012	2/4/2016	10/21/2016	\$2,168,750	\$1,834,000	\$732,526	\$1,101,474.26
22X0007	11/6/2015	5/29/2015	11/6/2015	11/6/2015	\$304,102	\$301,195	\$261,194	\$40,000.52
5029024	2/24/2016	4/13/2011	2/24/2016	2/24/2016	\$75,000	\$66,398	\$32,437	\$33,961.14
5029025	2/24/2016	4/13/2011	2/24/2016	2/24/2016	\$75,000	\$66,398	\$32,437	\$33,961.14
5029032	2/24/2016	3/21/2014	2/24/2016	2/24/2016	\$26,250	\$23,239	\$458	\$22,781.25
5196039	3/2/2016	3/2/2016		3/2/2016	\$3,335,069	\$1,290,000	\$0	\$1,290,000.00
5299013	3/8/2016	2/6/2015	3/8/2016	3/8/2016	\$650,000	\$500,000	\$2,800	\$497,200.09
5299014	3/10/2016	3/10/2016		3/10/2016	\$595,358	\$445,000	\$0	\$445,000.00
5438015	2/26/2016	11/27/2013	2/26/2016	8/19/2016	\$950,000	\$760,000	\$240,000	\$520,000.00
6204106	3/28/2016	7/18/2013	3/28/2016	3/28/2016	\$3,986,801	\$1,966,800	\$1,767,803	\$198,997.26
5273024	6/9/2016	5/1/2015	6/9/2016	6/9/2016	\$253,000	\$202,400	\$106,206	\$96,193.60
5029034	5/25/2016	4/17/2015	5/25/2016	5/25/2016	\$508,302	\$450,000	\$13,978	\$436,021.82
5029029	6/9/2016	5/22/2012	6/9/2016	6/9/2016	\$204,000	\$204,000	\$176,260	\$27,740.17
5029033	4/1/2016	2/17/2015	4/1/2016	4/1/2016	\$999,648	\$548,000	\$246,180	\$301,819.80
5333012	4/7/2016	3/16/2012	4/7/2016	4/7/2016	\$188,760	\$167,109	\$83,969	\$83,140.23
5333014	4/7/2016	3/16/2012	4/7/2016	4/7/2016	\$135,090	\$119,595	\$86,713	\$32,882.01
5350020	5/27/2016	6/8/2014	5/27/2016	5/27/2016	\$508,695	\$431,000	\$377,224	\$53,775.54

Inactive Obligations
Local, State Administered/Locally Funded and Rail Projects

Updated on
01/03/2017

Project No.	Status	Agency Action Required	County	Agency	Description
5438013	Future	Submit invoice to District by 05/19/2017	SM	East Palo Alto	FORDHAM ST/PURDUE AVE, BAY RD BETWEEN NEWBRIDGE ST AND GLORIA WAY, , PULGAS AVE/RUNNYMEDE ST, PULGAS AVE BETWEEN O'CONNER ST AND MYRTLE ST. CONST SIDEWALKS, RAMPS, INSTALL CROSSWALK LIGHTING
22X0005	Future	Submit invoice to District by 05/19/2017	SM	Woodside	PORTOLA RD REPLACE CULVERT , HEAD WALL, TRASH RACK

Inactive Obligations
Local, State Administered/Locally Funded and Rail Projects

Updated on
01/03/2017

Project No.	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amount	Unexpended Balance
5438013	5/19/2016	4/4/2011	5/19/2016	5/19/2016	\$697,715	\$579,700	\$42,000	\$537,700.00
22X0005	5/3/2016	9/20/2014	5/3/2016	5/6/2016	\$105,687	\$93,565	\$26,453	\$67,112.23

Attachment 2 - PMP Certification Status Listing 1-11-17

PMP Certification January 14, 2017	Expired
	Expiring within 60 days
	Certified

* "Last Major Inspection" is the basis for certification and is indicative of the date the field inspection was completed.

County	Jurisdiction	Last Major Inspection*	Certified	P-TAP Cycle	Certification Expiration Date
San Mateo	Atherton	9/30/2014	Pending	17	4/30/2017
San Mateo	Belmont*	11/30/2014	Yes	15	12/1/2017
San Mateo	Brisbane	8/31/2014	Pending	17	4/30/2017
San Mateo	Burlingame	1/31/2016	Yes	16	2/1/2018
San Mateo	Colma	9/30/2015	Yes	16	10/1/2017
San Mateo	Daly City	12/31/2014	Pending	17	4/30/2017
San Mateo	East Palo Alto	8/31/2013	Pending	17	4/30/2017
San Mateo	Foster City	8/31/2015	Yes	16	9/1/2017
San Mateo	Half Moon Bay	12/31/2015	Yes	16	1/1/2018
San Mateo	Hillsborough	9/30/2014	Pending	17	4/30/2017
San Mateo	Menlo Park	4/30/2016	Yes	16	5/1/2018
San Mateo	Millbrae*	7/31/2014	Yes	15	8/1/2017
San Mateo	Pacifica	7/31/2015	Yes	16	8/1/2017
San Mateo	Portola Valley	9/30/2015	Yes	16	10/1/2017
San Mateo	Redwood City*	12/31/2014	Yes	15	1/1/2018
San Mateo	San Bruno	6/30/2015	Yes	16	7/1/2017
San Mateo	San Carlos	8/31/2013	Pending	17	4/30/2017
San Mateo	San Mateo	11/30/2015	Yes	16	12/1/2017
San Mateo	San Mateo County	8/31/2013	Pending	17	4/30/2017
San Mateo	South San Francisco	10/31/2015	Yes	16	11/1/2017
San Mateo	Woodside	10/31/2013	Pending	17	4/30/2017

(*) Indicates One-Year Extension. Note: PTAP awardees are ineligible for a one-year extension during the cycle awarded.

(^) Indicates previous P-TAP awardee, but hasn't fulfilled requirement; must submit certification prior to updating to current P-TAP award status.

Note: Updated report is posted monthly to:

http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx



METROPOLITAN
TRANSPORTATION
COMMISSION

LSRPDWG Item L1C

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Joint Partnership Working Group

DATE: January 12, 2017

FR: Sui Tan

RE: 2016 Regional Pavement Condition Update

Now that 2016 is officially over, the annual regional pavement condition index (PCI) calculation effort is not far behind.

In order to provide you with a timely report, all jurisdictions must update their StreetSaver® database with all condition assessment surveys, and maintenance and rehabilitation work completed in 2016. Your PCI score for 2016 will be calculated based on the cutoff date of December 31, 2016. The deadline for updating your StreetSaver® database is January 31, 2016 ~~2017~~.

I would also like to bring to your attention a recent revision in pavement surface distress rating protocol. In early 2016, the weathering and raveling distress was split into two separate distresses. This revision was required to be in compliance with the new ASTM D6433-11 specifications. The revised protocol is designed to reduce the deduct values for weathering and raveling when combined. As expected, the revision in rating protocol resulted in an increase of overall network PCI in many jurisdictions by a few points. More information will be available in February after the initial calculations for the regional pavement condition effort are completed.

For more information about the PCI calculation process or the change in distress rating protocol, you can contact me at 415-778-5244 or stan@mtc.ca.gov.