



Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park  
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

## AGENDA

### Congestion Management & Environmental Quality (CMEQ) Committee

**Date:** Monday, April 29, 2019  
**Time:** 3:00 p.m.  
**Place:** San Mateo City Hall, Conference Room C  
330 West 20th Avenue, San Mateo, California 94403

- |     |  |                                     |               |
|-----|--|-------------------------------------|---------------|
| 1.  | Public comment on items not on the agenda  | Presentations are limited to 3 mins |               |
| 2.  | Issues from the April 2019 C/CAG Board meeting: <ul style="list-style-type: none"><li>• Approved – Execution of the Joint Exercise of Powers Agreement (JPA) for the San Mateo County Express Lanes between C/CAG and SMCTA</li><li>• Approved - Distribution policy for fiscal year 2019/ 2020 State Transit Assistance (STA) Population-Based funds</li><li>• Approved – Appointments of C/CAG Board members Alicia Aguirre, Doug Kim, and Diane Papan to serve as Board members on the San Mateo County Express Lanes JPA, when established</li></ul> | Information (Lacap)                 | No Materials  |
| 3.  | Approval of minutes of March 25, 2019 meeting  | Action (Garbarino)                  | Pages 1 – 4   |
| 4.  | Review draft list of regionally significant projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as the Plan Bay Area 2050   | Information (Lacap)                 | Pages 5 - 12  |
| 5.  | Public Hearing to receive comments on the update of Plan Bay Area 2050 in San Mateo County   | Action (Garbarino)                  | No Materials  |
| 6.  | Review and recommend approval of reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2019 to June 30, 2023   | Action (Higaki)                     | Pages 13 – 26 |
| 7.  | Review and recommend approval for C/CAG to be included in the Dumbarton Mobility Alliance to address traffic as part of a cross-sector collaboration effort  | Action (Hoang)                      | Pages 27 - 29 |
| 8.  | Executive Director Report  | Information (Wong)                  | No Materials  |
| 9.  | Member comments and announcements  | Information (Garbarino)             |               |
| 10. | Adjournment and establishment of next meeting date:<br><b>May 20, 2019</b>   | Action (Garbarino)                  |               |

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC PARTICIPATION: Public comment is limited to two minutes per speaker. Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

If you have any questions about this agenda, please contact C/CAG staff: Jeff Lacap, 650-599-1455

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

**MINUTES  
MEETING OF March 25, 2019**

The meeting was called to order by Chair Garbarino in Conference Room C at City Hall of San Mateo at 3:01 p.m. Attendance sheet is attached.

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

None.

**2. Issues from the March 2019 C/CAG Board meeting. (Information)**

Jeff Lacap, C/CAG Staff, noted the agenda listed the status of items recently addressed by the C/CAG Board, and offered to respond to any questions.

**3. Approval of minutes of February 19, 2019 meeting. (Action)**

*Motion – Committee member Koelling/ 2<sup>nd</sup> Committee member O’Connell: To approve the minutes of the February 19, 2019 CMEQ meeting. Motion passed unanimously (8-0).*

**4. Receive an update on the implementation of SB 743- LOS to VMT Transition. (Information)**

Jeff Lacap, C/CAG staff, provided a presentation Senate Bill 743, which requires agencies to change the significance metric used to assess the transportation impacts of land use and transportation projects under CEQA (California Environmental Quality Act) from LOS (automobile delay, Level of Service) to VMT (Vehicle Miles Traveled). The presentation provided an overview of SB 743, the highlights from the Technical Advisory Guidelines issued by the Governor’s Office of Planning Research (OPR), C/CAG’s efforts to date to track the progress of SB 743 and exploring options on how to provide resources to member agencies.

Committee members had questions on the LOS mandate within the Congestion Management Program (CMP), how cities will be able to use both VMT and LOS in local policies and practices, the recommended thresholds for land use projects found in the Technical Advisory Guidelines, what constitutes a project being exempt from VMT analysis, and how strategies proposed to reduce VMT such as TDM ordinances or parking policies will fit in with other proposed legislature, such as SB 50. Committee members commented that VMT concepts will be hard for residents to grasp and requested for more information on differences between VMT and LOS. *(Staff is currently working on bringing an expert on the subject matter to make presentations to the CMEQ Committee at a future meeting).*

*Committee members provided comments only. No formal action needed.*

**5. Review and recommend approval of the C/CAG distribution policy for fiscal year 2019/ 2020 State Transit Assistance (STA) Population- Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year. (Action)**

Jean Higaki, C/CAG Staff, presented on the proposed C/CAG distribution policy for State Transit Assistance (STA) population-based funds for fiscal year 2019/2020 in San Mateo County. In previous cycles, MTC assigned STA funds to each county and then split each county's share to fund a) Paratransit service and b) to fund the Lifeline Transportation Program.

On February 28, 2018, under MTC resolution 4321, MTC established the new STA County Block Grant Program policy whereby C/CAG would determine how to invest the population-based STA funds in public transit services and lifeline transportation services. C/CAG staff is proposing to continue the split based on previous averaged cycle splits of 37% for paratransit and 63% for the Lifeline program.

Committee members had questions about the formula distribution of the block grant developed by MTC.

*Motion – Committee member O’Connell/ 2<sup>nd</sup> Committee member Lee: To approve the C/CAG distribution policy for fiscal year 2019/ 2020 State Transit Assistance (STA) Population- Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year. Motion passed unanimously (12-0).*

**6. Receive an update on the Smart Corridor Project. (Information)**

John Hoang, C/CAG staff, provided an update to the Smart Corridor Project, a collaborative effort between local agencies, C/CAG, and Caltrans. Phase 1, 2, and 3 have been completed. Currently, expansion into South San Francisco, Daly City, Brisbane, and Colma is underway. The presentation provided details on the number of signal equipment (cameras, fiber optic cable, trailblazer signs) installed across the entire system for incident response communication throughout the county. In future, more stakeholder meetings are planned along with a test implementation of the entire system.

Committee members had questions about the firewall security of the system, the importance of the fiber optic cables to local agencies, and if the project can interface with smart phone apps such as Waze.

*Committee members provided comments only. No formal action needed.*

**7. Executive Director Report (Information)**

Executive Director Wong reported to the committee on the well-attended US-101 Express Lane groundbreaking ceremony that occurred in March along with an update that the Joint Ad Hoc Committee formed by C/CAG and the TA is currently working on a recommendation to the two boards regarding a new JPA to manage the express lane.

Also, Sandy reported on the joint workshop between C/CAG and Home for All staff on March 22 and notified committee members that materials and notes from the workshop will be posted on the C/CAG website. (*Workshop notes and materials have since been uploaded on the website*). Finally, Sandy reported that the Flood and Sea Level Rise Resiliency Agency is currently making presentations to each of the jurisdictions in San Mateo County.

**8. Member comments and announcements (Information)**

None.

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

The meeting adjourned at 4:09 pm.

The next regular meeting was scheduled for April 29, 2019.

**2019 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report**

Agency	Representative	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Metropolitan Transportation Commission	Gina Papan		N/A	x									
City of Redwood City	Shelly Masur		x	x									
Town of Atherton	Elizabeth Lewis		x										
City of San Bruno	Irene O'Connell			x									
City of Burlingame	Emily Beach		x	x									
Environmental Community	Lennie Roberts		x	x									
City of Pacifica	Mike O'Neill												
City of South San Francisco	Richard Garbarino		x	x									
Public	Josh Powell		x	x									
City of Millbrae	Wayne Lee		x	x									
City of San Mateo	Rick Bonilla			x									
Agencies with Transportation Interests	Adina Levin		x	x									
Business Community	Linda Koelling		x	x									
San Mateo County Transit District (SamTrans)	Pete Ratto		x	x									
City of Belmont	Julia Mates		N/A	x									
<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>	<i>Vacant</i>		N/A	N/A									

**Staff and guests in attendance for the March 25, 2019 meeting:**  
 Sandy Wong, John Hoang, Jeff Lacap, Jean Higaki, Van Ocampo- C/CAG Staff  
 Public Member

## C/CAG AGENDA REPORT

Date: April 29, 2019

To: C/CAG Congestion Management and Environmental Quality (CMEQ) Committees

From: Jeff Lacap, Transportation Programs Specialist

Subject: Review draft list of regionally significant projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050

(For further information or questions contact Jeff Lacap at 650-599-1455)

---

### **RECOMMENDATION**

That the C/CAG CMEQ Committee review draft list of regionally significant projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050.

### **FISCAL IMPACT**

Unknown.

### **SOURCE OF FUNDS**

N/A

### **BACKGROUND**

Metropolitan Transportation Commission (MTC) has initiated the update of its long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), to be adopted in the summer of 2021. The RTP/SCS, also known as Plan Bay Area 2050, will detail how the San Francisco Bay Area's transportation system will be maintained, improved and expanded to the horizon year of 2050. The Plan Bay Area is updated every four (4) years and typically with no mid-term amendment. The last RTP/SCS update was performed in 2017.

Plan Bay Area 2050 is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide housing and transportation choices, and reduce transportation-related pollution in the San Francisco Bay Area.

Per MTC Request for Regionally-Significant Projects Guidance:

*“For regionally-significant projects to progress from an idea to implementation or construction, project sponsors must demonstrate the project assumptions are consistent with Plan Bay Area 2050 and its environmental assessments (e.g., regional transportation-air quality conformity, program environmental impact report). Therefore, all regionally-significant*

*projects anticipated to open by 2050 that will seek federal, state, or regional funding or that will require federal or state actions (e.g., project-level transportation-air quality conformity, National Environmental Policy Act (NEPA), California Environmental Quality Act (CEQA) must be submitted for consideration during this Request for Regionally-Significant Projects.”*

MTC requests the assistance of each of the nine Bay Area Congestion Transportation Agencies (CTA's), also known as Congestion Management Agencies (CMA's), to coordinate project proposals for their county. The purpose of the Plan Bay Area 2050 Request for Regionally Significant Projects process is to assemble an array of capacity-expanding, regionally-significant projects and programmatic categories of smaller projects for prioritization in the region's long-range plan. The Plan Bay Area 2050 Request for Regionally Significant Projects will build upon Plan Bay Area 2040 (adopted in 2017), the Bay Area's adopted 2019 Transportation Improvement Program (TIP), and MTC Horizon's Request for Transformative Projects.

### C/CAG Request for Regionally-Significant Projects

Project sponsors will be requested to submit regionally significant projects which are defined as follows:

- **Regionally-significant project** means a transportation project (other than an exempt project) that is adding capacity to a facility which serves regional transportation needs including at a minimum the principal arterial system and all fixed guideway transit facilities.
  - In the context of Plan Bay Area 2050, a project proposal will be deemed regionally-significant if it meets any of the following:
    - Expands or extends the principal arterial system (length must be greater than ¼ mile)
    - Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
    - Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
    - Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
    - Extends or expands the fixed guideway transit infrastructure
    - Adds new or expands transit stations or terminals, including parking facilities
    - Expands transit fleets or service levels (e.g., increased frequency, hours of operation)
    - Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).
    - Total estimated cost (capital + operating and maintenance) is greater than \$250 million

MTC issued spreadsheet populated with existing data from the current RTP/SCS, State Transportation Improvement Program (STIP), and TIP. C/CAG staff will ask project sponsors to review and update project information if necessary. This includes any changes to the scope of work, schedule, or revenue sources.

## Programmatic Investments

Programmatic Investments are a collection of like transportation projects (other than regionally significant projects) identified by a single listing in the Plan, often grouped by purpose and geography (e.g. pavement preservation, bicycle/pedestrian facilities, intersection improvements). Projects that are considered Programmatic Investments do not have to be submitted for individual listing. Projects that increase capacity of the transportation system but fail to meet the regionally-significant criteria listed above will be considered programmatic investments (e.g., minor highway improvements, widening of local streets).

Projects that are not covered under a programmatic category and that will seek federal, state, or regional funding or require federal or state action (e.g., project level conformity, NEPA, CEQA) must be included in the plan to progress to implementation. In addition, projects that are 100% locally funded and have regional significance must still be included in the plan and analyzed by the region. C/CAG anticipates further guidance from MTC for programmatic investments later this year.

## Schedule and Outreach

C/CAG released the Request for Regionally Significant Projects on March 18, 2019. A workshop for San Mateo County project sponsors was held on March 28, 2019 in San Carlos. Project sponsors were requested to submit new project proposals or project updates by April 10, 2019. The draft list of regionally significant project proposals and updates can be found in Attachment 1.

To comply with outreach requirements, C/CAG plans on utilizing committee meetings to allow for public input at the April 29, 2019 CMEQ meeting to provide an opportunity for public comment on the list of projects that will be submitted for consideration in Plan Bay Area 2050 and to adhere to MTC outreach policy. A final list of submitted projects will be presented to the CMP TAC and CMEQ in May and presented to the C/CAG Board, for an endorsement, in June 2019.

The request for projects and project updates was sent to C/CAG Board members, City Managers, Public Works Directors, Planning Directors, C/CAG standing committees, the San Mateo County Transportation Authority (SMCTA), SamTrans, Caltrain, the Water Emergency Transportation Authority (WETA), BART, and the Golden Gate National Recreation Area (GGNRA) request for projects announcement will also be posted on the C/CAG website.

Below is the schedule showing C/CAG's process schedule. MTC anticipates that Plan Bay Area 2050 will be adopted in the summer of 2021.

<b>Schedule Task</b>	<b>Date</b>
Review and Solicit Input on Draft Request for Projects Guidance	MTC PTAC: January 2019 Regional RAWG: March 2019
C/CAG Staff Coordination Meeting with SMCTA/SamTrans/JBP	February 2019
MTC Issues Request for Regionally Significant Projects Guidance Letter to CTAs	Late February 2019
CMP TAC – Outreach and Process Review	February 21, 2019
CMEQ – Outreach and Process Review	February 25, 2019
C/CAG Board - Outreach and Process Review	March 14, 2019



C/CAG issues a request for regionally significant projects to all identified project sponsors	March 15, 2019
Workshop for San Mateo County Project Sponsors	March 28, 2019
Deadline for Project Sponsors to submit projects to C/CAG	April 10, 2019
CMP TAC – Review of Draft Project List	April 18, 2019
CMEQ – Review of Draft Project List and Public Hearing	April 29, 2019
C/CAG to Finalize List of Projects Based on Sponsor Submittals and Public Hearing	Early May 2019
CMP TAC –Review of the final project list	May 16, 2019
CMEQ – Review of the final project list	May 20, 2019
C/CAG Board –Endorsement of the project list	June 13, 2019
Project Submittals Due to MTC	June 28, 2019
MTC Conducts Project-Level Performance Assessment	Fall 2019

### Next Steps

The total cost of projects will need to be constrained within a financial target that is provided by MTC. Because of this financial constraint, C/CAG will work together with sponsors that submitted new projects with completion dates in the outer years of the RTP/SCS to be shown only with fully funded preliminary phases, such as the planning or environmental phases to fit all the projects within the target.

At the April 18, 2019 C/CAG CMP TAC Committee meeting, committee members reviewed the draft list and had clarifying questions about the next steps in finalizing the project list and asked about how programmatic categories will be handled later this year.

After C/CAG submits the approved project list in June, MTC will take the projects collected from this request and perform a project performance assessment against three scenarios that will shape a final scenario for Plan Bay Area 2050.

C/CAG supports adding regionally significant projects from San Mateo County to the development of Plan Bay Area 2050, which are essential to conducting air quality conformity analysis and shaping the preferred scenario to be used in the plan. However, C/CAG does not endorse the particular design details of any individual project.

### **ATTACHMENTS**

1. Draft List of Regionally Significant Projects to be submitted to MTC for inclusion in the update of Plan Bay Area 2050.

### Draft List of Regionally Significant Projects

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date of Project	Project Capital Estimated Cost in 2019 Dollars (\$ in millions)	Project Estimated O&M Cost in 2019 Dollars (if applicable; \$ in millions)
17-06-0004	Hwy 1 / Manor Drive Overcrossing Improvement	Pacifica	Street/Highway Facility	Highway	Widen existing Manor Drive Overcrossing and signalize the intersections of Palmetto Drive/Manor Drive and Oceana Drive/Manor Drive. Construct new northbound on-ramp at Hwy 1 and Milagra Drive.	2030	20	
17-06-0008	Add northbound and southbound modified auxiliary lanes and/ or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	Add northbound and southbound modified auxiliary lanes and/or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line.	2024	210	
17-06-0009	Improve operations at U.S. 101 near Route 92 - Phased	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	US 101 operational improvements near Route 92. Project may have phased construction.	2026	160	
17-06-0010	Improve U.S. 101/Woodside Road interchange	Redwood City	Street/Highway Facility	Highway	Modifies the Woodside Road Interchange at US 101.	2025	144	0.1
17-06-0011	US 101 Produce Avenue Interchange	South San Francisco	Street/Highway Facility	Highway	Construct a new interchange on US 101 at Produce Avenue, connecting Utah Avenue on the east side of US 101 to San Mateo Avenue on the west side of US 101. This will allow for reconfiguration of the existing southbound ramps at Produce Ave and Airport Blvd, as well incorporation of the northbound off- and on- ramps at S. Airport Blvd into the interchange design.	2024	146	
17-06-0012	U.S. 101 Interchange at Peninsula Avenue	San Mateo (City)	Street/Highway Facility	Highway	Construct southbound on and off ramps to US 101 at Peninsula Ave to add on and off ramps from southbound 101.	2023	85	
<del>17-06-0013</del>	<del>Reconstruct U.S. 101/Broadway interchange*</del>	<del>Burlingame</del>	<del>Street/Highway Facility</del>	<del>Highway</del>	<del>Reconstructs the US 101/Broadway interchange.</del>	<del>2017</del>	<del>0</del>	
17-06-0014	Reconstruct U.S. 101/Willow Road interchange	Menlo Park	Street/Highway Facility	Highway	The project proposes to reconstruct the existing US 101/Willow Road (Route 114) Interchange within the existing alignment to a partial cloverleaf interchange. Project includes class I bike paths and class II bike lanes.	2018	80	
<del>17-06-0015</del>	<del>Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road*</del>	<del>Caltrans</del>	<del>Street/Highway Facility</del>	<del>Highway</del>	<del>Add northbound and southbound auxiliary lanes.</del>	<del>2015</del>	<del>0</del>	
17-06-0016	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study - Phased	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	Improve access to /from the west side of Dumbarton Bridge (Route 84 connecting to U.S. 101) per Gateway 2020 Study (Phased implementation of short term projects. Environmental phase only for long term projects).	2040	39	
17-06-0017	Route 101/Holly St Interchange Access Improvements	San Carlos	Street/Highway Facility	Highway	The proposed project would convert the existing full cloverleaf configuration to a partial cloverleaf design by eliminating two of the existing loop off-ramps of the interchange, and realign the diagonal on- and off-ramps into signalized T-intersections with local streets. A new pedestrian and bicycle over crossing will be constructed in the south side of Holly Street Interchange.	2021	34	
<del>17-06-0018</del>	<del>Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380 - Environmental only*</del>	<del>San Bruno</del>	<del>Street/Highway Facility</del>	<del>Highway</del>	<del>Environmental assessment of local access improvements at the existing I-280 / I-380 interchange located in the City of San Bruno. The project would provide access to I-380 from the two main east-west secondary roads of Sneath Lane and San Bruno Avenue.</del>		<del>0</del>	
17-06-0019	State Route 92-82 (El Camino) Interchange Improvement*	San Mateo (City)	Street/Highway Facility	Highway	Widen the existing ramps and reconfigure the existing interchange from a full cloverleaf to a partial cloverleaf. Pedestrian and bicycle improvements would be included as part of the project.	2020	30	
17-06-0020	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)	San Mateo County	Street/Highway Facility	Highway	Operational and safety improvements for vehicles, bicycles, and pedestrians, along the Highway 1 corridor between Half Moon Bay and Pacifica. This could include acceleration lanes, deceleration lanes, turn lanes, bike lanes, enhanced crossings, and trail network improvements.	2020	29	

**Draft List of Regionally Significant Projects**

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date of Project	Project Capital Estimated Cost in 2019 Dollars (\$ in millions)	Project Estimated O&M Cost in 2019 Dollars (if applicable; \$ in millions)
17-06-0021	Environmental Studies for 101/Candlestick Interchange	Brisbane	Street/Highway Facility	Highway	Planning and environmental analysis of the reconstruction of 101/Candlestick Interchange to full all-directional interchange with a single point cross street connection. Project would provide all-direction ramp movements controlled by new signalized intersections at the cross street connections. Interchange would join an improved Harney Way to the east, and would join the Geneva Avenue Extension to the west. Accommodate E/W crossing of planned BRT facility.	2021	25	
17-06-0022	Westbound slow vehicle lane on Route 92 between Route 35 and I-280 - Environmental Phase	San Mateo County	Street/Highway Facility	Highway	Planning and environmental analysis of a westbound slow vehicle lane on Route 92 between Route 35 and I-280		25	
17-06-0023	Route 1 Improvements in Half Moon Bay	Half Moon Bay	Street/Highway Facility	Highway	In Half Moon Bay, On Route 1: Improve safety and reduce congestion by providing protected left and right turn lanes, warranted traffic signals, two through lanes only at signalized intersections, bike lanes, pathways, bus stops, traffic signal interconnects, safety lighting, median and channelization improvements.	2020	19	
17-06-0024	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	Brisbane	Street/Highway Facility	Highway	Reconstruct a partial interchange and provide improved access to Brisbane, Bayshore Blvd and proposed Brisbane Baylands project. Lagoon Way extension connects to the reconstructed interchange and provides improved access to Brisbane, Daly City, and the pending 600-acre Brisbane Baylands development.	2030	17	
17-06-0025	US 101/University Ave. Interchange Improvements	East Palo Alto	Street/Highway Facility	Highway	On University Avenue across US-101, between Woodland Avenue and Donohoe Street; Add bike lanes and sidewalk and modify the NB and SB off-ramps to eliminate pedestrian/bicycle conflicts and improve traffic operations.	2021	15	
17-06-0027	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real	San Mateo County Transit District (SamTrans)	Bicycle/Pedestrian Facility	Transit	This project will institute necessary infrastructure and Automated Transit Signal Priority necessary to accommodate express rapid bus service along the length of El Camino Real from Palo Alto to Daly City.		1	
17-06-0029	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real- Phase	San Mateo County Transit District (SamTrans)	Public Transit Facility	Transit	This project will institute new rolling stock and infrastructure necessary to accommodate BRT along El Camino Real	2040	228	
17-06-0030	Environmental Clearance and Design of the Redwood City Ferry Terminal and Service	Redwood City	Public Transit Facility	Transit	Planning and environmental analysis of the construction of a new ferry terminal, purchase of 3 new high-speed ferry vessels, and operation of new ferry service between Redwood City and San Francisco.		8	
17-06-0031	Redwood City Street Car Project	Redwood City	Public Transit Facility	Transit	New transit service between Downtown and Stanford in Redwood City	2035	160	2
17-06-0032	Route 1 San Pedro Creek Bridge Replacement and Creek Widening Project*	Pacifica	Street/Highway Facility	Highway	Replace San Pedro Creek Bridge on CA 1 with a longer bridge and widen the creek channel for 100-year storm flow capacity. Provide for a class 1 multi-purpose trail on the eastern side.	2015	0	
17-06-0033	Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders*	Half Moon Bay	Street/Highway Facility	Highway	Widens shoulders and travel lanes to standard widths. Straighten curves at few locations.	2025	8	
17-06-0034	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica*	Pacifica	Street/Highway Facility	Highway	The Calera Parkway project will widen Highway 1 from four lanes to six lanes, from approximately 1,500 feet south of Fassler Avenue to approximately 2,300 feet north of Reina Del Mar Avenue, a distance of 1.3 miles, and will add a 16ft wide landscaped median between concrete barriers from San Marlo Way to Reina Del Mar Avenue	2021	0	
17-06-0035	I-280 improvements near D Street exit	Daly City	Street/Highway Facility	Highway	Improve the on and off-ramps and approaches for I-280 near the D Street exit in Daly City	2025	1	
17-06-0036	Widen Skyline Boulevard (Route 35) to 4 lane roadway from I-280 to Sneath Lane - Phased*	San Bruno	Street/Highway Facility	Highway	Widens Skyline Blvd. (SR 35) between I-280 and Sneath Lane. It is currently the last portion of what is otherwise a four lane roadway along Skyline Blvd. The project widens approximately 1.3 miles of the roadway into four lanes.	2021	0	

**Draft List of Regionally Significant Projects**

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date of Project	Project Capital Estimated Cost in 2019 Dollars (\$ in millions)	Project Estimated O&M Cost in 2019 Dollars (if applicable; \$ in millions)
17-06-0037	Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	Millbrae	Street/Highway Facility	Local Project	Widen Millbrae Avenue between Rollins Road and US101 Southbound On Ramp and resurface the intersection of Millbrae Avenue and Rollins Road.	2022	15	
17-06-0038	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase	Brisbane	Street/Highway Facility	Local Project	Planning and environmental analysis of a 6-lane arterial from the Geneva Avenue at Bayshore Boulevard to 101/Candlestick Interchange. Grade separation at the Caltrain and Tunnel Ave, Class II bike lanes, on-street parking (travel lanes during peak periods), and sidewalks. Sections will be reserved for an exclusive lane BRT facility that connects to the Bayshore Multimodal Station and provides through service to BART Balboa Station.	2025	17	
17-06-0040	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	Redwood City	Street/Highway Facility	Local Project	Redwood City Blomquist Street Extension and Blomquist Bridge over Redwood Creek	2023	29	
<b>NEW</b>	Dumbarton Rail Corridor	San Mateo County Transit District (SamTrans)	Public Transit Facility	Transit	Passenger rail connecting to Redwood City and the Peninsula Corridor and Newark/Union City/Fremont in the East Bay via existing Dumbarton Rail Bridge Corridor. Reconstruction of the Dumbarton Rail Bridge is a critical aspect of the multimodal program which facilitates substantial, additional transit capacity across the San Francisco Bay, thus providing alternative transportation options for residents of the East Bay who travel to employment centers throughout the Peninsula.	2028	2000	50
<b>NEW</b>	Introduce network of regional express bus routes	San Mateo County Transit District (SamTrans)	Public Transit Facility	Transit	Purchase electric buses to use in running expanded express bus service utilizing the San Mateo County Express Lanes project; construct improvements at the US-101/SR-92 interchange park-and-ride; add secure bike parking and improved bus stop facilities at key stop locations.	2022	37	10.3
<b>NEW</b>	El Camino Real/Westbound I-380 Ramps Intersection (exit to northbound El Camino Real) Upgrade	San Bruno	Street/Highway Facility	Auto	The El Camino Real/Westbound I-380 Ramps Intersection project is proposed to improve intersection operations and decrease expected future delays due to growth in vehicle traffic by adding an additional right-turn lane access from westbound I-380 onto northbound El Camino Real.	2035	25	
<b>NEW</b>	Eastbound I-380 Freeway Expansion	San Bruno	Street/Highway Facility	Auto	The Eastbound I-380 Freeway Expansion project is proposed to decrease expected future delays due to growth in vehicle traffic by widening the freeway between I-280 and US 101.	2035	150	
<b>NEW</b>	Grand Avenue Off- Ramp Realignment	South San Francisco	Street/Highway Facility	Highway	Construct an elevated off ramp that connects to the Grand / Dubuque intersection	2030	35	
<b>NEW</b>	Railroad Avenue Extension	South San Francisco	Street/Highway Facility	Local Project	Construct a new local road connection between Littlefield Avenue and Linden Avenue, include a two lane facility that crosses US 101 and Caltrain ROW.	2038	261	
<b>NEW</b>	3rd Avenue/US101 Interchange	San Mateo (City)	Interchange Modification	Vehicle	Reconstruct US101/3rd Ave Interchange	2030	65	
<b>NEW</b>	Local Road Connection from I-380 Terminus/N Access Road to "The East Side" of South San Francisco	South San Francisco	Street/Highway Facility	Local Project	Construct a new local road connection between the I-380 terminus/ N. Access Road with the "The East Side" area of South San Francisco. This project will include a water bridge connection.	2035	128	NA
<b>NEW</b>	Sierra Point Connection	South San Francisco	Street/Highway Facility	Local Project	Construct a new local road connection between the Veterans Blvd. and Shoreline Court, include a two lane bridge connection.	2045	20	NA
<b>NEW</b>	HSR Millbrae SFO Station	Millbrae	Public Transit Facility	Transit	Construct 4-level underground parking structure podium in preparation for future High Speed Rail Millbrae SFO station at the northeast corner of Millbrae Ave and El Camino Real as part of the Millbrae Station Area Specific Plan. Project will include electronic wayfinding signage along US101 and Interstate 280 providing direction and real time transit information to attract SOV and promote transit use in the region.	2030	250	0.5
<b>NEW</b>	Millbrae SFO Guideway Improvement	Millbrae	Public Transit Facility	Transit	Improve existing guideway between Millbrae Station and SFO Station to accommodate new trains to provide seamless transit between Millbrae Station/future High Speed Rail Station and SFO Station.	2030	500	2
<b>NEW</b>	Redwood City Transit Center Expansion Project	Redwood City	Public Transit Facility	Transit	Expand and potentially relocate Redwood City Caltrain Station	2025	100	

### Draft List of Regionally Significant Projects

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date of Project	Project Capital Estimated Cost in 2019 Dollars (\$ in millions)	Project Estimated O&M Cost in 2019 Dollars (if applicable; \$ in millions)
NEW	Hillsdale Transit Center	San Mateo (City)	Minor Transit Improvements	Transit	Build multimodal station access for relocated Hillsdale Caltrain station. Plan is envisioned to include station area access, bicycle station, kiss and ride, bus/shuttle access, and potential mixed-use development	2030	70	
NEW	El Camino Real Road Diet	Millbrae	Street/Highway Facility	Local Project	El Camino Real currently has three lanes in each direction with high traffic speeds and volume. The improvement concept for El Camino Real reflects the objectives of the Grand Boulevard Initiative, which focuses on making the corridor more comfortable for all road users from motorists and bus riders to bicyclists and pedestrians by reducing travel lane, widening sidewalks, and adding bike lanes.	2025	50	0.5

\* and ~~strickthrough~~ indicates existing project will be removed from the proposed PBA 2050 list

<b>PBA 2050 Regionally Significant Project Cost Target - February 2019 (\$ in millions)</b>	<b>4578</b>
---	-------------

<b>San Mateo County Regionally Significant Projects (\$ in millions)</b>	<b>5301</b>
--	-------------

## C/CAG AGENDA REPORT

Date: April 29, 2019  
To: Congestion Management and Environmental Quality (CMEQ) Committee  
From: Jean Higaki, Program Director  
Subject: Review and recommend approval of reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2019 to June 30, 2023

(For further information or questions, contact Jean Higaki at 650-599-1462)

---

### **RECOMMENDATION**

That the C/CAG CMEQ Committee review and recommend approval of reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2019 to June 30, 2023

### **FISCAL IMPACT**

If reauthorized, the Congestion Relief Plan will receive \$1.85 million per year for four years.

### **SOURCE OF FUNDS**

Annual funding to support the programs under the Congestion Relief Plan is derived primarily from C/CAG member assessment of \$1.85 million.

### **BACKGROUND**

The San Mateo County Congestion Relief Plan was first adopted by C/CAG on February 8, 2002 in response to traffic congestion measurements, at locations throughout the County, which exceeded the standards adopted by C/CAG under the Congestion Management Program (CMP). The CMP is a legal requirement (California Government Code Section 65089(b)(1)(A)), enforceable with financial penalties, and requiring deficiency plans when the congestion exceeds set standards. The Congestion Relief Plan was developed to serve as a Countywide Deficiency Plan such that the individual cities and the County would not have to develop multiple deficiency plans with corresponding implementation costs.

The alternative to a Countywide Deficiency Plan would be for each individual jurisdiction to research, develop, fund, and implement its own deficiency plan. Agencies would potentially have to contribute to multiple deficiency plans some outside their jurisdiction where they contribute 10% or more trips at the deficient location. This could result in unpredictable cost/ impact to the local agencies.

Over the years, the C/CAG Board determined that a countywide approach would be more cost-effective and provide more comprehensive benefits to the overall transportation system in the County. The adoption of the Congestion Relief Plan relieves all San Mateo County jurisdictions from State mandates to fix the specific congested locations that triggered a deficiency, and any locations that might trigger a deficiency in the subsequent five years. Aside from meeting the State mandate, it is also prudent for all San Mateo County jurisdictions to share resources and address traffic and transportation issues together.

Adopting the Congestion Relief Plan allows for countywide programs to address congestion in a more

impactful manner. The Congestion Relief Plan was developed to respect and support the economic development efforts made by local jurisdictions. Since economic prosperity tends to create severe traffic congestion which also threatens economic growth, the Congestion Relief Plan was designed to find ways to improve mobility Countywide and in every jurisdiction without halting economic growth.

The Congestion Relief Plan is also designed to be used as matching funds to leverage other competitive federal, state, and local grants that align with program goals. This approach has provided more impact with the invested funds.

The C/CAG Board authorizes the Congestion Relief Plan for a period of 4 years and all jurisdictions make financial contributions to the Plan based on population and trip generation. The last re-authorization in 2015 was based on 2014 population percentages and 2013 trip generation data. The proposed assessment is updated to reflect 2018 population percentages and 2015 trip generation data as shown on Attachment A.

### San Mateo County Congestion Relief Plan Benefits to Cities and County

Contribution to a Countywide Deficiency Plan is a fixed cost that provides immunity from localized deficiency plans. This approach is more fiscally efficient than each agency developing and implementing multiple localized Deficiency Plans.

Much of the Congestion Relief Plan assessment fees are distributed back to local agencies in the form of planning grants, shuttle grants, use of the Peninsula Traffic Congestion Relief Alliance services at low or no cost, and installation of intelligent transportation system equipment for operational improvements, and development of model programs, plans, and templates for local jurisdiction use at low or no cost.

### Proposed Program Revisions from the 2015-2019 Adopted Plan

Below is a description of program changes proposed for the new authorization.

#### 1. Local Transportation Services Program

The current Employer-Based Shuttle Program and Local Transportation Services Program primarily funded employer or community shuttles through a competitive process and required a 50% match from the project sponsor. Originally this program was the only available source of funds for shuttle services. Today, San Mateo County Transportation Authority (TA) has a robust fund source dedicated to fund shuttles and the funds for this program may be better spent in exploring new emerging mobility options.

In consideration of this, the proposed program is modified to include innovative programs and emerging mobility options that facilitate local transportation services and will reduce congestion. Examples of emerging mobility options include autonomous shuttles/ vehicles, and shared economy mobility services.

The state and bay area region are beginning to focus more on vehicle miles traveled (VMT) impacts and the links between housing and transportation. To accommodate this new focus, Program 4 - "Linking Transportation and Land Use" has redefined several sub-items highlighted below.

#### 4A. Innovative Trip Reduction Strategies and Major Corridors Studies

This program was originally designed to provide local matching funds to incentivize planning and facilitate implementation of El Camino Real “Grand Boulevard Initiative” type projects, consistent with C/CAG goals and policies. Under the 2011 reauthorization, this program was expanded to apply to other major corridors to address traffic congestion and to support the economy by enhancing the movement of people and goods. As part of the 2011 reauthorization, the addition of innovative strategies to reduce auto commute trip demands, by partnering with other public or private entities was added.

There has been increased interest in the recent C/CAG carpool incentive programs. This authorization would modify the program to promote and deploy more innovative projects and programs that serve to make travel on major corridors more reliable by increasing person throughput on existing facilities and programs that can reduce trips and congestion on the existing system. An example innovative program that was previously funded under this program was the highly successful pilot Carpool Program that has been modified and continues as Carpool 2.0. It is anticipated that implementation of a carpool incentive program would continue in the future.

A US 101- Mobility Action Plan (MAP) is currently being developed by five partners, SamTrans, C/CAG, San Francisco County Transportation Authority (SFCTA), Santa Clara Valley Transportation Authority (VTA), Metropolitan Transportation Commission (MTC), and in coordination with San Mateo County Transportation Authority (SMCTA), Caltrans, and Transform. The goal of the MAP is to build on infrastructure and mobility improvement already planned and identify near-term policy changes and programs that address unreliable and inequitable mobility challenges on the corridor today. It is anticipated that some programs developed as part of this effort could be implemented under this program.

This authorization proposes to remove the corridor planning incentive and expand innovative strategies that reduce auto commute trip demands and/ or address mobility deficiencies on major corridors, in partnership with other public or private entities. The annual fund level for this program is currently \$200,000. It is proposed that the new authorization level be reduced to \$150,000.

#### 4B. Transportation Improvement Strategies to Reduce Green House Gases.

The Transportation Improvement Strategies to Reduce Green House Gases is a program to provide matching funds to implement countywide or regionally significant transportation projects that reduce greenhouse gases.

Previous match contributions made under this program included: contributing \$80,608 in matching funds to develop an Alternative Fuel Readiness Plan (AFRP) for San Mateo County, contributing \$25,000 towards a Bay Area Air Quality Management District (BAAQMD) Regional Bike-sharing Pilot Program, and contributing \$25,000 towards ad SamTrans “Making the last Mile Connection Pilot Program.”

This reauthorization proposes to modify the purpose of this section to implement or contribute funds towards Green House Gases related programs and projects. These include but are not limited to a) developing tools to assist member agencies and project partners with SB 743 compliance, to b) provide grant writing technical assistance to member agencies for appropriate Federal, State, or other external competitive grant funds, and c) to evaluate performance measures identified in the San Mateo Countywide Transportation Plan (SMCTP) 2040 Action Plan and develop feasible plans to track performance measure.



- a) In September 2013, the State Legislature passed into law SB 743, which required agencies to change the significance metric used to assess the transportation impacts of land use and transportation projects under CEQA (California Environmental Quality Act) from LOS (automobile delay, Level of Service) to VMT (Vehicle Miles Traveled). The intent was to align other statewide goals, such as greenhouse gas emissions reduction and Sustainable Communities Strategies (SCS) that encourage multimodal development and promote infill opportunities in dense urban areas.

OPR (Governor's Office of Planning Research) was charged with developing guidelines to implement SB 743. OPR published the final CEQA Guidelines on December 28, 2018 with statewide application to begin on July 1, 2020.

C/CAG hosted several working group meetings with staff member jurisdictions and there is consensus to have C/CAG take a lead in helping agencies move towards the use of VMT as a CEQA metric and to work with city staff to develop a consistent methodology.

- b) Over the years, there have been numerous transportation and other funding opportunities offered at the state, federal, or regional levels on a competitive basis. However, projects sponsored by San Mateo County jurisdictions have not been as competitive due to various reasons, one of which is the lack of availability of staff resources needed to understand and comply with grant application requirements, as well as to prepare grant applications. In May 2018 C/CAG approved of a pilot Grant Writing Technical Assistance Program (GW-TAP). The concept was well received by committees and the Board.
- c) San Mateo Countywide Transportation Plan 2040 (SMCTP 2040), was adopted by the C/CAG Board of Directors on February 9, 2017. The SMCTP 2040 serves as a long-range, comprehensive transportation planning document by establishing both a coordinated planning framework and systematic transportation planning process for identifying and resolving transportation issues. A SMCTP 2040 Action Plan was developed as a living document which serves as a roadmap for implementing and tracking progress of the SMCTP 2040. The Action Plan included considerations for procuring, tracking, and evaluating performance measures.

The annual fund level for this program is currently set at \$100,000. It is proposed that the new authorization be set at \$150,000.

#### 4C. Climate Change and Resiliency Planning

There is a need to expand planning efforts to include sea level rise effects on the transportation facilities in San Mateo County. The County of San Mateo finalized a Sea Level Rise Vulnerability Assessment in 2018. In 2019, the Office of Sustainability launched Climate Ready SMC to share best practices for climate change preparedness with municipalities and agencies, non-profits, private development, and businesses. This work, funded by Caltrans, will finish in 2020 and will result in improved climate models to address transportation risk including vulnerability to temperature and heat, wildfires, riverine flooding and how these risks impact urban heat islands, health and disadvantaged communities. The work will also result in a menu of adaptation strategies, policy and planning templates to allow the County and Cities to effectively prepare for transportation related climate impacts.

This program would be modified to incorporate sea level rise and adaptation in transportation planning efforts. The annual fund level for this program is currently \$150,000. It is proposed that the new authorization remain at the same level of funding.

#### 4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation

Beginning in FY2005-06, C/CAG has programmed funds to support various activities that address the linkage between housing and transportation. Over these years, the Board has reviewed and approved staff proposals for housing/transportation-related activities in four broad areas: policy leadership; promotion of housing in transit corridors; cost-effective responses to State regulatory mandates; and local funding to meeting housing goals. The intent of all the proposed programs was to provide tools, technical support and financial incentives to help member jurisdictions plan and produce housing in transit corridors, downtowns, station areas and El Camino Real types of corridors, and promote densities that support frequent mass transit and reduce climate impacts while strengthening local neighborhoods and the regional economy.

Measures supported by C/CAG through the years have included the Transit Oriented Development Housing Incentive Program and the Grand Boulevard Multimodal Transportation Corridor Plan.

Since 2006, C/CAG and the County Department of Housing (DOH) have co-sponsored the 21 Elements project which assists all jurisdictions in San Mateo County to update their respective Housing Elements and share information on housing policies and programs.

The 21 Elements project is a cost-effective countywide work program that assists all jurisdictions to implement Housing Elements and develop effective on-going housing implementation policies and programs. In past years, C/CAG and the San Mateo County Department of Housing (DoH) have been co-funding the 21 Elements project, with DoH acting as the lead agency in managing the consultant contract. Staff recommends the continuation of this cooperative partnership to support the 21 Elements.

In 2008, state law SB 375 was approved which required the Bay Area Region to develop a Sustainable Communities Strategy (SCS), which must factor in and integrate land use planning, transportation policies, and transportation investments. The California Department of Housing and Community Development (HCD) identifies the total housing need for the San Francisco Bay Area for an eight-year period. Association of Bay Area Governments (ABAG) must then develop a methodology to distribute this need to local governments in a manner that is consistent with the development pattern included in the Sustainable Communities Strategy (SCS).

In 2005, C/CAG championed an amendment of State law related to Housing Elements to enable formation of county-level subregions to allocate planned housing growth (CA Government Code §65584.03). C/CAG has utilized the Sub-RHNA process in two rounds of RHNA to date. The 6th Cycle of RHNA and housing element updates must be completed by January 2023 for the planning period of January 2023 to 2031. It is anticipated that work to initiate the next round of Sub-RHNA and housing element updates will need to factor in new State law requirements.

There is also a strong sentiment in the region and the state to condition housing production to transportation funding. In 2019, over 200 bills were introduced to address the “housing crisis.” Staff recommends utilizing the 21 Elements to assist C/CAG with the analysis and implementation of any new State laws related to land use, housing and other inter-related issues.

Funding is proposed in anticipation of activities associated with implementing the Sub-RHNA and assisting member agencies in developing their housing elements. Program funds would also be used in part to, analyze new housing legislation, assist member agencies with implementation of new state requirements, and promote best practices to stimulate infill housing in the transit corridors.

The annual fund level for the program is currently \$100,000. In anticipation of the workload associated with the new RHNA cycle and implementation of new requirements, it is proposed that the new

authorization be set at \$150,000.

**Total Funding**

Due to the varied expenditure needs from year to year, the current Congestion Relief Plan provides flexibility to shift funds between the sub-items under Program 4 (Linking Transportation and Land Use) as long as the overall total for Item 4 does not exceed \$600,000, subject to C/CAG annual budget approval.

The 2015 reauthorization of an annual \$1.85 million in member assessments for the Congestion Relief Plan was used to finance the programs shown on the table below. It is proposed that the reauthorization of this Plan be held at the same member assessment level and that the Plan include the revised programs as shown on the table below.

2015-2019 Proposed Plan			2019-2023 Proposed Plan				
1	Employer-Based Shuttle and Local Transportation Services Program	\$500,000	1	Local Transportation Services Program	\$500,000		
2	Travel Demand Management	\$550,000	2	Travel Demand Management	\$550,000		
3	Intelligent Transportation Systems (ITS)/ Traffic Operational Improvement Strategies	\$200,000	3	Intelligent Transportation Systems (ITS)/ Traffic Operational Improvement Strategies; Express Lane operations support; Smart Corridor Expansion	\$200,000		
4	Linking Transportation and Land Use:	\$600,000	4	Linking Transportation and Land Use:	\$600,000		
	4A. Innovative Trip Reduction Strategies and Major Corridors Studies			\$250,000		4A. Innovative Trip Reduction Strategies (Carpool 3.0)/ Mobility Action Plan	\$150,000
	4B. Transportation Improvement Strategy			\$100,000		4B. Transportation Improvement Strategy to reduce GHG (GW TAP/743 toolkit/ Performance assessments)	\$150,000
	4C. Climate Action Plan Activities			\$150,000		4C. Climate Change and Resiliency Planning (RICAPS, Climate Action Plan, Sea level rise planning for Trans. Facilities)	\$150,000
	4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation.			\$100,000		4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation. (21 Elements/ Sub-RHNA/ Legislation compliance)	\$150,000
Total		\$1,850,000	Total		\$1,850,000		

The reauthorization of the San Mateo County Congestion Relief Plan for four years from July 1, 2019 to June 30, 2023 was presented to the C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) on April 18, 2019 and was recommended for approval as proposed.

**ATTACHMENTS**

1. Attachment A Congestion Relief Plan Assessment
2. Attachment B Congestion Relief Plan Program Details

Congestion Relief Plan Assessment \*

	Population (as of 1/1/18)	% of Total Population	2015 % of Trip Generation	Average of Population % & Trip Gen %	Member Assesment
Atherton	7,135	0.92%	0.88%	0.90%	\$16,672
Belmont	27,388	3.54%	3.22%	3.38%	\$62,501
Brisbane	4,692	0.61%	0.78%	0.69%	\$12,828
Burlingame	30,294	3.91%	5.59%	4.75%	\$87,901
Colma	1,501	0.19%	0.61%	0.40%	\$7,468
Daly City	107,864	13.93%	10.18%	12.06%	\$223,029
East Palo Alto	30,917	3.99%	2.27%	3.13%	\$57,896
Foster City	33,490	4.33%	3.96%	4.14%	\$76,658
Half Moon Bay	12,639	1.63%	1.79%	1.71%	\$31,674
Hillsborough	11,543	1.49%	1.09%	1.29%	\$23,837
Menlo Park	35,268	4.56%	5.54%	5.05%	\$93,389
Millbrae	22,854	2.95%	2.97%	2.96%	\$54,734
Pacifica	38,418	4.96%	4.06%	4.51%	\$83,443
Portola Valley	4,767	0.62%	0.60%	0.61%	\$11,235
Redwood City	86,380	11.16%	12.50%	11.83%	\$218,806
San Bruno	46,085	5.95%	5.89%	5.92%	\$109,504
San Carlos	29,897	3.86%	4.04%	3.95%	\$73,055
San Mateo	104,490	13.50%	14.99%	14.24%	\$263,494
South San Francisco	67,082	8.67%	8.64%	8.65%	\$160,055
Woodside	5,623	0.73%	0.61%	0.67%	\$12,405
San Mateo County	65,828	8.50%	9.81%	9.16%	\$169,417
<b>Assessment</b>	<b>774,155</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>\$1,850,000</b>

\* Assessment is based on the % of population and % Countywide automobile trips generated by jurisdiction.

Population data as approved by the C/CAG Board

Trips generated from the C/CAG-VTA Travel Model (Travel Demand Model)

**SAN MATEO COUNTY CONGESTION RELIEF PLAN  
REAUTHORIZATION**

**PROGRAM DETAILS FOR 7/1/2019 – 6/30/2023**

Adopted on x/xx/2019

**1) Local Transportation Services Program.**

The Local Transportation Services Program focuses on connecting employment centers to transit centers (BART, Caltrain, and Ferry) and provides funds for local jurisdictions or their designees to provide transportation services for its residents that meet the unique characteristics and needs of that jurisdiction. Under the Local program, jurisdictions have the flexibility to determine the best mix of services, which sometimes results in combining commuter service, school service, services for special populations, on-demand services, and mid-day service.

This program is modified to include innovative solutions and emerging mobility options that facilitate local transportation services to reduce congestion. Examples of emerging mobility options may include autonomous shuttles/ vehicles, and shared economy mobility services.

Proposed: The program is amended to include innovative solutions and emerging mobility alternatives to traditional shuttle services. The annual fund level for the program is currently \$500,000. It is proposed that the new authorization remain at the same level of funding.

Goals:

- To increase transit use and thereby reduce congestion.
- Facilitate the use of innovative emerging mobility options that reduce congestion.

**2) Countywide Travel Demand Management Program.**

The Countywide Travel Demand Management (TDM) Program is operated by the Peninsula Traffic Congestion Relief Alliance (Commute.Org). Core Commute.Org work includes voluntary trip reduction programs, working with employers to reduce peak commute trips, employer-based shuttle development and management, employer alternative commuting support services, and alternative commute incentive programs. Commute.Org also incorporates other projects to adapt to changing commute patterns and technologies.

Commute.Org has been extremely successful in meeting the needs of the individual communities, city and county governments, and employers throughout San Mateo County. Recent and current projects include: Deployment and promotion of the STAR Platform (branded STAR Platform by vendor Ride Amigos) to promote, track and incentivize alternative commuting behavior and working with partners who are developing and deploying app-based and other technologies that will lead to the reduction in single-occupancy vehicle trips in San Mateo County.

Proposed: There is no proposed change to program implementation. The annual fund level for this program is currently \$550,000. It is proposed that the new authorization remain at the same

level of funding.

Goals:

- Increase transit use and use of alternative commute options through education and incentives.
- Reduce single occupant vehicle trips through education and incentives.

**3) Countywide Intelligent Transportation System (ITS) Program / Traffic Operational Improvement Strategies.**

Under the original Congestion Relief Plan a Countywide Intelligent Transportation System (ITS) Plan was developed. Funding under this Program is used as seed funding for design and implementation of individual components of the ITS Plan.

In addition, Caltrans has developed a Corridor System Management Plan (CSMP) and a Comprehensive Corridor Plan (CCP) which studies the US 101 Corridor from the San Francisco County line to Santa Clara County line. Caltrans has also developed a Transportation Concept Reports (TCR) for Interstate 280 and State Route 92. The CSMP identifies current management strategies, existing travel conditions and mobility challenges, corridor performance management, planning management strategies, and capital improvements. TCRs are long-range planning documents that appraise existing conditions and maintenance needs, analyze imminent population and job growth scenarios, then, in accord with local governments and planning agencies, suggest strategies to cope with both current and future mobility challenges.

It is anticipated that funding under this Program will be used to study, design, implement, or maintain operational and safety improvement strategies. This also includes funding technological strategies that support congestion reduction along major corridors.

Proposed: The annual fund level for this program is currently \$200,000. It is proposed that the new authorization remain at the same level of funding.

Goals:

- Analyze the causes of congestion and identify solutions to mitigate congestion.
- Support and implement solutions that utilize technology for congestion reduction and traffic operation improvements.
- Initial support of the US 101 Express Lanes.
- Implement and operate the San Mateo Smart Corridors.
- Extend ITS improvements to the northern county.
- Define ITS strategies for US 101, SR 92, I-280, and El Camino Real.

## **4. Linking Transportation and Land Use.**

### **4A. Innovative Trip Reduction Strategies.**

This program was originally designed to provide local matching funds to incentivize planning and facilitate implementation of El Camino Real “Grand Boulevard Initiative” type projects, consistent with C/CAG goals and policies. Under the 2011 reauthorization, this program was expanded to apply to other major corridors to address traffic congestion and to support the economy by enhancing the movement of people and goods. As part of the 2011 reauthorization, the addition of innovative strategies to reduce auto commute trip demands, by partnering with other public or private entities was added.

There has been increased interest in the recent C/CAG carpool incentive programs. This authorization would modify the program to promote and deploy more innovative projects and programs that serve to make travel on major corridors more reliable by increasing person throughput on existing facilities and programs that can reduce trips and congestion on the existing system. An example innovative program that was previously funded under this program was the highly successful pilot Carpool Program that has been modified and continues as Carpool 2.0. It is anticipated that implementation of a carpool incentive program would continue in the future.

A US 101- Mobility Action Plan (MAP) is currently being developed by five partners, SamTrans, C/CAG, San Francisco County Transportation Authority (SFCTA), Santa Clara Valley Transportation Authority (VTA), Metropolitan Transportation Commission (MTC), and in coordination with San Mateo County Transportation Authority (SMCTA), Caltrans, and Transform. The goal of the MAP is to build on infrastructure and mobility improvement already planned and identify near-term policy changes and programs that address unreliable and inequitable mobility challenges on the corridor today. It is anticipated that some programs developed as part of this effort could be implemented under this program.

Proposed: It is proposed to remove the corridor planning incentive and expand innovative strategies that reduce auto commute trip demands and/ or address mobility deficiencies in major corridors, in partnership with other public or private entities. The annual fund level for this program is currently \$200,000. It is proposed that the new authorization level be reduced to \$150,000 (See note under Total Funding).

Goals:

- Implement innovative strategies to reduce auto commute trip demands in partnership with other public or private entities.
- Implement programs or projects that address the mobility challenges on major corridors in the county.

### **4B. Transportation Improvement Strategies to Reduce Green House Gases.**

The Transportation Improvement Strategies to Reduce Green House Gases is a program to provide matching funds to implement countywide or regionally significant transportation projects that reduce greenhouse gases.

Previous match contributions made under this program included: contributing \$80,608 in

matching funds to develop an Alternative Fuel Readiness Plan (AFRP) for San Mateo County, contributing \$25,000 towards a Bay Area Air Quality Management District (BAAQMD) Regional Bike-sharing Pilot Program, and contributing \$25,000 towards ad SamTrans “Making the last Mile Connection Pilot Program.”

This reauthorization proposes to modify the purpose of this program to implement or contribute funds towards Green House Gases related programs and projects. These include but are not limited to a) developing tools to assist member agencies and project partners with SB 743 compliance, to b) provide grant writing technical assistance to member agencies for appropriate Federal, State, or other external competitive grant funds, and c) to evaluate performance measures identified in the SMCTP 2040 Action Plan and develop feasible plans to track performance measures.

- a) In September 2013, the State Legislature passed into law SB 743, which required agencies to change the significance metric used to assess the transportation impacts of land use and transportation projects under CEQA (California Environmental Quality Act) from LOS (automobile delay, Level of Service) to VMT (Vehicle Miles Traveled). The intent was to align other statewide goals, such as greenhouse gas emissions reduction and Sustainable Communities Strategies (SCS) that encourage multimodal development and promote infill opportunities in dense urban areas.

OPR (Governor’s Office of Planning Research) was charged with developing guidelines to implement SB 743. OPR published the final CEQA Guidelines on December 28, 2018 with statewide application to begin on July 1, 2020.

C/CAG hosted several working group meetings with staff member jurisdictions and there is consensus to have C/CAG take a lead in helping agencies move towards the use of VMT as a CEQA metric and to work with city staff to develop a consistent methodology.

- b) Over the years, there have been numerous transportation and other funding opportunities offered at the state, federal, or regional levels on a competitive basis. However, projects sponsored by San Mateo County jurisdictions have not been as competitive due to various reasons, one of which is the lack of availability of staff resources needed to understand and comply with grant application requirements, as well as to prepare grant applications. In May 2018 C/CAG approved of a pilot Grant Writing Technical Assistance Program (GW-TAP). The concept was well received by committees and the Board. It is expected that this program could be continued or expanded if there is a demand.
- c) San Mateo Countywide Transportation Plan 2040 (SMCTP 2040), was adopted by the C/CAG Board of Directors on February 9, 2017. The SMCTP 2040 serves as a long-range, comprehensive transportation planning document by establishing both a coordinated planning framework and systematic transportation planning process for identifying and resolving transportation issues. A SMCTP 2040 Action Plan was developed as a living document which serves as a roadmap for implementing and tracking progress of the SMCTP 2040. The Action Plan included considerations for procuring, tracking, and evaluating performance measures.

Proposed: The annual fund level for this program is currently set at \$100,000. It is proposed that the new authorization be set at \$150,000. (See note under Total Funding).



#### Goals:

- Leverage funds towards projects aimed at reducing GHG.
- Develop tools to assist member agencies and project partners with SB 743 compliance.
- Evaluate performance measures identified in the SMCTP 2040 Action Plan and develop feasible plans to track performance measures

### **4C. Climate Change and Resiliency Planning**

In 2009, the C/CAG Board formed the Resource Management and Climate Protection (RMCP) Committee which supports the development of energy efficiency- and climate change-related programs.

The RMCP Committee provides advice and recommendations to the Congestion Management and Environmental Quality (CMEQ) Committee and the full C/CAG Board related to energy, water use, and greenhouse gas mitigation efforts, including planning measures related to reducing vehicle miles traveled in San Mateo County and the region. More recently, the Committee is also considering the reduction of emissions from transferring the vehicle stock in San Mateo county from gasoline to hybrid or electric.

Also, in 2009, the C/CAG Board launched the San Mateo County Energy Watch Program (SMCEW), a Local Government Partnership between C/CAG and PG&E. A portion of the SMCEW budget, combined with additional C/CAG Congestion Relief Funds, provides climate action planning assistance to San Mateo County local governments through a program called the Regionally Integrated Climate Action Planning Suite (RICAPS).

RICAPS is a set of tools developed through grant funding from the Bay Area Air Quality Management District and PG&E with matching funds from C/CAG. This grant program provides ongoing climate action planning technical assistance to local governments in San Mateo County and is supported by the C/CAG-PG&E Local Government Partnership (LGP) and C/CAG. The program also includes monthly working group meeting with sustainability staff across San Mateo County. These meeting may include information or reducing VMT and electrification of existing transportation.

With State goals of reducing emission by 40% by 2030 and 80% by 2050, there will be increased emphasis on transportation-related emissions. The recently-formed community choice aggregator in San Mateo County, Peninsula Clean Energy (PCE), is focused on decarbonizing our electricity energy source. 100% carbon-free electricity is expected to be available in San Mateo County by 2025. To support and leverage the efforts and programs of other regional organizations, such as PCE and Joint Venture Silicon Valley, C/CAG may use program funds to coordinate with these organizations' efforts.

There is also a need to expand planning efforts to include sea level rise effects on the transportation facilities in San Mateo County. The County of San Mateo finalized a Sea Level Rise Vulnerability Assessment in 2018. In 2019, the Office of Sustainability launched Climate Ready SMC to share best practices for climate change preparedness with municipalities and agencies, non-profits, private development, and businesses. This work, funded by Caltrans, will finish in 2020 and will result in improved climate models to address transportation risk including vulnerability to temperature and heat, wildfires, riverine flooding and how these risks impact urban heat islands, health and disadvantaged communities. The work will also result in a menu of adaptation strategies, policy and planning templates to allow the County and Cities to effectively prepare for transportation related climate impacts.

Proposed: This program would incorporate sea level rise and adaptation in transportation planning efforts. The annual fund level for this program is currently \$150,000. It is proposed that the new authorization remain at the same level of funding (See note under Total Funding).

Goals:

- Leverage regional efforts through collaboration and coordination to benefit San Mateo County cities and the County of San Mateo
- Maintain climate action planning and emission inventory tools and technical support to San Mateo County Cities and the County of San Mateo
- Enhancing resources needed to implement projects identified in the San Mateo County Energy Strategy.
- Continue collaboration efforts with the County on adaptation strategies.

#### **4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation.**

Beginning in FY2005-06, C/CAG has programmed funds to support various activities that address the linkage between housing and transportation. Over these years, the Board has reviewed and approved staff proposals for housing/transportation-related activities in four broad areas: policy leadership; promotion of housing in transit corridors; cost-effective responses to State regulatory mandates; and local funding to meeting housing goals. The intent of all the proposed programs was to provide tools, technical support and financial incentives to help member jurisdictions plan and produce housing in transit corridors, downtowns, station areas and El Camino Real types of corridors, and promote densities that support frequent mass transit and reduce climate impacts while strengthening local neighborhoods and the regional economy.

Measures supported by C/CAG through the years have included the Transit Oriented Development Housing Incentive Program and the Grand Boulevard Multimodal Transportation Corridor Plan.

Since 2006, C/CAG and the County Department of Housing (DOH) have co-sponsored the 21 Elements project which assists all jurisdictions in San Mateo County to update their respective Housing Elements and share information on housing policies and programs.

The 21 Elements project is a cost-effective countywide work program that assists all jurisdictions to implement Housing Elements and develop effective on-going housing implementation policies and programs. In past years, C/CAG and the San Mateo County Department of Housing (DoH) have been co-funding the 21 Elements project, with DoH acting as the lead agency in managing the consultant contract. Staff recommends the continuation of this cooperative partnership to support the 21 Elements.

In 2008, state law SB 375 was approved which required the Bay Area Region to develop a Sustainable Communities Strategy (SCS), which must factor in and integrate land use planning, transportation policies, and transportation investments. The California Department of Housing and Community Development (HCD) identifies the total housing need for the San Francisco Bay Area for an eight-year period. Association of Bay Area Governments (ABAG) must then develop a methodology to distribute this need to local governments in a manner that is consistent with the development pattern included in the Sustainable Communities Strategy (SCS).

In 2005, C/CAG championed an amendment of State law related to Housing Elements to enable formation of county-level subregions to allocate planned housing growth (CA Government Code §65584.03). C/CAG has utilized the Sub-RHNA process in two rounds of RHNA to date. The 6th Cycle of RHNA and housing element updates must be completed by January 2023 for the planning period of January 2023 to 2031. It is anticipated that work to initiate the next round of Sub-RHNA and housing element updates will need to factor in new State law requirements.

There is also a strong sentiment in the region and the state to condition housing production to transportation funding. In 2019, over 200 bills were introduced to address the “housing crisis.” Staff recommends utilizing the 21 Elements to assist C/CAG with the analysis and implementation of any new State laws related to land use, housing and other inter-related issues.

Funding is proposed in anticipation of activities associated with implementing the Sub-RHNA and assisting member agencies in developing their housing elements. Program funds would also be used in part to, analyze new housing legislation, assist member agencies with implementation of new state requirements, and promote best practices to stimulate infill housing in the transit corridors.

Proposed: The annual fund level for the program is currently \$100,000. In anticipation of the workload associated with the new RHNA cycle and implementation of new requirements, it is proposed that the new authorization be set at \$150,000 (see note under Total Funding).

Goals:

- Support San Mateo County transportation-land use and sustainability planning efforts.
- Facilitate the Cycle 6 Sub-RHNA process and assisting agencies in developing their associated housing elements.
- Provide countywide technical support and analysis to C/CAG member agencies for countywide housing planning efforts and reporting requirements.

**Total Funding**

The total funding from C/CAG Member Agencies for reauthorization of the Congestion Relief Plan is \$1,850,000. It is recommended that the Congestion Relief Plan be reauthorized for four years which will meet the requirements of a Countywide Deficiency Plan for the next two Congestion Management Program cycles (through June 30, 2023).

Note: Flexibility will be provided to shift funds between items 4A, 4B, 4C, and 4D as long as the overall total for Item 4 does not exceed \$600,000, subject to C/CAG annual budget approval.

## **C/CAG AGENDA REPORT**

Date: April 29, 2019

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: John Hoang

Subject: Review and recommend approval for C/CAG to be included in the Dumbarton Mobility Alliance to address traffic as part of a cross-sector collaboration effort.

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

---

### **RECOMMENDATION**

That the CMEQ Committee review and recommend approval for C/CAG to be included in the Dumbarton Mobility Alliance to address traffic as part of a cross-sector collaboration effort.

### **FISCAL IMPACT**

None.

### **SOURCE OF FUNDS**

N/A.

### **BACKGROUND**

Sustainable Silicon Valley (SSV) is a nonprofit organization that collaborates with leading technology companies, cities, counties, research and educational institutions to solve collectively sustainability issues. SSV is proposing to form the Dumbarton Mobility Alliance, a new approach to addressing congestion along the Dumbarton Corridor, focusing on cross-sector collaboration and applying technology and developing policy solutions. SSV would like to include C/CAG as part of Dumbarton Mobility Alliance.

C/CAG is currently working with SSV and funding a portion of the Optimizing Urban Traffic (OUT) in Menlo Park pilot project to implement technology providing real-time traffic advice for optimizing traffic flow along Bayfront Expressway, Willow Road, and Marsh Road.

### **ATTACHMENTS**

- Dumbarton Mobility Alliance Fact Sheet



## **Dumbarton Mobility Alliance - Facilitated Collaboration to Real-World Action**

**Dumbarton Mobility Alliance** led by Sustainable Silicon Valley (SSV) fosters cross-sector collaboration and promotes the renowned spirit of Silicon Valley innovation to address the number one regional issue-- traffic. The Dumbarton Corridor represents one of Silicon Valley's most challenging transit interchanges because of increasing usage on an aging infrastructure. Previous attempts to mitigate the growing problems in the Corridor have not been entirely successful because of the number and variety of stakeholders involved.

Sustainable Silicon Valley (SSV) proposes **Dumbarton Mobility Alliance**, a new approach to the problems of the Dumbarton Corridor that focuses on cross-sector collaboration while taking full advantage of new and existing systems, technology, and policy solutions that represent the spirit for which Silicon Valley is known. SSV has an established reputation in engaging diverse stakeholders through Public-Private Partnerships (P3s) and believes that sustained engagement through P3s is needed to breakdown the institutional barriers to achieving meaningful progress.

Too often transit districts, large employers, tech companies, municipalities, and other transit stakeholders have only dipped their toes into P3s only to retreat back into their silos. For **Dumbarton Mobility Alliance**, SSV will not only bring stakeholders together to hash out transformative P3s, but will implement ideas in a real-world testbed - the Dumbarton Corridor. The hope is that by implementing and studying novel approaches to transit in a testbed that represents nearly all transportation modes and types of traffic arteries, solutions can be taken from the testbed environment and implemented around the Bay Area and beyond

Alliance partners will bring their ideas, energy, systems, and technology to meetings and forums facilitated by SSV. We will work between alliance meetings to drive the best ideas to implementation within the corridor. SSV will collect data and distribute it to alliance partners.

In addition to bringing stakeholders together, **Dumbarton Mobility Alliance** will implement innovative projects utilizing existing transit infrastructure with new software, hardware, sensors, and data. The alliance will examine:

- Developing P3s between transit agencies, tech companies, and transportation network companies (TNCs) that redefine public transit
- Syncing of schedules between public and private services
- Applying roadway pricing to local arterials that help support managed highway lanes throughout the region while protecting local communities from cut-through traffic
- Utilization of excess capacity on private bus services
- Using real-time monitoring data to inform motorists about how to drive at optimal speeds to shorten travel time and reduce air pollution
- Using the Dumbarton rail right-of-way as a short-term test track for autonomous vehicles that can connect Downtown Redwood City's Caltrain station with the East Palo Alto and Menlo Park communities
- Integration of bike and car sharing on a single transit platform
- Equity-based pricing
- Lane shifting
- Air quality impacts
- And more...



### Current SSV Projects Along Dumbarton Corridor

SSV is uniquely well situated to deliver on **Dumbarton Mobility Alliance** and the potential of public-private partnerships (P3). In 2018, SSV laid the groundwork for **Dumbarton Mobility Alliance**. We launched two mobility projects along the Dumbarton Corridor bringing together **BAAQMD, City of East Palo Alto, City of Menlo Park, C/CAG, CalTrans, Kimley Horn, and Urban Integrated**. Below is a brief summary of the projects:

- SmartTA (Traffic Analytics)**-- The SmartTA (Traffic Analytics) project in East Palo Alto aims to improve the quality of life for residents by improving air quality from vehicle traffic and by decreasing idling time and increasing traffic flow. SSV is overseeing the installation of air quality and traffic sensors and will make recommendations to CalTrans of how to adjust signal timing to improve traffic flow.
- Optimizing Urban Traffic (OUT)**-- Building on and extending the SmartTA project is the Optimizing Urban Traffic (OUT) project in the City of Menlo Park. This project will deploy traffic sensors to improve traffic flow thru real-time automated traffic management and introduce a “traffic light assistance” app that employs real-time traffic information to guide drivers. The project will engage 200 test drivers as they utilize the smartphone app to guide them at a recommended speed.