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AGENDA

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday, September 21, 2020

Time: 3:00 p.m.

On March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings telephonically or by other electronic means. Pursuant to the Shelter in-Place Orders issued by the San Mateo County Health Officer and the Governor, and the CDC’s social distancing guidelines, which discourage large public gatherings, C/CAG meetings will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below.

Join Zoom Meeting:

<https://us02web.zoom.us/j/83212013444?pwd=d25HK2lOSm15eXFOUWgvYktNSFIzQT09>

Meeting ID: 832 1201 3444

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Persons who wish to address the C/CAG CMEQ Committee on an item to be considered at this meeting, or on items not on this agenda, are asked to submit written comments to jlacap@smcgov.org. Spoken public comments will also be accepted during the meeting through Zoom. Please see instructions for written and spoken public comments at the end of this agenda.

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|--|-------------------------------------|--------------|
| 1. Brief Overview of Teleconference Meeting Procedures | Information (Lacap) | No Materials |
| 2. Public comment on items not on the agenda | Presentations are limited to 3 mins | No Materials |
| 3. Issues from the September 2020 C/CAG Board meeting: | Information (Lacap) | No Materials |
- Appointment of Lisa Petersen, Public Works Director, to the Technical Advisory and Stormwater Committees for City of Pacifica
 - Approved – Amendment No. 3 to the Agreement with Advanced Mobility Group for the Land Use Impact Analysis Program of the Congestion Management Plan
 - Approved – Finance Committee recommendation of no change to the investment portfolio and accept Quarterly Investment Report
 - Approved – Resolution 20-51, rescinding Resolution 20-16, waiving the RFP process and authorizing the C/CAG Chair to execute an agreement with VTA for Countywide Transportation TDM services in an amount not to exceed \$253,000



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| 4. Approval of minutes of August 31, 2020 meeting | Action (Garbarino) | Page 1 - 4 |
| 5. Project updates on the US 101/SR 92 Interchange Short-Term Area Improvement and Long-Term Direct Connector Projects | Information (Ocampo) | Page 5 - 7 |
| 6. Receive a presentation on the State Highway System Congestion and Safety Performance Assessment for San Mateo County 2019 Update | Information (Lacap) | Page 8 – 9 |
| 7. Receive a presentation on the US 101 Mobility Action Plan | Information (Kalkin) | Page 10 – 11 |
| 8. Review and recommend the C/CAG Board awards the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) County Program Manager Fund to selected traffic calming and arterial management projects within the County | Action (Wever) | Page 12 - 17 |
| 9. Executive Director Report | Information (Wong) | No Materials |
| 10. Member comments and announcements | Information (Garbarino) | No Materials |
| 11. Adjournment and establishment of next meeting date:
October 26, 2020 | Action (Garbarino) | No Materials |

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>. Please note that C/CAG’s office is temporarily closed to the public; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to jlacap@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG CMEQ Committee members, made publicly available on the C/CAG website along with the agenda. We cannot guarantee that emails received less than 2 hours before the meeting will be read during the meeting, but such emails will be included in the administrative record of the meeting.



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Spoken comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The C/CAG Board meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When C/CAG staff or CMEQ Chair call for the item on which you wish to speak, click on “raise hand.” Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff: Jeff Lacap 650-599-1455 or jlacap@smcgov.org

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

**MINUTES
MEETING OF AUGUST 31, 2020**

The meeting was called to order by Chair Garbarino at 3:05 p.m. via Zoom Videoconference. Roll call for attendance was taken. Attendance sheet is attached.

1. Brief Overview of Teleconference Meeting Procedures

Jeff Lacap, C/CAG Staff, provided an overview of the teleconference meeting procedures.

2. Public comment on items not on the agenda

None.

3. Issues from the July 2020 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. Member Bonilla asked a question regarding the Co-op Funding Agreement with SMCEL-JPA.

4. Approval of minutes of the May 18, 2020 meeting. (Action)

Member Bonilla initially commented that the minutes did not accurately capture the committee's comments on Transportation Network Companies (e.g. Lyft and Uber). However, later in the meeting after Agenda Item 7, Member Bonilla stated that the minutes were correct and, therefore, the action to approve the minutes occurred after Agenda Item 7 (Executive Director Report).

Motion – Committee member Bonilla/ 2nd Committee member Lee: To approve the minutes of the May 18, 2020 CMEQ meeting. Beach, O’Neill, Garbarino, Lee, Bonilla, Levin, Koelling, and Alba approved. Motion passed 8-0-1, with member Mates abstaining.

5. Receive an update of the San Mateo County project list submitted for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050. (Information)

Jeff Lacap, C/CAG staff, provided an update on the San Mateo County project submitted for the update of Plan Bay Area 2050. Since the approval of the project list by the C/CAG Board in April, MTC provided updated financial projections and requested that C/CAG finalize the county list in August. C/CAG staff made minimal changes to the San Mateo County project list to provide the MTC with a fiscally constrained project list. However, no changes were made to the overall funding amount assigned to individually listed projects as approved by the C/CAG Board in April.

Committee Members had the following questions/comments:

- How highway projects on the list will be analyzed by MTC for GHG reduction and air quality conformity
- A request to receive an update on the 92/101 Interchange project at a future meeting
- Consider expanding some of the programmatic categories by listing individual projects they fall under
- Staff provided clarification on what it means for a project to be on the list and incorporated in Plan Bay Area 2050

Committee members provided comments only. No formal action needed.

6. Receive an update on C/CAG's Bicycle and Pedestrian Program, as well as progress made on the Comprehensive Bicycle and Pedestrian Plan update. (Action)

Mikaela Hiatt, C/CAG Staff, presented an update on C/CAG's Bicycle and Pedestrian Program and a progress update on the Comprehensive Bicycle and Pedestrian Plan.

Updates to the Bicycle and Pedestrian Program include recent advocacy roles, information on quick build projects, and information on C/CAG funding of bicycle and pedestrian programs and projects.

The Comprehensive Bicycle and Pedestrian Plan update tasks include an update to the vision and goals of the previous 2011 plan, an update to the programs from the previous plan, and the development of the Existing Conditions Report. Mikaela highlighted several items out of the Existing Conditions Report including the existing facilities and barriers, level of traffic stress, and the equity focus areas. Mikaela further elaborated on the plans for the development of Countywide Backbone Network and Pedestrian Focus Areas.

Committee Members had the following questions/comments:

- Include better wayfinding in bicycle routes, such as the Bay Trail, for bicyclists to get to work and other destinations in other counties.
- Consideration for micro-mobility (e.g. shared e-bikes and scooters) to have the same safety pre-requisites and infrastructure support as other modes of active transportation
- Consider monitoring changes in legislation to the determination of speed limits based on the 85th percentile speed.
- If the plan can address guidance on Vision Zero and other best practices guidance for smaller jurisdictions to use
- Mikaela responded that the plan will have a design toolkit for jurisdictions

Committee members provided comments only. No formal action needed.

7. Executive Director Report (Information)

Executive Director Sandy Wong provided the following updates:

- Public outreach for the update of the Community Based Transportation Plan (CBTP) will be initiated in the upcoming weeks

- The work on the Transportation Demand Management (TDM) Update, part of the Congestion Management Program, will be presented to this committee at an upcoming meeting
- C/CAG staff has kicked off work on the Measure M Strategic Plan
- C/CAG and San Mateo County Transportation Authority, and a number of participating local jurisdictions, purchased a one-year subscription of Streetlight, a big data traffic analytics tool

Member Levin asked if recordings of the CMEQ meetings are posted online. Sandy replied that C/CAG staff will investigate the feasibility of posting recordings of future meetings on the C/CAG website.

8. Member comments and announcements (Information)

None.

9. Adjournment and establishment of next meeting date

The meeting adjourned at 4:10 pm.

The next regular meeting was scheduled for September 21, 2020.

2020 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report													
Name	Representing	Jan	Feb	Mar (Canceled)	Apr	May	Jun (Canceled)	Jul (No Mtg.)	Aug	Sept	Oct	Nov	Dec (No Mtg.)
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)	X	X		X	X							
Shelly Masur (Redwood City Council Member)	Elected Official	X	X			X							
Emily Beach (Burlingame City Council Member)	Elected Official	X	X		X	X			X				
Lennie Roberts	Environmental Community	X			X								
Mike O'Neill (Pacifica City Council Member)	Elected Official	X			X	X			X				
Rich Garbarino (South San Francisco City Council Member)	Elected Official	X	X		X				X				
Wayne Lee (Millbrae City Council Member)	Elected Official	X	X		X	X			X				
Rick Bonilla (San Mateo City Council Member)	Elected Official	X			X	X			X				
Adina Levin	Agencies with Transportation Interests	X	X		X	X			X				
Linda Koelling	Business Community	X	X		X	X			X				
Peter Ratto	San Mateo County Transit District (SamTrans)	X	X		X	X			X				
Julia Mates (Belmont City Council Member)	Elected Official	X			X				X				
Jessica Alba	Public Member	N/A	X		X	X			X				
Diana Reddy (Redwood City Council Member)	Elected Official	N/A	N/A		N/A	X							
<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>	<i>Vacant</i>												
<i>Elected Official</i>	<i>Vacant</i>												

Staff and Guests in attendance for the August 31, 2020 Meeting
Sandy Wong, Jeff Lacap, Sean Charpentier, Mikaela Hiatt, Kaki Cheung -
C/CAG Staff

C/CAG AGENDA REPORT

Date: September 21, 2020

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

From: Van Dominic Ocampo – Transportation Systems Coordinator

Subject: Project updates on the US 101/SR 92 Interchange Short-Term Area Improvement and Long-Term Direct Connector Projects.

(For further information or questions, contact Van Dominic Ocampo at vocampo@smcgov.org)

RECOMMENDATION

Receive project updates on the US 101/SR 92 Interchange Short-Term Area Improvement and Long-Term Direct Connector Projects.

FISCAL IMPACT

There is no Fiscal Impact with providing this project update.

SOURCE OF FUNDS

The US 101/SR 92 Interchange Short-Term Area Improvement is currently in the Environmental Phase. The C/CAG Board has approved \$2.4 million in State Transportation Improvement Program (STIP) funding for the environmental study. The C/CAG Board has also approved the programming of \$3.2 million STIP funds in Fiscal Year 2021-22 for the design phase.

The US 101/SR 92 Interchange Long-Term Direct Connector Projects is in the Project Initiation Document (PID) Phase. SMCTA Board had previously allocated \$2.23 Million of Measure A fund for the PID Phase. SMCTA Board has recently reprogrammed and reallocated \$1 Million in savings from its original allocation of \$2.23 Million to begin work on the Environmental Phase of the project.

In addition, \$50 million in Regional Measure 3 (RM3) bridge toll fund is slated for the US 101/SR 92 Interchange, as approved by the voters in 2018.

BACKGROUND

The US 101/SR 92 Interchange (Interchange) serves both regional traffic and local street connections. During the AM and PM peak traffic periods, motorists experience substantial delay and congestion at the Interchange (and its vicinity), caused by heavy traffic volume, inadequate capacity, and inefficient weaving and merging at the ramp connectors. Staff is cognizant of the abnormally low traffic volumes on freeways due to the Shelter-in-Place order, brought about by the Covid-19 pandemic. However, it is anticipated that volumes will return to normal once the pandemic is over.

In June of 2016, C/CAG, in partnership with the San Mateo County Transportation Authority (SMCTA) and the cities of San Mateo and Foster City, completed a Preliminary Planning Study (PPS) paid for by

Measure A funds. The PPS studied the traffic condition and identified short-term and long-term alternatives to address existing and future congestion as well as safety concerns within the Interchange and its vicinity. C/CAG and the SMCTA are co-sponsors of both the US 101/SR 92 Interchange Short Term Area Improvement and Long-Term Direct Connector Projects.

Short-Term Area Improvements

The Short-Term “Area” Improvements are non-complex alternatives that will improve local access from US 101 and provide operational improvements that reduces weaving conflicts and improve safety, with relatively low implementation costs. The following are the four locations and recommended improvements proposed as part of the Short-Term Area Improvement Project:

Location 1: Westbound SR 92 to southbound US 101 loop connector ramp has inadequate capacity resulting in extended queues and no High Occupancy Vehicle (HOV) preferential lane designation to provide incentives for carpool or bus use. The proposed improvement for this location is to widen the loop connector ramp by one lane to allow for the addition of an HOV preferential lane within the ramp.

Location 2: Eastbound SR 92 experiences heavy traffic volume and short merge from northbound and southbound US 101 resulting in extended delays and queues. The proposed improvement would eliminate the inside merge between southbound US 101 connector to eastbound SR 92 to improve safety by providing a standard outside merge between the southbound and northbound US 101 connectors. This improvement will not add a lane but will only shift the location of the existing merge point.

Location 3: Southbound US101 to westbound SR 92 connector ramp experiences high number of vehicles illegally crossing the gore area (the triangular area between where a through traffic lane meets and an exit or entrance ramp) to access Fashion Island Boulevard off-ramp when obstructed by extended queuing from southbound US101 to eastbound SR 92. The proposed improvement is an exit ramp modification which would move the existing Fashion Island Boulevard off-ramp to exit from the eastbound SR 92 connector to the westbound SR 92 connector. This improvement will not add any through lanes but only shifts the ramp exit location.

Location 4: Northbound US 101 to Hillsdale Boulevard exit ramp has inadequate storage capacity resulting in extended queues and a higher than average ramp accident rate. The proposed improvement would widen and re-stripe the northbound US 101 off-ramp to Hillsdale Blvd. The eastbound through lanes would be extended through the northbound US 101/Hillsdale Blvd intersection. The northbound US 101 loop on-ramp will be realigned and will include a dedicated right turn pocket.

On October 29, 2019, Caltrans approved the Project Study Report/Project Development Supports (PSR/PDS) for the Short-Term Area Improvements Project which paved the way for the Project to proceed with the Environmental Phase or Project Approval and Environmental Document (PA&ED) Phase. C/CAG administered STIP funds are being used for the PA&ED and PS&E phases.

On February 13, 2020 C/CAG Board approved the execution of the Cooperative Agreement naming C/CAG and SMCTA as Project Co-sponsors and Caltrans as the implementing agency for the PA&ED Phase. The Project phases, estimate and funding sources are shown below:

Project Phases	Cost Estimate	Funding Source
Project Initiation Document	\$0.5M	SMCTA – Measure A
PA&ED (Environmental)	\$2.4M	C/CAG – STIP
PS&E (Design)	\$2.8M	C/CAG – STIP
ROW (Right-of –way)	\$0.2M*	TBD
CONS (Construction)	\$22.7M*	TBD
Total (not including PID)	\$28.1M	

*No identified funding source. It should also be noted that construction of the four area improvements can be constructed jointly or independently.

Long-Term Direct Connector Improvement Project

The Long-Term “Direct Connector” Improvement Project is significantly more complicated, involves construction of new structures, is more expensive, and will require more time. Its purpose is to improve the operation efficiency of the interchange, increase person throughput and encourage carpooling and transit use. Normal heavy traffic congestion is experienced on westbound SR 92 to northbound and southbound US 101 during the AM peak period and the reverse during the PM peak.

On February 1, 2018, the SMCTA Board allocated \$2.23 Million for the Project Initiation Document (PID) Phase of the Direct Connector Project and the PSR/PDS is now in its final review by Caltrans. After the completion of the PID Phase, staff estimate that there will be savings of \$1 Million. On September 3, 2020, the SMCTA Board reprogrammed and reallocated the excess \$1 Million from the PID Phase to the PA&ED Phase, allowing several critical tasks to be initiated for the PA&ED Phase and save time. There currently is a funding shortfall for completing the PA&ED Phase as Measure A Highway Program Funds is not anticipated to be programmed until after the Short-Range Highway Plan is complete around mid-2021.

The two build alternatives under consideration for the US 101/SR 92 Long-Term Direct Connector Improvement Project are as follows:

- Alternative 1: US 101 / SR 92 Direct Connector from westbound SR 92 to northbound and southbound US 101
- Alternative 2: Reversible US 101 / SR 92 Direct Connector

Alternatives 1 and 2 provide morning commute benefit for High Occupancy Vehicle (HOV) users traveling from westbound SR 92 to both directions of US 101, but only Alternative 2 provides a PM peak period commute benefit by reversing the direction of traffic on the direct connector in the afternoon. Alternative 2 also includes improvements along eastbound SR 92 which terminate just west of the San Mateo-Hayward Bridge. Having a direct connector between northbound and southbound US 101 HOV lanes and SR 92 allows high occupancy vehicles to bypass queues at the US 101 / SR 92 interchange.

ATTACHMENTS

None.

C/CAG AGENDA REPORT

Date: September 21, 2020

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

From: Jeff Lacap, Transportation Programs Specialist

Subject: Receive a presentation on the State Highway System Congestion and Safety Performance Assessment for San Mateo County 2019 Update

(For further information, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the C/CAG TAC receive a presentation on the State Highway System Congestion and Safety Performance Assessment for San Mateo County 2019 Update.

FISCAL IMPACT

The cost to perform the update was \$95,135.

SOURCE OF FUNDS

- C/CAG Congestion Management Funds
- San Mateo County Transportation Authority (SMCTA) Measure A Sales Tax

BACKGROUND

In 2017, C/CAG and the San Mateo County Transportation Authority (SMCTA) determined that there was a need to develop performance measures specifically for the highway network within San Mateo County, and jointly funded development of the 2017 State Highway System Congestion and Safety Performance Assessment for San Mateo County. The report assessed conditions of the current state highway system network in San Mateo County for congestion and safety. Performance measures for congestion included Total Vehicle Hours of Delay, Travel Speed (Percent of Free-Flow Speed), and Travel Time Reliability. Performance measures for safety included total traffic collisions (fatalities and injuries) and traffic collision rate per mile assessments. The performance assessment, which included transportation indicators comparable to the Metropolitan Transportation Commission (MTC) Vital Signs for the Bay Area, focused specifically on San Mateo County and therefore provides more details for countywide consideration.

The latest update, conducted in Spring 2019 and completed earlier this year before the COVID-19 pandemic, focused on the same assessment of the state highway system, including US-101, SR-92, and SR-84. Findings include:

- 14 analyzed segments near the US-101/SR-92 interchange ranked in the bottom 25 segments based on observed total delay during the morning peak hour period.

- Updated collision data indicates high collision rates along the analyzed segments on US-101 and CA-84.
- 12 analyzed segments along SR-92 and US-101 ranked in the bottom 25 segments based on percent of free flow speed during the evening peak hour period.

These performance measures, when combined with other measures, can inform future needs assessments and prioritization, specifically applicable for the SMCTA's Highway Program, C/CAG's Congestion Management Program, and other transportation planning efforts.

ATTACHMENT

- State Highway System Congestion and Safety Performance Assessment for San Mateo County 2019

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

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

C/CAG AGENDA REPORT

Date: September 21, 2020

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

From: Susy Kalkin, Transportation Systems Coordinator

Subject: Receive a presentation on the US 101 Mobility Action Plan

(For further information please contact Susy Kalkin – kkalkin@smc.gov.org)

RECOMMENDATION

Receive a presentation on the US 101 Mobility Action Plan.

FISCAL IMPACT

None

BACKGROUND

In late 2018, as a companion effort to the US 101 Managed Lanes project, C/CAG, together with partner agencies SamTrans, Santa Clara VTA, MTC, San Francisco County TA, and Transform began work to develop a Mobility Action Plan aimed at exploring strategies to increase vehicle occupancy rates and otherwise reduce congestion throughout the US 101 corridor from San Jose to San Francisco.

Acknowledging that infrastructure investments alone will not solve congestion and its indirect impacts on communities, the US 101 Mobility Action Plan (US 101 MAP) identifies equity-based, non-infrastructure investments to improve travel time reliability, prioritize high-capacity mobility options like buses and carpooling, and foster healthy and sustainable communities along the US 101 corridor. It includes 59 measures that public, private, and non-profit sector leaders can take in the near term to leverage the investment we are currently making in infrastructure. (See plan at www.101mobilityactionplan.com)

The US 101 MAP lays a foundation for action along the corridor. Chapter 1 describes the need for action; Chapter 2 summarizes the project's goals and performance metrics; Chapter 3 highlights how the MAP team engaged with stakeholders along the corridor; Chapter 4 provides the full list of actions and summarizes how the actions were assessed for mobility performance, equity, and implementation; and Chapter 5 describes how the action list will be promoted and advanced in the future.

Valuable information is also contained in the appendices which detail how to select and implement the actions best suited to specific project goals or community needs.

- Appendix C identifies the potential for each action to influence certain performance metrics;

- Appendix D outlines the ways in which implementers can incorporate equity into each action;
- Appendix E includes an assessment of the relative cost, readiness and likely implementing entities for each action.

Implementation

As noted, MAP has identified a set of actions and identifies likely entities to take the lead on the specific measures - whether it be regional planning entities, local transit operators, cities, or community-based organizations. While efforts will be on-going, included in Chapter 5 is a statement from each of the five funding agencies outlining initial steps to support the goals of the US 101 MAP, with C/CAG committed to the following actions:

- Continue to actively support efforts to develop a continuous system of managed lanes along US-101 from San Jose to San Francisco.
- Work to secure funding and advance construction of significant infrastructure improvements along the US 101 corridor within San Mateo County, including new and modified interchanges and pedestrian bridge crossings.
- Complete an update to the Congestion Management Land Use Impact Analysis Program Transportation Demand Management (TDM) guidelines to promote alternative modes of transportation on a countywide basis.
- Continue to fund and support high capacity and multi-modal options, including Safe Routes to Schools, Commute.org, first/last-mile transit connections, Lifeline Transportation, development and implementation of local bicycle and pedestrian plans, and other innovative programs to incentivize alternative transportation modes.
- Investigate opportunities to promote integration of stormwater improvements and other urban greening into transportation infrastructure projects.
- Continue to support 21-Elements and Home for All efforts to encourage balanced and equitable development that supports multi-modal transportation.
- Work to secure funding and continue implementation of the SMART Corridor Program throughout remaining segments in San Mateo County.

C/CAG AGENDA REPORT

Date: September 21, 2020

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

From: Kim Wever, Transportation Program Specialist

Subject: Review and recommend the C/CAG Board awards the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) County Program Manager Fund to selected traffic calming and arterial management projects within the County.

(For further information, contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the C/CAG Congestion Management and Environmental Quality (CMEQ) Committee review and recommend the C/CAG Board awards the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) County Program Manager Fund to selected traffic calming and arterial management projects within the County.

FISCAL IMPACT

The total available amount of TFCA County Program Manager Funds is \$759,000. This is comprised of \$585,000 of FY 2020/21 TFCA funding and \$174,000 of carryover from the FY 2019/20 TFCA program.

SOURCE OF FUNDS

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety Code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the TFCA funds. These funds are used to implement projects to reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds. In San Mateo County, C/CAG is the TFCA grant Program Manager.

BACKGROUND

Key Information from the Limited Call for Projects

C/CAG, as the Program Manager for the TFCA Program in San Mateo County, distributes funds to qualifying projects that reduce air pollution, greenhouse gas emissions, and traffic congestion by improving transportation options. On February 13, 2020, the C/CAG Board adopted Resolution 20-08 approving the FY 2020/21 County Program Manager Expenditure Plan, which included funding for

innovative projects to be determined.

Due to a few factors, including the COVID 19 pandemic, limited amount of available funding with restrictive uses, and a short timeline for expenditure, C/CAG released a Limited Call for Projects on July 24, 2020 seeking proposals for two types of projects. The two project types are arterial traffic management projects using advanced transportation technology; and traffic calming projects (quick build bike/pedestrian projects). These two types of projects meet the TFCA Program Goals: 1) reduce air pollution, including air toxics such as benzene and diesel particulates 2) conserve energy and help to reduce greenhouse gas emissions 3) improve water quality by decreasing contaminated runoff from roadways 4) improve transportation options; and 5) reduce traffic congestion.

It was estimated that a one-time total of five-hundred fifty thousand dollars (\$550,000) was available for the call for project, using funding set aside for innovative programs and unspent carryover from last fiscal year. The call for project specified the minimum and maximum grant awards at one-hundred thousand dollars (\$100,000) and five-hundred fifty thousand dollars (\$550,000), respectively. Due to decreased ridership on shuttles and carpooling as a result of the COVID-19 pandemic, staff had to reduce the grant amounts for some projects approved in the FY2020/21 Expenditure Plan in order to meet the Air District's cost effectiveness requirement. As a result, the current total available grant amount is now at seven-hundred fifty-nine thousand dollars (\$759,000).

C/CAG invited local jurisdictions in San Mateo County to submit proposals for this grant program. Cities, towns, county and transit agencies in San Mateo County were eligible to apply. Other entities may partner with an eligible applicant to help shape the scope of work for the project proposal and play a role in project delivery. The Limited Call for Projects was posted on the C/CAG website as well as distributed via email to one hundred fifteen (115) contacts, including Board Members, City and County Managers, City and County Staff, SamTrans staff and C/CAG Committee Members.

Evaluation

C/CAG received a total of ten (10) project proposals by the August 21, 2020 deadline. Out of the ten proposals, seven (7) are traffic calming projects and the remaining three (3) are arterial traffic management projects. Staff formed an evaluation panel, which consisted of three C/CAG staff, Kaki Cheung, Mikaela Hiatt, Kim Wever; and Elliot Goodrich with Caltrans District 4. The evaluation panel also received advice from two technical advisors, Robert Rich with the Metropolitan Transportation Commission and Richard Shinn with Iteris, on arterial traffic management projects. The evaluation panel scored the projects based on the following criteria: cost-effectiveness results, safety, project readiness and timely use of funds, community support, innovation, and countywide plans/consistency.

To be eligible, the project sponsor was required to prepare a Cost-Effectiveness (C/E) Worksheet to ensure that the project does not exceed the maximum C/E limit set by the Air District's County Program Manager Fund Expenditure Plan Guidance. C/E is used as screening criteria for all projects considered for TFCA allocation. Both arterial management and traffic calming projects must result in a C/E of less than one-hundred seventy-five dollars (\$175,000) per weighted ton of reduced emissions. All submitted project proposals met the C/E requirement.

Recommendation

Attachment 1, *TFCA FY2020/21 Limited Call for Projects Ranking*, summarizes all the applications received. In Attachment 1, projects are ranked from the highest to lowest scores. Based on the current available funding, the evaluation panel recommended fully funding the top four (4) highest rated projects and partially funding the sixth (6th) project. The project sponsor of the (fifth) 5th project declined partial funding. Staff is asking that the CMEQ reviews the project selection and recommends final approval by the C/CAG Board.

ATTACHMENT

1. TFCA FY2020/21 Limited Call for Projects Ranking

TFCA FY2020/21 Limited Call for Projects Ranking

Ranking	Lead Applicant (Agency/Jurisdiction)	Project Type	Project Title	Brief Description	Total Project Cost	Recommended TFCA Grant Award Amount
1	South San Francisco	Traffic Calming	East of 101 Bicycle Safety Improvement Project	The Project proposes to install a new video detection system that allows for bicycle detection at seven (7) intersections along E Grand Ave. and Forbes Blvd. Currently, bicyclists could not trigger lights to change along this corridor. The project aims to improve bicyclists safety and overall flow.	\$175,000	\$150,000
2	Half Moon Bay	Traffic Calming	Main Street Traffic Calming	This smart growth and traffic calming project includes pavement marking and signage for 1.29 miles of Class III bike route, five (5) high visibility crosswalks, directional signage and temporary & reusable stretaerie-type street facilities in the Half Moon Bay downtown area.	\$129,000	\$109,650
3	Daly City	Traffic Calming	Daly City Crosswalk Enhancements	This project consists of installing high visibility crosswalks throughout several corridors in the City's Vision Zero High Injury Network. In addition, touchless pedestrian push buttons will be installed at a corridor intersection, as a pilot project. The project aims to increase pedestrian visibility and create more livable and safer, pedestrian-friendly corridors for residents going to any of the activity centers along the corridors.	\$204,000	\$180,000
4	Belmont	Arterial Traffic Management	Ralston Ave. Adaptive Signalization System	This project proposes utilizing advanced adaptive traffic signalization technology along Ralston Avenue between State Route 82 and Interstate 280. The project aims to reduce congestion for motorists, and improve operations and safety for bicyclists and pedestrians at intersections.	\$255,500	\$230,000

5	Millbrae	Arterial Traffic Management	Citywide Virtual Bicycle and Ped Detection	The Millbrae – Citywide Virtual Bicycle & Pedestrian Detection and Cloud-Based Signal Monitoring System will provide Internet of Things (IoT) equipment at City and Caltrans traffic signals to allow bicycles and pedestrians to share their GPS position data via mobile apps to actuate the traffic signal and HAWK facilities (Peds only for HAWKs). The system will provide a cloud based Advanced Transportation Management System for City and Caltrans monitoring only and data analysis.	\$181,000	\$ -
6	Millbrae	Traffic Calming	Millbrae Ave and Helen Drive Traffic Calming Pilot	As part of the City of Millbrae’s Neighborhood Traffic Calming Program, this project will install interim thermoplastic/painted Bulb-outs and delineators to reduce crossing widths and define drive aisles to promote safer alternative modes of travel near and around schools, City/County Bike and Pedestrian Routes, and local parks/recreational areas.	\$118,991	\$89,350
7	Burlingame	Traffic Calming	Lyon Hoag Traffic Calming	Implementation of quick build traffic calming improvements, including but not limited to: restriping and converting a Class II bike lane to Class IIB bike lane, constructing temporary trial traffic circles and bulb-outs with striping and flexible delineators, temporary speed cushions, and high visibility crosswalks enhancements.	\$385,000	\$ -

8	San Bruno	Traffic Calming	San Bruno Bicycle Route Installation Project	The project proposes the implementation of class 3 bike routes identified in the City of San Bruno Walk 'n Bike Plan. The purpose of the project is to improve the environment and neighborhood livability by reducing traffic, air pollution, noise and energy consumption by implementing components of a comprehensive bikeway network and making biking in San Bruno safer, easier and more popular.	\$615,000	\$ -
9	Burlingame	Arterial Traffic Management	Smart Corridor Detection Improvement	The proposed project would improve existing traffic signals along Burlingame's portion of the SMART Corridor with the addition of video detection systems. The project will procure and install video detection cameras at six intersections along the California Drive corridor. The purpose of adding video detection is to ensure detection of all modes at the Smart Corridor intersections, improve traffic flow along California Drive during normal operations, and more readily adaptable to changing conditions at the intersection.	\$311,000	\$ -
10	Pacifica	Traffic Calming	Crespi Dr Bike and Ped Improvement Phase 1	The project will install curb extensions, advance stop markings, upgrade and enhancing existing crosswalks to high visibility along Crespi Drive. The project will encourage residents of Pacifica to safely walk and bicycle to the nearby Linda Mar beach, Cabrillo Elementary School, The U.S. Postal Service Office, Pacifica Community Center, shopping center, retirement community, and other commercial establishments while enjoying the scenic beauty of our community.	\$137,000	\$ -
					Total Available TFCA Funds	\$759,000