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**AGENDA**

Congestion Management & Environmental Quality (CMEQ) Committee

**Date:** Monday, October 25, 2021  
**Time:** 3:00 p.m.

On September 16, 2021, the Governor signed AB 361, which amended certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings remotely via telephonically or by other electronic means under specified circumstances. Thus, pursuant to Government Code section 54953(e), C/CAG Committee 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/82013603969?pwd=NEZZaDBMR013UWMwOUVjNHZkdXFiUT09>

**Meeting ID: 820 1360 3969**  
**Passcode: 443599**

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**Meeting ID: 820 1360 3969**  
**Passcode: 443599**

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](mailto: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 October 2021 C/CAG Board meeting:   | Information (Lacap)                 | No Materials |
- Approved Resolution 21-79 to allow continuation of remote meetings
  - Received a presentation on the SamTrans Shuttle Study
  - Approved Resolution 21-71 awarding an aggregate total of \$421,000 in FY22 TFCF Funds to Millbrae and San Bruno
  - Approved Resolution 21-73 amending the OBAG 2 Program to reflect a reallocation of \$797,250 to Daly City and Millbrae
  - Approval of 2022 State Improvement Transportation Program
  - Approval of Resolution 21-68 supporting the US-101 MLP N/O I-380, the US 101/SR 92 Area Improvement Project and Direct Connector Project, and Authorizing Submittal of Applications for 2021 Measure A and Measure W Highway Program Funding.



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- |  |                           |              |
|--|---------------------------|--------------|
| 4. Approval of minutes of September 27, 2021 meeting   | Action (O'Neill)          | Pages 1 – 3  |
| 5. Review and recommend approval of the Draft 2019 Congestion Management Program (CMP) and Monitoring Report | Action (Lacap)            | Page 4 - 12  |
| 6. Executive Director Report   | Information (Charpentier) | No Materials |
| 7. Member comments and announcements   | Information (O'Neill)     | No Materials |
| 8. Adjournment and establishment of next meeting date:<br><b>November 29, 2021</b>                           | Action (O'Neill)          | 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](mailto: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.

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, [jlacap@smcgov.org](mailto:jlacap@smcgov.org)

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

**MINUTES  
MEETING OF SEPTEMBER 27, 2021**

The meeting was called to order by Chair O'Neill at 3:01 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 September 2021 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.

**4. Approval of minutes of the August 30, 2021, 2021 meeting. (Action)**

*Motion – To approve the minutes of the August 30, 2021 CMEQ meeting, Sullivan/Alba. Beach, Mates, O'Neill, Reddy, Brown, Holober, McCune, Sullivan, Papan, Koelling, and Alba approved. Roberts abstained. Motion passed 11-0-1. Member Bonilla was not present at time of voting.*

**5. Review and recommend approval of a combined total of \$421,000 in Fiscal Year 2022 Transportation Fund for Clean Air Funds for Millbrae's citywide virtual bicycle and pedestrian detection and San Bruno's bicycle route installation projects. (Action)**

C/CAG staff Kim Wever presented the selection process and the staff recommended projects for Fiscal Year 2022 Transportation Fund for Clean Air (TFCA) Funds. Staff from Millbrae and San Bruno were in attendance and responded to questions from the committee.

*Motion – To recommend approval of a combined total of \$421,000 in Fiscal Year 2022 Transportation Fund for Clean Air Funds for Millbrae's citywide virtual bicycle and pedestrian detection and San Bruno's bicycle route installation projects, Papan/Reddy. Beach, Bonilla, Mates, O'Neill, Reddy, Brown, Holober, McCune, Sullivan, Papan, Roberts, Koelling, and Alba. Motion passed 13-0.*

**6. Review and recommended approval to amend the One Bay Area Grant 2 (OBAG 2) Program to reflect a reallocation of \$797,250 to two new projects in the Cities of Daly City and Millbrae. (Action)**

C/CAG staff Jeff Lacap presented the recommendation to reallocate \$797,250 of OBAG 2 funds to Daly City’s Southgate Avenue and School Street Safety Improvements., and Millbrae’s Park Blvd, Santa Teresa Way, San Anselmo Ave Traffic Calming Quick Build project. The two recommended projects did not receive any funding from the MTC Safe and Seamless Mobility Quick Strike Program. Both projects had high scores, can meet the timely use of funds requirements, and are eligible to receive OBAG 2 funding.

*Motion – To recommend approval to amend the One Bay Area Grant 2 (OBAG 2) Program to reflect a reallocation of \$797,250 to two new projects in the Cities of Daly City and Millbrae., Koelling/Bonilla. Beach, Bonilla, Mates, O’Neill, Reddy, Brown, Holober, McCune, Sullivan, Papan, Roberts, Koelling, and Alba. Motion passed 13-0.*

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

Sean Charpentier, C/CAG Executive Director, provided an update to the efforts of returning to in-person meetings based on the passing of AB 361 recently signed by the Governor.

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

Member Papan provided updates from the MTC Blue Ribbon Recovery Task Force.

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

The meeting adjourned at 4:53 p.m.  
The next regular meeting was scheduled for October 25, 2021

**2021 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report**

<b>Name</b>	<b>Representing</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul (No Mtg.)</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec (No Mtg.)</b>
Emily Beach (Burlingame City Council Member)	Elected Official	X	X	X	X	X			X	X			
Rick Bonilla (San Mateo City Council Member)	Elected Official	X		X	X	X			X	X			
Julia Mates (Belmont City Council Member)	Elected Official		X	X	X				X	X			
Mike O'Neill (Pacifica City Council Member)	Elected Official	X	X	X	X	X	X			X			
Diana Reddy (Redwood City Council Member)	Elected Official		X	X	X	X	X		X	X			
Dick Brown (Woodside Town Council Member)	Elected Official	X	X	X	X	X	X		X	X			
Reuben Holofer (Millbrae City Council Member)	Elected Official	X	X	X	X	X	X		X	X			
Tom McCune (Belmont City Council Member)	Elected Official		X	X	X	X			X	X			
Patrick Sullivan (Foster City Council Member)	Elected Official	X			X	X	X		X	X			
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)	X	X	X	X	X	X		X	X			
Lennie Roberts	Environmental Community	X			X	X	X			X			
Linda Koelling	Business Community	X	X	X	X	X	X		X	X			
Peter Ratto	San Mateo County Transit District (SamTrans)		X	X	X	X	X		X	X			
Jessica Alba	Public Member	X	X	X	X	X			X	X			
<i>Vacant</i>	<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>												
<i>Vacant</i>	Agencies with Transportation Interests												

**Staff and Guests in attendance for the September 27, 2021 Meeting**  
 Sean Charpentier, Kaki Cheung, Kim Springer, Jeff Lacap, Mikaela Hiatt,  
 Van Ocampo- C/CAG Staff

Kim Comstock – Commute.org, Dalia Manaos – City of San Bruno,  
 Jaime Rodriguez – Traffic Patterns,

# C/CAG AGENDA REPORT

**Date:** October 25, 2021  
**To:** C/CAG Congestion Management and Environmental Quality Committee (CMEQ)  
**From:** Jeff Lacap, Transportation Systems Coordinator  
**Subject:** Review and recommend approval of the Draft 2021 Congestion Management Program (CMP) and Monitoring Report  
  
(For further information contact Jeff Lacap at [jlacap@smcgov.org](mailto:jlacap@smcgov.org))

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## RECOMMENDATION

That the C/CAG CMEQ Committee review and recommend approval of the Draft 2021 Congestion Management Program (CMP) and Monitoring Report

## FISCAL IMPACT

\$120,796 for consultant services to provide traffic monitoring services for the 2021 CMP; approved by the C/CAG Board at the March 2021 meeting.

## SOURCE OF FUNDS

Funding for consultant services will come from the C/CAG Transportation Fund.

## BACKGROUND

### *Overview*

Every two years, C/CAG as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) for San Mateo County. The CMP is prepared in accordance with state statutes, which also establish requirements for local jurisdictions to receive certain gas tax subvention funds. The CMP's conformance with regional goals enable San Mateo County jurisdictions to qualify for state and federal transportation funding.

The Metropolitan Transportation Commission (MTC) also provides guidance for consistency and compatibility with the Regional Transportation Plan (RTP). MTC's review for the consistency of CMPs focuses on five areas:

- Goals and objectives established in the RTP,
- Consistency of the system definition with adjoining counties,
- Consistency with federal and state air quality plans,
- Consistency with the MTC travel demand modeling database and methodologies; and
- RTP financial assumptions.

The COVID-19 pandemic has caused reductions in traffic countywide as a result of stay-at-home orders, increased telecommuting, and virtual school. The decision was made to conduct the CMP under COVID pandemic traffic conditions because the CMP, by its very nature, is a monitoring

document. The purpose of the CMP, among other things, is to measure and report freeway, highway, and intersection LOS for the specific monitoring year and to compare it over time. While the CMP data collection ideally takes place under normal traffic conditions, it is unknown when or even if traffic conditions/patterns will return to pre-pandemic levels. Therefore, it is prudent that C/CAG conduct the CMP under COVID conditions not only to understand how traffic has changed compared to pre-pandemic levels during the last update in 2019, but it will also give C/CAG a tool to measure how traffic recovers post-pandemic in future CMP updates.

### ***2021 CMP Update***

The Draft 2021 CMP includes updated information and changes from the adopted 2019 CMP. Most of the document is unchanged from the 2019 CMP. Some key updates are highlighted below:

- Updated Chapter 5 – Trip Reduction and Travel Demand Element
  - Reflects the updated Transportation Demand Management (TDM) Policy adopted by the C/CAG Board in September 2021
- Updated Chapter 7 – Deficiency Plan Guidelines
  - Reflects the updated 2021 LOS Monitoring results
- Updated Chapter 8 – Seven Year Capital Improvement Program
  - Reflects the 2022 State Transportation Improvement Program (STIP) project lists to be consistent with the Regional Transportation Improvement Program (RTIP) guidelines (The 2022 STIP is to be adopted by the CTC early next year)
- Appendices that were updated includes the following:
  - Appendix F - 2021 CMP Monitoring (Draft)
  - Appendix G - Status of Capital Improvement Projects
  - Appendix I - Land Use Guide and Updated List
  - Appendix J - San Mateo County Projects Included in Plan Bay Area 2050
  - Appendix M - Measure M Implementation Plan FY 2022-2027

### ***2021 Traffic Level of Service and Performance Monitoring***

C/CAG is required to measure the 52 roadway segments and 16 intersections on the Congestion Management Program roadway network to determine the change in Level of Service (LOS) from one period to the next. As part of the 2021 CMP update, C/CAG has retained a consultant to monitor the roadway segments and intersections on the CMP roadway network. This year's study was conducted for the period of April - May of 2021. The primary tasks completed as part of this study include conflation of travel time data to Level of Service monitoring network and Level of Service Analysis. As a result of this monitoring, C/CAG is required to determine what location(s), if any, has (have) exceeded the LOS standard that was established by C/CAG in 1991.

In determining conformance with the LOS standards, C/CAG historically excludes traffic impacts attributable to interregional travel based on the C/CAG Travel Demand Forecasting Model. To address deficiencies on the CMP network, C/CAG developed the San Mateo County Congestion Relief Plan (CRP). Originally adopted in 2002 and reauthorized in 2007, 2011, 2015, and 2019 to be effective through July 2023, the CRP fulfills the requirement of a Countywide Deficiency Plan for all roadway segment and intersection deficiencies identified through the monitoring done for the 1999 through the current Congestion Management Programs. With the CRP in place, no jurisdiction will be required to develop a deficiency plan as a result of this monitoring report.

The results of the 2021 Monitoring indicate the following 5 roadway segments and 1 intersection exceeded its LOS Standard before the reduction of interregional trips:

- US-101 from I-380 to Millbrae Ave - SB in PM Period
- US-101 from Millbrae Ave to Broadway – SB in PM Period
- US-101 from Broadway to Peninsula Ave – SB in PM Period
- US-101 from SR-92 to Whipple Ave – NB in PM Period
- SR-84 from I-280 to Alameda de las Pulgas – WB in AM Period
  
- SR-84/Middlefield Road Intersection – PM Period

C/CAG identifies the deficient locations after deducting for interregional travel (all trips originating outside San Mateo County). Based on the monitoring report and after the exclusions for interregional traffic was applied, there are no deficient roadway segments or intersections after interregional reductions.

In the 2019 CMP Update, 19 roadway following roadway segments exceeded its LOS Standard before the reduction of interregional trips. After the exclusions for interregional traffic was applied, five out of the 53 roadway segments exceeded the LOS standard. All 16 CMP intersections are in compliance with the LOS Standard in 2019.

### ***Companion Network***

For the 2021 CMP Update, C/CAG staff desired to develop a new Companion Network alongside the CMP network, including 10 roadway segments and 17 intersections. The purpose of this network was to monitor congestion in other areas of the county that may not be on the CMP network, such as local arterial roadways and locations along the coast. The Companion Network includes roadway segments other than freeways and state routes (as these are already in the CMP network), however, intersections with state routes as the major street may be included as part of the Companion Network so long as they are not an existing CMP intersection. These locations will be monitored for informational purposes only. Below is summary of the LOS results of the Companion Network

#### Companion Network Roadway Segment LOS

No roadway segments reported LOS E or worse.

#### Companion Network Intersection LOS

The following intersections reported LOS E or worse:

- Industrial Rd/Holly St (LOS E, PM Peak)
- Middlefield Rd/Marsh Rd (LOS F, PM Peak)
- University Ave/Bay Rd (LOS E, PM Peak)
- El Camino Real/Westborough Blvd (LOS F, AM Peak)
- SR-1/Cypress Ave (LOS F, PM Peak)

2021 Companion Network Roadway Segment Weekend LOS

The following roadway segments reported LOS or Worse:

- SR-1, Frenchmans Creek Rd to Miramontes Rd (LOS E: Mid-Day Peak & PM Peak)
- SR-92, SR-1 to I-280 (LOS E: AM Peak, Mid-Day Peak & PM Peak)

2021 Companion Network Roadway Segment Weekend LOS

The following intersections reported LOS E or worse:

- SR-92/Skyline Blvd (SR-35) (LOS E: AM Peak, LOS F: Mid-Day Peak, LOS E: PM Peak)
- SR-35/SR-92 (LOS F: AM Peak, LOS E: PM Peak)
- SR-1/Reina Del Mar Ave (LOS E: Mid-Day Peak)
- SR-1/Cypress Ave (LOS F: Mid-Day and PM Peak)

***Average Travel Times on US-101***

Travel times were also measured for the US-101 corridor between the San Francisco and Santa Clara County Lines. The US-101 corridor was selected because, in addition to mixed-flow lanes, it includes High Occupancy Vehicle (HOV) lanes, bus routes, and passenger rail.

The total travel time for carpools was estimated by adding the travel time in the HOV lanes between the Santa Clara County Line and Whipple Avenue to the travel time in the mixed-flow lanes between Whipple Avenue and the San Francisco County Line. Travel times for bus and passenger rail modes were estimated based on current SamTrans and Caltrain published schedules. SamTrans bus route 398 operates in the US-101 corridor. This route provides service through San Mateo County from San Francisco to Redwood City. Travel times were based on the average travel time between County lines during the commute hours. Travel time via Caltrain was calculated in a similar manner. Results for the 2021 travel time surveys are summarized below

Average Travel Time On US-101 Corridor (in minutes) - Between San Francisco and Santa Clara County Lines																
Mode	AM - Morning Commute Peak Period								PM - Evening Commute Peak Period							
	NB				SB				NB				SB			
	2021	2019	2017	2015	2021	2019	2017	2015	2021	2019	2017	2015	2021	2019	2017	2015
Single Occupancy Auto	23	28	32	37	22	40	35	37	24	40	36	44	26	32	32	38
Carpool – HOV Lane	24	26	32	36	22	38	34	34	24	40	36	45	26	31	32	35
Caltrain (Palo Alto to approx. SF County Line near Bayshore Station)	46	40	40	39	46	43	44	43	44	40	40	38	44	39	38	38
SamTrans Route 398 (Redwood City Station to SF)	65	57	80	80	67	74	-	-	84	83	-	-	63	74	91	91

***Transit Ridership***

The COVID-19 pandemic caused a drastic decrease in ridership for transit agencies across San Mateo County. When comparing FY19 with FY21, SamTrans total ridership decreased by 58%, while Caltrain and BART saw more drastic decreases. Caltrain’s ridership decreased by 92% between FY19 and FY21, while BART decreased by 87%. FY21 was the first full fiscal year within the pandemic and as such the ridership losses can be more clearly seen here when compared with FY19. Results for the FY 2021 transit ridership are summarized below.

Transit Agency	Annual Total				Average Weekday			
	FY 2021	FY 2019	FY2017	FY 2015	FY 2021	FY 2019	FY 2017	FY 2015
SamTrans	4,503,358	10,670,850	11,816,760	13,158,703	13,620	35,150	38,700	42,981
Caltrain	1,295,656	17,662,773	18,648,850	18,995,161	4,099	63,597	62,190	58,245
BART (Colma and Daly City)	1,211,716	7,741,549	7,818,023	8,155,340	3,934	26,483	25,269	28,050
BART (South San Francisco, San Bruno, SFO, and Millbrae)	1,312,774	11,261,768	12,102,872	12,614,731	4,236	37,687	39,989	40,741
Combined Transit	8,323,504	47,336,940	50,386,505	52,923,935	25,889	162,917	166,148	170,017

The complete draft Monitoring Report is included in Appendix F of the Draft 2021 Congestion Management Program. (A copy is attached to this staff report)

***Recommendation***

Staff requests that the CMP TAC reviews and recommends C/CAG Board approve of the Draft 2021 CMP Draft 2021 Congestion Management Program (CMP) and Monitoring Report.

The next steps include:

<u>Date</u>	<u>Activity</u>
October 21, 2021	Draft 2021 CMP to TAC
October 25, 2021	Draft 2021 CMP to CMEQ
November 18, 2021	Draft 2021 CMP to Board
November 18, 2021	Final 2021 CMP to TAC
November 29, 2021	Final 2021 CMP to CMEQ
December 9, 2021	Final 2021 CMP to Board

**ATTACHMENTS**

- Draft 2021 San Mateo County CMP – Executive Summary
- Draft 2021 CMP Monitoring Report (Available for download at: <https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>)
- Draft 2021 San Mateo County CMP & Appendix (Available for download at: <https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>)

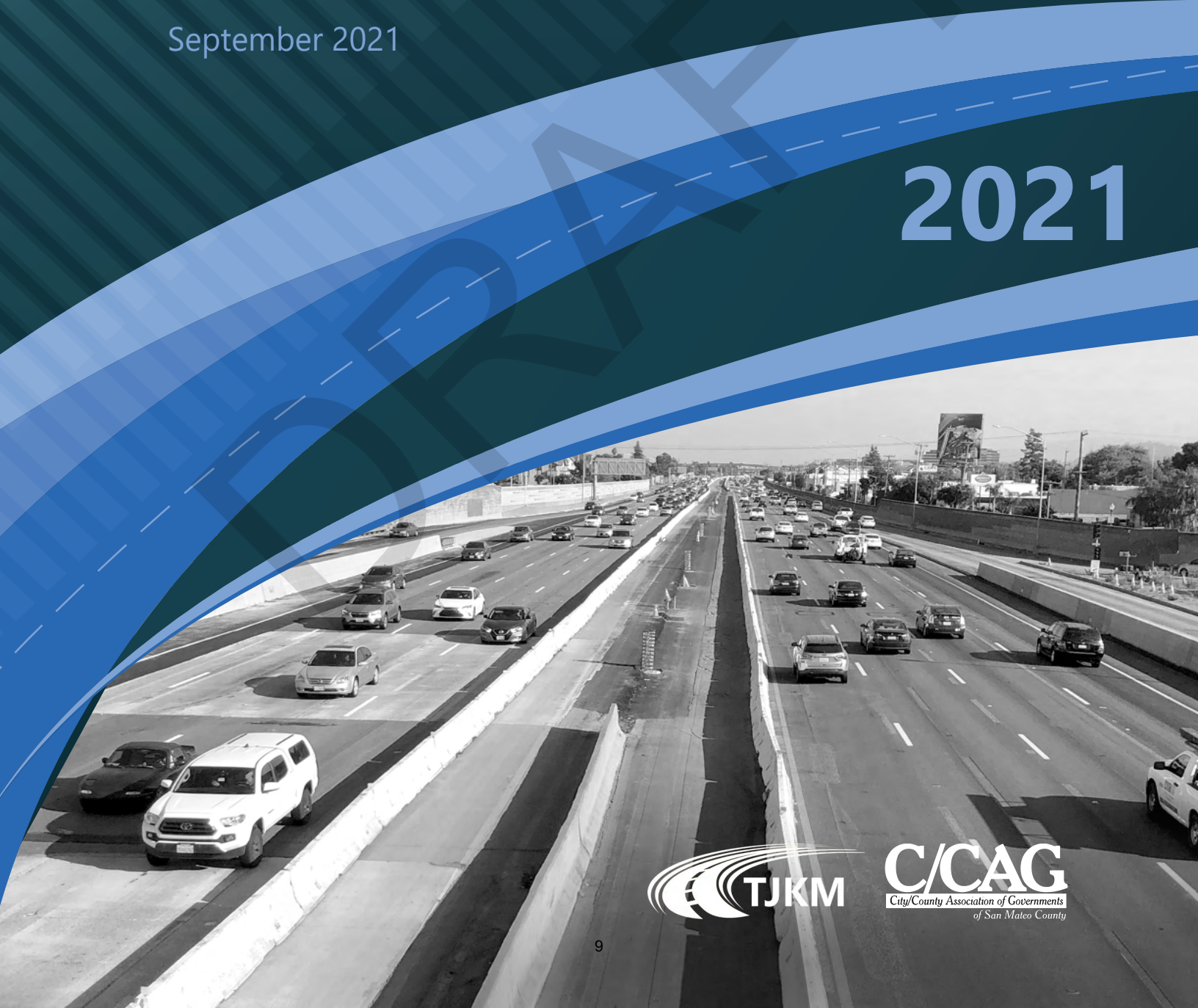
San Mateo County

# Congestion Management Program

DRAFT REPORT

September 2021

2021



## EXECUTIVE SUMMARY

The 2021 Congestion Management Program (CMP) Update is a document of the City/County Association of Governments of San Mateo County (C/CAG), the designated Congestion Management Agency (CMA) for San Mateo County. The 2021 biennial update is required by State statute. Following are highlights of this document.

### Chapter 1: Introduction

This section introduces the CMP legislation and outlines the various elements/sections of this CMP.

### Chapter 2: Designated Roadway System

The designated CMP roadway system in San Mateo County has not changed in this update. In total, the 464.7 directional miles of the CMP designated roadway network contains 301.4 miles of arterials/highways, 163.3 miles of freeways, and 16 intersections. New to this CMP is the Companion Monitoring Network (Companion Network), which includes an additional 10 roadway segments and 17 intersections not included in the CMP network. It will be monitored for informational purposes.

### Chapter 3: Roadway System Level of Service (LOS)

Five roadway segments and one intersection fell below their established LOS standard before interregional reductions. After the reductions, all rose to an acceptable LOS and none are considered deficient. This could be due to the reduction in traffic countywide as a result of the COVID-19 pandemic. During the time period of monitoring (April-May 2021), many were working from home, participating in remote school, or otherwise making fewer trips outside the home. This section also summarizes the results of monitoring the Companion Network, and conducting weekend monitoring at locations on the Coastside. Full details are located in the 2021 CMP Monitoring Report in **Appendix F**.



*Pedestrians crossing at SR-92/Main St in Half Moon Bay*

## **Chapter 4: System Performance**

C/CAG has adopted four performance measures: LOS; Travel Times for Single Occupancy Vehicles, Carpools, and Transit; Pedestrian and Bicycle Improvements, and Ridership/Person Throughput of Transit. Each of these performance measures is described in this chapter. Full details are located in the 2021 CMP Monitoring Report in **Appendix F**.

## **Chapter 5: Trip Reduction and Travel Demand Element**

Transportation Demand Management (TDM) strategies are utilized to improve efficiency of existing transportation systems without significant expansion of the infrastructure. These strategies focus on ways to reduce solo driving and/or eliminate the need for driving altogether. Some of the commonly used strategies that aim at reducing solo driving include carpool, vanpool, bicycle, transit, and park, and ride lots. Strategies to reduce vehicle miles traveled (VMT) include alternatives such as remote working, flexible work schedules, and parking cash-out programs. Improving a balance between available jobs and employed residents can help to shorten commutes. Use of TDM strategies help cities and counties in their attempt to balance the growing need for transportation and availability of limited transportation dollars, knowing we can't build our way out of congestion. San Mateo County's TDM agency, Commute.org, is primarily responsible for implementing TDM measures countywide. This chapter includes a full description of these programs, as well as others being offered by local jurisdictions.

## **Chapter 6: Land Use Impact Analysis Program**

The CMP includes three tiers of the Land Use Analysis Program: Tier 1 (Long Range Planning Analysis), Tier 2 (Individual Large Development Analysis), and Tier 3 (Cumulative Development Analysis). All of these require local government participation and cooperation. The chapter also includes a detailed summary of the new TDM Policy adopted by C/CAG in 2021, and revises the Tier 2 analysis to include its relevant components.

## **Chapter 7: Deficiency Plan Guidelines**

Local jurisdictions must meet the CMP conformance requirements to receive funding from several State programs. The conformity process has not substantially changed in the 2021 CMP. Given that no segments or intersections are considered deficient, no jurisdiction is considered out of conformance at this time. C/CAG's adopted Congestion Relief Plan also serves as the countywide deficiency plan and relieves all cities/towns and the County from the need to prepare deficiency plans.

## **Chapter 8: Capital Improvement Program**

A CMP is required to have a seven-year Capital Improvement Program (CIP) to maintain or improve the performance of the multimodal system for the movement of people and goods and to mitigate regional transportation impacts identified through the Land Use Analysis Program. Any project depending on State or Federal funding must be included in the CMP's CIP. This part of the CMP must be submitted first to the Metropolitan Transportation Commission (MTC) in the Bay Area and then to the California Transportation Commission (CTC) and/or the Federal Highway Administration (FHWA) so that funding from State and Federal programs will be allocated for the projects included in the CIP.

The 2021 CIP primarily includes projects programmed in the 2020 State Transportation Improvement Program (STIP), and lists other sources of funding for San Mateo County transportation projects.

## **Chapter 9: Database and Travel Demand Model**

CMP requirements include maintaining and utilizing a travel demand model that is consistent with the regional model and available for use in corridor and development studies. The C/CAG-VTA Model is the transportation model used by C/CAG and is described in its chapter along with its role in the CMP, and its conformity with the MTC model.

## **Chapter 10: Monitoring and Updating the CMP**

This section details the elements that must be updated biennially per CMP legislation, as well as the procedure to find a jurisdiction in non-conformance with the CMP requirements.

## **Chapter 11: Measure M - \$10 Vehicle Registration Fee Program**

This section summarizes the Measure M program and details the current expenditure plan. C/CAG is currently updating the Measure M Strategic Plan at the time of writing (September 2021).

## **Chapter 12: Traffic Impact Analysis (TIA) Policy**

This section summarizes C/CAG's adopted TIA Policy.