



# Congestion Relief Program Update Initial Recommendations

Technical Advisory Committee  
March 2023





# Agenda

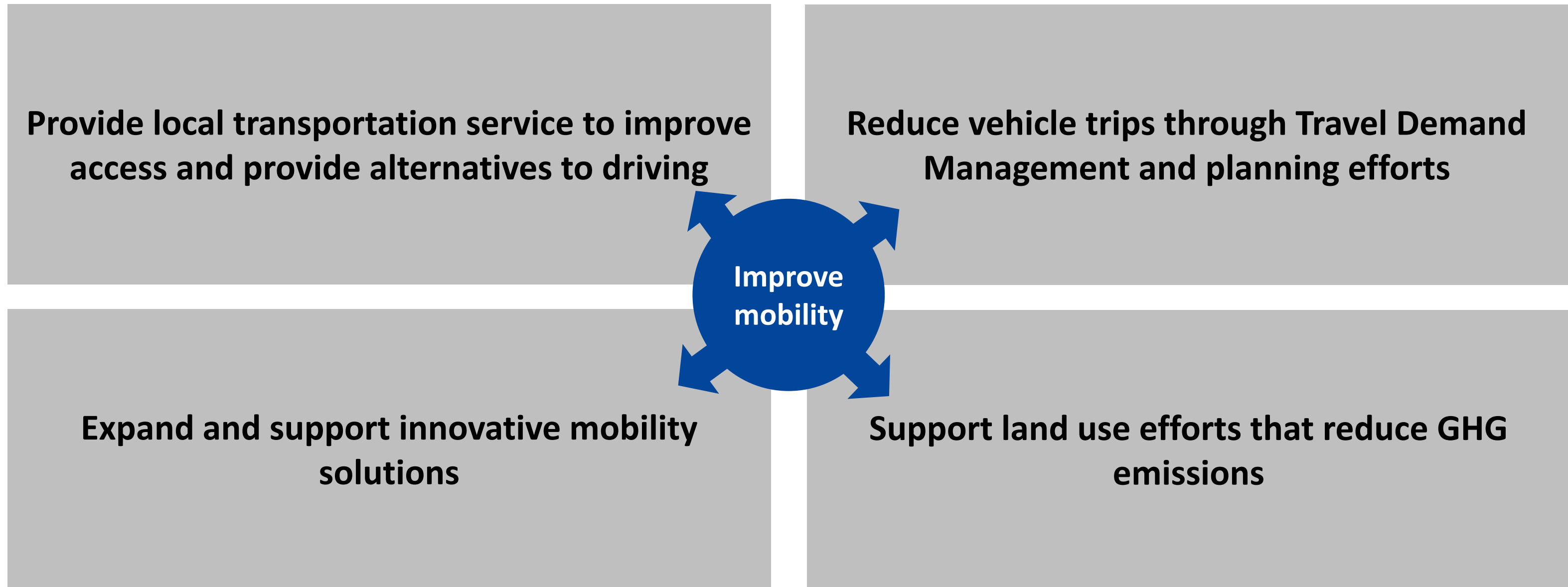
01. Understanding the Congestion Relief Plan
02. CRP update progress to date
03. Insights and takeaways
04. Initial recommendations

# Congestion Relief Plan

- Acts as a Countywide Deficiency Plan, relieving jurisdictions from state mandates to fix specific congested locations in a cost-efficient manner
- The C/CAG Board authorizes the CRP for a period of 4 years, with the current plan expiring June 30, 2023
- Collects \$1.85M/year based on population share and trip generation
- Fees have stayed flat since 2007
- To implement the CRP, C/CAG collects funding from the jurisdictions to support programs and projects across the county with the goal of **improving mobility countywide.**



# Congestion Relief Plan (CRP) goals



# Current Adopted Plan – Annual Fee

2019-2023 Adopted Congestion Relief Plan		
1	Local Transportation Services Program	\$500,000
2	Travel Demand Management	\$550,000
3	Intelligent Transportation Systems (ITS)/ Traffic Operational Improvement Strategies; Express Lane operations support; Smart Corridor Expansion	\$200,000
4	Linking Transportation and Land Use	
	4A. Innovative Trip Reduction Strategies (Carpool 3.0)/ Mobility Action Plan	\$150,000
	4B. Transportation Improvement Strategy to reduce GHG (GW TAP/743 toolkit/ Performance assessments)	\$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. (21 Elements/ Sub-RHNA/ Legislation compliance)	\$150,000
	Total	\$1,850,000

# Progress to date

- Reviewed financial data for funded projects and programs
- Interviewed program funding recipients
- Led workshop with TAC to identify key priorities and challenges for the next authorization period

Strengths	Challenges
<ul style="list-style-type: none"> <li>• What is working well today and historically?</li> <li>• Commute.org – business outreach, one on one coaching</li> <li>• Momentum around connection between transportation and sustainability (GHG, climate resiliency planning, etc)</li> <li>• A lot of trip reductions through telework</li> </ul>	<ul style="list-style-type: none"> <li>• Are there any issues with improving mobility that should be addressed?</li> <li>• Housing mandates (increasing housing 4-5x) leading to pre-pandemic levels of traffic on freeways. How will this be incorporated into the CRP update?</li> <li>• Strategies for less dense towns in region where public transit is a smaller part of mobility</li> <li>• Working with CalTrans to adjust times of review</li> <li>• Addressing cut-through traffic, taking more comprehensive approach</li> <li>• Focus heavily on bike and ped, which can lead to more SOV congestion</li> <li>• Lack of infrastructure for active mobility in some areas</li> <li>• Effect of development in surrounding areas</li> <li>• Funding, collaboration</li> <li>• Balancing wants and needs to make sure everyone gets a voice</li> </ul>
Opportunities/Options	Risks
<ul style="list-style-type: none"> <li>• What are opportunities or options could be deployed to improve mobility countywide?</li> <li>• Countywide funding body</li> <li>• Merging TDM with commute.org shuttle service – bring people to major transit corridors</li> <li>• Public transit to come forward, improve the network as a whole</li> <li>• How we collaborate, a lot to learn from one another. Potential for information sharing</li> <li>• Additional technical resources, county-wide to avoid undue stress on smaller cities</li> <li>• Collaboration and coordination between jurisdictions for cross-jurisdictional segments</li> </ul>	<ul style="list-style-type: none"> <li>• What risks around mobility planning should be captured in the strategic planning process for CRP?</li> <li>• Balance of grow/diet projects with increased/decreased congestion</li> <li>• Limited right-of-way</li> <li>• Maintenance funding</li> <li>• Climate change resilience (ex: sea level rise, recent storms) for infrastructure</li> </ul>

# Key Takeaways



CRP stakeholders see value in the current broad goals



Current “ongoing” programs continue to be priorities for stakeholders



Additional priorities continue to evolve (aligned with goals) based on changes to emerging mobility and innovation, regulatory enhancements, etc.



As rates have not increased since 2007, spending power has decreased

# Recommendation 1: Proposed a small fee increase

## Why propose an increase?

- Program fees were originally intended to increase with inflation
- The difference in inflation between 2022 and 2007 is 51.4%.
- Currently utilizing CRP surplus to meet program needs

Consumer Price Index Difference

Year	Annual CPI Index
2022	327.060
2007	216.048
Change in Index Points	111.012
<b>Percent Change</b>	<b>51.4%</b>

Source: CA Dept. of Industrial Relations, Base year is 1982-1984.

## What are we proposing?

A small annual fee increase to keep up with inflation:

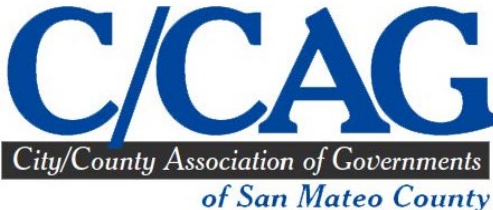
- Calculation method to remain the same (combination of population and road miles)
- Proposed fee option increases include:
  1. Lump sum 5% increases each authorization period
  2. One time 'catch up' increase of 5%, and then annual increase to match CPI (3% cap)

This would allow for continued support for CRP funded projects and programs at levels originally intended

# Recommendation 1: Proposed a small Fee increase

Recommendations	Baseline	Recommendation 1: 5% increase every 4 years	Recommendation 2: One time 'catch up', then annual CPI increase* (assume 2%)
<b>Overall increase to CRP Budget in Year 4</b>	\$0	\$370,000	\$606,224
<b>Increase per jurisdiction over 4 year period</b>	\$0	Lowest (Colma): \$1,945 Highest (SMC): \$53,533	Lowest (Colma): \$3,187 Highest (SMC): \$87,711
<b>Advantages</b>	Keeping CRP fees constant	Provides the most forward-planning clarity for jurisdictions and funding recipients	Allows the CRP to catch up on funding stream, while indexing to inflation for the future
<b>Considerations</b>	Will struggle to provide same level and quantity of support for mobility initiatives	Risk of falling behind; increases are not smoothed over time	Requires minimal admin. work and an understanding from jurisdiction and recipients that budget may vary

\*CPI Increase would be capped at 3%, aligning with C/CAG Member fee rates. Table calculations assume 2%



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# Recommendation 2: Simplification of funding designation

*Previous:* Four 'buckets,' some of which were tied to specific annual expenditures, others were not

## Local Transportation Services

- Countywide shuttle program (**consistent contribution**)

## ITS/Traffic Operational Improvement Strategies/

- SMCEL-JPA – express lanes policy and management (**amount varies by year**)
- Smart Corridor Project and Maintenance (**amount varies by year**)

## Travel Demand Management

- Commute.org program (**consistent contribution**)

## Linking Transportation and Land Use

- 21 Elements program (**consistent contribution**)
- C/CAG's Climate Fund, supporting initiatives such as Resource Management and Climate Protection Committee (RMPC) and the Regionally Integrated Climate Action Planning Suite (RICAPS) (**consistent contribution**)
- Legislative consulting (**amount varies by year**)
- Alternative Fuel Readiness Plan (**one time**)
- MAP 101 (**one time**)
- VMT whitepaper & estimation tool (**one time**)
- Shared Mobility Feasibility Study (**one time**)
- Local Road and Safety Plan (**one time**)

- Challenging for expenditure data to neatly align with buckets
- Need to justify project bucket designation in some cases

# Recommendation 2: Simplification of funding designation

*Proposed:* Consistent funding for qualified programs, and a broad pot for one-time projects, guided by CRP goals and agreed upon priorities

## Dedicated Annual Support

- Countywide shuttle program
- Commute.org program
- 21 Elements program
- C/CAG Climate Initiatives

## Flexible Projects and Programs


- Must be able to demonstrate alignment with CRP goals
- Allocation determined based on needs and opportunities, to be approved by Board in annual budget
- Updated Authorization will list more targeted priorities based on stakeholder input to guide expenditure

- Removes roadblocks to supporting programs that meet broad goals but don't have room left in that 'bucket'
- Allows for flexibility to changing needs within the authorization periods
- Four continuous programs will facilitate better and more consistent reporting, allowing C/CAG to better demonstrate impact of CRP

# Recommendation 3: Flexible Projects/Programs Priorities

Key priorities identified through stakeholder conversations include:

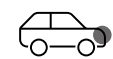
 Response to increasing regulatory pressure, particularly related to housing and emission reduction

 Improving and expanding upon cross-jurisdictional collaboration and benefitting from economies of scale, particularly related to:

- Data collection
- Response to cross-border and cut through traffic
- Delivery of countywide resources for jurisdictional use

 Countywide planning efforts, particularly those that unlock funding opportunities

 Support for a shared micromobility program

 Advocacy for active transportation modes that reduce vehicle trips, increase safety and enhance vehicle connectivity , while considering realities of right of way limitations

 Focusing on trip reduction efforts, including telework and virtual services provision

 Responding to ITS and Smart Corridor development and maintenance needs

 Ensuring funded projects can be maintained long-term

# Recommended Overall Funding Breakdown

## Dedicated Annual Support

Countywide Shuttle Program	\$525,000
Commute.org TDM Program	\$577,500
21 Elements Program	\$200,000
Climate Initiatives	\$150,000

## Flexible Projects and Programs

**Flexible Projects and Programs**

- Must be able to demonstrate alignment with CRP goals
- Annual allocation determined based on needs and opportunities, to be approved by Board in annual budget
- Updated Authorization will list priorities

\$490,000

# Thank you

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