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Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday September 25, 2023 Time: 3:00 p.m. Location: San Mateo City Hall Conference Room C 300 W. 20 TH Ave San Mateo, CA 94403	Join by Zoom Meeting: https://us02web.zoom.us/j/86804403873?pwd=MTd5alJjQzNsQ2dXUDcwUWdPdDhXQT09 Join By Phone: +1-669-900-6833 Meeting ID: 868 0440 3873 Passcode: 777024
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*****HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE*****

This meeting of the C/CAG CMEQ will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

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|----|--|-------------------------------------|--------------|
| 1. | Call to Order/Roll Call | Action (Alba) | No Materials |
| 2. | Public comment on items not on the agenda | Presentations are limited to 3 mins | No Materials |
| 3. | Issues from the September C/CAG Board meeting: <ul style="list-style-type: none">Received the Draft 2024 State Transportation Improvement Program (STIP) for San Mateo County.Received update on C/CAG Equity Assessment and Framework Development Project. | Information (Lacap) | No Materials |
| 4. | Approval of minutes of August 28, 2023 meeting. | Action (Alba) | Pages 1-3 |
| 5. | Presentation on C/CAG Equity Assessment and Framework Development Project and review of proposed actions for comment | Information (Springer) | Pages 4-6 |
| 6. | Review and recommend approval of the Draft 2023 Congestion Management Program (CMP) and Monitoring Report. | Action (Lacap) | Pages 7-16 |
| 7. | Executive Director Report | Information (Charpentier) | No Materials |
| 8. | Member comments and announcements | Information (Alba) | No Materials |
| 9. | Adjournment and establishment of next meeting date:
October 30, 2023 | Action (Alba) | No Materials |



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PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Court Yard, 555 County Center, Redwood City, 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 jlapac@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 in person and through Zoom. Public comments will be taken first by speakers in person, followed by via Zoom. Please read the following instructions carefully:

In-person participation:

If you wish to speak to the C/CAG CMEQ, please fill out a speaker's slip placed by the entrance of the meeting room. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to the C/CAG staff who will distribute the information to the Committee members and staff.

Remote Participation:

1. The C/CAG CMEQ 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, jlapac@smcgov.org

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

**MINUTES
MEETING OF August 28, 2023**

The meeting was called to order by Chair Alba at 3:04 p.m. at San Mateo City Hall. Roll call for attendance was taken. Attendance sheet is attached.

1. Brief Overview of Teleconference Meeting Procedures

2. Public comment on items not on the agenda

None.

3. Issues from the June and July 2023 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 May 22 2023, meetings. (Action)

Motion – To approve the minutes of the May 22, 2023 CMEQ meeting, Penrose/Papan., Brown, McCune, Sullivan, Hedges, Miles-Holland, Papan, Penrose and Alba. Motion Passes 8-0

5. Review and recommend approval of the Draft 2024 State Transportation Improvement Program (STIP) for San Mateo County. (Action)

C/CAG Staff, Jeff Lacap presented on the draft 2024 State Transportation Improvement Program (STIP) for San Mateo County

Member Brown inquired about the impact of new growth forecast in the State and the impact of remote work on Transportation funding programs. Director Charpentier responded that MTC provides population projections in their Plan Bay Area updates. Staff anticipates having a better understanding of how remote working and population growth trends will impact the region in the upcoming minor update of Plan Bay Area 2050. He further added that the long-term benefits of highway projects, for example, the Managed Lanes or toll lanes enables us to prioritize carpool, shuttles and shifting people from single occupancy vehicles to other modes.

Member Sullivan noted during the onset of COVID-19 traffic trends were down. While public transit has also decline as a result, we have seen a gradual increase in ridership.

Vice-Chair Papan noted that traffic congestion has increased, she pointed to the airport traffic and that public transit is gradually increasing. She further inquired about the stage of STIP projects that are proposed to receive funding. Jeff responded and provided a summary of each projects phase.

Chair Alba inquired about the status of each project nominated for STIP funding and further asked about the landscaping portion of the US-101 Express lanes. Jeff responded and provided a summary of each projects phase from the planning to the construction phase. He further noted that Caltrans does implement green infrastructure elements as part of the project.

Member Miles- Holland inquired why there are a few projects nominated for STIP funding and whether projects on El Camino Real can be eligible for STIP funds. Jeff responded that that the STIP program has many eligibility requirements, and current schedules of most projects don't align with the availability of the 2024 STIP funds. He further added that El Camino Real is eligible for STIP funds, but there are no current projects planned for El Camino Real that meet the other requirements for this STIP cycle.

Motion – To recommend approval of the Draft 2024 State Transportation Improvement Program (STIP) for San Mateo County, Penrose/Papan., Brown, McCune, Sullivan, Hedges, Miles-Holland, Papan, Penrose and Alba. Motion Passes 8-0

6. Executive Director Report (Information)

Sean Charpentier, C/CAG Executive Director provided the following update:

- Draft Equity Assessment will be presented at the September 25th CMEQ Meeting
- Next CMEQ meeting falls on Yom Kippur (Sept 25th); Staff to survey members availability.

7. Member comments and announcements (Information)

Member Brown requested for a presentation to the Committee on the regional long-range plan and population forecast. Director Charpentier responded that staff will look into.

Vice-Chair Papan requested that staff provide members of the committee with a copy of Plan Bay Area 2050.

8. Adjournment and establishment of next meeting date

The meeting adjourned at 4:49 p.m. The next regular meeting is scheduled for September 25, 2023 at San Mateo City Hall.

2023 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report													
Name	Representing	Jan (No Mtg.)	Feb	Mar	Apr	May	Jun (No Mtg.)	Jul (No Mtg.)	Aug	Sept	Oct	Nov	Dec (No Mtg.)
Dick Brown (Woodside Town Council Member)	Elected Official		X	AB 2449	X	X			X				
Tom McCune (Belmont City Council Member)	Elected Official		X		AB 2449				AB 2449				
Patrick Sullivan (Foster City Council Member)	Elected Official		X	X	X	X			X				
Richard Hedges (San Mateo City Council Member)	Elected Official		X	R	Brown Act	X			X				
Stacy Jimenez (Foster City Council Member)	Elected Official			X	X	X							
Stacy Miles Holland (Atherton Council Member)	Elected Official		X		X	X			X				
Juslyn Manalo (Daly City Council Member)	Elected Official			AB 2449	AB 2449	X							
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)		X	X	X	X			X				
Lennie Roberts	Environmental Community												
Jessica Alba	Public Member		X	X	X	X			X				
Juan Salazar	Business Community			AB 2449		X							
Deborah Penrose	Agencies with Transportation Interests		X		R	Brown Act			X				
Peter Ratto	San Mateo County Transit District (SamTrans)		X	X		X			X				
Bevan Dufty	Bay Area Rapid Transit (BART)		X	R		R							
Vacant	Peninsula Corridor Joint Powers Board (Caltrain)												

Staff and Guests in attendance for the August 28, 2023 Meeting

Sean Charpentier, Eva Gaye, and Jeff Lacap, - C/CAG Staff

Remote attendance: Kaki Cheung, Kim Springer, Kim Wever- C/CAG,

X - In person attendance

AB 2449 – Remote attendance via AB 2449

R - Remote attendance

Blank- Absent

Brown Act - Remote attendance via Publicly Accessible Teleconference Location

C/CAG AGENDA REPORT

Date: September 25, 2023

To: Congestion Management & Environmental Quality (CMEQ) Committee

From: Kim Springer, Transportation Systems Coordinator

Subject: Presentation on C/CAG Equity Assessment and Framework Development Project and review of proposed actions for comment

(For further information, contact Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

Receive a presentation on C/CAG Equity Assessment and Framework Development Project and review proposed actions for comment.

FISCAL IMPACT

The existing Mariposa Planning Solutions agreement for this project is \$200,000.

SOURCE OF FUNDS

The project is funded with both General Funds and Surface Transportation Program Planning Grant funds.

BACKGROUND

On April 24, 2022, the C/CAG Board of Directors adopted Resolution 22-16, authorizing the C/CAG Executive Director to execute an agreement with Mariposa Planning Solutions (Consultant) for the C/CAG Equity Assessment and Framework Development Project (Project).

The last presentation on this Project to the CMEQ Committee, was November 28, 2022. At that meeting, staff discussed the scope of the project, provided a draft equity definition for review and discussion, and a historical equity perspective document for information. At this meeting staff will give an update on the project and requests feedback on a draft list of equity actions.

C/CAG's role on equity in San Mateo County is unique. C/CAG is not a "safety net" agency in San Mateo County, yet C/CAG programs millions of dollars of funding for a wide variety of projects and programs and has an opportunity support equity efforts in the San Mateo County community. Through the scope of this Project, the Consultant developed an equity definition specific to C/CAG's influence, drafted a historical perspective of injustices and disparities, and completed an analysis of existing demographic conditions and equity focus area mapping. Next, the consultant developed an "equity connections" document that ties challenges and opportunities for C/CAG to reduce disparities, in addition to conducting an internal review of all C/CAG programs. Through this process, a Draft C/CAG Equity Framework Structure, Procedural Steps, & Action Plan has been developed. This Action Plan is

included as an attachment to this staff report for CMEQ members to review prior to the meeting.

Throughout the project, the Consultant and staff held multiple rounds of Working Group meetings with Community Based Organizations and Agency Partners. Community Based Organizations for this project include Youth Leadership Institute, Samaritan House, Nuestra Casa, El Concilio of San Mateo County, Youth United for Community Action (YUCA), and the Housing Leadership Council. Peninsula Conflict Resolution Center has supported coordination of some of these meetings. The Agency Partners engaged include SamTrans, County of San Mateo Equity Office, County Office of Sustainability, Peninsula Clean Energy, and Commute.org. In addition, the C/CAG Board established an Ad Hoc Equity Committee at its March meeting, with participation from six members.

The Consultant and staff will provide a presentation to the CMEQ Committee, sharing a chronological perspective of the documents developed to date and the timeline through the end of the project.

For this meeting, the Consultant and staff is requesting feedback on the Draft C/CAG Equity Framework Structure, Procedural Steps, & Action Plan document. The Action Plan has 36 separate actions. See Attachment 1. The Action Plan items that are anticipated to be implemented in the next 9 months are highlighted in yellow. Looking at the attachment, the Actions document is structured by Category of actions, Goals, Outcomes, and Actions as follows:

Category

- **Goal**
 - **Outcomes**
 - **Action**
 - **Performance Indicators:** Criteria used to evaluate progress or completion of Action.
 - **Reporting:** Describes the reporting process, who reports progress and to whom.
 - **Implementation Timeline:** Staff's estimate of when the Action will be implemented based on Fiscal Year or TBD if further study is required.
 - **Fiscal Impact:** Identifies the level of effort or estimated costs *if* additional budget will be required and represents a rough estimate. There are some activities that will require assistance from outside consultants. All these activities will require C/CAG staff time, which has opportunity costs. To the extent possible, C/CAG will attempt to leverage outside funding sources for discrete activities. C/CAG staff's time will be higher as these activities are initiated, and decrease over time as these activities become normal operating practices. For example, the first annual report will probably take a considerable amount of time and effort. However, subsequent ones will require less time.
 - **Implementation Status:** Identifies the status of completion, with the qualification that even after "completion," many of these activities will continuously improve. The following are the categories of completion:
 - Completed
 - Ongoing
 - In Progress – Estimated Completion Date
 - Not Initiated

Also attached is a summary of stakeholder meetings, showing a list of the Board, Board Equity Ad Hoc, C/CAG Committees, staff, and agency and community working group meetings held and still planned, through this project process. A total of 26 meetings have been held, including 7 public Brown Act agendized meetings.

After receiving feedback from the C/CAG Board and C/CAG committees in September, Mariposa Planning Solutions will prepare a draft final report, which will include an executive summary, the main body of the report, and appendices with final memo documents, meeting notes, and other documents relevant to the project. The draft final report will be shared widely and presented to the C/CAG Board at the October 12, 2023 meeting for comment. Final adoption is tentatively scheduled for November 9, 2023.

ATTACHMENTS

1. Draft C/CAG Equity Framework Structure, Procedural Steps, & Action Plan
(Please review prior to meeting)
(available for download at: <https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>)
2. Summary of Stakeholder Meetings (available for download at : <https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>)

C/CAG AGENDA REPORT

Date: September 25, 2023

To: Congestion Management & Environmental Quality (CMEQ) Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommend approval of the Draft 2023 Congestion Management Program (CMP) and Monitoring Report

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

RECOMMENDATION

That the Congestion Management & Environmental Quality (CMEQ) Committee review and recommend approval of the Draft 2023 Congestion Management Program (CMP) and Monitoring Report.

FISCAL IMPACT

At the February 2023 meeting, the C/CAG Board approved a consultant contract in the amount of \$141,624 to provide traffic monitoring services for the 2023 CMP.

SOURCE OF FUNDS

Funding for the project will come from federal Surface Transportation funds and local Congestion Relief Plan funds.

BACKGROUND

Overview

Every two years, as the Congestion Management Agency for San Mateo County, C/CAG 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 reviews the CMP for consistency and compatibility with the Regional Transportation Plan (RTP).

The CMP legislation was initially passed in 1991 and last updated in 2001. The legislation is currently in conflict with other regulations like Senate Bill 743 (SB 743), the California Environmental Quality Act (CEQA), and current industry best practices. To resolve this conflict, existing CMP legislation must be amended to align with other more recent regulations. Most specifically, the performance measure metrics are at the core of this conflict.

CMP legislation requires use of a delay-based metric, Level of Service (LOS), to measure roadway performance. However, amended CEQA guidelines based on SB 743 in 2018 require use of vehicle miles-traveled (VMT) as the primary metric for traffic impacts. This transition from LOS to VMT supports statewide Greenhouse Gas (GHG) reduction goals and multimodal performance measurement.

2023 CMP Update

Given that state legislation has not yet addressed this conflict as mentioned in the previous section, C/CAG continues to comply with the CMP legislation. This 2023 update is focused on the compliance with state and regional CMP requirements by placing emphasis on the major CMP elements since the last update in 2021. The monitoring of freeway, highway, and intersection traffic conditions in the 2023 CMP update will be of particular interest, as the County emerges from the COVID-19 pandemic. The comparison of monitoring results between the 2023 and 2021 data will be helpful to understand how congestion has changed since COVID-19 restrictions had been lifted.

Some key elements in the 2023 Program are highlighted below:

- 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
- Chapter 7 – Deficiency Plan Guidelines
 - Reflects the updated 2023 LOS Monitoring results
- Chapter 8 – Seven Year Capital Improvement Program
 - Reflects the 2024 State Transportation Improvement Program (STIP) project list to be consistent with the Regional Transportation Improvement Program (RTIP) guidelines (The 2024 STIP is to be adopted by the CTC early next year)
- Appendices that were updated includes the following:
 - Appendix F - 2023 CMP Monitoring (Draft)
 - Appendix G - Status of Capital Improvement Projects
 - Appendix I - Land Use Guide and Updated List

2023 Traffic Level of Service and Performance Monitoring

To determine the change in LOS from one period to the next, C/CAG is required to measure the 53 roadway segments and 16 intersections on the Congestion Management Program roadway network. This year's study was conducted for the period of May 2023. The primary tasks completed 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. Per CMP legislation, should the LOS of any particular segment falls below the established standard, it moves on to a second process of volume reductions before determining deficiencies. C/CAG excludes traffic impacts attributable to interregional travel based on the C/CAG Travel Demand Model.

In the 2021 CMP Update, 5 roadway following roadway segments exceeded its LOS Standard before the reduction of interregional trips. After the exclusions for interregional traffic was applied, all 53 roadway segments are in compliance with the LOS standard. All 16 CMP intersections were in compliance with the LOS Standard in 2021.

The results of the 2023 CMP Monitoring indicate that the following 12 roadway segments and 1 intersection exceeded its LOS Standard before the reduction of interregional trips:

- SR-1 from SF County Line to Linda Mar Blvd – AM and PM Period
- SR-84 from Willow Rd to University Avenue – AM Period
- SR-92 from I-280 to US-101 – AM and PM Period
- SR-92 from US-101 to Alameda County Line – AM and PM Period
- US-101 from SF County Line to I-380 – PM Period
- US-101 from I-380 to Millbrae Ave - PM Period
- US-101 from Millbrae Ave to Broadway – AM and PM Period
- US-101 from Broadway to Peninsula Ave – AM and PM Period
- US-101 from SR-92 to Whipple Ave – PM Period
- I-280 from SR-1 (south) to San Bruno Ave – AM and PM Period
- I-280 from SR-92 to SR-84 – PM Period
- I-280 from SR-84 to Santa Clara County Line – PM Period

- El Camino Real (SR-82)/Millbrae Avenue Intersection – AM and PM Period

After the exclusions for interregional traffic was applied, there are not any deficient roadway segments or intersections.

The results of the LOS monitoring for the 2023 update indicate a return of pre-pandemic conditions. A summary of the number of roadway segments (before interregional traffic reductions) and intersections exceeding the LOS standard since the 2017 CMP can be found in the table below:

Year	Exceeds LOS Standards	
	Roadways	Intersections
2017	12	0
2019	19	0
2021	5	1
2023	12	1

To address deficiencies on the CMP network, C/CAG developed the San Mateo County Congestion Relief Plan (CRP). The CRP was originally adopted in 2002, and reauthorized in 2007, 2011, 2015, 2019, and most recently in 2023. The CRP fulfills the requirement of a Countywide Deficiency Plan, which aims to address all roadway segment and intersection deficiencies identified in the Congestion Management Programs from 1999 to 2023. With the CRP in place, jurisdictions in the County are not required to develop a deficiency plan as a result of this monitoring report. More information the CRP can be found here: <https://ccag.ca.gov/wp-content/uploads/2023/06/5.1-A2-CRP-Plan-FY24-FY27.pdf>

Companion Network

For the 2021 CMP Update, C/CAG staff developed a new Companion Network to monitor congestion in other areas of the county that may not be on the CMP network. The Companion Network is comprised of 10 roadway segments and 17 intersections, including local arterial roadways and locations along the coast. These locations are monitored for informational purposes only. Below is summary of the LOS results for the Companion Network from the 2021 and 2023 CMP update.

Companion Network Roadway Segment Weekday LOS

No roadway segments reported LOS E or worse.

CMP Companion Network Intersection Weekday LOS

The following table reports intersections with LOS E or worse:

Intersection	2021 CMP		2023 CMP	
	LOS	Peak Period	LOS	Peak Period
Industrial Rd/Holly St	E	PM	F	AM
Middlefield Rd/Marsh Rd	F	PM	-	-
University Ave/Bay Rd	E	PM	-	-
El Camino Real/Westborough Blvd	F	AM	-	-
SR-1/Cypress Ave	F	PM	F	PM
SR-84/Alameda de las Pulgas	-	-	F	AM
SR-92/SR-35	-	-	E	AM
SR-1/Main St	-	-	E	AM
SR-1/Reina del Mar Ave	-	-	F/E	AM/PM

CMP Companion Network Roadway Segment Weekend LOS

The following roadway segments reported LOS E or Worse:

Intersection	2021 CMP		2023 CMP	
	LOS	Peak Period	LOS	Peak Period
SR-1, Linda Mar Blvd to Frenchmans Creek Rd	-	-	E	Midday/PM
SR-1, Frenchmans Creek Rd to Miramontes Rd	E	Midday/PM	E	Midday/PM
SR-92, SR-1 to I-280	E	AM/Midday/PM	E	AM/Midday/PM

CMP Companion Network Roadway Segment Weekend LOS

The following intersections reported LOS E or worse:

Intersection	2021 CMP		2023 CMP	
	LOS	Peak Period	LOS	Peak Period
Main St/SR-92	-	-	E	Midday
SR-92/Skyline Blvd (SR-35)	E/F/E	AM/Midday/PM	E/F/E	AM/Midday/PM
SR-35/SR-92	F/E	AM/PM	F/E	AM/PM
SR-1/Reina Del Mar Ave	E	Midday	E	Midday
SR-1/Cypress Ave	F	Midday/PM	F	Midday/PM

Staff will use these results to help inform the planning of future projects to help alleviate congestion at these locations.

Average Travel Times on US-101

Travel times were also measured for the US-101 corridor for the entire segment in San Mateo County between the San Francisco and Santa Clara County Lines. The US-101 corridor was selected because, in addition to general purpose lanes, it includes express lanes, bus routes, and passenger rail. For the 2023 update, the travel times represented the recently opened US-101 Express Lanes from the Santa Clara County line to I-380.

The travel time methodology for US-101 on each lane type is as follows:

- Vehicles traveling on the general-purpose lane were calculated using INRIX travel time data during each respective AM and PM peak period.
- Vehicles traveling on the express lanes were calculated using actual travel time runs in the field for the limits of the express lanes (Santa Clara County line to I-380) summed with the INRIX results of the travel time in the general-purpose lanes between I-380 and the San Francisco County Line. It should be noted that the results of travel times of the express lane represent a smaller sample size compared to the general purpose lane travel time calculations. For the previous CMP updates in 2021 and older, the travel time of the previous HOV lane between Santa Clara County and Whipple Avenue was used.

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 2023 travel time surveys are summarized below:

Mode	AM - Morning Commute Peak Period								PM - Evening Commute Peak Period							
	NB				SB				NB				SB			
	2023	2021	2019	2017	2023	2021	2019	2017	2023	2021	2019	2017	2023	2021	2019	2017
General Purpose Lanes	29	23	28	32	30	22	40	35	33	24	40	36	33	26	32	32
Express Lane	20	-	-	-	20	-	-	-	22	-	-	-	22	-	-	-
HOV Lane	-	24	26	32	-	22	38	34	-	24	40	36	-	26	31	32
Caltrain (Palo Alto to approx. SF County Line near Bayshore Station)	42	46	40	40	42	46	43	44	42	44	40	40	42	44	39	38
SamTrans Route 398 (Redwood City Station to SF)	58	65	57	80	70	67	74	-	66	84	83	-	61	63	74	91

Transit Ridership

The COVID-19 pandemic caused a drastic decrease in ridership for transit agencies across San Mateo County in FY21. However, there is a measurable recovery in transit ridership in FY 23. SamTrans total ridership saw an increase of 73%, Caltrain saw an increase of 290% and BART saw an increase of 217% over FY21. Even with these increases in annual ridership, it is still well below pre-pandemic numbers. When comparing FY 23 with pre-pandemic ridership numbers from FY 19, SamTrans total ridership is 27% lower, Caltrain is 71% lower and BART is 58% lower. Results for the FY 2023 transit ridership are summarized below.

Transit Agency	Average Weekday Ridership							
	Annual Total				Average Weekday			
	FY 2023	FY 2021	FY 2019	FY2017	FY 2023	FY 2021	FY 2019	FY 2017
SamTrans	7,796,753	4,503,358	10,670,850	11,816,760	30,387	13,620	35,150	38,700
Caltrain	5,052,371	1,295,656	17,662,773	18,648,850	20,453	4,099	63,597	62,190
BART (Colma and Daly City)	3,203,688	1,211,716	7,741,549	7,818,023	10,340	3,934	26,483	25,269
BART (South San Francisco, San Bruno, SFO, and Millbrae)	4,798,306	1,312,774	11,261,768	12,102,872	14,630	4,236	37,687	39,989
Combined Transit	20,851,118	8,323,504	47,336,940	50,386,505	75,810	25,889	162,917	166,148

The complete draft Monitoring Report is included in Appendix F of the Draft 2023 Congestion Management Program. (A copy is attached to this staff report)

Recommendation

The C/CAG Congestion Management Program Technical Advisory Committee recommended approval of the 2023 Draft CMP at their September 21, 2023 meeting. Staff requests that the CMEQ Committee reviews and recommends approval of the Draft 2023 Congestion Management Program (CMP) and Monitoring Report.

The next steps include:

<u>Date</u>	<u>Activity</u>
September 21, 2023	Draft 2023 CMP to TAC
September 25, 2023	Draft 2023 CMP to CMEQ
October 12, 2023	Draft 2023 CMP to Board
October 19, 2023	Final 2023 CMP to TAC
October 30, 2023	Final 2023 CMP to CMEQ
November 9, 2023	Final 2023 CMP to Board

ATTACHMENTS

1. Draft 2023 San Mateo County CMP – Executive Summary
2. Draft 2023 CMP Monitoring Report (*Available for download at:*
<https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>)
3. Draft 2023 San Mateo County CMP & Appendix (*Available for download at:*
<https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>)

EXECUTIVE SUMMARY



US-101 during peak hour conditions

San Mateo County maintains a Congestion Management Program (CMP) through the City/County Association of Governments of San Mateo County (C/CAG), the designated Congestion Management Agency (CMA), as required by the California Government Code 65089. C/CAG is also required to monitor the implementation of all elements of the CMP and prepare a monitoring report every other year. This report fulfils the biennial monitoring task as required by the State. This 2023 CMP

Monitoring Report provides an insight into the performance of various freeways, multilane highways, two-lane highways, arterials and intersections throughout the County, and assists with key decisions on future investment of transportation dollars.

CMP and Companion Monitoring Network

C/CAG established the CMP Network in 1991 that included all state highways and principal arterials in the County. In total, the 464.7 directional miles of the CMP network includes 301.4 miles of arterials/highways and 163.3 miles of freeways. The CMP network also includes 16 arterial intersections. Each CMP segment and intersection has an adopted LOS standard, discussed further in Chapter 1. This CMP monitoring effort also includes the Companion Monitoring Network (Companion Network), which grew out of a desire to see additional locations monitored besides the CMP network. There are a total of 10 roadway segments and 17 intersections in this network. This network is not subject to the standards and are monitored for information only.

Data Collection and Congestion Analysis

The biennial monitoring task requires extensive data collection for all established CMP and Companion Network segments and intersections included in the network. With changing needs and technological advancements, the data collection methodology has evolved over the last three decades since the first CMP was adopted. In order to collect accurate and useful data that is consistent with prior monitoring efforts, certain data collection methods were followed. The data was collected during May 2023 only on normal commute travel days (i.e.

Tuesdays, Wednesday, and Thursdays), while non-school days and days with any special events or incidents were eliminated. Available commercial speed data, 72-hour traffic counts, turning movement counts, and floating car surveys were utilized for the analysis. The commercial speed data was analyzed to obtain average speeds for each freeway segment and convert to LOS using Highway Capacity Manual (HCM) 1994 methodologies. Arterials and highways were monitored using 72-hour traffic counts and turning movement counts which were used to calculate a volume/capacity (V/C) ratio and assign the LOS based on HCM 1994 procedures. Intersections were modeled in Synchro using either HCM 2010 or 2000 methodology. Further discussion on data collection efforts is included in Chapter 2.

Monitoring Results

A total of 53 roadway segments and 16 intersections were monitored in this report during the AM and PM peak periods. The worst case direction was chosen as the official LOS, and a summary of these monitoring results are provided in **Table 1**.

Table 1: 2023 CMP Network Monitoring Results

Roadway Type	# of CMP Segments	Before Interregional Exemption		After Interregional Exemption	
		LOS Standard Met	LOS Standard Not Met	LOS Standard Met	LOS Standard Not Met
Arterials	27	26	1	27	0
Multilane Highways	1	0	1	1	0
Two-Lane Highways	9	9	0	9	0
Freeways	16	6	10	16	0
Intersections	16	15	1	16	0
TOTAL	69	56	13	69	0

In the 2023 Monitoring Cycle, one arterial segment, one multi-lane highway segment, ten freeway segments and one intersection falls below the LOS standard prior to the interregional exemption. However, all roadway segments met the LOS standard after interregional exemptions.

Multi-Modal Performance Measures

C/CAG monitors four multi-modal performance measures: LOS, multi-modal travel times, bicycle and pedestrian counts, and transit ridership/person throughput. LOS results are provided in Chapter 3. Multi-modal travel times along the US-101 corridor are reported with each biannual CMP monitoring effort. Travel times are measured from county line to county line on US-101 for four modes: single occupancy vehicle, HOV lane, Caltrain, and SamTrans. Travel times improved for vehicles in the HOV lane due to the 16 mile extension of HOV lane on I-101. Single occupant travel times increased significantly compared to 2021, but are the same or less than 2019 travel times. Caltrain travel times decreased slightly from 2021, while SamTrans travel times decreased except for the southbound direction during the PM peak period.

Bicycle/pedestrian planning efforts and counts with historical comparisons are summarized in this section, as is transit ridership for SamTrans, BART, and Caltrain. Overall, all three agencies have seen ridership increase since the pandemic decline as measured in FY 21. However, the increase is still significantly short of the ridership volume measured pre-pandemic in FY 19. This indicates that transit ridership is slowly recovering and still has more growth to return to pre-pandemic levels.