

EXECUTIVE SUMMARY

The 2023 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 2023 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)

This section also summarizes the results of monitoring the CMP Network as well as the Companion Network. Full details are located in the 2023 CMP Monitoring Report in **Appendix F**.

A total of 53 roadway segments and 16 intersections were monitored as part of the CMP Network in this report during the AM and PM peak periods. 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.



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 2023 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 2023 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 2023 CIP primarily includes projects programmed in the 2022 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, which is a \$10 fee on motor vehicles registered in San Mateo County.

Chapter 12: Traffic Impact Analysis (TIA) Policy

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