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Congestion Management & Environmental Quality (CMEQ) Committee

<p>Date: Monday April 29, 2024</p> <p>Time: 3:00 p.m.</p> <p>Location: San Mateo City Hall Conference Room C 300 W. 20TH Ave San Mateo, CA 94403</p>	<p>Join by Zoom Webinar: https://us02web.zoom.us/j/85229951343?pwd=czVIK1F6MW1MeTBWMIvNa2lvUU9XZz09</p> <p>Join By Phone: +1 669 900 6833</p> <p>Zoom Webinar ID: 852 2995 1343</p> <p>Passcode: 269693</p>
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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 (Papan) | No Materials |
| 2. Public comment on items not on the agenda | Presentations are limited to 3 mins | No Materials |
| 3. Issues from the April 11, 2024 C/CAG Board meeting: <ul style="list-style-type: none"> • Opened a public hearing on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP) and continued the public hearing to June 13, 2024. • Held a C/CAG Strategic Plan Development Board Workshop Session #2. | Information (Lacap) | No Materials |
| 4. Approval of minutes of the March 25, 2024 meeting. | Action (Papan) | Pages 1- 5 |
| 5. Receive a presentation on the C/CAG Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program | Information (Springer) | Pages 6-11 |
| 6. Receive a presentation on the C/CAG Transportation Demand Management Policy Monitoring Program | Information (Lacap) | Pages 12-14 |
| 7. Executive Director Report | Information (Charpentier) | No Materials |
| 8. Adjournment and establishment of next meeting date: May 20, 2024 | Action (Papan) | No Materials |

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the



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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 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 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, jlacap@smcgov.org

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

**MINUTES
MEETING OF March 25, 2024**

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

1. Call to Order/Roll Call

Meeting called to order at 3 pm by Chair Papan.

2. Public comment on items not on the agenda

3. Issues from the March 11, 2024 C/CAG Board meeting. (Information)

Jeff Lacap, C/CAG Staff, noted that the C/CAG Board appointed Adam Rak (San Carlos) as the new chair and Michael Salazar (San Bruno) as vice-chair. He further provided an overview of the following items discussed during the Board meeting: Reso 24-12 approving the FY2024/25 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund and C/CAG's Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program.

4. Approval of minutes of the November 27, 2023 and February 26, 2024. (Action)

Motion – To approve the minutes of the November 27, 2023 and February 26, 2024 CMEQ meetings. Miles-Holland /Stacey Jimenez. Brown, McCune, Hedges, Jimenez, Miles-Holland, Papan. Motion Passes 6-0.

5. Nomination/Election of the CMEQ Committee Chair and Vice Chair. (Action)

Motion – To nominate Gina Papan as CMEQ Chair and Dick Brown as Vice Chair. Hedges/McCune. Brown, McCune, Hedges, Jimenez, Miles-Holland, Papan. Motion Passes 6-0.

6. Review and provide input on the Draft San Mateo Countywide Local Roadway Safety Plan. (Information)

Eva Gaye, C/CAG Staff provided an overview of the Draft San Mateo Countywide Local Roadway Safety Plan and introduced Mike Alston from Kittelson & Associates to discuss the plan's development.

The San Mateo Countywide Local Roadway Safety Plan works within the Safe System Approach (safe roadway users, vehicles, speeds, roads, and post-crash care) to keep people safe on the roadways. The plan provides an assessment of historical and existing roadway traffic safety, identifies actions and prioritized project list, and identifies implementation partners.

Vice-Chair Brown inquired about the feasibility of achieving zero traffic accidents by 2050 as the LRSP commits to doing. He further asked how many traffic accidents have occurred in last few years. Executive Director Sean Charpentier responded that the timeframe for achieving zero severe and fatal injuries resulting from traffic accidents is 2050. However, as the plan is updated every 5-years, jurisdictions can reassess its vision zero goals. Mike noted that the vision zero goal includes all traffic collisions that result in fatal and severe injury. While the goal is audacious, staff plans on periodically updating the plan and adjusting actions as necessary.

Vice-Chair Brown noted that encouraging an expansion of pedestrian and bicycle lanes creates more of a safety vulnerability and inquired how staff plans to balance this. Sean responded that the Countywide plan identifies the risk factors of severe and fatal traffic collisions. With the development of the plan, staff and local agencies can address the risk factors that contribute to these safety issues.

Member Hedges noted that it is impossible to achieve vision zero by 2050 due to human behavior. He inquired if the plan identifies funding for bike lanes. Sean responded that the LRSP highlights how to maximize the safety of bicyclist traveling along bike lanes and not recommendation for bike lanes.

Chair Papan inquired whether the report distinguishes between bicycle, pedestrian accidents. Eva responded that the report is divided into sections and discusses bicycle, pedestrian and automobile safety.

Chair Papan inquired about the LRSP data source. Mike noted that SWITRS is the Statewide Integrated Traffic Records System that is maintained by the CA Highway Patrol who sends local traffic collision records to SWITRS. He further added that TIMS is the Transportation Injury Mapping System that is maintained by SafeTREC a research center at UC Berkeley. The research center takes all SWITRS data and geocodes them.

Chair Papan inquired about Caltrans funding. Jeff noted that Caltrans has the Highway Safety Improvement Program (HSIP) that is available for jurisdictions.

Member McCune, noted that Ralston Ave was identified as part of the high injury network in Belmont. He inquired whether there is funding available to explore implementation of bike lanes along the corridor given the limited right of way opportunities. Sean responded that the project locations for each jurisdiction were vetted and reviewed by city staff.

Member Miles-Holland inquired why only 10 out of 11 jurisdictions have an LRSP. Jeff responded that the Countywide plan was initiated by MTC's requirements during the OBAG 3 process. He further added that the cities that do not have their own existing LRSP have chapter

specific plans in the Countywide LRSP. Staff is also coordinating with jurisdictions whose safety plans are expiring within the next few years to see how the Countywide LSRP can be used. Sean also noted that each jurisdiction is required to adopt the countywide plan through local resolution.

Member Jimenez noted that a key component of the LRSP is traffic safety education. She inquired about the source of funding for traffic safety education. Eva responded that C/CAG funds the San Mateo County Office of Education's Safe Routes to School (SRTS) Program on an annual basis to provide education and encouragement activities that are related to school travel safety which includes safe biking and walking. Sean further highlighted that the SRTS School Travel Fellowship Program provides small infrastructure grants to school and cities to implement safety projects near schools.

7. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier provided the following updates:

- Committee vacancies
 - 6 vacancies for the CMEQ Committee (3 Elected Official, 1 Environmental member, 1 Public member and 1 Caltrain member)
 - 1 Elected Official vacancy on Resource Management and Climate Protection Committee
 - 2 Elected Official vacancies on the Bicycle Pedestrian Advisory Committee
 - 2 Elected Official vacancies for the Legislative Committee
 - 1 Elected Official vacancy on Finance Committee
- C/CAG is actively supporting AB 1817 to allow advisory committees to meet remotely.
- C/CAG was in Washington D.C. on March 12-14 to advocate for transportation and stormwater programs. Specifically, for the \$60M NOA application that was submitted.

8. Member comments and announcements (Information)

- Member Herhold introduced herself to the committee as the Assistant General Manager, Performance and Budget at the Bay Area Rapid Transit (BART). Member Herhold has been with the agency for 30 years.
- Chair Papan gave the following updates:
 - Bay Area Affordable Housing Bond to be on the November 2024 ballot
Up to \$20 billion dollars available region wide; 80% of funding goes back to the counties of origin to determine how best to produce and preserve affordable housing. Some programs the bond would fund include a region wide housing portal and supplemental income program for seniors. The bond is currently polling at 55%.

- REAP-Regional Early Action Planning 2.0
 - The funding for REAP 2.0 is at risk to be cut in the proposed Governor's budget. REAP 2.0 funds programs that supports progress of reaching the state's housing goals. C/CAG sending letter to governor about the importance of REAP funds
 -
- Regional Transportation Measure
 - Legislation includes a study to analyze the consolidation of every transit agency in the region.

9. Adjournment and establishment of next meeting date

The meeting adjourned at 4:12 p.m. The next regular meeting is scheduled for April 29, 2024 at San Mateo City Hall.

2024 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	X									
Tom McCune (Belmont City Council Member)	Elected Official		X	X									
Richard Hedges (San Mateo City Council Member)	Elected Official		Brown Act	Brown Act									
Stacy Jimenez (Foster City Council Member)	Elected Official		X	X									
Stacy Miles Holland (Atherton Council Member)	Elected Official		R	X									
Juslyn Manalo (Daly City Council Member)	Elected Official												
Vacant	Elected Official												
Vacant	Elected Official												
Vacant	Elected Official												
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)			X									
Vacant	Environmental Community												
Vacant	Public Member												
Juan Salazar	Business Community		R										
Deborah Penrose	Agencies with Transportation Interests		R	R									
Peter Ratto	San Mateo County Transit District (SamTrans)		X	X									
Pamela Herhold	Bay Area Rapid Transit (BART)		X	X									
Vacant	<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>												

Staff and Guests in attendance for the March 25, 2024 Meeting

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

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

Remote attendance: Kaki Cheung and Mike Alston (Kittelson & Associates)

C/CAG AGENDA REPORT

Date: April 29, 2024

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

From: Kim Springer, Transportation Systems Coordinator

Subject: Receive a presentation on the C/CAG Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program

(For further information or response to questions, contact Kim Springer kspringer@smcgov.org)

RECOMMENDATION

That the Congestion Management and Environmental Quality Committee receive a presentation on the C/CAG Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program for discussion and comment.

FISCAL IMPACT

The total project cost is \$600,000, financed using a Caltrans grant of \$531,180 and supplemented by a local match of \$68,820 from C/CAG.

SOURCE OF FUNDS

The amount of \$531,180 comes from an existing FY2022-23 Sustainable Communities Planning Grant from Caltrans. Matching funds are provided through staff time provided in the development of the C/CAG Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program project.

BACKGROUND

Senate Bill 743 (SB 743), and other legislation, altered transportation impact analysis under the California Environmental Quality Act (CEQA). This change shifted the definition of a transportation impact from traffic congestion (often measured by intersection level of service, or LOS) to the overall amount of travel occurring by private automobile (measured by VMT). When transportation impacts are measured by congestion and LOS, typical mitigation measures aim to reduce congestion through physical roadway improvements such as adding roadway widening, or through operational improvements, such as adding new traffic signals or turn lanes.

In contrast, mitigation measures for VMT impacts involve reducing the number and/or the length of automobile trips, often through encouraging the use of other modes by improving the bicycle and pedestrian network, expanding transit services, offering financial incentives for using non-automobile modes, or changing land use patterns to promote walkability.

In response to these CEQA changes, C/CAG initiated a few projects to support San Mateo County cities and project developers/sponsors. The first was the development of C/CAG's VMT Estimation

Tool¹ for cities to help estimate the VMT generated by land use projects and the effectiveness of TDM measures as VMT mitigation. The VMT Tool was supplemented with a white paper providing guidance on how to establish local CEQA requirements that are consistent with SB 743, including policies related to VMT mitigation.² The second response was to seek out funding to create a model mitigation program that provides cities guidance on how to establish a legally defensible local VMT/GHG mitigation program. This model program would include example mitigation actions and data supporting their effectiveness at reducing VMT/GHG, their cost, and implementation considerations in San Mateo County. C/CAG was awarded Caltrans Sustainable Communities Planning Grant funds to develop a Model.

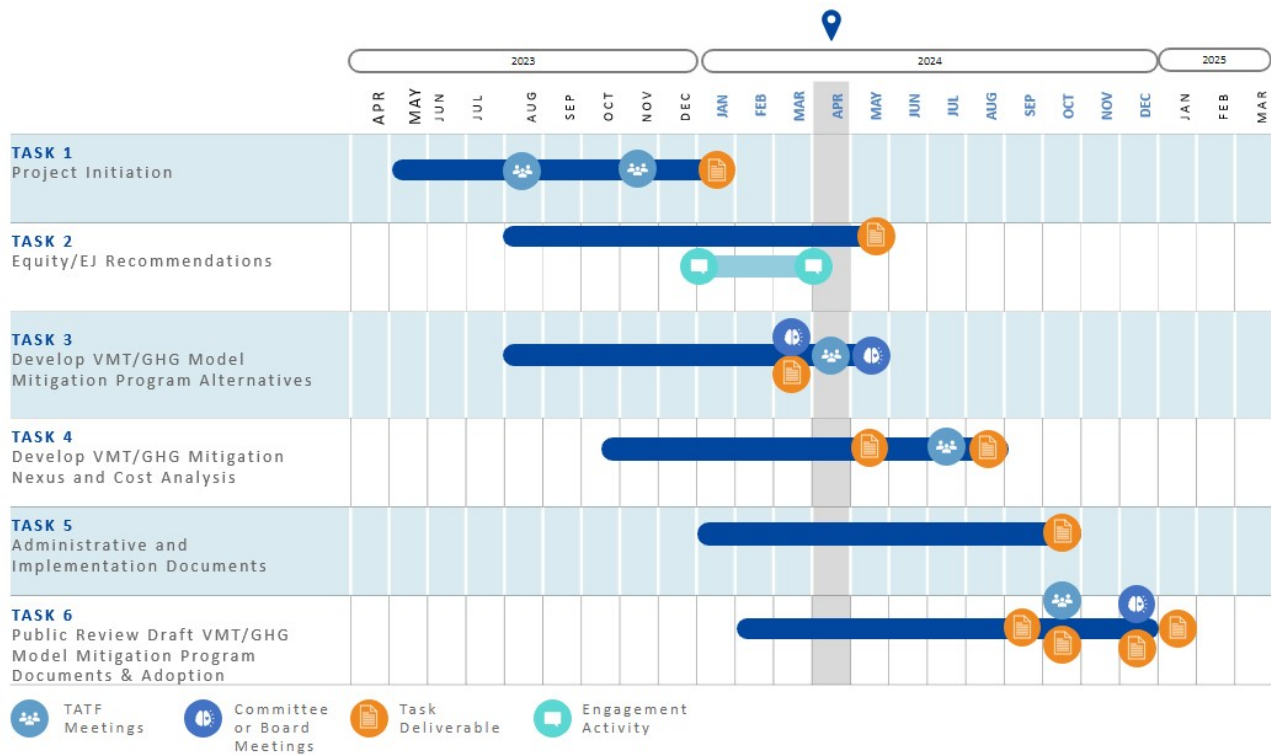
On May 12, 2022, the C/CAG Board adopted Resolution 22-29 authorizing the C/CAG Executive Director to execute an agreement between C/CAG and Caltrans for the FY2022-23 Sustainable Communities Planning Grant for the development of a Vehicle Mile Traveled/Greenhouse Gas Model Mitigation Program in the amount of \$531,180. After a procurement process to contract a consultant to support the project, the C/CAG Board adopted Resolution 23-27 authorizing the C/CAG Executive Director to execute an agreement between C/CAG and Fehr & Peers for the project.

The project launched in May of 2023 and will be completed in the winter of 2024. The project will provide context, VMT mitigation project alternatives, cost analysis, and model program implementation documents for San Mateo County cities and developers.

The project is informed by multiple stakeholders, including a Technical Advisory Task Force (TATF) made up of State, regional, and local (cities and transit) agency staff, and direct input from Community-based Organizations through 20 individual interviews. Specific meetings with the County of San Mateo and City of Half Moon Bay staff have been completed to attain additional coastside input, and with agency staff and consultants working on significant highway projects in San Mateo County, to ensure the program is applicable for countywide highway projects. The following graphic provides further details and the general tasks, critical dates, and timeline of the project.

1 https://gis.smcgov.org/apps/CCAG_VMT_EstimationTool/

2 <https://ccag.ca.gov/sb-743-los-to-vmt/>



Staff, along with Matt Goynes, Principal at Fehr & Peers, will provide a presentation to update the Committee on this project, and ask for comments or questions. Specifically, staff would like feedback on the list of Project Types being evaluated for their potential VMT mitigation. The list is included as an attachment to this staff report.

EQUITY IMPACTS AND CONSIDERATIONS

The Caltrans 2022-23 Sustainable Communities Planning Grant specifically requested that grant proposals address equity. C/CAG staff developed a grant proposal with the notion that a Model VMT/GHG Mitigation Program could potentially direct mitigation dollars from projects to Equity Focus Area or Equity Priority communities in San Mateo County. In addition, the project scope includes the development of equity and environmental justice recommendations. The recommendations are informed by a series of 20 in-person interviews with Community-based Organizations and community leaders. The interviewees include a broad list of focus communities, including community resources, youth, disability, multiple ethnicities, low-income, farmworkers, children-family-seniors, and others.

The Equity and Environmental Justice document will be provided to cities, project sponsors, and developers, along with the other tools developed through this project, and is intended to provide sensitivity, awareness, and best practices to those that may implement the project types, provided in the attachment, in communities.

ATTACHMENT

1. Draft list of Mitigation Program Types being evaluated for VMT Mitigation

This VMT/GHG Model Mitigation Program study has analyzed two potential mitigation program types: one implemented on a countywide basis and another that would provide local jurisdictions in San Mateo County with a local program option. The countywide program would be used by C/CAG or the San Mateo County Transportation Authority (SMCTA) to mitigate impacts from VMT/GHG-inducing countywide/regional transportation projects, such as highway capacity enhancements. The local model program would serve as an optional tool for local municipalities to mitigate VMT/GHG impacts from land use projects within their jurisdictions. As presented in **Figure 1**, the models at both scales will contain a suite of mitigation actions which project applications could choose from, and there will be the option for local jurisdictions to direct local land use mitigation funding towards select countywide mitigation actions, as these larger scale improvements can have a larger potential to reduce VMT/GHG impacts.

Figure 1: VMT/GHG Model Mitigation Program Types

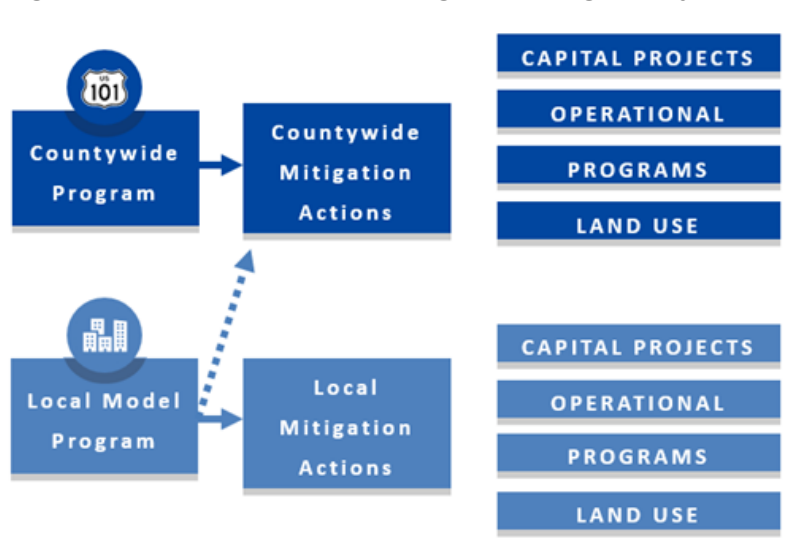








Figure 2 presents the draft mitigation action categories that could be used at the countywide scale (indicated by dark blue), the local program scale (indicated by light blue), or at either program scale (indicated by split colors). Additional detail on the draft 14 mitigation actions within these categories are presented in **Table 1**. These were selected for analysis based on input from C/CAG staff and the TATF with a focus on measures that are best supported by defensible research for use in a CEQA VMT/GHG mitigation program. One additional mitigation action may be selected based on engagement for a total of 15 mitigation actions. These actions represent a variety of proposed initiatives at both the countywide and local levels, including capital projects, programmatic measures, and operational investments.

Figure 2: VMT/GHG Model Mitigation Program Mitigation Actions by Program Type





Table 1: TATF Suggested VMT/GHG Mitigation Actions

Type of Mitigation Action	Description	VMT/GHG Reduction Efficacy ¹	Additional Information
Regional Program – Mitigation actions that would address the impacts of regional transportation projects			
	Caltrain Service Expansion	Low to High	Caltrain 2040 Business Plan . Calculate based on the stations for entire Caltrain corridor. Alternatively, the benefit could be limited the VMT benefits to San Mateo County.
	Enhance Local Transit Operations (Frequency, Capacity, and Reliability)	Low to High	Increase El Camino Real SamTrans service through planned increases in the El Camino Real Bus Speed and Reliability study .
	Capital Transit Priority Projects on Major Corridors	Low to High	Create bus only lanes, transit signal priority, and other bus rapid transit features on El Camino Real per the El Camino Real Bus Speed and Reliability study .
Regional or Local Programs – Mitigation actions that could be funded through regional or local programs			
	Fund the development of affordable housing	High	Local gap financing
	Subsidize regional transit passes through Clipper Start / Bay Pass programs	High	Countywide roll out of Clipper® BayPass or similar program.
	Countywide E-Bike Rebate Program	TBD	Expansion of Peninsula Clean Energy E-Bikes for Everyone Program . Evidence for Impacts of e-bike ownership on travel behavior: Evidence from three northern California rebate programs .

Type of Mitigation Action	Description	VMT/GHG Reduction Efficacy ¹	Additional Information
	Provide TDM and travel planning services for existing residents	TBD	Similar to a project level TDM program (example: CCAG TDM Program M2 - Orientation, Education, Promotional Programs and/or Materials), this would providing funding for affordable housing providers or CBO's to provide travel assistance to connect residents with travel opportunities.
	Capital Implementation of MTC's Mobility hub program	TBD	MTC Mobility Hubs with carshare, bikeshare, and scooter share, EV charging.
	First/Last Mile Micromobility Service	Low	Last mile services to serve entire local communities (based on a percent of coverage of a community)
	Microtransit and Shuttle Services	Low	Same as micromobility service.
	EV charging facilities	TBD	GHG measure only

Local Programs – Mitigation Actions that would address impacts associated with local land use projects, which will require adoption of a program by a local jurisdiction

	Construction of new bicycle lanes and pathways	Low	Implementation of local or regional bikeways, similar to San Mateo County Comprehensive Bicycle and Pedestrian Plan 2021
	Construction of sidewalks or other pedestrian safety projects	Low	Implementation of local or regional walkways, similar to San Mateo County Comprehensive Bicycle and Pedestrian Plan 2021
	Paid parking and curb management programs reduce circling for parking and allow for managing parking supply	High	Example: SFpark Pilot Program

Notes:

1. Based on the CAPCOA 2021 Handbook or other resources.

Source: Fehr & Peers

C/CAG AGENDA REPORT

Date: April 29, 2024

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: Jeff Lacap, Transportation System Coordinator

Subject: Receive a presentation on the C/CAG Transportation Demand Management Policy Monitoring Program.

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

RECOMMENDATION

That the Congestion Management and Environmental Quality (CMEQ) Committee receive information on the C/CAG Transportation Demand Management (TDM) Policy Monitoring Program.

FISCAL IMPACT

There is no financial impact related to this item.

SOURCE OF FUNDS

N/A

BACKGROUND

In September 2021, the C/CAG Board formally adopted an enhanced TDM Policy, integrating it into the framework of the San Mateo Congestion Management Program (CMP) Land Use Impact Analysis Program. The purpose of the update was to reflect current TDM best practices, set performance targets, and standardize monitoring and reporting requirements.

The updated C/CAG TDM Policy became effective on January 1, 2022. The policy applies to new development projects that generate at least 100 Average Daily Trips (ADT). These projects are required to (1) submit a TDM Checklist, outlining their commitment to implementing TDM measures, and (2) complete ongoing monitoring reports to ensure compliance. All C/CAG member jurisdictions must comply unless expressly exempt by C/CAG due to local requirements meeting or surpassing the trip reduction targets set by the Policy.

To support the TDM Policy, C/CAG designated Commute.org as the partner agency responsible for providing guidance to local jurisdictions and project applicants, as well as for developing a comprehensive monitoring and compliance reporting program.

Commute.org secured funding from the San Mateo County Transportation Authority (the “TA”) to administer the Countywide TDM Monitoring Program.

The primary objectives of this program are to:

- Design a centralized web-based platform and process that automates, to the extent possible, the monitoring and reporting of TDM Policy compliance.
- Encourage and train local jurisdiction staff to utilize the platform to track and report on compliance and impact on reducing vehicle trips.
- Develop, administer, and analyze periodic tenant and employee surveys.
- Provide TDM implementation advice for tenants to remain in compliance and meet their trip reduction goals.

Program Status

Since the TDM Policy update went into effect, Commute.org contracted with OneCommute, the selected vendor, to create an online platform that facilitates monitoring and reporting. The platform has been used by Commute.org staff for the past year and was made accessible to jurisdiction staff in March 2024. Planning staff across all jurisdictions have been informed of the launch and may request one login credential per jurisdiction.

Furthermore, the Commute.org TDM Policy team has been proactively engaging with individual jurisdictions, consultants, and developers to offer guidance on TDM policy compliance. This engagement will continue as the team oversees monitoring activities, ensures compliance, and conducts necessary reporting.

Equity Impacts and Considerations

Not Applicable

ATTACHMENTS

1. Commute.org Certified Development Program Handout
2. Countywide TDM Policy Monitoring Program Presentation (The document is available on the C/CAG website (See “Presentations”) at: <https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>)

Commute.org

CERTIFIED DEVELOPMENT PROGRAM

The *Certified Development Program* assists developers with meeting TDM requirements for their development projects in San Mateo County. Developers can receive formal certification of their active participation in Commute.org programs and services.

Purpose

The goal of the program is to provide developers access to TDM programs and services that reduce VMT to new commercial, residential, or mixed-use developments in San Mateo County.

Why Get Certified

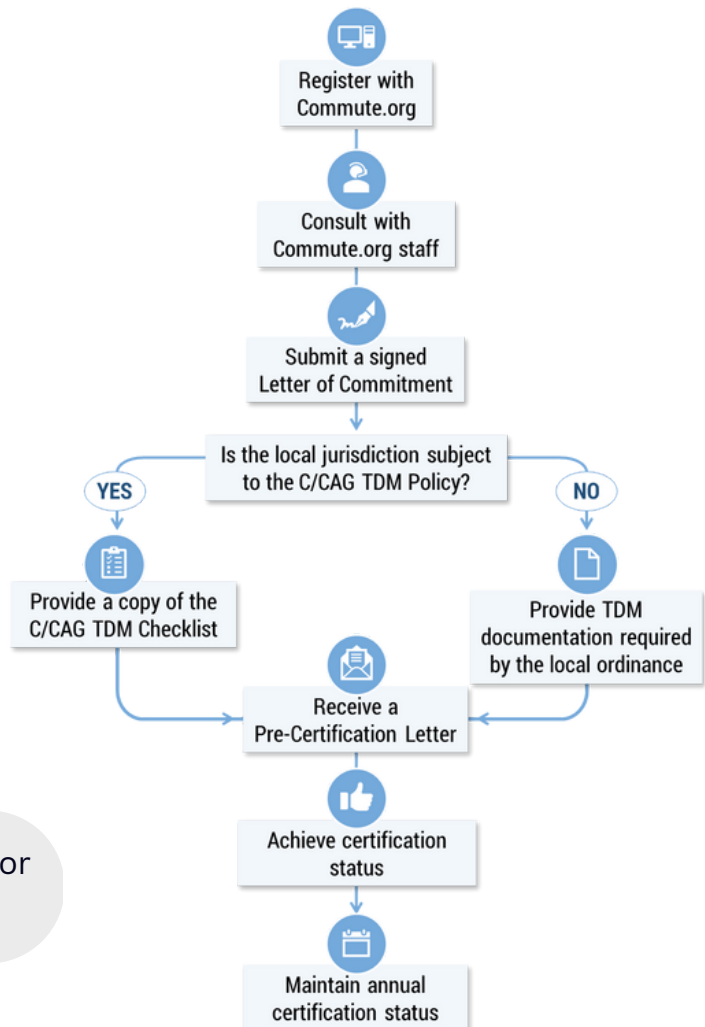
Developers may seek certification for any of the following reasons:

- Required as part of the C/CAG Countywide TDM Policy
- Required by the local jurisdiction
- Not required, but sought preemptively to achieve a more robust development application

For More information:

Visit commute.org/resources/developers or reach us at TDMpolicy@commute.org

Certification Process



Funded by:

