TO:        HONORABLE CITY COUNCIL

ATTN:      POLICY AND SERVICE COMMITTEE

FROM:      CITY MANAGER

DEPARTMENT: PLANNING AND COMMUNITY ENVIRONMENT

DATE:      JUNE 3, 2008

CMR: 267:08

SUBJECT:   REVIEW OF REGIONAL TRANSPORATION ISSUES AND RECOMMENDATIONS TO CITY COUNCIL

RECOMMENDATION
Staff recommends that the Policy and Services Committee review and comment on the regional transportation issues discussed in this report and recommend to Council to:

1. Refer the Palo Alto Intermodal Transit Center project, the Caltrain/California High Speed Rail and the Comprehensive County Expressway Study to the Planning and Transportation Commission for review and recommendations to the City Council.

2. Continue support for the existing Council position on ramp metering as detailed in the May 29, 1996 letter from Mayor Wheeler to Caltrans and direct staff to convey the Council position to VTA and Caltrans and report back to the City Council.

3. Direct staff to prepare a recommendation to the City Council on anticipated Valley Transportation Agency (VTA) Governance structure prior to scheduled action by the VTA Board of Directors this summer.

BACKGROUND
On May 19, 2008, the City Council voted to refer the matter of regional transportation initiatives, projects and studies as they relate to and could have impacts for Palo Alto to the Policy and Services Committee for discussion and review. Since Council members also sit on policy advisory boards and committees for some of these transportation studies, the Policy & Services Committee was the appropriate body to develop updates, review past Council positions, determine next steps, and recommend potential policy position to the full City Council.

DISCUSSION
This report provides background on eleven regional transportation initiatives of interest to both the Council and the community. These projects, independently and cumulatively will have implications for Palo Alto and the mid-peninsula. Specific issues discussed in this report are following:

1. 2020 Peninsula Gateway Corridor Study
2. Highway 101 Auxiliary Lanes/101 High Occupancy Toll (HOT) Lanes Project
3. Highway 101 Ramp Metering Project
4. Dumbarton Rail & HOV Buses
5. Santa Clara County Comprehensive Expressway Study Update
6. VTA Valley Transportation Plan (VTP) 2035
7. California High Speed Rail (HSR)
8. Caltrain Electrification
9. Grand Boulevard Initiative and El Camino/Stanford Avenue project
10. Palo Alto Intermodal Transit Center
11. VTA Governance

There are City Council adopted policies in the Comprehensive Plan or developed directly by Council for several of the above issues, while others are new issues that have not been discussed by the City Council. These projects can be classified into three general categories: (1) projects requiring City Council policy direction; (2) projects to be referred to the Planning and Transportation Commission for further review prior to Council action; and (3) projects to be monitored by staff and brought forward for policy direction at a later time when the projects progress to a stage that sufficient information is available for a policy decision.

The attached materials present an overview and status of each of these projects. Staff will continue to monitor all of these projects, prepare more detailed reports for policy direction on individual items where appropriate, and forward issues to the Planning and Transportation Commission and Council for review and recommendations.

**RESOURCE IMPACT**
There is no City resource impact associated with these recommendations.

**POLICY IMPLICATIONS**
The recommendations in this report are consistent with existing stated Council policies and Comprehensive Plan Transportation Element policies, including:

Policy T-7: Support plans for a quiet, fast rail system that encircles the Bay, and for intra-county and transbay transit systems that link Palo Alto to the rest of Santa Clara County and adjoining counties.

Program T-14: Pursue development of the University Avenue Multi-modal Transit Station conceptual plan based on the 1993-94 design study

Program T-17: Support Caltrain electrification and its extension to Downtown San Francisco.

Policy T-25: When constructing or modifying roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians.
Policy T-49: Lead and participate in initiatives to manage regional traffic.

Policy T-52: Where appropriate, support the conversion of existing traffic lanes to exclusive bus and high-occupancy vehicle (HOV) lanes on freeways and expressways, including the Dumbarton Bridge.

Policy T-53: Participate in seeking a regional solution to improved roadway connections between Highway 101 and the Dumbarton Bridge without construction of a southern connection across environmentally sensitive baylands.

Policy T-54: Support efforts by Caltrans and the Santa Clara Valley Transportation Authority Congestion Management Program to reduce congestion and improve traffic flow on area freeways.

ENVIRONMENTAL REVIEW
Receiving an update on these regional transportation issues does not constitute a project under the California Environmental Quality Act.

ATTACHMENTS
A. Project Matrix
B. 2020 Peninsula Gateway Corridor Study
C. Highway 101 Auxiliary Lanes/101 High Occupancy Toll (HOT) Lanes Project
D. Highway 101 Ramp Metering Project
E. Dumbarton Rail & HOV Buses
F. Santa Clara County Comprehensive Expressway Study Update
G. VTA Valley Transportation Plan (VTP) 2035
H. California High Speed Rail (HSR)
I. Caltrain Electrification
J. Grand Boulevard Initiative and El Camino/Stanford Avenue project
K. Palo Alto Intermodal Transit Center
L. VTA Governance

COURTESY COPIES
Planning and Transportation Commission
Chamber of Commerce

PREPARED BY:  

GAYLE LIKENS  
Transportation Manager
<table>
<thead>
<tr>
<th>Item</th>
<th>Project</th>
<th>Lead Agency</th>
<th>Cost</th>
<th>Timeline</th>
<th>Council Position</th>
<th>Issues</th>
<th>Next steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2020 Peninsula Gateway Corridor Study</td>
<td>City/County Association of Governments (CCAG)</td>
<td>Varies from $1.0M to $500 M</td>
<td>Action Plan - June 2008</td>
<td>There is currently no Council position taken on this Study.</td>
<td>Projects should not cause traffic back-up and queuing onto local streets. Projects should reduce congestion with minimum impacts to the community and the environment.</td>
<td>Monitor and report back to Council when study is finalized.</td>
</tr>
<tr>
<td>2</td>
<td>Highway 101 Auxiliary Lanes/101 High Occupancy Toll (HOT) Lanes Project</td>
<td>VTA</td>
<td>$102M</td>
<td>Construction completion by Summer 2014</td>
<td>There is currently no Council position taken on this project.</td>
<td>Widening of Matadero and Adobe Creek Bridge. Right of Way Impacts. Possible utility relocations.</td>
<td>Monitor and report back to Council when project is defined.</td>
</tr>
<tr>
<td>4</td>
<td>Dumbarton Rail &amp; HOV Buses</td>
<td>Peninsula Corridor Joint Powers Board (PCJPB)</td>
<td>$595M</td>
<td>Completion by 2012</td>
<td>There is currently no Council position taken on this project.</td>
<td>Express Buses through the Peninsula. Electrification of the mainline.</td>
<td>Monitor and report back to Council at a later date.</td>
</tr>
<tr>
<td>5</td>
<td>Santa Clara County Comprehensive Expressway Study Update</td>
<td>Santa Clara County</td>
<td>$3M-$50M</td>
<td>Implementation by 2015</td>
<td>Council approved a previous action endorsing key aspects of the proposed improvements on Oregon Expressway Alma Bridge Study Highway 260/Page Mill Road Interchange.</td>
<td>Improvements along Oregon Expressway Alma Bridge Study Highway 260/Page Mill Road Interchange.</td>
<td>Monitor and report back to Council when study is finalized.</td>
</tr>
<tr>
<td>6</td>
<td>VTA Valley Transportation Plan (VTP) 2035</td>
<td>VTA</td>
<td>up to $28.7 billion</td>
<td>Complete Plan by December 2008</td>
<td>No position on VTP 2035 Council opposed VTA Long Range Financial Plan in 2005</td>
<td>Funding for North County priorities including PAITC, Caltrain, Dumbarton Rail, community transit funding for Palo Alto local projects.</td>
<td>Monitor and report to Council when VTP 2035 is issued for public review.</td>
</tr>
<tr>
<td>7</td>
<td>California High Speed Rail (HSR)</td>
<td>California High Speed Rail Authority (CHSRA)</td>
<td>$37.5M - $60B</td>
<td>EIR Completion in 3–5 years</td>
<td>Council supported and categorized HSR as a medium priority in the Transportation Strategic Plan.</td>
<td>Impacts of grade separations at all grade crossings. Desirability of stop at Palo Alto station.</td>
<td>Refer to Planning and Transportation Commission.</td>
</tr>
<tr>
<td>8</td>
<td>Caltrain Electrification</td>
<td>Peninsula Corridor Joint Powers Board (PCJPB)</td>
<td>$858.8M</td>
<td>Completion by 2014</td>
<td>Council supported and categorized electrification as a high priority in the Transportation Strategic Plan.</td>
<td>Less train noise. Increased frequency of trains. Impacts of the Overhead Contact System poles.</td>
<td>Refer to Planning and Transportation Commission.</td>
</tr>
<tr>
<td>9</td>
<td>Grand Boulevard Initiative and El Camino/Stanford Avenue project</td>
<td>City of Palo Alto</td>
<td>$1.668M</td>
<td>Completion by 2010</td>
<td>Council has not taken a position on this project.</td>
<td>Benefits for pedestrians and bicyclists on the Stanford Avenue/El Camino Real Intersection Project.</td>
<td>Monitor and update Council at end of design phase of the project.</td>
</tr>
<tr>
<td>10</td>
<td>Palo Alto Intermodal Transit Center</td>
<td>Palo Alto, VTA, Caltrain/Samtrans</td>
<td>$200-$275 M</td>
<td>TBD to 2025</td>
<td>Council approved further development on PAITC plan in 2002</td>
<td>Acquisition of sufficient funding Roles/responsibilities of partner agencies</td>
<td>Refer to Planning and Transportation Commission.</td>
</tr>
<tr>
<td>11</td>
<td>VTA Governance</td>
<td>VTA</td>
<td>NA</td>
<td>VTA Board to consider in August 2008</td>
<td>Council has not taken position on proposal.</td>
<td>Proportional representation or not 2 or 4 year terms of service Method of selection of group Board appointments</td>
<td>Report directly to Council this summer.</td>
</tr>
</tbody>
</table>
SOUTHBOUND HIGHWAY 101 RAMP METERING PROJECT

Project Description: Activation of ramp metering on the southbound ramps on Highway 101 from Embarcadero Road in Palo Alto to De La Cruz Blvd. in San Jose. The ramps to be metered in Palo Alto include the Oregon and Embarcadero southbound on-ramps.

Lead Agency: VTA with Caltrans support

Cost: MTC made $2.051 million available to VTA to implement ramp meeting on 3 freeways including Highway 101. The other two corridors were southbound State Route 87 and Southbound State Rote 85.

Timeline: Tentative schedule is to complete ramp metering plans in the fall, implement ramp metering by the end of the year and complete evaluation in early 2009.

Existing Council Position: The City Council last considered the issue of ramp metering in April 1996. A copy of a letter from Mayor Wheeler to Caltrans dated May 29, 1996 is attached. The Council endorsed the position that the ramp metering lights would not be turned on until a formal agreement between Caltrans and the local agencies governing the operational aspects of ramp metering was reviewed and approved by the City.

Comprehensive Plan Policy: Transportation Policy T-54: Support efforts by Caltrans and the Santa Clara Valley Transportation Authority Congestion Management Program to reduce congestion and improve traffic flow on area freeways.

Issues for Palo Alto: In 1996, a number of issues associated with ramp metering were raised by Palo Alto including the absence of ramp metering in San Mateo County, the impact on local streets, and the need for establishment of a formal process of monitoring and resolving problems. Without ramp metering upstream in San Mateo County, traffic would be free flowing before reaching Palo Alto. This issue has been resolved as ramp metering of the southbound ramps in San Mateo County between Highway 92 and University Avenue has now been implemented.

VTA and Caltrans staff have included in their work scope conducting before studies on selected local streets to establish base lines for potential impacts of traffic diversion from the freeway. The parallel routes identified include Middlefield, Alma and Louis Road.

A second operational concern is the length of the queues created on the on-ramps and possible spill back onto Embarcadero Road and Oregon Expressway. Ramp metering can be timed to release cars at intervals between 4 seconds (900 vehicles per lane per hour) and 15 seconds. In the earlier dialogues with Caltrans, City staff questioned whether metering could be reduced to less than 4 seconds or if two vehicles could be released per green light per lane, or if the HOV on-ramp lane could be metered at a faster rate than non-HOV lane if queues or traffic diversion to parallel routes occur. The need for closed
circuit television cameras at the head of the ramps was also identified. CCTV is not included in this project but is planned by Caltrans as a separate project.

The City advocated for the establishment of a formal agreement between Caltrans and the local agencies related to the ramp metering which would detail the responsibilities and process for addressing operational concerns in the event the ramp metering had impacts on local streets. Caltrans and the City/County Association of Governments (C/CAG) as created for the implementation of ramp metering in San Mateo County. VTA staff have indicated that this is not contemplated by VTA and that at present no VTA Board action is anticipated before the ramp metering is turned on.

**Staff Recommendation:** staff recommends the Council reaffirm its stated position to VTA and Caltrans. Staff will return to Council with a full report when the ramp metering plan is defined later this year.

**Links/Resources:** [www.vta.org](http://www.vta.org)
May 29, 1996

Paul Hensley  
District Division Chief  
Department of Transportation  
Caltrans - District 4  
111 Grand Avenue  
Oakland, CA 94612

Dear Mr. Hensley:

First, I would like to express our sincere appreciation to you for attending our Council meeting on April 15, 1996 and participating in the discussion regarding ramp metering. We found the discussion to be helpful and informative, and we particularly appreciated the very straightforward and constructive manner in which you responded to the questions and concerns.

At your suggestion, we are following up with this letter which reflects our understanding of Caltrans’ position on several issues that are of particular interest and concern to the City of Palo Alto. Our understanding is as follows:

1. Caltrans intends to proceed with the installation (construction) of the equipment that is needed for ramp metering later this year. However, the metering lights themselves will not be turned on (operations) until such time that there is an approved written agreement to do so.

2. Caltrans intends to establish a process that will include representatives from the various jurisdictions along Route 101, as well as the Congestion Management Agency, to work through the necessary steps to develop a formal agreement for the operational aspects of ramp metering along the Route 101 Corridor. The approach followed in the “Agreement for Cooperative Management of the I-880 Corridor” (i.e. CMA Policy body, Steering Committee and Technical Working Group) may be a useful model for the Route 101 Corridor.

3. The Palo Alto City Council will have an opportunity to formally review any such agreement before it is approved and/or the metering lights are turned on.

4. Once an agreement has been established for operation of ramp metering, Caltrans will monitor the effects on local streets and will respond to specific problems that arise. Caltrans intends to have a regional or sub-regional entity, such as the CMA, serve as the body for resolution of disputes, rather than Caltrans itself.
5. Recognizing that the congestion corridor along Route 101 does not arbitrarily end at the County line, Caltrans will evaluate the need for ramp metering in San Mateo County. This will determine the northern end of the congestion corridor and include appropriate sections of Route 101, north of the Santa Clara County line into the operation agreement before the metering lights are turned on. The interchanges at University, Willow and Marsh are the most obvious candidates.

6. Caltrans will include evaluation and consideration of the air quality effects of ramp metering on Palo Alto residential areas that are located in proximity to the metered ramps, as well as the effect on University Avenue traffic, if ramp metering is not extended into San Mateo County.

After you have had a chance to review these items, we would appreciate a response from you indicating your concurrence with our understanding, or providing further clarification.

Finally, you offered to provided some reference information that demonstrates the overall benefits of ramp metering here in the Bay Area and elsewhere. We would appreciate any such information that would add to our understanding of ramp metering.

Again, thank you. We look forward to working with Caltrans in a positive and participatory manner; and we feel that the discussion we recently had at the Council meeting, along with this letter, are important steps toward that end.

Sincerely,

LANIE WHEELER
Mayor

cc: City Council
### SB US 101 Ramp Metering Implementation - Metering Locations

<table>
<thead>
<tr>
<th>Direction &amp; Route:</th>
<th>On-Ramp Location</th>
<th>Type of Ramp</th>
<th>AM Peak Period**</th>
<th>PM Peak Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southbound US 101</td>
<td>Embarcadero Road</td>
<td>Loop</td>
<td>6-9</td>
<td>3-7</td>
</tr>
<tr>
<td></td>
<td>Embarcadero Road</td>
<td>Diagonal</td>
<td>6-9</td>
<td>3-7</td>
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<tr>
<td></td>
<td>Oregon Expressway</td>
<td>CD-Diagonal</td>
<td>6-9</td>
<td>3-7</td>
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<tr>
<td></td>
<td>Rengstroff Avenue</td>
<td>Diagonal</td>
<td>6-9</td>
<td>3-7</td>
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<tr>
<td></td>
<td>Old Middlefield Way</td>
<td>Diagonal</td>
<td>6-9</td>
<td>3-7</td>
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<td></td>
<td>Shoreline Boulevard</td>
<td>Collector</td>
<td>6-9</td>
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<td></td>
<td>Moffett Boulevard</td>
<td>Diagonal</td>
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<td>Ellis Street</td>
<td>Diagonal</td>
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<td></td>
<td>SR 237</td>
<td>Diagonal</td>
<td>6-9</td>
<td>3-7</td>
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<td></td>
<td>Mathilda Avenue</td>
<td>Loop</td>
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<td>Mathilda Avenue</td>
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<td>Fair Oaks Avenue</td>
<td>Loop</td>
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<td>Lawrence Expressway</td>
<td>Loop</td>
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<td>Lawrence Expressway</td>
<td>Diagonal</td>
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<td>Great America Parkway</td>
<td>Loop</td>
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<td>Great America Parkway</td>
<td>Diagonal</td>
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<td>Montague Expressway</td>
<td>Loop</td>
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<td></td>
<td>De La Cruz Boulevard</td>
<td>Loop</td>
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<td>De La Cruz Boulevard</td>
<td>Diagonal</td>
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<td>3-7</td>
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**Indicates that the need for a cursory check of traffic conditions to determine if ramp metering plans need to be developed.
Memorandum of Understanding (MOU) between the City/County Association of Governments (C/CAG) of San Mateo County and the California Department of Transportation (Caltrans) District 04

For

The Implementation of a Ramp Metering Program in San Mateo County on US 101 from Santa Clara County Line to San Francisco County Line and on I-280 from I-380 to San Francisco County

This MOU is not an enforceable contract and no Caltrans/STATE funds or resources are encumbered as against this document. This MOU is a compilation of the policies and procedures intended to be followed by these separate parties working in a coordinated manner to accomplish a mutual goal jointly established in the course of performing their statutory and functional duties.

Caltrans and C/CAG have identified Ramp Metering as a cost effective approach to improve the operation of the road network with a resulting improvement in the overall mobility. Both parties agree to implement the Ramp Metering Program in San Mateo County as outlined below:

Goal

To provide consistent speed, predictable travel times, reduce overall delay for freeway travel by managing access at on-ramps during peak commute periods, and to minimize impacts resulting from the implementation of ramp metering on local street traffic.

Governance

C/CAG Board of Directors will act as the policy body for policy decisions with regard to implementation of ramp metering. The San Mateo County Ramp Metering Technical Committee (RMTC), with the approval of the C/CAG Executive Director, will provide guidance and make all technical decisions with regard to operational strategy and parameters of ramp metering, using guidelines consistent with San Mateo County Congestion Management Program (CMP) as well as regional transportation policies. The RMTC membership includes designated staff representatives from each city and the county, C/CAG, SMCTA, Caltrans, and MTC. See Attachment A.

a. The approval of the C/CAG Ramp Metering Technical Committee (RMTC) will be required before any adjustments are made to the ramp metering parameters (times of operation, metering rates, etc.), except for short term modification in emergency situations for the purpose of incident management.

b. The C/CAG Ramp Metering Technical Committee (RMTC), will continuously monitor and oversee the program.
Operating Principles

1. Ensure that queues from metered ramps do not impede operation of local streets and intersections or block access to private property.
2. Ensure that no communities are burdened with ramp delays that are disproportionate or excessive.
3. Ensure that if queues at metered ramps cannot accommodate within the constraints defined in items 1 and 2 above, metering rates will be set to green or at the demand rate during the time period necessary to eliminate the negative impact the metering light is having on the adjoining local roadway or intersection.
4. Coordinate freeway and arterial operations to ensure efficient operation of both facilities.
5. Provide high occupancy vehicles (HOVs) preferential lanes at on-ramps where feasible.

Operational Parameters

1) Meters will be in operation morning and afternoon peak commute hours between Monday and Friday, except for the established State holidays. Metering rates will be set to contain metering queue within the on-ramp and the local street lanes specifically dedicated for the freeway entry.

2) Prior to implementation, Caltrans will provide the RMTC with an analysis of ramp metering rates, and queue lengths.

3) Prior to implementation, RMTC will review and approve Caltrans’ proposal for initial metering rates.

Implementation Phasing

Phase 1 - US 101 (from Santa Clara County line to Route 92)
Phase 2 - US 101 (from Route 92 to San Francisco County line)
Phase 3 - I-280 North (from I-380 to San Francisco County line)

Turning on of ramp meter signals will depend on physical readiness, including all necessary equipment, appropriate signing and striping, and notice to the public.

Capital Improvements

Caltrans and C/CAG will be responsible to program federal, state, and other available funds in the earliest years possible to finance capital projects to install metering equipment and other related improvements needed for ramp metering.

Monitoring and Maintenance
An annual review of the program will be provided to C/CAG Board by staff and Caltrans.

"Before" and "After" monitoring will be conducted by C/CAG, at no additional cost to the cities, at selected local street intersections near the metered on-ramps to monitor and assess any impacts of the program. RMTC will establish the level of effort as well as locations of monitoring that will be conducted.

"Before and After" travel time survey will be conducted by Caltrans on the freeway system.

The Ramp Metering Technical Committee (RMTC) will, on an on-going basis, review the monitoring data and recommend solutions to problems raised by any city, the County, or Caltrans.

Caltrans will be responsible for maintenance and operation of all metering equipment.

Caltrans will have the ability to make short-term spot decisions to change metering rates if required for safety reasons and will promptly notify the local jurisdictions impacted by such decision as well as RMTC. A pre-designated group of local jurisdictions contacts to be notified will be created prior to ramp meter signals are turned on.

C/CAG, through the RMTC, will develop performance measures consistent with the above goal and principles to access the effectiveness of metering.

C/CAG, through the RMTC, will define a monitoring plan to periodically measure and calculate performance measures such as volume, speed, travel time, and delay on the freeway, on-ramps and adjacent streets and critical locations on the arterial network.

Caltrans and C/CAG, through RMTC, will work together to fine-tune ramp metering and local traffic signal operations adjacent to the freeway.

James M. Vreeland Jr., Chairman
City/County Association of Governments
of San Mateo County

S. Sean Nozari, Deputy District Director
California Department of Transportation
District 4, Traffic Operations

11/3/06
Date

11/8/06
Date

Approval as to form:

Miruni Soosaipillai, C/CAG Attorney
Attachment A
Ramp Metering Technical Committee (RMTC)
San Mateo County
2005

RAMP METERING TECHNICAL COMMITTEE SCOPE OF EFFORT

The San Mateo County Ramp Metering Technical Committee (RMTC) is responsible for the development of and recommendation on a Ramp Metering Program for San Mateo County. The Program will include four elements:

1. Ramp Metering Plan
2. Capital Improvements
3. Agreements
4. Monitoring

Ramp Metering Plan: Sample issues to be covered in the plan are:
- Additional analysis needed to predict traffic operations at specific locations of concern
- Particular intersections need to be monitored
- On-ramp configurations for metering (number of lanes, HOV by-pass lane, meter head locations, queue detector locations, etc.)
  Implementation phasing (i.e., US 101 between SR 92 and Santa Clara County line; US 101 Between SR 92 and SF County line; I-280 between I-380 and SF County line)
  Metering rates at each location
- Hours of metering operation
- What to do during emergencies or incidents
- Decision making process in terms of making changes to metering rates, metering hours, etc. in response to field conditions
- Process for modification of the Ramp Metering Plan in the future

Capital Improvement: Capital improvement elements may include:

1. Install “spillback” detectors at the bottom of the on-ramps.
2. Install ramp metering hardware and software equipment.
3. Selection of specific on-ramps to be widened or modified.
4. Develop capital projects and construction documents for ramp widening/modification.
5. Identify available funding from countywide, regional, state, or federal sources.
Agreements:

Before metering is implemented, agreement(s) between C/CAG and Caltrans, as developed and recommended by the RMTC, need to be achieved. Such agreement(s) may include mutually agreed specific metering parameters, emergency procedures, and maintenance procedures, etc.

Monitoring:

The RMTC will recommend locations for traffic monitoring and process. It will also recommend if a before-and-after study should be conducted.

Ramp Metering Technical Committee (RMTC) COMPOSITION

RMTC consists of staff designated by each agency. Current members include:

- C/CAG (Sandy Wong)
- MTC (Jeff Georgevich)
- Alberkon (Duncan Jones)
- Brisbane (Randy Breault)
- Colma (Will Anderson or Rick Mao)
- East Palo Alto (Fernando Bravo)
- Half Moon Bay (name)
- Menlo Park (Kete Baille)
- Pacifica (name)
- Redwood City (Rich Haygood)
- San Carlos (Parviz Mokhtari)
- South San Francisco (Ray Razavi)
- County of San Mateo (name)
- Caltrans (Alan S. Chow, Lester Lee)
- SMCTA (Jim McKim or Shahla Yazdy)
- Belmont (Ray Davis)
- Burlingame (Syed Murtuza)
- Daly City (Mo Sharma)
- Foster City (Sue Lee)
- Hillsborough (name)
- Millbrae (Khee Lim)
- Portola Valley (name)
- San Bruno (name)
- San Mateo (Larry Patterson)
- Woodside (name)

DESired OUTCOMES

The goals of the RMTC are to develop a Ramp Metering Program by working cooperatively and making decisions based on consensus. The Ramp Metering Program should fulfill the ramp metering objectives while ensuring acceptable level local traffic operations. It should balance local, countywide, and regional transportation objectives.

Once the Ramp Metering Program is developed, if C/CAG Board decides to implement metering, it is expected that the RMTC will continue to act as the body to make recommendations regarding implementation and monitoring, on an on-going basis as needed.
Chairperson Kishimoto called the meeting to order at 4:00 p.m. in the Council Conference Room, 250 Hamilton Avenue, Palo Alto, California.

Present: Dreklemeier, Kishimoto (chair), Espinosa

Absent: Barton

1. Oral Communications

None.

2. Review of Regional Transportation Issues and Recommendations to City Council

**MOTION:** Council Member Espinoza moved, seconded by Vice Mayor Dreklemeier, that the Policy and Services Committee recommend that the City Council: 1) Refer the Palo Alto Intermodal Transit Center project, the Caltrain/California High Speed Rail and the Comprehensive County Expressway Study to the Planning and Transportation Commission for review and recommendations to the City Council; 2) Continue support for the existing Council position on ramp metering as detailed in the May 29, 1996 letter from Mayor Wheeler to Caltrans with a recommended modification that Santa Clara County implement a Memorandum of Understanding on this issue similar to the one in place for San Mateo County, and direct staff to convey the Council position to VTA and Caltrans and report back to the City Council; 3) Direct staff to prepare a recommendation to the City Council on anticipated Valley Transportation Agency (VTA) Governance structure prior to scheduled action by the VTA Board of Directors this summer; 4) Direct staff to prepare letter of support to MTC on the Dumbarton Rail and Caltrain Electrification projects; and 5) Direct staff to prepare a Resolution adopting guiding principles on the Grand Blvd. project.

**MOTION PASSED** 3-0 Barton absent
3. Discussion of Upcoming Meeting Dates and Topics. July 8th, 2008 at 7:00 p.m.

**ADJOURNMENT:** Meeting adjourned at 5:50 p.m.