

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

**1:15 p.m., Thursday, September 18, 2014
San Mateo County Transit District Office¹
1250 San Carlos Avenue, 2nd Floor Auditorium
San Carlos, California**

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

- | | | | |
|----|--|---------------|--------------|
| 1. | Public comment on items not on the Agenda (presentations are customarily limited to 3 minutes). | Porter/Hurley | No materials |
| 2. | Issues from the last C/CAG Board meetings (Aug. and Sep. 2014): <ul style="list-style-type: none">• Approved – Model Use Agreements with six consulting firms for use of the C/CAG-VTA San Mateo Countywide Transportation Model• Approved – Appointments of Jesse Quirion (Menlo Park), Chip Taylor (Millbrae), Jessica Manzi (Redwood City), and Jimmy Tan (San Bruno) to the CMP TAC• Approved – Measure M FY 13-14 Annual Performance Report• Approved – TDA Art. 3 Pedestrian and Bicycling Program Call for Projects for FY 2015/16 Cycle | | No materials |
| 3. | Approval of the Minutes from July 17, 2014 | Hoang | Page 1-7 |
| 4. | Review and recommend approval of the PDA Parking Policy Technical Assistance Program guidelines and application (Action) | Abrazaldo | Page 8-19 |
| 5. | Update of the San Mateo County US 101 Ramp Metering Implementation between State Route (SR) 92 and the San Francisco/San Mateo County Line | Higaki | Page 20-21 |
| 6. | Receive an update and provide comments on the Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing SB 743 (Information) | Abrazaldo | Page 22-23 |
| 6. | Regional Project and Funding Information (Information) | Higaki | No materials |
| 7. | Executive Director Report | Wong | No materials |
| 8. | Member Reports | All | |

¹ For public transit access use SamTrans Bus lines 260, 295, 390, 391, KX or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue. Driving directions: From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

2014 TAC Roster and Attendance					
Member	Agency	Feb	Mar	Apr	Jul
Jim Porter (Co-Chair)	San Mateo County Engineering	x	x		
Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x	x	x	x
Afshin Oskoui	Belmont Engineering	x	x	x	x
Randy Breault	Brisbane Engineering	x	x	x	x
Syed Murtuza	Burlingame Engineering	x	x	x	x
Bill Meeker	Burlingame Planning				
VACANT	Caltrans				
Sandy Wong	C/CAG	x	x	x	x
Brad Donohue	Colma Engineering	n/a	n/a	n/a	
John Fuller	Daly City Engineering	x	x	x	x
Tatum Mothershead	Daly City Planning	x			
Brad Underwood	Foster City Engineering	x	x		x
Mo Sharma	Half Moon Bay Engineering	x	x	x	x
Paul Willis	Hillsborough Engineering	x	x		
Jesse Quirion	Menlo Park Engineering	n/a	n/a	n/a	n/a
Chip Taylor	Millbrae Engineering	n/a	n/a	n/a	n/a
Van Ocampo	Pacifica Engineering	x	x	x	x
Jessica Manzi	Redwood City Engineering	n/a	n/a	n/a	n/a
Jimmy Tan	San Bruno Engineering	n/a	n/a	n/a	n/a
Jay Walter	San Carlos Engineering	x	x		x
James Hinkamp	San Mateo County Planning	n/a	n/a	n/a	x
Brian McMinn	South San Francisco Engineering	x	x	x	x
Billy Gross	South San Francisco Planning	n/a	n/a	n/a	x
Paul Nagengast	Woodside Engineering		x		x
Kenneth Folan	MTC				

CONGESTION MANAGEMENT PROGRAM (CMP) TECHNICAL ADVISORY COMMITTEE (TAC)

July 17, 2014
MINUTES

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, 4th Floor Dining Room, San Carlos, CA. Co-chair Hurley called the meeting to order at 1:15 p.m. on Thursday, July 17, 2014.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Jim Bigelow - C/CAG CMEQ; April Chan – TA; Jim McKim – TA; Pete Rasmussen – TA; Dave Bishop – Colma; Howard Young – Portola Valley; Jeff Hobson – Transform; Saber Sawary – Redwood City; Jessica Manzi – Redwood City; Ray Razavi – San Bruno; Jesse Quirion – Menlo Park; Paul Krupka – Krupka Consulting; Terry O’Connell – TDM Smith; Jean Higaki, Tom Madalena, Wally Abrazaldo, John Hoang – C/CAG; and others not noted

1. Public comment on items not on the agenda.

None

2. Issues from the last C/CAG Board meeting.

As noted on Agenda. Co-chair Hurley welcomed new TAC members Billy Gross from South San Francisco, James Hinkamp from the County of San Mateo, and Brad Donohue from Colma.

3. Approval of the Minutes from April 17, 2014.

Approved with correction of typo to Item 6.

4. TA Strategic Plan Update

This item was presented out of order, after Item #6. April Chan, TA Executive Officer, presented on the Measure A Strategic Plan Update for 2014-2018. (See attached Meeting Notes on page 4, summarized by the TA staff)

5. Review and recommend approval of the list of consultants pre-qualified to operate and enhance the C/CAG-VTA Travel Demand Model in support of transportation analysis and planning in San Mateo County (Action)

Wally Abrazaldo provided information on the consultants available to the cities for operating the C/CAG-VTA Travel Demand Model. TAC members had questions regarding experience levels the six selected firms (and four firms that weren’t selected) had running the C/CAG model and other factors that were considered in the selection process, including cost. Staff responded that not all selected consultants had experience specific to the C/CAG model however they had experiences with similar models. Other factors considered in evaluating consultants included the firm’s experience with local agencies. Developers have a choice in which consultant firm to use.

Item approved.

6. Receive an update on the C/CAG Travel Model Update Project

Wally Abrazaldo presented this informational item on the project to update the C/CAG model, which includes updated traffic analysis zones (TAZs) and refined 2010 roadway network. Jurisdictions will have the opportunity to review and comment on the updated model. Five jurisdictions are currently participating and providing input to the project and cities that want to participate in the Task Force overseeing the project can contact staff.

7. Review and recommend approval of establishing a Priority Development Area (PDA) Parking Policy Technical Assistance Program in an amount of \$342,000 for Fiscal Years 2014-15 to 2015-16 as part of the Local PDA Planning Program

Wally Abrazaldo presented the proposed framework and concept to establish a PDA Technical Advisory Program (TAP) with remaining unused funds from the PDA Planning program projects. The TAP will fund development of parking management plans and studies for implementing parking policies that support growth in PDAs within the county. It is intended that staff will present a more detailed program description at the next meeting for review and approval. Discussions are as follows:

- Is there a deadline on use of the funds? There is a deadline for programming the STP funds this year for obligation before the project can begin in early 2015.
- What is the anticipated cost for one project and is there a chance that the program will be undersubscribed? Similar project can cost up to \$150,000. It is anticipated that there will be a call for project process and criteria will be establish to rate the project. There may be more demand than anticipated therefore staff may consider local match as a requirement.
- Keep the call for project process as simple as possible.

Item was approved.

8. Review and Recommend Approval of the Measure M Fiscal Year 2013-14 Annual Performance Report

John Hoang presented on the FY2013-14 Measure M Annual Report highlighting the revenues, expenditures, and performance measures for the Local Streets and Roads allocation to jurisdictions and Countywide programs including Transit Operations/Senior Mobility (RediWheels), ITS/Smart Corridors project, Safe Routes to School, and NPDES/MRP related projects. Committee members credit C/CAG staff for not expending the full 5% allocation for administration of the program.

Item was approved.

9. Receive information on the C/CAG 2014-15 Program Budget and Fees

Sandy Wong presented the C/CAG 2014-15 budget for information and stated that the Board had adopted the budget at the July 2014 Board meeting. The annual budget is typically presented to the TAC twice each year, the draft and final. Due to canceled meetings in May and June this year, the TAC did not have an opportunity review the budget prior to Board approval this year.

10. Regional Project and Funding Information

Jean Higaki provided handouts on regional project, funding, and deadlines.

11. Executive Director Report

Sandy Wong, Executive Director, indicated that there is discussion on cap and trade money at the State level for this year and future years including considering a minimum 10% set aside for sustainability improvements that would be administered by the Strategic Growth Council. C/CAG plan to participate in the guideline development and keep the TAC updated.

12. Member Reports

Member Oskoui indicated to staff that the planned Smart Corridors Project Operations Agreement, which affects cities along the corridor, still needs to be discussed further and developed.

Meeting adjourned at 2:50 p.m.

C/CAG

Technical Advisory Committee (TAC)

Meeting Notes

1:15PM, 4th Floor Dining Room

1250 San Carlos Avenue, San Carlos

July 17, 2014

Presentation/Summary of Comments:

1. The C/CAG meeting began at 1:15 (Joe Hurley Chair)
2. TA Strategic Plan update presentation (Item #4) began at 1:30 (April Chan), Item Complete: 2:28

Discussion:

After initial review of the presentation and the beginning of the request for feedback section, there was a significant discussion covering the need for more information and time to provide constructive feedback. This discussion is placed at the end of the summary after general strategic plan feedback.

A. Project Delivery

There were general concerns with the project delivery process, limited sources of funding due to loss of redevelopment and lack of flexibility to use funds locally.

Mo Sharma (Half Moon Bay):

1. Many projects have become stuck at the planning stage, even though when the project was approved it was for all phases. It may be better instead to fund a few projects at a time split by phase/stages. Joe Hurley responded that we currently only allocate project funding on a phase by phase basis, but Mo did not agree that was the case for all projects.
2. Having to work with different people in Caltrans throughout a project causes delay – can we have one person assigned per project?

Syed Murtuza (Burlingame): My struggle is the CFP process. How do you deal with areas that are severely under addressed?

Randy Breault (Brisbane): TA has been effective, with qualification – we have stopped congestion from getting as bad as it could be, but... it has not been relieved along the corridor.

1. Need to look at bringing in other sources of funding. There is never enough money; local agencies have lost the ability to bring in money due to loss of redevelopment.

2. Other challenges are our capacity to deliver – we are getting crushed.
3. Continuing external factors – see San Francisco’s proposed 280 truncation and potential backup down the Peninsula.

Jay Walter (San Carlos) –

1. The Green Streets concept. Funding for storm water (via MTC, Caltrans, MTA etc.)...
2. How can project delivery be streamlined?
3. Growth seems to be strictly limited to PDAs – is that really the case? Does that mean there is not going to be population growth outside of this corridor?
4. Does this serve as the TAC’s review of the strategic plan?

Afshin Oskoui (Belmont): Can we check with Alameda, Contra Costa County to see if they have expertise in project delivery?

B. Goals Alignment with Plan

There generally appears to be agreement among C/CAG TAC members that goals are aligned with the Strategic Plan.

Syed Murtuza: The goals are aligned well but there are many new requirements that should be considered.

Afshin Oskoui: Agreed with Syed – but instead of reduce congestion in corridors, we need to say improve effectiveness (not just highways, but Caltrain)

Brad Underwood (Foster City): What latitude do we have with CIP for categories?

Ray Razavi (San Bruno): How much flexibility do we have to move between categories? Joe Hurley – none, these were established by the voter approved expenditure plan.

C. Prioritization of Goals

There is general agreement that reducing corridor congestion is the most important goal, and that the others are related but also important because they fit under the primary goal.

Local Assistance

Van Ocampo (Pacifica):

1. Can we change the definition of maintenance project to a rehab project or something else, so it does not come out of the 22.5% Local Streets category?
2. Would like street upgrades to current standards (Complete Streets, Green Streets) to be eligible for capital funds

Regional Connection

Brad Underwood: How big of an issue is the Regional Connection? Can we define this; have some examples, what opportunities are there? Syed: I believe the idea was to make sure the county at large is connected – all transit systems, freeways (freeways to BART and freeways to Caltrain). Have we made progress on this Regional Connections goal list? Joe Hurley - Projects delivered? Yes. Effectiveness – to be determined

Joe Hurley: Reading from the Expenditure plan “Baby Bullet on 101 corridor, Dumbarton Rail Corridor, financial assistance to SamTrans local match, financial assistance for local match to ferry service for South SF.”

Brian McMinn (SSF): the divergence of where people live vs. where they work makes the regional connection goal a critical goal.

Reduce Commute Corridor Congestion

Randy Breault: the thing that resonates with everyone is reduction in commute corridor congestion (#1). They all fit under this goal.

D. Need for More Information

Syed Murtuza (Burlingame): My comments may not be constructive without better preparation. This is an important document, it could use a deeper understanding/analysis with more time to review and a survey on its own would not lend it to a productive/interactive conversation (yes/no maybe, etc.). Joe H. – Are you saying the other opportunities that April has provided for feedback are not sufficient? Correct, I’d like opportunities to hear from my colleagues again.

Afshin Oskoui (Belmont): This (process) can be objective or subjective. It behooves us to digest this info and come back together. Another workshop would be helpful to allow this group to dive deeper into this process. We need to review the prior plan (homework on our end). Bring all our people together including planning, economic development, and public works.

E. Next meeting and Stakeholder Survey

There was general consensus that another meeting was appropriate for the TAC to provide in depth feedback for the Strategic Plan. TA staff will give the TAC members access to the Strategic Plan, Measure A Expenditure Plan, and the TA Progress Report of the Strategic Plan.

The agenda for the August TAC has not been determined yet, but it is possible that the Strategic Plan discussion may take up the whole meeting, or it can be scheduled immediately before or after.

Regarding the stakeholder survey, Staff is requesting that the C/CAG provide quick feedback/turnaround on the survey so we can help to figure out the structure of the next session.

It has been requested that a Caltrans representative be invited and that C/CAG members be allowed to invite other city staff members. Finally we may consider inviting a member of CALSTA (<http://www.calsta.ca.gov/>)

C/CAG AGENDA REPORT

Date: September 18, 2014

To: C/CAG CMP Technical Advisory Committee (TAC)

From: Wally Abrazaldo, Transportation Programs Specialist

Subject: Review and recommend approval of the guidelines and application for the C/CAG Priority Development Area (PDA) Parking Policy Technical Assistance Program and recommend approval of allocating up to \$40,000 in Congestion Relief Plan Funds for program match

(For further information or questions contact Wally Abrazaldo at 650-599-1455)

RECOMMENDATION

That the CMP TAC review and recommend approval of the guidelines and application for the C/CAG Priority Development Area (PDA) Parking Policy Technical Assistance Program and recommend approval of allocating up to \$40,000 in Congestion Relief Plan Funds for program match.

FISCAL IMPACT

Approximately \$342,000 is available to support parking policy technical assistance projects in PDAs. Of this total, \$302,000 is remaining Local PDA Planning funds made available by the Metropolitan Transportation Commission (MTC), and up to \$40,000 is local matching funds from the Congestion Relief Plan Fund.

SOURCE OF FUNDS

Federal Surface Transportation Program (STP) funds are the funding source of the Local PDA Planning funds, and the Congestion Relief Plan Fund is the funding source of the local matching funds.

BACKGROUND/DISCUSSION

Parking policies can play a key role in supporting growth and development in PDAs. Recent studies sponsored by the Grand Boulevard Initiative (GBI) and the Metropolitan Transportation Commission (MTC) suggest that excessive on-site parking requirements can reduce the feasibility of infill development and increase housing costs. These studies recommend the development and implementation of new parking management strategies to raise revenues for improvements in PDAs, manage traffic congestion, and/or encourage alternative modes of

transportation. Such strategies include, but are not limited to:

- User fees;
- Parking credits, impact, or in-lieu fees;
- Reduced parking ratios;
- Shared parking;
- Residential permit parking programs;
- Signage and real-time parking information; and
- Transportation Demand Management (TDM) programs.

In July 2014, the C/CAG Congestion Management & Environmental Quality Committee and C/CAG Technical Advisory Committee recommended directing a total of \$342,000 in Local PDA Planning funds and C/CAG Congestion Relief Plan Funds toward establishing a C/CAG PDA Parking Policy Technical Assistance Program. Attached to this report are the draft guidelines and application for the program, which will provide consultant technical support to jurisdictions in San Mateo County to complete planning projects that facilitate the implementation of parking management strategies supportive of the vision for growth and development in PDAs. Potential activities include the preparation of parking management plans, zoning code updates, technical studies and analyses, and parking policy implementation plans.

Given that the C/CAG PDA Parking Policy Technical Assistance Program is part of a larger regional initiative to finance planning projects in PDAs, only planning projects that directly support PDAs in San Mateo County are eligible for technical assistance. Design/construction activities are ineligible. Additionally, only local jurisdictions with land use authority (cities, towns, and the county) are eligible applicants for technical assistance. Transit agencies must partner with local governments.

After projects are awarded, C/CAG will release a Request for Proposals to secure consultants to perform work directly for project sponsors. While C/CAG will assume all contract administration responsibilities, project sponsors will be expected to lead outreach efforts, provide technical oversight, review consultant deliverables, attend project meetings, provide data as necessary, and coordinate with C/CAG staff. Project sponsors may also be required to prepare a short presentation for C/CAG advisory committees and/or the C/CAG Board of Directors as a way to share knowledge and experience.

The proposed schedule for the program is presented below.

C/CAG PDA Parking Policy Technical Assistance Program Schedule

Event	Date*
Call for Projects Issued	October 10, 2014
Application Workshops	October – November 2014
Applications Due	December 1, 2014
Selection Panel Reviews Applications	December 2014
C/CAG Committees and Board Review Selection Panel Recommendations	January 2015

Projects Awarded	February 2015
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*All dates are tentative contingent on MTC and FHWA approval

ATTACHMENTS

- Draft PDA Parking Policy Technical Assistance Program Guidelines
- Draft PDA Parking Policy Technical Assistance Program Application

C/CAG

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C/CAG Priority Development Area (PDA) Parking Policy Technical Assistance Program Guidelines

Program Goals

The C/CAG PDA Parking Policy Technical Assistance Program is part of a regional initiative to finance planning in areas of the region that are designated as PDAs through the Association of Bay Area Governments (ABAG). PDAs are locally-identified areas near existing or planned transit service that are planning to accommodate the majority of the region's projected growth in housing and jobs over the next three decades. These areas play an important role in the region's Sustainable Communities Strategy, which seeks to coordinate future land uses with transportation investments to reduce greenhouse gas emissions.

Parking policies can play a key role in supporting the local vision for growth and development in the PDAs in San Mateo County. Recent studies sponsored by the Grand Boulevard Initiative (GBI) and the Metropolitan Transportation Commission (MTC) suggest that excessive on-site parking requirements can reduce the feasibility of infill development and increase housing costs.¹ These studies recommend the development and implementation of new parking management strategies to raise revenues for improvements in PDAs, manage traffic congestion, and/or encourage alternative modes of transportation. Such strategies include, but are not limited to:

- User fees;
- Parking credits, impact, or in-lieu fees;
- Reduced parking ratios;
- Shared parking;
- Residential permit parking programs;
- Signage and real-time parking information; and
- Transportation Demand Management (TDM) programs.

The C/CAG PDA Parking Policy Technical Assistance Program will provide consultant support to project sponsors to complete planning projects that facilitate the implementation of parking management strategies supportive of the local vision for growth and development in PDAs in the county. The consultant(s), which will be selected and assigned to projects by C/CAG in coordination with project sponsors, will perform work directly for project sponsors; however, C/CAG will assume all contract administration responsibilities, i.e. approving consultant invoices and monitoring project budgets, scopes, and schedules.

Project sponsors will be expected to lead project outreach efforts, provide technical oversight,

¹ Recent GBI reports include the "Removing Barriers to Implementation: Economic & Housing Opportunities (ECHO) Phase II Final Report" and the "GBI Infrastructure Needs Assessment and Financing Strategies Final Report". MTC has also developed a number of technical resources in support of parking policy reform across the region:

http://www.mtc.ca.gov/planning/smart_growth/parking/.

review consultant deliverables, attend project meetings, provide data as necessary, and coordinate with C/CAG staff on contract administration. Project sponsors and/or consultants may be required to prepare a short presentation for C/CAG advisory committees and/or the C/CAG Board of Directors as a way to share knowledge and experience.

Eligible Applicants

Given that parking policies are largely managed by local jurisdictions with land use authority, only local governments (cities, towns, and the county) in San Mateo County are eligible applicants for technical assistance through the program. Transit agencies that serve PDAs, such as the San Mateo County Transit District (SamTrans), Bay Area Rapid Transit (BART), and the Peninsula Corridor Joint Powers Board (JPB), must partner with local governments. Applicants are encouraged to involve local non-profit groups and community-based organizations. Multiple jurisdictional planning projects are also encouraged.

Eligible Project Locations

Areas approved as planned or potential PDAs in San Mateo County through ABAG. For a list of eligible PDAs, see Attachment 1: San Mateo County Priority Development Areas.

Eligible Activities

The C/CAG PDA Parking Policy Technical Assistance Program is part of a larger regional initiative to finance planning projects in areas of the region that are designated as PDAs. Therefore, only planning projects that directly support PDAs in San Mateo County are eligible for technical assistance. Design/construction activities are ineligible.

Potential activities include the preparation of parking management plans, zoning code updates, technical studies and analyses, and parking policy implementation plans. Projects capable of demonstrating significant impact and early implementation will receive additional points during the scoring process. Other activities not specifically described in this section but consistent with the overall program goals and other funding requirements may be considered on a case-by-case basis.

Funding Details

There is a total of approximately \$342,000 available. Given that federal Surface Transportation Program (STP) funds are the source of funding for this program, all projects must meet STP funding eligibility requirements and demonstrate a transportation nexus. A local cash match is not required for program eligibility; however, applicants that demonstrate a commitment of local staff and resources to the project will receive additional points during the scoring process. There is no minimum or maximum grant size.

All projects selected for the program will have a final project scope, budget, and schedule that will be agreed upon by the project sponsor, consultant, and C/CAG. C/CAG will require regular progress reports and carefully track the project scope, schedule and budget. Any exceptions to the agreed upon scope, schedule, or budget will require C/CAG staff approval.

Evaluation Criteria

The proposed project screening and evaluation criteria for the program are described below.

C/CAG PDA Planning Program Evaluation Criteria	Max Points
Screening Criteria	
1. Project Location. Project directly supports a PDA in San Mateo County.	Required
2. Eligible Activity. Project is a planning activity.	Required
Project Evaluation Criteria	
1. Location within a Community of Concern. Project is located within or serves a Community of Concern as defined by MTC's Lifeline Transportation Program. See http://www.mtc.ca.gov/planning/snapshot/0_COC_Reference_Map_11_17.pdf .	5
2. Project Impact. Project facilitates the implementation of parking management strategies that are supportive of the local vision for growth in the PDA. Project addresses existing or future parking, congestion, and/or access issues that are a significant concern to the local community. Project supports implementation of new parking policies and programs in the near-term.	25
3. Project Approach/Scope of Work and Timeline. Project has a well-defined scope of work identifying the key goals and objectives and a detailed timeline describing the expected tasks and deliverables.	20
4. Commitment of Local Staff and Resources to Project. Project sponsor dedicates staff time and resources to the project and demonstrates a commitment to supporting the project and coordinating with C/CAG on contract administration.	10
5. Existing Policies and Related Accomplishments. Jurisdiction has completed a long-term plan for the PDA in which the project is located and/or accomplished related plans and projects that support the project. Additionally, the jurisdiction demonstrates a commitment to a future vision for growth and development in the PDA through existing policies and plans, such as supportive zoning regulations and general plan policies, transportation demand management strategies, affordable housing policies, sustainability policies, etc.	20
6. Support. Project demonstrates support from local city council(s), major property owner(s), neighborhood association(s), and relevant transit operator(s) (i.e., public involvement to date, letters of support). Project includes components that involve the local community in the planning process.	15
7. Commitment to Implementation. Project sponsor has a commitment to and a clear approach and timeframe for plan or project implementation once planning efforts and/or studies are completed.	5

Application Submission

Applicants must submit 5 bound copies and 1 unbound copy of the completed application along with all of the required materials. All applications must be received at the C/CAG office by **Friday, November 21, 2014 at 5:00 pm**. A workshop for potential applicants will be held on October 22, 2014 from 2:00 - 3:30 p.m. at the SamTrans Administrative Office (1250 San Carlos Ave, San Carlos, CA).

Please submit applications to:

Wally Abrazaldo
C/CAG
555 County Center, 5th Floor
Redwood City, CA 94063

C/CAG PDA Parking Policy Technical Assistance Program Schedule

Event	Date*
Call for Projects Issued	October 10, 2014
Application Workshops	October – November 2014
Applications Due	December 1, 2014
Selection Panel Reviews Applications	December 2014
C/CAG Committees and Board Review Selection Panel Recommendations	January 2015
Projects Awarded	February 2015

*All dates are tentative contingent on MTC and FHWA approval

After projects are awarded, C/CAG will work with project sponsors to select the appropriate consultant or consultant team and finalize the project scope, budget, and schedule.

If the program remains undersubscribed after the application deadline and/or the awarding of projects, project applications will be accepted on a rolling basis until program funds are depleted.

For any questions regarding the program or application process please contact Wally Abrazaldo at 650-599-1455 or wabrazaldo@smcgov.org.

Attachment 1: San Mateo County Priority Development Areas

Jursidiction or Area Name	PDA Name	Place Type	Status
Belmont	Villages of Belmont	Mixed-Use Corridor	Potential
Brisbane	San Francisco/San Mateo Bi-County Area	Suburban Center	Planned
Burlingame	Burlingame El Camino Real	Transit Town Center	Planned
Daly City	Bayshore	Transit Town Center	Potential
	Mission Boulevard	Mixed-Use Corridor	Potential
East Palo Alto	Ravenswood	Transit Town Center	Planned
Menlo Park	El Camino Real Corridor and Downtown	Transit Town Center	Planned
Millbrae	Transit Station Area	Mixed-Use Corridor	Planned
Redwood City	Downtown	City Center	Planned
	BroadwayVeterans Boulevard Corridor	Mixed-Use Corridor	Planned
San Bruno	Transit Corridors	Mixed-Use Corridor	Potential
San Carlos	Railroad Corridor	Transit Town Center	Planned
San Mateo	Downtown	City Center	Planned
	El Camino Real	Mixed-Use Corridor	Planned
	Rail Corridor	Transit Neighborhood	Planned
South San Francisco	Downtown	Transit Town Center	Potential
C/CAG	El Camino Real	Mixed-Use Corridor	Planned/Potential
	<i>Daly City</i>	Mixed-Use Corridor	
	<i>Colma</i>	Mixed-Use Corridor	
	<i>South San Francisco</i>	Mixed-Use Corridor	
	<i>San Bruno</i>	Mixed-Use Corridor	
	<i>Millbrae</i>	Mixed-Use Corridor	
	<i>San Mateo</i>	Mixed-Use Corridor	
	<i>San Carlos</i>	Mixed-Use Corridor	
	<i>Redwood City</i>	Mixed-Use Corridor	
	<i>Menlo Park</i>	Mixed-Use Corridor	
	<i>Unincorporated Daly City</i>	Mixed-Use Corridor	
	<i>North Fair Oaks</i>	Mixed-Use Corridor	
	<i>Unincorporated County</i>	Mixed-Use Corridor	

C/CAG Priority Development Area (PDA) Parking Policy Technical Assistance Program Application

Section 1: General Project Information

General Project Information

Sponsor Agency:

Implementing Agency:

Project Title:

Amount of Technical Support Requested (\$):

Project Manager

Name:

Title:

Agency:

Phone Number:

E-mail Address:

Section 2: Project Description and Narrative

Project Location

Name of PDA:

Description of project location and boundaries:
(also attach map showing relevant transportation and land use information)

Does the project area fall within or serve a Community of Concern (CoC) as defined by the MTC Lifeline Program? Yes No

See http://www.mtc.ca.gov/planning/snapshot/0_COC_Reference_Map_11_17.pdf.

Parking Management Policies/Strategies Addressed by Project (check all that apply)

- User fees
- Parking credits, impact, or in-lieu fees
- Reduced parking ratios
- Shared parking
- Residential permit parking programs
- Signage and real-time parking information
- Transportation Demand Management programs
- Other (describe in more detail in Project Narrative)

Project Narrative

Describe how the project is consistent with the goals of the program and aligns with the vision for growth and development in the PDA. Explain how the project will address existing or future parking, congestion, and/or access issues in the area.

Describe the project approach and scope of work, including a preliminary budget. Provide a timeline that shows the major tasks and expected deliverables. Include attachments as necessary.

Describe the amount of local staff time and resources that will be allocated to the project.

Section 3: Existing Policies and Community Support

Existing Policies and Related Accomplishments

Has a long-term planning effort (specific plan, precise plan, area plan, etc.) for the PDA been completed within the last 10 years?

- Yes – Please attach list of individual planning efforts and date completed.
- No

Have any related projects or plans supporting the project recently been completed?

- Yes – Please attach list of related projects that have recently been accomplished.
- No

Describe existing policies and plans or recently completed projects in the jurisdiction that demonstrate a commitment to a future vision for growth and development in the PDA. Explain how the project builds upon or complements these existing policies and plans.

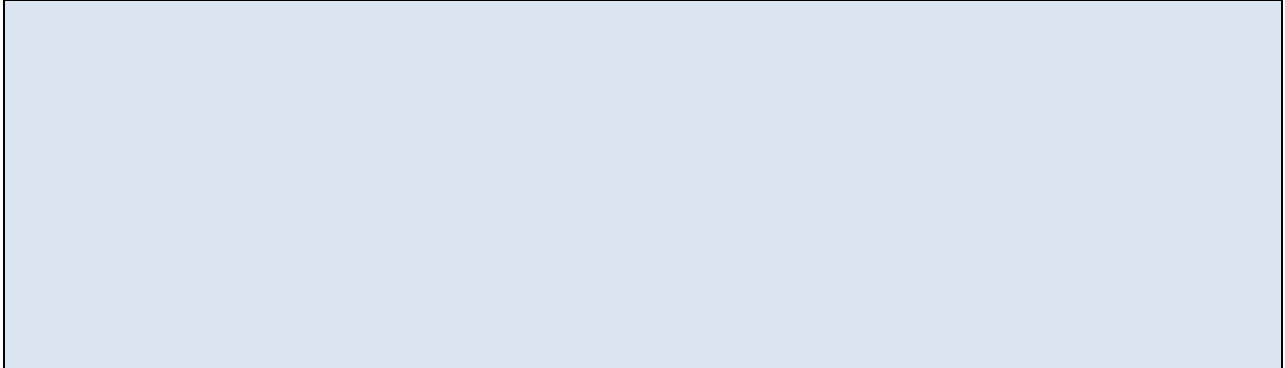
Support and Commitment to Implementation

Does this project have local community support or processes for local community involvement?

- Yes – Attach any supporting documentation (e.g. letters of support from local city council, major property owners, neighborhood associations, transit operators, etc.)
- No

If yes, please describe the community involvement and/or evidence of local support.

Describe the proposed approach and timeframe for project implementation once planning and/or studies have been completed.



DRAFT

C/CAG AGENDA REPORT

Date: September 18, 2014

To: C/CAG CMP Technical Advisory Committee (TAC)

From: Jean Higaki, Transportation System Coordinator

Subject: Update of the San Mateo County US 101 Ramp Metering Implementation between State Route (SR) 92 and the San Francisco/San Mateo County Line.

(For further information or response to questions, contact Jean Higaki at 650-599-1462)

RECOMMENDATION

Update of the San Mateo County US 101 Ramp Metering Implementation between State Route (SR) 92 and the San Francisco/San Mateo County Line

FISCAL IMPACT

C/CAG contribution is \$55,000 from Congestion Relief Plan funds.

SOURCE OF FUNDS

Funding for the Ramp Metering program is from the C/CAG Congestion Relief Plan. C/CAG is contributing up to \$55,000 towards this effort. MTC is contributing \$104,500 for a total cost of \$159,500.

BACKGROUND

C/CAG has been involved in a long term effort to implement ramp metering along major corridors in San Mateo County. Ramp meters on the US 101 south of Route 92 have been turned on in 2007. The final segment on US 101 that is ready for metering in San Mateo County is north of Route 92 to the San Francisco County Line. Equipment along this segment was installed by Caltrans in the spring of 2014.

Separate ramp-metering analysis and activation periods will be performed for northbound (NB) and southbound (SB) meters. The southbound ramp meters will be scheduled for activation after the NB meters in the spring of 2015.

Proposed ramp metered locations are:

NB US-101 CORRIDOR ON-RAMPS	SB US-101 CORRIDOR ON-RAMPS
1. SR 92 WB	19. SR 92 EB Diagonal
2. Fashion Island Boulevard	20. Fashion Island Drive
3. Kehoe Avenue	21. 4th Avenue EB Diagonal
4. 3rd Avenue/4th Avenue	22. 3rd Avenue WB Loop
5. Peninsula Avenue/Airport Boulevard	23. Popular Avenue
6. Anza Boulevard	24. Broadway/Rollins Road

7. Broadway/Old Bayshore Hwy	25. Millbrae Avenue EB
8. Millbrae Avenue Collector Ramp	26. Millbrae Avenue WB
9. SFO Domestic	27. SFO Domestic Terminal
10. San Bruno/SFO International	28. SFO International Terminal
11. SR 380 EB	29. San Bruno Diagonal
12. SR 380 WB/North Access Road	30. I-380 EB
13. SR 380 WB/Airport Boulevard	31. I-380 WB/North Access Road
14. South Airport Boulevard	32. Produce Avenue/Airport Boulevard
15. Grand Avenue/Airport Boulevard	33. Oyster Point Boulevard
16. Oyster Point Boulevard	34. Airport Boulevard/Bayshore Road
17. Sierra Point Parkway	35. Lagoon Road
18. Harney Way	36. Beatty Avenue

At this time, the FREQ model has been calibrated and draft metering rates are being developed for the NB part the corridor. The final NB Metering Plan will be approved by the Ramp Metering Technical Committee (RMTC). The RMTC is composed of city staff designated by impacted local jurisdictions.

The NB draft metering rate plan should be ready for distribution and review by September 22nd. There is a three week proposed review period by the RMTC. An RMTC meeting will be held on Sept 29, 2014 to discuss the NB draft metering rate plan.

Another RMTC meeting will be planned for mid-October, to finalize the NB metering rate plans, and to review metering implementation procedures. The current proposal is for Caltrans to turn on NB meters, in November 2014.

The draft project schedule for turn on of NB meters is as follows:

(Note target dates are subject to change)

- Review of NB draft metering rate plans – late November early December
- Final NB metering rate plans – Fall of 2014
- RMTC Meeting for implementation procedures – Fall of 2014
- Turn on of NB meters – Late fall 2014
- RMTC Meeting for post activation observations - on local streets and review of draft southbound metering rate plans – Early 2015
- Ramp Metering Final NB and SB After Study Report – Summer of 2015

ATTACHMENTS

None

C/CAG AGENDA REPORT

Date: September 18, 2014

To: C/CAG CMP Technical Advisory Committee (TAC)

From: Wally Abrazaldo, Transportation Programs Specialist

Subject: Receive an update and provide comments on the Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing SB 743

(For further information or questions contact Wally Abrazaldo at 650-599-1455)

RECOMMENDATION

That the CMP TAC receive an update and provide comments on the Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing SB 743.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A.

BACKGROUND/DISCUSSION

Governor Brown signed Senate Bill 743 (SB 743) into law in 2013. Among other things, SB 743 creates a process to shift the focus of the analysis of transportation impacts under the California Environmental Quality Act (CEQA) from automobile level of service (LOS) to reducing greenhouse gas emissions, creating multimodal networks, and promoting a mix of land uses.

Specifically, SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts in transit priority areas (TPAs), which are areas within one-half mile of a major transit stop. The legislation further authorizes OPR to develop alternative criteria outside of TPAs and states that automobile delay may only be treated as an environmental impact "in locations specifically identified in the guidelines, if any."

On August 6, 2014, OPR released a *Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing SB 743*, which contains background information, a narrative explanation of the proposed changes, text of the proposed changes, and appendices containing

more detailed background information. The preliminary discussion draft indicates that the analysis of transportation impacts under CEQA will shift away from LOS to vehicle miles traveled (VMT) upon the effective date of the new guidelines. Initially, this change will apply only to projects located within one-half mile of major transit stops or high quality transit corridors. By January 1, 2016, however, the change will apply statewide. The preliminary discussion draft also provides guidance to lead agencies in setting thresholds, measuring impact, and determining appropriate mitigations. For example, the discussion draft suggests that a development project that results in VMT greater than the regional average for the land use type may indicate a significant impact.

OPR indicates in the document that the proposed changes to the CEQA guidelines will not interfere with local general plans, zoning codes, fee programs, or development review processes that rely on LOS. Lead agencies may continue to analyze LOS and require related mitigations pursuant to their police powers; however, these analyses will not be considered to fall under CEQA. Of particular interest to C/CAG is OPR's recommendation in the preliminary discussion draft that a reference to county congestion management programs be removed from Appendix G of the CEQA guidelines, which lead agencies use to initially assess project impacts. Though OPR's intention is to remove references to LOS from the CEQA guidelines, this change may make it more difficult for congestion management agencies to enforce consistency with Congestion Management Program policies.

On September 9, 2014, OPR staff met with an informal Bay Area SB 743 Working Group at the offices of the Alameda County Transportation Commission to answer questions and obtain feedback on the document. C/CAG staff and representatives from several San Mateo County jurisdictions participated in the meeting. Meeting participants from across the region expressed feedback on the draft changes, including concerns about the defensibility of VMT mitigation measures in court and the difficulty of projects in suburban or rural communities to mitigate significant VMT impacts. One jurisdiction from San Mateo County noted that a significant public outreach effort about the changes to the CEQA guidelines would be needed, as projects located in areas near transit that are preparing for significant growth will likely be found to have a less than significant transportation impact and thus perceived by the public to be subject to a less rigorous transportation analysis during the planning process.

Comments and input on the preliminary discussion draft are due to OPR by October 10, 2014 at 5:00 p.m. C/CAG staff invite TAC members to discuss the draft and provide input and comments. If there is sufficient interest and feedback from TAC members, staff may draft a comment letter to submit to OPR.

ATTACHMENTS

- Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743; available online:
http://opr.ca.gov/docs/Final_Preliminary_Discussion_Draft_of_Updates_Implementing_S_B_743_080614.pdf