

# 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, March 20, 2014**  
**San Mateo County Transit District Office<sup>1</sup>**  
**1250 San Carlos Avenue, 2<sup>nd</sup> 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 meeting (March 2014): <ul style="list-style-type: none"><li>• Approved – Appointments of Richard Garbarino (SSF) and Catherine Carlton (Menlo Park) to the Legislative Committee and Charles Stone (Belmont) to the CMEQ Committee</li><li>• Approved – Amendment No. 1 with VTA for Countywide Transportation Model for time extension and minor modification to contract terms</li><li>• Approved – Appointments of Don Horsley (County of San Mateo) and Rick DeGolia (Atherton) to the RMCP Committee</li><li>• Approved – Allocation of \$350,000 from AB 1546 Administration reserves to the Smart Corridor project</li><li>• Approved – Addition of \$350,000 to the Smart Corridor construction management contract with County of San Mateo for a total of \$1.3 million</li><li>• Approved – Election of Mary Ann Nihart (Pacifica) as C/CAG Chair and Kirsten Keith (Menlo Park) as C/CAG Vice-Chair</li></ul> | Hoang         | No materials |
| 3. Approval of the Minutes from February 20, 2014   | Hoang         | Page 1-3     |
| 4. Receive information on the Measure A Pedestrian and Bicycle Program (Information)  | Slavit (TA)   | Page 4-8     |
| 5. Provide Input on a Potential Feasibility Study of Express Lanes on US 101 (Action)   | Wong          | Page 9       |
| 6. Review and Recommend Approval to Allocate Unspent AB 1546 (\$4 Vehicle Registration Fee) Administration Reserves and Accumulated Interest to the Countywide Traffic Congestion Management Program - Local Match for Regionally Significant Projects Category (Action)  | Hoang         | Page 10-13   |
| 7. Update on Senate Bill 743 and Potential Changes to the Analysis of Transportation Impacts under the California Environmental Quality Act (CEQA) (Information)  | Abrazaldo     | Page 14-16   |
| 8. Update on the Smart Corridor Project (Information)   | Hoang         | No materials |
| 9. Regional Project and Funding Information (Information)   | Higaki        | Handouts     |
| 10. Executive Director Report   | Wong          | No materials |
| 11. Member Reports  | All           |              |

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<sup>1</sup> 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.

| <b>2014 TAC Roster and Attendance</b> |                          |                                 |            |
|---------------------------------------|--------------------------|---------------------------------|------------|
| <b>No.</b>                            | <b>Member</b>            | <b>Agency</b>                   | <b>Feb</b> |
| 1                                     | Jim Porter (Co-Chair)    | San Mateo County Engineering    | x          |
| 2                                     | Joseph Hurley (Co-Chair) | SMCTA / PCJPB / Caltrain        | x          |
| 3                                     | Afshin Oskoui            | Belmont Engineering             | x          |
| 4                                     | Randy Breault            | Brisbane Engineering            | x          |
| 5                                     | Syed Murtuza             | Burlingame Engineering          | x          |
| 6                                     | Bill Meeker              | Burlingame Planning             |            |
| 7                                     | Lee Taubeneck            | Caltrans                        | x          |
| 8                                     | Sandy Wong               | C/CAG                           | x          |
| 9                                     | John Fuller              | Daly City Engineering           | x          |
| 10                                    | Tatum Mothershead        | Daly City Planning              | x          |
| 11                                    | Brad Underwood           | Foster City Engineering         | x          |
| 12                                    | Mo Sharma                | Half Moon Bay Engineering       | x          |
| 13                                    | Paul Willis              | Hillsborough Engineering        | x          |
| 14                                    | Chip Taylor              | Menlo Park Engineering          | x          |
| 15                                    | Van Ocampo               | Pacifica Engineering            | x          |
| 16                                    | Shobuz Ikbal             | Redwood City Engineering        |            |
| 17                                    | Klara Fabry              | San Bruno Engineering           | x          |
| 18                                    | Jay Walter               | San Carlos Engineering          | x          |
| 19                                    | Ray Towne                | San Mateo Engineering           | x          |
| 20                                    | Steve Monowitz           | San Mateo County Planning       |            |
| 21                                    | Brian McMinn             | South San Francisco Engineering | x          |
| 22                                    | Paul Nagengast           | Woodside Engineering            |            |
| 23                                    | Kenneth Folan            | MTC                             |            |

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

**February 20, 2014  
MINUTES**

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, 4<sup>th</sup> Floor Dining Room, San Carlos, CA. Co-chair Hurley called the meeting to order at 1:15 p.m. on Thursday, February 20, 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; Jean Higaki – C/CAG; Wally Abrazaldo – C/CAG; Ellen Barton – C/CAG; 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 the agenda. Member Oskoui, Walter, and Murtuza requested additional information on the Smart Corridor project including timeframe for development of cooperative agreements between the cities and Caltrans. It was suggested that considerations be made for development of one operational agreement between the cities and Caltrans rather than individual agreements. The cities impacted by the Smart Corridor project would also like to revisit the previously executed ownership and maintenance agreements.

Member Wong stated that the Board had approved the consultant contract for the development of arterial traffic signal coordination and flush plans. Wong indicated that the Smart Corridor project manager will be presenting an update to the TAC in an upcoming meeting to include a status update on the development of signal system incident response and traffic signal coordination as well plans for the cooperative agreement for system operations.

**3. Approval of the Minutes from November 21, 2013.**

Approved.

**4. Receive an update on the highway improvement studies along US 101**

Vice Chair Hurley started of the stating that a Caltrans Performance Report, The Mile Marker, indicated that US 101 corridor through San Mateo is considered one of the most congested corridor in the State. Sandy Wong presented that C/CAG will be studying four projects along or near the vicinity of the US 101 corridor, including: PSR for US 101 HOV “Hybrid Options” (Whipple Ave. to I-380), PSR for US 101 Auxiliary Lanes (Oyster Point to SF County Line), Feasibility Study for SR 92/Delaware Interchange area, and Feasibility Study for US 101/SR 92 Interchange Improvement. Separately, an independent study was recently completely by Transform focusing on conversion of an existing general purpose lane into a HOT (high occupancy toll)/Express lane on the US 101 corridor through San Mateo County. A presentation was made to the C/CAG Board in February and received both support and opposition.

Discussions and response to comments were as follows:

- Some of the existing auxiliary lanes will be eliminated if the hybrid option is implemented.
- Excess revenue collected from the future HOT lanes can possibly be dedicated only for transit along the corridor if language is included in potential new legislation/governance for HOT lanes.
- The PSR is being for the Hybrid Option is being developed by Mark Thomas & Co and is expected to be completed by the end of this calendar year.
- Estimated level of service for HOT lanes is not currently considered in the current PSR, which focuses only on HOV lanes.
- A decision as to whether C/CAG should undertake a HOT lane study has not been made at this time.
- It was suggested that additional information including a decision performance metric be developed as part of any future HOT lane study.
- There have been two failed cases in California where a general purpose lane had been converted to a HOT lane, on a section of I-580 in Castro Valley and a section of the Santa Monica Freeway.
- It was noted that past conversion on Highway 395 in Indianapolis was successful.

**5. Review and comment to the Request for Qualifications to Pre-Qualify Firms to Operate the C/CAG-VTA Travel Demand Model in Support of Transportation Analysis and Planning in San Mateo County**

Wally Abrazaldo presented the RFQ, which is planned for release in March, and requested feedback. Comments were as follows:

- Suggestion to include evaluation criteria and thresholds as well as start assembling the selection committee.
- A request was made to city staff to serve on the selection panel. Member Taylor volunteered Menlo Park staff to participate.

**6. Receive information on the Fiscal Year 2014/15 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County**

John Hoang presented the Expenditure Plan which includes allocations to SamTrans for BART shuttles during peak periods and to the Alliance for the Voluntary Trip Reduction Program. Questions/discussions were as follows:

- TFCA funds can be used for other projects including bicycle and pedestrian as well as other transit related projects and clean air related projects.
- The TA shuttle programs and the C/CAG shuttle programs are separate funding programs from the TFCA funded SamTrans shuttle program.

**7. Receive information on a proposal to develop an Alternative Fuel Readiness Plan**

John Hoang reported that C/CAG have submitted an application for funding to develop an Alternative Fuel and Renewable Fuel and Vehicle Technology Program. Larry Waterland of LCA presented the various technical tasks associated with this proposed project for increased usage of alternative fuels. Questions/discussions were as follows:

- If C/CAG receives the grant, which is expected to be in about 4 weeks, then the project can begin in the spring and last up to two years.
- The project should consider of Caltrans park and ride lots, BART and Caltrain parking lots, and private shopping centers parking lots in the analysis.

- The readiness plan would include focus on both preparing cities for the conversion of public fleets to alternate fuel vehicles and encouraging alternate fuel infrastructure for the public.
- The City of San Mateo currently has a planned project to convert digestive gas to compressed natural gas and converting the current pool cars to CNG.
- It was mentioned that the charging stations are relative inexpensive with the most cost attributed to installation and getting electricity to the site.
- The Readiness Plan project does not project funds to the cities/County to install charging stations but jurisdictions may benefit by having a readiness plan in place when applying for infrastructure funding.
- The project should look at policies that jurisdictions with charging stations have in place.

## **8. Regional Project and Funding Information**

Jean Higaki provide information on the FHWA inactive project list, SB 743 legislation relating to development of alternative metrics to replace LOS for CEQA, the Active Transportation Program (ATP) guidelines and upcoming call for projects at the state and regional levels, future OBAG Cycle Complete Streets requirements, and revisions of the MTC Resolution 3606 with regards to regional project delivery policy for regional discretionary funds.

Member Breault commented that the circulation element requirement is not included in any adopted MTC resolution or Complete Streets Act of 2008. Therefore, C/CAG needs to inquire with MTC regarding their legislative regulatory authority to require an update to the circulation element for complete streets in order to receive funding. Breault suggested that C/CAG seek legal counsel for clarification regarding the legality of the requirements.

Member Taylor inquired whether C/CAG staff was following SB 743. Taylor mentioned that the City of Menlo Park is considering MMLOS. SB 743 may impose other methods to analyze transportation impacts which are unclear at this point. Sandy Wong indicated that C/CAG had been in discussions with the other CMAs in addressing the requirements. Wally Abrazaldo added that a meeting with OPR is scheduled at the Alameda County CTC on March 5<sup>th</sup>. This meeting is open to everyone. Member Walter requested that staff bring this item back next month and report on the outcome of the meeting with OPR.

Sandy Wong reiterated that cities should pay attention to the ATP schedule.

## **9. Executive Director Report**

Sandy Wong, Executive Director, reported that AB 418 legislation, sponsored by Assemblyman Mullin, which would enable C/CAG to sponsor a funding initiative for stormwater, passed the Senate floor this morning. Wong introduced new C/CAG staff, Active Transportation Coordinator, Ellen Barton.

## **10. Member Reports**

None

Meeting adjourned at 2:40 p.m.

# C/CAG AGENDA REPORT

**Date:** March 20, 2014  
**To:** Congestion Management Program Technical Advisory Committee (TAC)  
**From:** Joel Slavit, Transportation Authority  
**Subject:** Receive information on the Measure A Pedestrian and Bicycle Program  
(For further information contact Joel Slavit at 508-6476)

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## **RECOMMENDATION**

That the TAC receives information on the Measure A Pedestrian and Bicycle Program.

## **FISCAL IMPACT**

None

## **SOURCE OF FUNDS**

n/a

## **BACKGROUND/DISCUSSION**

Refer to the attached Transportation Authority staff report.

## **ATTACHMENTS**

San Mateo County Transportation Authority Staff Report and Draft Project List

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Michael J. Scanlon  
Executive Director

FROM: April Chan  
Executive Officer, Planning and Development

SUBJECT: **PROGRAM REPORT: PEDESTRIAN AND BICYCLE**

**ACTION**

No action is required. This item is being presented to the Board for information only.

**SIGNIFICANCE**

In December 2013, the Transportation Authority (TA) issued a Pedestrian and Bicycle Call for Projects (CFP) announcing the availability of up to \$5.4 million in Measure A funds for Fiscal Years (FY) 2014 and 2015. The original projected funding available was a conservative estimate; the latest sales tax projection, based on the FY2014 January mid-year budget amendment, has increased to approximately \$5.7 million for this CFP.

Twenty-three applications were received from 15 jurisdictions at the close of the CFP. The total project sponsor funding request exceeded \$9.3 million, resulting in a CFP oversubscribed by more than \$3.9 million from the original sales tax projection.

The TA project review committee met on February 13, 2014 to evaluate and score the submitted applications. The TA project review committee, composed primarily of staff, had also included a representative from the City/County Association of Governments Bicycle and Pedestrian Advisory Committee and a city official appointed by the TA Chair.

Recommendations from the TA project review committee, along with a brief description of the applications, will be provided at the March 6, 2014 Board meeting. Staff will also be making a presentation via PowerPoint on the proposed recommendations. Final TA action on the final list of projects is anticipated at the April 3, 2014 Board meeting.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

A schedule is provided below that outlines the key dates and milestones for this process:

| <b>Event</b>                                | <b>Date</b>       |
|---|-------------------|
| Joint Call for Projects Issued              | December 9, 2013  |
| Workshop for Potential Applicants           | December 11, 2013 |
| Project Applications Due                    | January 17, 2014  |
| TA Project Review Committee Scoring Meeting | February 13, 2014 |
| TA Board Information Update                 | March 6, 2014     |
| TA Board Action                             | April 3, 2014     |

The purpose of the Measure A Pedestrian and Bicycle Program is to fund specific projects to encourage and improve bicycling and walking conditions. Funding can be used for project development and construction of pedestrian and bicycle facilities within San Mateo County. As defined in the 2004 Transportation Expenditure Plan, this category receives a three percent share of the sales tax revenues collected.

Prepared By: Joel Slavit, Manager, Programming and Monitoring

650-508-6476



**San Mateo County Transportation Authority**  
**Measure A FY 2014 - 2015 Pedestrian Bicycle Program CFP:**  
**Recommended Project List for Award**  
Revised Total Projection: \$5,689,000

| TA Rank | Score | Jurisdiction              | Project Description   | Measure A Funds Requested | Measure A Recommended Award Amount | Measure A Funded Phase                            | Notes  |
|---------|-------|---------------------------|---|---------------------------|------------------------------------|---|--|
| 1       | 78.7  | Daly City                 | John Daly Boulevard Streetscape Improvements                        | \$1,000,000               | \$1,000,000                        | Construction                                      |  |
| 2       | 77.6  | San Mateo                 | Hillsdale/101 Pedestrian/Bicycle Bridge                             | \$875,000                 | \$875,000                          | Preliminary engineering & environmental           | Previously received funding for planning study   |
| 3       | 76.9  | Menlo Park                | Haven Avenue Streetscape  | \$170,000                 | \$170,000                          | Construction                                      |  |
| 4       | 75.6  | Colma                     | Hillside Boulevard Improvements Phase I                             | \$177,541                 | \$177,541                          | Construction                                      |  |
| 5       | 70.8  | Redwood City              | Safe Routes to Schools  | \$976,780                 | \$976,780                          | Design & construction                             |  |
| 6       | 69.7  | Menlo Park/East Palo Alto | Menlo Park-East Palo Alto Connectivity Project                      | \$395,000                 | \$395,000                          | Construction                                      |  |
| 7       | 67.6  | Belmont                   | Notre Dame Ave Street Improvement Project                           | \$250,000                 | \$150,000                          | Construction                                      | Only one of two segments recommended for funding |
| 8       | 67.6  | Burlingame                | California Dr/Bellevue Ave Bike-Pedestrian Roundabout               | \$1,000,000               | \$1,000,000                        | Design & construction                             |  |
| 9       | 64.9  | San Bruno                 | El Camino Real/Angus Ave Intersection                               | \$300,000                 | \$300,000                          | Design & construction                             |  |
| 10      | 64.0  | Portola Valley            | Alpine Rd @ Arastradero Rd & Portola Rd @ Farm Rd Shoulder Widening | \$309,500                 | \$309,500                          | Planning, environmental, design & construction    |  |
| 11      | 63.9  | County of San Mateo       | Midcoast Multi-Modal Trail  | \$500,000                 |                                    | Planning, environmental & design                  | Extends previously funded trail in Half Moon Bay |
| 12      | 63.3  | South San Francisco       | East Grand Ave Bike Lanes   | \$490,000                 |                                    | Planning, environmental, design & construction    |  |
| 13      | 62.7  | Portola Valley            | Flashing Beacon @ Alpine Rd & Golden Oak Drive                      | \$45,000                  |                                    | Planning, environmental, design & construction    |  |
| 14      | 60.6  | Belmont                   | Ruth Ave, Malcolm Ave, and North Rd Street Improvement Project      | \$650,000                 |                                    | Construction                                      |  |
| 15      | 57.3  | San Bruno                 | Tanforan Pedestrian Circulation Improvements - Alternative Analysis | \$200,000                 |                                    | Planning, preliminary engineering & environmental |  |
| 16      | 57.1  | San Carlos                | Grand Boulevard Pedestrian Connection                               | \$846,900                 |                                    | Planning, environmental, design & construction    |  |

**San Mateo County Transportation Authority**  
**Measure A FY 2014 - 2015 Pedestrian Bicycle Program CFP:**  
**Recommended Project List for Award**  
 Revised Total Projection: \$5,689,000

| TA Rank | Score | Jurisdiction | Project Description  | Measure A Funds Requested | Measure A Recommended Award Amount | Measure A Funded Phase                            | Notes |
|---------|-------|--------------|--|---------------------------|------------------------------------|---|-------|
| 17      | 54.0  | Hillsborough | Eucalyptus Trail   | \$420,000                 |                                    | Design & construction                             |       |
| 18      | 49.7  | Belmont      | Safe Routes to Schools Improvement Project                               | \$69,300                  |                                    | Construction                                      |       |
| 19      | 48.4  | Pacifica     | Rockaway Beach to Pacifica State Beach Trail Improvement                 | \$56,160                  |                                    | Construction                                      |       |
| 20      | 47.6  | Pacifica     | Bike Racks   | \$32,400                  |                                    | Construction                                      |       |
| 21      | 45.9  | San Bruno    | Alternative Feasibility Assessment - Bayshore Circle Median Improvements | \$350,000                 |                                    | Planning, preliminary engineering & environmental |       |
| 22      | 45.9  | Foster City  | Pedway Connector Foster City - Belmont                                   | \$130,000                 |                                    | Environmental, design & construction              |       |
| 23      | 43.6  | Foster City  | Crosswalk Upgrade  | \$41,000                  |                                    | Construction                                      |       |

**Total Measure A Funds Requested: \$9,284,581**  
**Total Measure A Recommended Award Amount: \$5,353,821**

# C/CAG AGENDA REPORT

**Date:** March 20, 2014  
**To:** C/CAG CMP Technical Advisory Committee (TAC)  
**From:** Sandy Wong, Executive Director  
**Subject:** Provide input on a potential feasibility study of Express Lanes on US 101  
(For further information or questions contact Sandy Wong at (650) 599-1409)

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## **RECOMENDATION**

That the CMP TAC provide input on a potential feasibility study of Express Lanes on US 101.

## **FISCAL IMPACT**

None.

## **BACKGROUND**

At the February 13, 2014 C/CAG Board meeting, staff provided an update to the Board on highway improvement studies along US 101. A Project Study Report (PSR) for adding carpool lanes along US 101 between Whipple Ave and I-380 is currently underway. Under the Caltrans requirements, completion of a PSR is the first phase of a project, before a project is allowed to begin its CEQA/NEPA phase. A discussion ensued regarding the concept of High Occupancy Toll (HOT) lane (also known as Express Lane).

At the March 13, 2014 C/CAG Board meeting, the Board received a presentation on Express Lanes implementation from the neighboring counties of Santa Clara and Alameda where express lanes have been either implemented or in progress.

Staff proposes to develop a feasibility study of express lanes on San Mateo US 101. Implementing an express lane will involve consideration of many issues, such as those related to traffic operation, inter-agency coordination, equity, policies, legislation, maintenance, enforcement, infrastructure and design, cost and revenue projection, etc. Staff recommends the CMP TAC to have a discussion and provide input on a potential feasibility study.

## **ATTACHMENT**

None.

# C/CAG AGENDA REPORT

**Date:** March 20, 2014

**To:** Congestion Management Program Technical Advisory Committee (TAC)

**From:** John Hoang

**Subject:** Review and Recommend Approval to Allocate Unspent AB 1546 (\$4 Vehicle Registration Fee) Administration Reserves and Accumulated Interest to the Countywide Traffic Congestion Management Program - Local Match for Regionally Significant Projects Category

(For further information contact John Hoang at 363-4105)

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## **RECOMMENDATION**

That the TAC review and recommend approval to allocate unspent AB 1546 (\$4 Vehicle Registration Fee) administration reserves and accumulated interest to the Countywide Traffic Congestion Management Program - Local Match for Regionally Significant Projects Category.

## **FISCAL IMPACT**

Approximately \$660,000

## **SOURCE OF FUNDS**

AB 1546 - \$4 Vehicle Registration Fee (Unused administration reserves & accumulated interest)

## **BACKGROUND/DISCUSSION**

The C/CAG sponsored Assembly Bill 1546 (AB 1546) imposed an annual motor vehicle registration fee (VRF) of four dollars (\$4) in San Mateo County to fund traffic congestion management and stormwater pollution prevention programs. Collection of the \$4 VRF began July 1, 2005 and ended January 1, 2013. Per legislation, up to 5% can be used for administration of the program. After deduction 5% for administration, the net total of the funds collected are distributed evenly to the following four C/CAG adopted program categories:

- 25% - Local Cities/County Traffic Congestion Management
- 25% - Local Cities/County Stormwater Pollution Prevention
- 25% - Countywide Traffic Congestion Management
- 25% - Countywide Stormwater Pollution Prevention

The total amount C/CAG has received through Fiscal Year 2013 is approximately \$20,051,945.

Five percent of this total amount, \$1,002,597, was deducted off the top and put in reserve for administration with the net balance of \$19,049,347 divided evenly to the above four program categories, each program category receiving approximately \$4.76 million. Through FY 2013, C/CAG has spent approximately \$477,438 of the approximately \$1,000,000 reserved for administration and have budgeted an additional \$29,255 for FY 2014.

Interest and investment income accumulated through FY 2013 totaled \$453,113. This amount had not been included as part of the previous allocations. An additional \$60,257 has also been received from residual VRF collected through January 2014.

The final allocations to the jurisdictions for the Local Traffic Congestion Management and Stormwater Pollution Prevention programs were issued in March 2013 and final disbursements are expected to be completed this fiscal year. The Countywide programs, which are expected to be completed within the next couple of years, are summarized as follows:

#### Countywide Traffic Congestion Management

- Intelligent Transportation System (ITS) – Provided funding to eleven jurisdictions for projects to upgrade signal controller (66 locations) and video detection systems (16 locations).
- Alternative Fuel Program –Deployment of the pilot hydrogen shuttle service program. The Shuttle operates on a full morning (A.M.) schedule of four (4) round trips per day carrying an average of over 7 passengers per trip.
- San Mateo County Smart Corridors Project - C/CAG sponsored ITS project for countywide traffic management.
- Supplemental Allocation to Jurisdictions - Funds allocated to jurisdictions for traffic congestion management related projects.
- Matching Funds for Regionally Significant Projects - Local match provided to jurisdiction on a per request basis to help fund small capital projects located in key corridors and areas of the county that are identified as regionally significant.

#### Countywide Stormwater Pollution Prevention

- Consultant Services – Provides technical assistance to the countywide stormwater pollution prevention program.
- Green Streets and Parking Lots Demonstration Project – Small-scaled demonstration projects to construct green streets related and related to roadside stormwater pollution prevention improvements.
- GIS Screening Tool – help municipalities identify feasible opportunity sites for green street and parking lot retrofits and model expected water quality/quantity benefits

- Supplemental Trash Reduction Allocation - Funds allocated to jurisdictions to help meet its 40% trash load reduction requirements specified under the Municipal Regional Permit (MRP).
- Trash/Green Streets – local match for green street grant fund or local assistance for future large trash capture device installation. Also include countywide alternative compliance/in-lieu fee program.
- Sustainable, Green Streets and Parking Lots Technical Design Guidebook - provide strategies for incorporating innovative stormwater treatment measures in streets and parking lot projects.

At the March 13, 2014 meeting, the C/CAG Board approved Resolution 14-07 authorizing the allocation of \$350,000 from the unspent administration balance to fund the Smart Corridor construction project. The remaining unspent administration reserve balance after subtracting for budgeted administration cost for FY 13/14 is \$145,904. Combined with the \$453,113 of accumulated interest/investment income and additional residual revenue of \$60,257, the total remaining funds available for reallocation is \$659,274.

AB 1546 legislation does not impose any restrictions on unused administration funds and the C/CAG adopted AB 1546 Program allows for redistribution of unspent administration funds to approved programs. It is therefore recommended that the remaining funds that have not been designated to a program totaling \$659,274, including any additional residual funds received through the end of the program, be allocated to the Countywide Traffic Congestion Management - Matching Funds for Regionally Significant Projects program category.

Initial allocation for the Regionally Significant Project program category was \$700,000. To date the total amount committed is \$326,706. Resolution 12-35, approved by the Board in August 2012, allocated a total of \$237,610 to City of East Palo Alto to help fund traffic improvement projects on University Avenue and East Bayshore Road. In November 2013, the Board approved Resolution 13-15, allocating \$89,096 to the City of Menlo Park to help fund the design project for improvements to Willow Road at Newbridge and Bayfront Expressway. It is anticipated that the City of Menlo Park will seek funding assistance for the construction phase of this project.

## **ATTACHMENTS**

AB 1546 Program Summary

## AB 1546 PROGRAM SUMMARY

As of March 2014

### REVENUE

|                                    |                   |
|------------------------------------|-------------------|
| DMV Fee (Jun 06 - Dec 12)          | 20,051,945        |
| DMV Fee (Residual)                 | 60,257            |
| <b>Interest/Invest Incom Alloc</b> | <u>453,113</u>    |
| <b>Total</b>                       | <b>20,565,315</b> |

### EXPENDITURE

(exclude residual revenue and interest)

|   | Budget            | Actual              | Committed          | Balance        |
|---|-------------------|---------------------|--------------------|----------------|
| <b>Administration [5%]</b>                        | <b>1,002,597</b>  | <b>(477,438)</b>    | <b>(379,255)</b>   | <b>145,904</b> |
| Administrative Services                           |                   | (477,438)           | (29,255)           |                |
| Smart Corridor Construction                       |                   |                     | (350,000)          |                |
| <b>Net Available for Programs</b>                 | <b>19,049,347</b> |                     |                    |                |
| <b>Local Congestion Mgt [25%]</b>                 | <b>4,762,337</b>  | <b>(4,667,621)</b>  | <b>(94,716)</b>    | <b>0</b>       |
| <b>Local Stormwater [25%]</b>                     | <b>4,762,337</b>  | <b>(4,624,847)</b>  | <b>(137,490)</b>   | <b>0</b>       |
| <b>Countywide Congestion Mgt [25%]</b>            | <b>4,762,337</b>  | <b>(4,198,571)</b>  | <b>(530,938)</b>   | <b>32,827</b>  |
| Countywide ITS                                    |                   | (1,211,279)         |                    |                |
| Hydrogen Shulttle Pilot Project                   |                   | (491,524)           |                    |                |
| Smart Corridors Design                            |                   | (600,000)           |                    |                |
| Smart Corridors Construction                      |                   | (1,200,000)         |                    |                |
| Supplemental Distribution                         |                   | (695,768)           | (204,232)          |                |
| Regionally Significant Projects                   |                   |                     | (326,706)          |                |
| <b>Countywide Stormwater [25%]</b>                | <b>4,762,337</b>  | <b>(2,136,372)</b>  | <b>(2,625,965)</b> | <b>0</b>       |
| Consultants - Green Streets and MRP Compliance    |                   | (712,773)           |                    |                |
| Green Streets/Parking Lots Demonstration Projects |                   | (780,835)           |                    |                |
| GIS Screening/Alternative Compliance              |                   |                     | (210,000)          |                |
| Pilot PCB Removal Green Street - San Carlos       |                   | (300,000)           |                    |                |
| Supplemental Trash Distribution to Cities         |                   | (342,764)           | (957,236)          |                |
| Green Streets/Trash Distribution                  |                   |                     | (1,458,729)        |                |
| <b>Total</b>                                      | <b>19,049,347</b> | <b>(16,104,849)</b> | <b>(3,418,364)</b> | <b>178,731</b> |

# C/CAG AGENDA REPORT

**Date:** March 20, 2014

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

**From:** Wally Abrazaldo, Transportation Programs Specialist

**Subject:** Update on Senate Bill 743 and Potential Changes to the Analysis of Transportation Impacts under the California Environmental Quality Act (CEQA)

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

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## **RECOMMENDATION**

That the CMP TAC receive an update on SB 743 and potential changes to the analysis of transportation impacts under the California Environmental Quality Act (CEQA).

## **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 December 30, 2013, OPR released a report that provided a preliminary evaluation of alternative metrics for transportation analysis, such as vehicles miles traveled (VMT), automobile trips generated (ATG), and multi-modal level of service (MMLOS). C/CAG staff informed the



TAC about this report by e-mail on February 10, 2014 and briefly discussed the item at the TAC meeting on February 20, 2014.

On March 5, 2014, OPR staff met with an informal Bay Area SB 743 Working Group at the offices of the Alameda County Transportation Commission (Alameda CTC) to discuss comments that had been provided on the initial report and obtain further feedback on particular topic areas. C/CAG staff attended this meeting, and a brief summary of the major issues that were discussed is provided below.

- **Local jurisdictions may continue to analyze LOS as part of local development review processes.** According to OPR staff, SB 743 only changes the analysis of transportation impacts for CEQA purposes; it does not interfere with local zoning regulations, General Plan policies, or fee programs that rely on LOS. Local jurisdictions may continue to analyze LOS and require project mitigations for transportation impacts as part of their local development review processes.
- **SB 743 does not impact any projects that are currently in the pipeline.** According to OPR staff, SB 743 does not impact any projects that are currently in the pipeline. The CEQA guidelines that are in place at the time of Notice of Preparation (NOP) for a project are the guidelines that will apply to that project. Although OPR is required to submit revised CEQA guidelines based on SB 743 to the California Natural Resources Agency in July, it is anticipated that the new CEQA guidelines will not be implemented until sometime in 2015.
- **The VMT efficiency metric received the most attention and support as an alternative to LOS in TPAs.** OPR received widespread support for the VMT efficiency metric for projects within TPAs. However, several questions remain as to the particular VMT metric that should be used for different types of projects (i.e. VMT per employee, VMT per person-trip, etc.) and the different types of models and tools that should be used to calculate VMT. The other metrics that OPR analyzed in its initial evaluation received limited support and attention in the public comment letters.
- **OPR received mixed comments as to whether the VMT metric should apply beyond TPAs.** OPR has not finalized its position on this, but several rationale were raised by meeting participants as to why the metric should also apply beyond TPAs:
  - Removing LOS from CEQA does not preclude local jurisdictions from analyzing LOS and enforcing mitigations as part of local development review processes;
  - Keeping LOS outside of TPAs may cause confusion as to which metric should be used for projects that straddle the boundaries of a TPA;
  - Retaining the LOS metric outside of TPAs may create perverse incentives for development; and
  - Projects within TPAs are likely to have smaller VMT impacts than projects located outside of TPAs, and only analyzing the VMT of projects located within TPAs will not help achieve the objectives of the legislation.
- **Many questions remain about thresholds of significance and appropriate mitigations for the VMT efficiency metric.** OPR staff and meeting participants discussed thresholds of significance and appropriate mitigations for the VMT efficiency metric at length. There are still many questions about how these will be determined,

whether they will be different for different types of projects, and how much guidance the state will provide to local jurisdictions. As an example, one major question that remains is how to mitigate VMT in areas that are not served by transit.

OPR staff is working on answering many of the questions that remain by meeting with stakeholders across the state and forming voluntary subgroups on particular topic areas, such as modeling and mitigation. It is anticipated that OPR will release another report in April based on the feedback it has received through these forums.

### **ATTACHMENTS**

None.