

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AGENDA

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday, September 29, 2014 at 3:00 p.m.
Place: San Mateo City Hall
330 West 20th Avenue, San Mateo, California
Conference Room C (across from Council Chambers)

PLEASE CALL Wally Abrazaldo (599-1455) IF YOU ARE UNABLE TO ATTEND

- | | | | |
|----|--|-------------------------------------|---------------|
| 1. | Public comment on items not on the agenda. | Presentations are limited to 3 mins | |
| 2. | Approval of minutes of June 30, 2014 meeting. | Action
(Garbarino) | Pages 1 - 5 |
| 3. | Receive a presentation and update from the San Mateo County Energy Watch Program. | Information
(Wright) | No materials |
| 4. | Review and recommend approval of the guidelines and application for the C/CAG Priority Development Area Parking Policy Technical Assistance Program. | Action
(Abrazaldo) | Pages 7 - 18 |
| 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. | Information
(Higaki) | Pages 19 - 20 |
| 6. | Executive Director Report. | Information
(Wong) | |
| 7. | Member comments and announcements. | Information
(Garbarino) | |
| 8. | Adjournment and establishment of next meeting date:
October 27, 2014. | Action
(Garbarino) | |

NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

NOTE: *Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Nancy Blair at 650 599-1406, five working days prior to the meeting date.*

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Other enclosures/Correspondence - None

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

**MINUTES
MEETING OF June 30, 2014**

The meeting was called to order by Chair Garbarino in Conference Room C at City Hall of San Mateo at 3:00 p.m. Attendance sheet is attached.

1. Public comment on items not on the agenda.

None.

2. Approval of minutes of April 28, 2014 meeting.

Motion: To approve the Minutes of the April 28, 2014 meeting, Bigelow/O'Neill. Motion carried unanimously.

3. Receive a presentation on the San Mateo County Safe Routes to School Program (Information).

Ms. Daina Lujan, San Mateo County Safe Routes to School Program Coordinator with the San Mateo County Office of Education, provided a presentation about the San Mateo County Safe Routes to School Program. The presentation offered an update on the program's progress to date as well as background on the program's goals, structure, and approaches. Program performance as measured by parent surveys, classroom tallies, and other data collection efforts was a key focus of the presentation. Additionally, a short video that showcased the program's impact was shown.

Member Stone asked Ms. Lujan about the factors that motivated school districts to adopt Safe Routes to Schools policies and the challenges that school districts without these policies encountered. Ms. Lujan cited awareness and timing (i.e. districts already revising other school policies) as two key factors in motivating the three school districts in the county (Hillsborough City, Belmont-Redwood Shores, and San Mateo-Foster City) that have adopted Safe Routes to School policies to do so.

Member Lee asked Ms. Lujan about the resources that exist to get new parents up to speed on the Safe Routes to School Program. Ms. Lujan responded that the program is working to embed elements of Safe Routes to School into schools' new parent and kindergarten orientation programs. She also explained that the program is working on developing templates and welcome kits that principals can use to get started.

Member Aguirre asked whether school districts were required to contribute funding to the program in order to participate. Ms. Lujan responded that C/CAG provides the local match funds that are necessary and that school districts are only encouraged to contribute funding if possible to demonstrate a strong commitment to the program.

Sandy Wong, C/CAG Executive Director, informed the committee that Ms. Lujan recently accepted a position as a vice principal at a local school. She thanked Ms. Lujan for her contributions to the San Mateo County Safe Routes to School Program and for bringing the program from its infancy to a more robust stage.

4. Receive a presentation on Active Transportation Opportunities for Reducing Traffic Congestion (Information).

Ellen Barton, C/CAG staff, provided a detailed presentation on opportunities for active transportation to reduce traffic congestion. Her presentation centered on the fact that while most transportation planning efforts focus on reducing congestion related to the commute to work trip, these trips comprise only 30 percent of the typical weekday person trips. Ellen explained that the other 70 percent of trips are made for other purposes and suggested that active transportation efforts could play a key role in addressing the congestion that is related to these trips. Her presentation highlighted the need for better data collection at the local level to inform and evaluate efforts to shift these sorts of trips (i.e. shopping, errands, school, etc.) to alternative modes. As an example, she showed data that suggested that marketing efforts could be better focused on market segments that are expected to demonstrate greater shifts in behavior, such as women that make short shopping trips.

Ms. Adina Levin, member of the Menlo Park Transportation Commission, made a public comment that echoed Ellen's call for better data collection at the local level. She cited an example in Menlo Park where better data could help inform the decision to make El Camino Real either safer to cross or wider.

Member Bigelow discussed congestion in Menlo Park and the efforts of companies such as Facebook to encourage employees to take alternative modes. He also described challenges people face in shifting to alternative modes and emphasized the need for a coordinated effort to address these challenges.

Member O'Connell asked how the information from Ellen's presentation would be passed on to the Peninsula Traffic Congestion Relief Alliance, which primarily focuses its trip reduction efforts on the commute to work trip. Ellen responded that the Alliance does fantastic work in its efforts to address congestion related to commute trips and suggested that smaller pilot or demonstration projects could be conducted to complement these efforts.

5. 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 2013-14 to 2015-16 as part of the Local PDA Planning Program.

Wally Abrazaldo, C/CAG staff, presented a conceptual proposal to establish a Priority Development Area (PDA) Parking Policy Technical Assistance Program with the \$302,000 remaining in local PDA Planning Program funds and \$40,000 in C/CAG matching funds. He explained that the program would fund the development of parking management plans and studies that could assist in the implementation of parking policies and programs that are supportive of the local vision for growth in PDAs in the county.

Member Pierce suggested that the studies completed under the program be compiled by staff and shared countywide.

Member Lee suggested that staff look across the El Camino Real corridor to see where there might be opportunities for the studies to be coordinated across jurisdictions.

Member Bigelow suggested broadening the program to fund projects that would encourage transit and other alternative modes in addition to addressing parking. Wally responded that these projects would likely be eligible, as transportation demand management efforts typically go hand-in-hand with new

parking management strategies and policies. For example, policies that reduce parking requirements may also mandate developers to put together TDM plans to mitigate traffic concerns.

Ms. Levin made a public comment and echoed Member Bigelow's comments and suggested that the program be reframed to emphasize strategies that would improve PDA access by all modes.

Motion: To recommend approval of establishing a PDA Parking Policy Technical Assistance Program in an amount of \$342,000 for Fiscal Years 2013-2014 to 2015-2016 as part of the Local PDA Planning Program, Bigelow/Pierce. Motion carried unanimously.

6. Review and recommend approval of the Measure M Fiscal Year 2013-14 Annual Performance Report.

John Hoang, C/CAG staff, presented the Measure M Fiscal Year 2013-14 Annual Performance Report. He provided background on the measure, which imposed an annual fee of \$10 on motor vehicles registered in San Mateo County for transportation-related traffic congestion and water pollution mitigation programs, and explained how the funds collected to date have been distributed and allocated.

Member Roberts asked why five cities have not yet requested reimbursement for stormwater-related activities. John responded that these cities may have other funding for stormwater-related activities and explained that cities have flexibility in how they request reimbursement from C/CAG.

Motion: To recommend approval of the Measure M Fiscal Year 2013-14 Annual Performance Report, Bigelow/Pierce. Motion carried unanimously.

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

Sandy Wong, C/CAG Executive Director, presented the C/CAG 2014-15 Program Budget and Fees and explained that the C/CAG Board of Directors reviewed and adopted this document during the C/CAG Board meetings in May and June.

8. Executive Director Report.

Sandy provided an update on four items.

- A Goods Movement Roundtable meeting is scheduled for July 23 from 12:30 p.m.-4:30 p.m. at the Alameda County Transportation Commission offices in Oakland.
- The C/CAG Board of Directors approved studying express lanes on US 101. C/CAG signed an agreement with the Metropolitan Transportation Commission and initiated a traffic analysis.
- AB 418, the state legislation that would have given C/CAG the authority to impose a special tax or property-related fee for stormwater purposes, has been set aside because there are not enough votes for it to be passed. AB 2170, sponsored by Assemblyman Mullin, remains on the Assembly floor and would provide C/CAG and other joint powers agencies across the state with similar authority to impose a special tax or property-related fee.
- There was a sea-level rise planning meeting sponsored by Congresswoman Jackie Speier, Assemblyman Rich Gordon, and San Mateo County Supervisor Dave Pine on Friday, June 27 in Foster City that Sandy attended along with several other CMEQ members. The meeting was the second in a series of planning meetings on sea-level rise. The expected amount of sea-level

rise was discussed at the meeting along with the possibility of creating a joint-powers agency or assessment district to address the issue collectively.

9. Member comments and announcements.

Meeting adjourned at 4:45 pm.

The next regular meeting was scheduled for August 25, 2014.

2014 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report

Agency	Representative	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Metropolitan Transportation	Alicia Aguirre	X	X		X		X						
Peninsula Corridor Joint Pow	Arthur Lloyd	X	X										
City of Redwood City	Barbara Pierce	X	X		X		X						
Town of Atherton	Elizabeth Lewis	X			X								
City of San Bruno	Irene O'Connell	X					X						
Business Community	Jim Bigelow	X	X		X		X						
Environmental Community	Lennie Roberts		X		X		X						
City of San Carlos	Mark Olbert	X	X		X								
City of Pacifica	Mike O'Neill		X		X		X						
City of Half Moon Bay	Naomi Patridge	X	X		X		X*						
Agencies with Transportation	Onnolee Trapp		X		X		X						
City of South San Francisco	Richard Garbarino	X	X		X		X						
Public	Steve Dworetzky	X	X		X		X						
San Mateo County Transit Di	Zoe Kersteen-Tucker				X		X						
City of Belmont	Charles Stone	N/A	N/A				X						
City of Millbrae	Wayne Lee	N/A	N/A		N/A		X						

Staff and guests in attendance for June 30:

Sandy Wong, John Hoang, Jean Higaki, Wally Abrazaldo, Ellen Barton - C/CAG Staff

Adrienne Etherton - Sustainable San Mateo County

Leah Glany - City of Foster City

Adina Levin - Friends of Caltrain

* arrived at 4:25pm

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C/CAG AGENDA REPORT

Date: September 29, 2014

To: Congestion Management Program & Environmental Quality (CMEQ) Committee

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

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

RECOMMENDATION

That the CMEQ Committee review and recommend approval of the guidelines and application for the C/CAG Priority Development Area (PDA) Parking Policy Technical Assistance Program.

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

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 June 2014, the C/CAG CMEQ 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

*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

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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 **Monday, December 1, 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

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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	

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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.

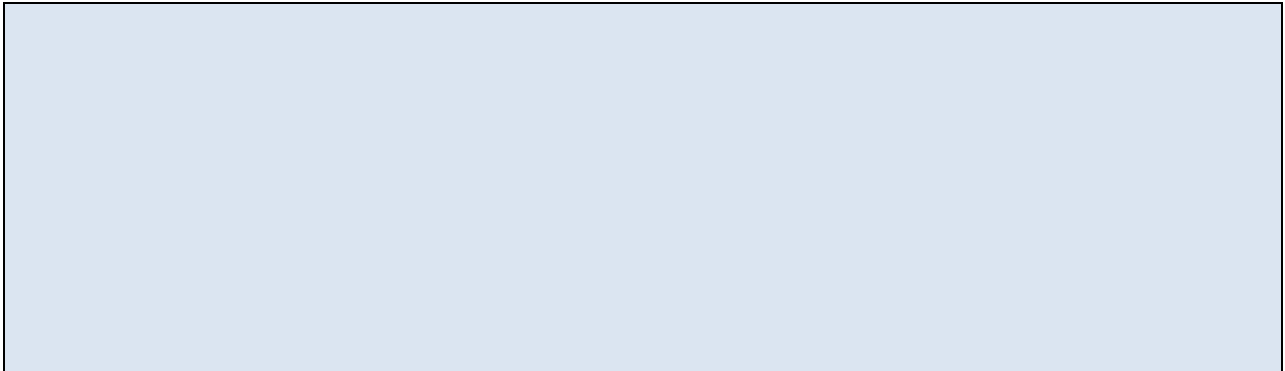
Support and Commitment to Implementation

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 29, 2014

To: Congestion Management Program & Environmental Quality (CMEQ) Committee

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