

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

1:15 p.m., Thursday, November 20, 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 (Oct. and Nov. 2014): <ul style="list-style-type: none">• Approved – CCAG PDA Parking Policy Technical Assistance Program guidelines and call for projects• Approved – 4th Cycle Lifeline Transportation Program Call for Projects• Approved – Appointment of Brad Underwood (San Mateo) to the TAC and Stormwater Committee | | No materials |
| 3. Approval of the minutes from September 18, 2014 | Hoang | Page 1-2 |
| 4. Receive an update on the TA Strategic Plan (Information) | Slavit (TA) | Page 3-4 |
| 5. Provide input on the framework of the Alternative Fuel Readiness Plan for San Mateo County (Action) | Hoang / LCA | Page 5 |
| 6. Receive information on Pavement Condition Index (PCI) Score (Information) | Romell (MTC) | Page 6-9 |
| 7. Provide input on C/CAG's comment letter to OPR on the Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743 (Action) | Abrazaldo | Page 10-11 |
| 8. Receive an update on the US 101 Ramp Metering Project (Information) | Higaki | No materials |
| 9. Receive information on the US 101 Express Lanes Feasibility Study (Information) | Wong | No materials |
| 10. Regional Project and Funding Information (Information) | Higaki | No materials |
| 11. Executive Director Report | Wong | No materials |
| 12. Member Reports | All | |

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

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

September 18, 2014

MINUTES

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, 2nd Floor Auditorium, San Carlos, CA. Co-chair Hurley called the meeting to order at 1:15 p.m. on Thursday, September 18, 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; Joel Slavitt – TA; Peter Skinner – TA; Leticia Alvarez – Belmont; Jean Higaki, Wally Abrazaldo – C/CAG

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 Jesse Quirion from Menlo Park, Chip Taylor from Millbrae, Jessica Manzi from Redwood City, and Jimmy Tan from San Bruno.

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

Approved.

4. Review and recommend approval of the guidelines and application for the C/CAG PDA Parking Policy Technical Assistance Program guidelines and recommend approval of allocating up to \$40,000 in CRP Funds for program match

Wally Abrazaldo presented on the Program application process and matching funds recommendations. C/CAG provides the necessary minimum local match however project sponsors can provide additional match for larger sized project. CCAG will be responsible for federal reporting requirements. It is anticipated that project can begin in spring 2015. There is no deadline for using the TAP funds. The item was approved with no changes to the proposed documents.

5. Update of the San Mateo County US 101 Ramp Metering Implementation between SR92 and SF/SM County Line

Jean Higaki reported that ramp meters in the northbound direction of US-101 north of SR 92 will be turned on in November. Prior to the turn on, draft metering plans and implementation procedures will be provided to the RMTC and city staff for review.

6. Review an update and provide comments on the Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementation SB 743

Wally Abrazaldo presented information and update on the SB 743 guidelines. Comments were as follows:

- Requested clarification on the changes that were proposed to the draft document.
- Requested information on the availability of regional average for VMT for San Mateo County. *(Staff provided information in a follow-up e-mail to the TAC)*

- Indicated that there are still potential conflicts for CEQA and local plans still requiring analysis of LOS.

7. Executive Director Report

Sandy Wong, Executive Director, reported that AB 2170 was signed by the Governor. C/CAG is requesting volunteers to participate in the Alternative Fuel Readiness Plan Task Force. Caltrans is looking to test road user fees.

8. Member Reports

Co-chair Hurley reported on the ground breaking event for the 101/Broadway Interchange.

Meeting adjourned at 2:05 p.m.

C/CAG AGENDA REPORT

Date: November 20, 2014

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

From: Joel Slavit, Manager Programming and Monitoring
San Mateo County Transportation Authority

Subject: Update on the Status of the San Mateo County Transportation Authority Measure A Strategic Plan 2014-2019

(For further information contact Joel Slavit at 508-6476)

INFORMATION ITEM

Purpose and Process

The purpose of this information item is to provide an update on planning efforts for the San Mateo County Transportation Authority's (TA) Measure A Strategic Plan 2014-2019.

The TA Strategic Plan provides the framework for implementing the 2004 Measure A Transportation Expenditure Plan (TEP), which requires that the Plan be updated at least once every five years. The timeframe for the previous Strategic Plan covered the period from 2009-through 2013 and the proposed update covers the timeframe from 2014-2019.

TA staff previously reached out to obtain input from the TAC, as part of stakeholder outreach efforts to update to its Strategic Plan, in separate presentations following the July 17th TAC meeting and during a separate presentation on August 21st. TA staff subsequently presented a draft framework of the Plan, developed with stakeholder input, to its Board on October 2nd and the draft Plan was released for a 30 day public comment period on October 10th. The TA hosted four public meetings in Menlo Park, Pacifica, San Carlos and South San Francisco during the comment period. The comment period for the draft Plan has closed and the final Plan will be presented to the TA Board for adoption on December 4th.

Plan Elements

The draft Plan contains the following elements:

- Introduction, background to the Measure A programs and the purpose of the Strategic Plan
- Measure A program goals, details on program categories, summary of past accomplishments and a financial look ahead to 2019
- Description of the Strategic Plan development process, including review of existing practices, assessment of demographic and travel trends and summation of stakeholder and public outreach
- Discussion of challenges, opportunities and recommendations
- Programming and allocation policy framework
- Fund management guidelines
- Next Steps: Key implementation elements covering project selection criteria, project delivery and performance monitoring

Background

Measure A is a half-cent sales tax that was originally approved by San Mateo County voters for a 20 year period from 1989 through 2008 and was reauthorized for another 25 years in 2004 to run from 2009 through 2033. The draft Plan be viewed on the TA's website at:

<http://www.smcta.com/Assets/TA+Draft+Strategic+Plan+2014-2019.pdf> .

C/CAG AGENDA REPORT

Date: November 20, 2014
To: Congestion Management Program Technical Advisory Committee (CMP TAC)
From: John Hoang
Subject: Provide input on the framework of the Alternative Fuel Readiness Plan for San Mateo County

(For further information or response to questions, contact John Hoang at 650-363-4105)

RECOMMENDATION

That the CMP TAC provides input to the framework of the Alternative Fuel Readiness Plan for San Mateo County.

FISCAL IMPACT

\$356,418

SOURCE OF FUNDS

California Energy Commission; C/CAG Congestion Relief Plan

BACKGROUND

C/CAG received a grant from the California Energy Commission in June 2014 to develop an Alternative Fuel Readiness Plan (AFRP) for San Mateo County and 20 cities therein for the commercialization of alternative transportation fuels including electric, hydrogen, biofuels, propane, and natural gas. The project commenced in July 2014 and a project Task Force was formed comprising of cities (Menlo Park, San Mateo, South San Francisco, Portola Valley) and industry representatives.

The scope of work, as prescribed by the Energy Commission, includes the following tasks:

- Analyze existing and potential incentives for increased usage of alternative fuels;
- Identify challenges and opportunities for sharing best practices for planning, permitting, deployment, maintenance and inspection of Alternative Fuel Infrastructure (AFI);
- Develop, or revised as necessary, training materials or classes for fleet operators, planners, first responders, and decision-makers regarding AFI development;
- Develop strategies and best practices to increase procurement of alternative fuels;
- Develop marketing analyses, marketing materials, and outreach strategies that communicate the benefits of alternative fuel usage to targeted groups such as fleet owners/operators; and
- Develop strategies to assist alternative fuel wholesalers/retailers, with the intent of increasing the availability and/or reducing the cost of alternative fuels.

ATTACHMENTS

None

C/CAG AGENDA REPORT

Date: November 20, 2014
To: Congestion Management Program Technical Advisory Committee (CMP TAC)
From: John Hoang
Subject: Receive information on Pavement Condition Index (PCI)

(For further information or response to questions, contact John Hoang at 650-363-4105)

RECOMMENDATION

That the CMP TAC receives information on Pavement Condition Index (PCI).

BACKGROUND

Theresa Romell, Principal Planner/Analyst at the Metropolitan Transportation Commission (MTC), will provide information on the Pavement Condition Index (PCI) summary, the new "Street Fight", and the Statewide Needs Assessment.

ATTACHMENTS

1. MTC Press Release
2. Regional Local Street and Road Condition Summary – San Mateo County



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Regional Pavement Quality Average Unchanged for Fifth Consecutive Year

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OAKLAND, Calif., Oct. 28, 2014 . . . The quality of the pavement on the Bay Area’s nearly 43,000 lane-miles of local streets and roads is stuck in “fair” condition, with the typical stretch of asphalt showing serious wear and likely to require rehabilitation soon. Data released today by the Metropolitan Transportation Commission (MTC) puts the region’s 2013 pavement condition index (PCI) score at 66 out of a maximum possible 100 points, as calculated on a three-year moving average basis. This marks the fifth consecutive year the region has registered an average PCI score of 66, a reading that has not varied by more than two points since 2006. Each of the Bay Area’s three largest cities — San Jose (62), San Francisco (65) and Oakland (60) — recorded three-year PCI scores within the “fair” range.

“Restoring the Bay Area’s transportation system to a state of good repair has long been one of the Commission’s most important priorities, and one of its most elusive,” commented MTC Chair Amy Rein Worth, who also serves as a member of the Orinda City Council. “For local streets and roads, the goal is to get every one of our cities and counties to a score of 75 or better.”

Maintaining a regional average of 66 may be viewed as something of a partial victory, since most local governments’ pavement maintenance needs have outstripped available funds for many years. “Big improvements are possible if local voters decide streets and roads are an important civic priority,” Worth noted. “The clearest example is El Cerrito, which passed a half-cent sales tax in 2008 to finance a very successful citywide street improvement program. Voters in Orinda and Moraga approved similar measures in 2012 and that money is now being put to work. The needle is already moving in the right direction in Moraga and I expect next year’s report to show the same kind of progress in my city of Orinda.”

PCI scores of 90 or higher are considered “excellent.” These are newly built or resurfaced streets that show little or no distress. Pavement with a PCI score in the 80 to 89 range is considered “very good,” and shows only slight or moderate distress, requiring primarily preventive maintenance. The “good” category ranges from 70 to 79, while streets with PCI scores in the “fair” (60-69) range are becoming worn to the point where rehabilitation may be needed to prevent rapid deterioration. Because major repairs cost five to 10 times more than routine maintenance, these streets are at an especially critical stage. Roadways with PCI scores of 50 to 59 are deemed “at-risk,” while those with PCI scores of 25 to 49 are considered “poor.” These roads require major rehabilitation or reconstruction. Pavement with a PCI score below 25 is considered “failed.” These roads are difficult to drive on and need reconstruction.

The lowest-ranked pavement in the Bay Area was found in the Marin County city of Larkspur and the Napa County city of St. Helena, each of which recorded a PCI score of 40 for 2011-13, down two points from 42 during the 2010-12 period. In addition to Larkspur and St. Helena, other jurisdictions with three-year average PCI scores below the 60-point threshold include Albany, Belmont, Benicia, Berkeley, Calistoga, Cotati, East Palo Alto, Millbrae, Moraga, Orinda, Pacifica, Petaluma, Rio Vista, San Anselmo, San Leandro, Vallejo, and unincorporated Marin, Napa and Sonoma counties.

MTC’s Regional Streets and Roads Program later this year will recognize Moraga for having the best overall pavement management strategy of any jurisdiction in the Bay Area. The town boosted its one-year average PCI score to 58 in 2013 from just 50 the year before. The Regional Streets and Roads Program also will recognize the San Mateo County city of Half Moon Bay for chalking up the biggest improvement in its one-year PCI score, to 68 in 2013 from 56 in 2012; and the Contra Costa County city of Brentwood, whose one-year average PCI score of 86 is the highest of any Bay Area jurisdiction.

The complete 2013 Bay Area Pavement Conditions Summary — including percentages of local roadways in “excellent” or “very good” and “poor” or “failed” condition, and a listing of average PCI scores for the arterials,

See also:

- [Street Fight](#)
A special multi-media report on the ongoing battle for better Bay Area pavement.



collector roadways and residential streets — in all Bay Area counties and cities is available at mtc.ca.gov/news/street_fight/pci.htm. Those interested in a deeper look at the challenges facing the region's local street and road network are invited to view MTC's multimedia piece entitled "[Street Fight: The Ongoing Battle for Better Bay Area Pavement](#)."

MTC is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.

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Regional Local Street and Road Condition Summary

Current Level of Service by County and Jurisdiction													
	Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	2013 Annual PCI Score				Change		3YR Moving Average		
					Arterial	Collector	Residential	Network	2012 Network PCI	Change, 2012 to 2013	2011	2012	2013
San Mateo	3871.7	1852.3	16%	38%	76	73	67	70	70	0	70	70	70
Atherton	105.8	53.8	0%	47%	81	82	80	80	81	-1	79	81	81
Belmont	138.3	69.3	42%	23%	73	57	48	54	56	-2	58	57	55
Brisbane	53.2	22.3	5%	49%	77	72	78	76	77	-1	77	77	76
Burlingame	160.4	83.0	5%	42%	79	74	77	77	73	4	76	74	75
Colma	24.2	9.7	6%	78%	77	83	90	81	68	13	68	70	73
Daly City	254.3	115.4	6%	36%	75	77	77	77	79	-2	77	78	77
East Palo Alto	79.6	37.8	33%	27%	69	76	51	59	57	2	53	55	56
Foster City	119.9	53.9	0%	63%	78	83	83	82	81	1	81	81	81
Half Moon Bay	54.1	27.3	16%	43%	81	67	66	68	56	12	59	56	60
Hillsborough	166.5	83.2	4%	32%	78	77	72	74	72	2	72	73	73
Menlo Park	197.1	96.7	10%	55%	78	78	77	77	78	-1	68	72	76
Millbrae	124.6	58.2	34%	12%	71	58	45	56	59	-3	62	61	59
Pacifica	188.0	90.1	39%	24%	55	67	53	56	59	-3	60	59	58
Portola Valley	71.3	36.7	4%	49%	79	81	78	79	81	-2	77	78	78
Redwood City	353.7	154.3	4%	41%	78	75	75	76	76	0	77	77	76
San Bruno	179.1	89.2	29%	37%	76	65	62	66	58	8	63	61	61
San Carlos	175.1	86.2	31%	21%	71	64	54	59	60	-1	65	63	60
San Mateo	411.7	192.4	13%	60%	82	80	70	74	73	1	72	72	73
San Mateo County	622.6	306.1	13%	33%	82	75	65	70	69	1	69	69	69
South San Francisco	296.1	138.9	13%	40%	76	73	68	72	70	2	72	71	71
Woodside	96.0	47.6	11%	45%	70	77	73	73	67	6	58	62	66
Regional	42867.4	19868.2	22%	32%	72	68	63	66	66	0	66	66	66

C/CAG AGENDA REPORT

Date: November 20, 2014

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

From: Wally Abrazaldo, Transportation Programs Specialist

Subject: Provide input on C/CAG's comment letter to OPR on the Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743.

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

RECOMMENDATION

That the CMP TAC provide input on C/CAG's comment letter to the Governor's Office of Planning and Research (OPR) on the *Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743*.

FISCAL IMPACT

None

SOURCE OF FUNDS

N/A

BACKGROUND

Governor Brown signed 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 CEQA from the delay that vehicles experience at intersections and on roadway segments 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 automobile level of service (LOS) for analyzing transportation impacts.

Staff provided updates to the CMP TAC on potential changes to the CEQA guidelines as a result of SB 743 in February, April, and September of this year. Additionally, over the past several months, staff participated in public workshops sponsored by OPR and regional discussions with other public agencies in the San Francisco Bay Area. Staff are now in the process of putting together a comment letter on the *Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743* released by OPR in August. This document indicates that the analysis of transportation impacts under CEQA will shift away from LOS to vehicle miles traveled (VMT).

Staff identified several areas of potential concern with the CEQA changes proposed by OPR:

- Phasing of the statewide implementation of the changes to the CEQA guidelines,
- Lack of technical examples and case studies on how the CEQA changes would be implemented for various project types,

- Potential negative impact of the changes on Congestion Management Program implementation,
- Lack of definition of project consistency with Sustainable Communities Strategy, and
- Lack of discussion of other appropriate thresholds of significance in addition to regional VMT average.

Staff will raise the concerns described above in a comment letter to OPR. This letter will be distributed to CMP TAC members for further discussion during the meeting. Comments on the preliminary discussion draft are due Friday, November 21, 2014.

ATTACHMENTS

- Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743. (*Electronic version only*)
- A draft of the comment letter will be distributed for discussion during the meeting (*to be handed out at the meeting*)