



CITY OF SAN MATEO

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Agenda Report

Agenda Number: 3

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TO: Sustainability and Infrastructure Commission

FROM: Azalea Mitch

PREPARED BY: Public Works Department

MEETING DATE: July 13, 2022

SUBJECT:

2021 Rail Corridor Transportation Management Association (TMA) Annual Report

RECOMMENDATION:

Receive an update on the 2021 Rail Corridor TMA Annual Report and make a motion to recommend City Council acceptance of the report.

BACKGROUND:

During 2005, the City adopted the San Mateo Rail Corridor Transit Oriented Development Plan (Corridor Plan) with the goal to “to allow, encourage, and provide guidance for the creation of world class transit-oriented development (TOD) within a half-mile radius of the Hillsdale and Hayward Park Caltrain station areas, while maintaining and improving the quality of life for those who already live and work in the area.” The Corridor Plan includes a framework for (1) creation of a TOD, (2) implementation of a Transportation Demand Management (TDM) program with a goal of achieving an overall reduction in new vehicle trips by at least 25 percent corridor-wide, (3) establishment of trip generation thresholds, (4) establishment of parking standards, and (5) monitoring of trip generation. The Corridor Plan established a new TOD zone, which generally encompasses key parcels located within a half-mile of the Hillsdale and Hayward Park Caltrain stations.

This new land use includes transit-supportive development densities, building heights and design guidelines. The broader Corridor Plan area extends beyond the TOD zone and includes other areas in close proximity to these stations. The Corridor Plan also called for the creation of a San Mateo Rail Corridor Transportation Management Association (TMA). Participation in the TMA is (1) required for all new development within the TOD zone, (2) strongly encouraged for all new development within the broader Corridor Plan area, and (3) available to any existing uses outside of the Corridor Plan area (Policy 7.18).

The TMA comprises developers and developer representatives that have, or are planning, significant development within the Corridor area. The City participates as a non-voting Board member and does not pay dues to the TMA. The City Council has nominated the Director of Public Works as the City representative to the TMA Board of Directors. The City’s role in the TMA is to provide oversight of each project’s mandated participation as required in the project’s Conditions of Approval (COA).

The TMA facilitates data collection regarding the number of vehicle trips generated by each development per the individual project’s approved TDM plan. Trip generation is determined by collecting driveway counts at all occupied developments. These data are compared to the allowable trip generation threshold identified in each development’s COA. A development is deemed non-compliant if the observed number of vehicle trips exceeds its trip generation threshold. The TMA Board of Directors hired a data collection firm and traffic engineering consultant to collect relevant data and prepare the 2021 Annual Report (attached); the consultant will present its findings to the Commission.

Per the prepared report, most projects were below their short-term trip thresholds based on their individual project Conditions of Approval. Delaware Pacific and 2000 Delaware share a common driveway and thus the trip generation is calculated together; the counted trip generation during the PM peak period was six (6) trips above the short-term collective goal for the projects. Per the Corridor Plan, "Projects that exceed their trip generation threshold shall be required to modify their trip reduction and parking management plan and incorporate TDM measures that are expected to increase trip reduction." (Policy 7.24).

Accordingly, both projects have discussed with staff how to address the additional peak hour trips. Delaware Pacific (MidPen Housing) proposes to participate in a Metropolitan Transportation Commission regional fare pilot pass program that will offer residents free multi-agency transit passes via the Clipper Card to encourage transit use. 2000 Delaware is not eligible for this program, and recently surveyed tenants to more accurately determine the cause of the increased vehicle trips. Once the survey is complete, they will assess additional TDM measures to offset the vehicle trips, and will work with City staff to finalize.

Staff has reviewed the data analysis and report prepared for the TMA Board of Directors, and recommends the Commission recommend acceptance of the report to the City Council.

BUDGET IMPACT:

There is no budget impact associated with this item. The TMA is an IRS 501(c)(4) organization that is funded by its participating members. No City funds are used to pay for the activities of the TMA.

ENVIRONMENTAL DETERMINATION:

This San Mateo Rail Corridor TMA Annual Report Review is not a project subject to CEQA, because it can be seen with certainty that it will not cause a physical change in the environment. (Public Resources Code Section 21065.)

NOTICE PROVIDED

All meeting noticing requirements were met. Notice of this meeting was provided to the San Mateo Rail Corridor TMA Board of Directors.

ATTACHMENTS

Att 1 - 2021 Rail Corridor TMA Annual Report

STAFF CONTACT

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