APPENDIX D

Guidelines for Deficiency Plan

Appendix D

Deficiency Plan Guidelines

Process

The processes for developing and approving deficiency plans are described on the following flow charts. Figure 7-1 describes the general deficiency plan process. Figure 7-2 depicts the deficiency identification process based on the biennial LOS monitoring process.

Figure 7-3 illustrates the process to be followed for development of two types of single-jurisdictional deficiency plans: location-specific and citywide. A location-specific deficiency plan is required for a deficiency at a single location wholly located within a single jurisdiction and caused by traffic from that jurisdiction. A citywide deficiency plan is required for deficiencies at several locations within a single jurisdiction all caused by traffic from that jurisdiction.

There are also two types of multi-jurisdictional deficiency plans, areawide and cross-county boundaries. An areawide deficiency plan is required for a deficiency located within San Mateo County and caused by traffic generated by more than one jurisdiction, all located within San Mateo County and for a deficiency located within San Mateo County caused by a traffic generator located within San Mateo County and owned by a jurisdiction outside of San Mateo County. The process for areawide deficiency plans is illustrated on Figure 7-4.

A cross-county boundary deficiency plan would be applicable for a deficiency with significant traffic contributions from other counties. These types of deficiency plans are not required by the law because they can be Aresolved@ by the exclusion of interregional traffic. It is C/CAG's intent to work with CMAs of contributing counties to jointly develop deficiency plans for these locations. The process for cross-county boundary deficiency plans is presented on Figure 7-5.

Figure 7-1

DEFICIENCY PLAN GENERAL PROCESS

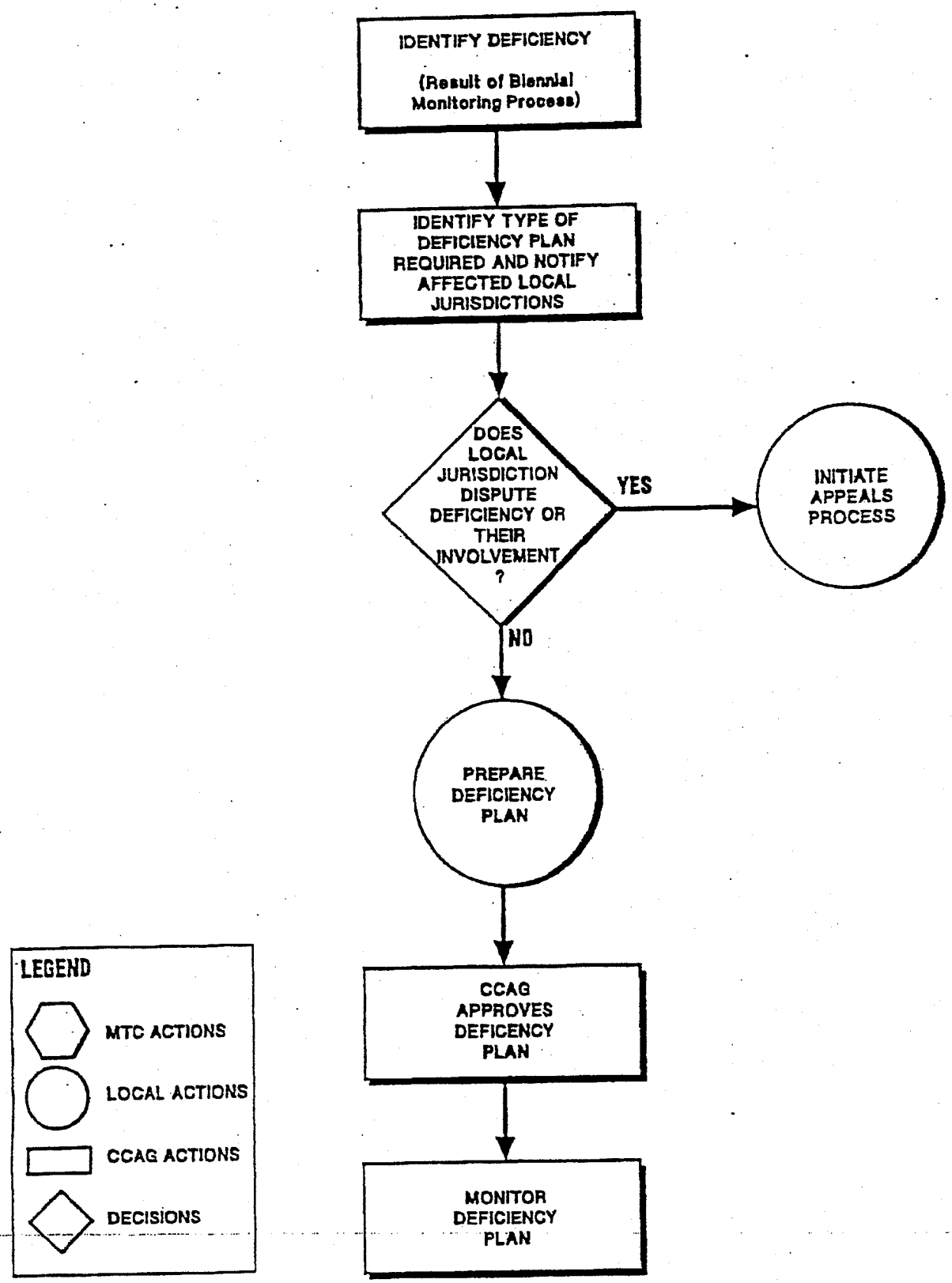


Figure 7-2

IDENTIFICATION OF DEFICIENCY AND TYPE OF DEFICIENCY PLAN

(BIENNIAL MONITORING PROCESS)

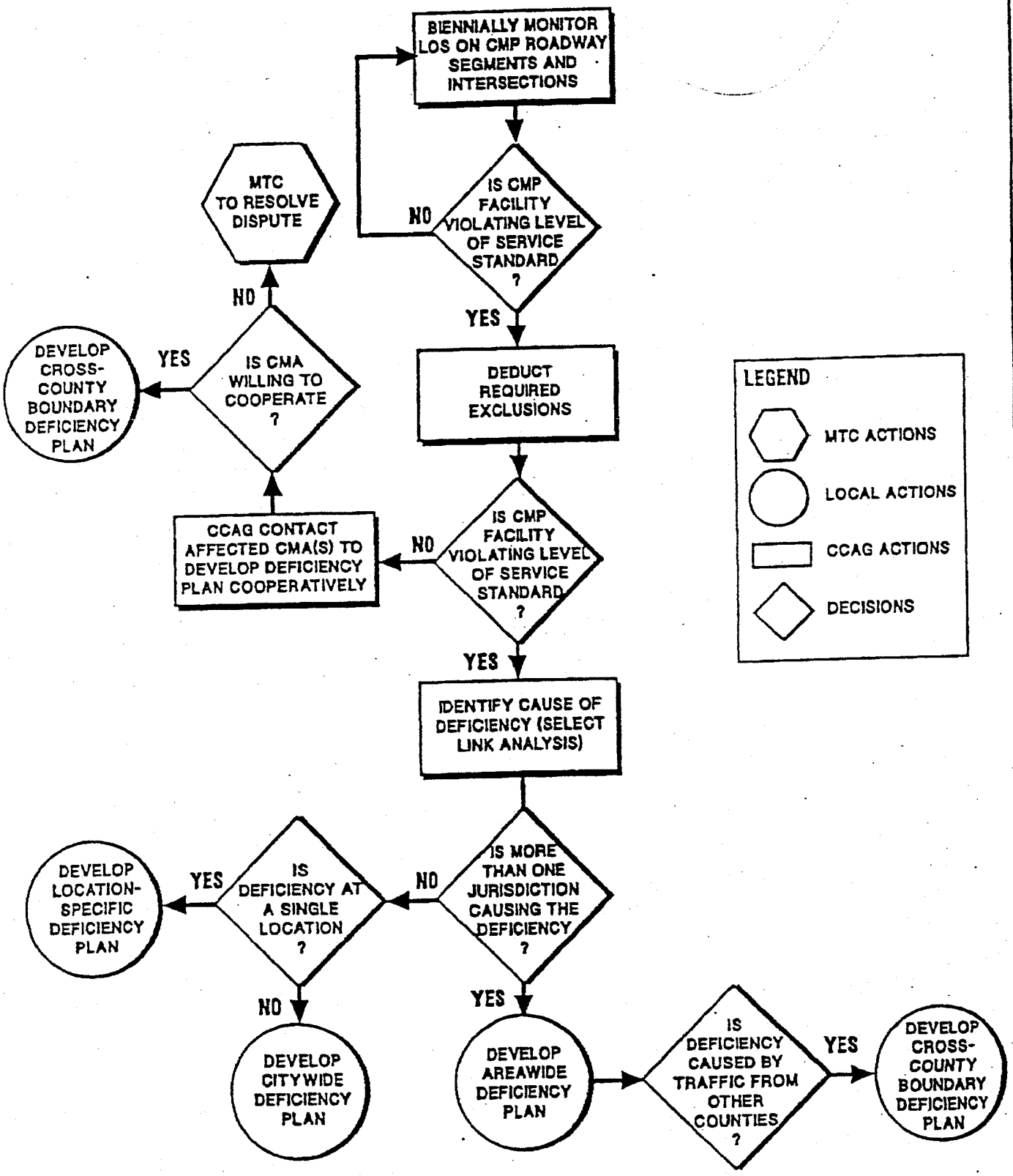


Figure 7-3

DEVELOPMENT OF LOCATION-SPECIFIC OR CITYWIDE DEFICIENCY PLAN

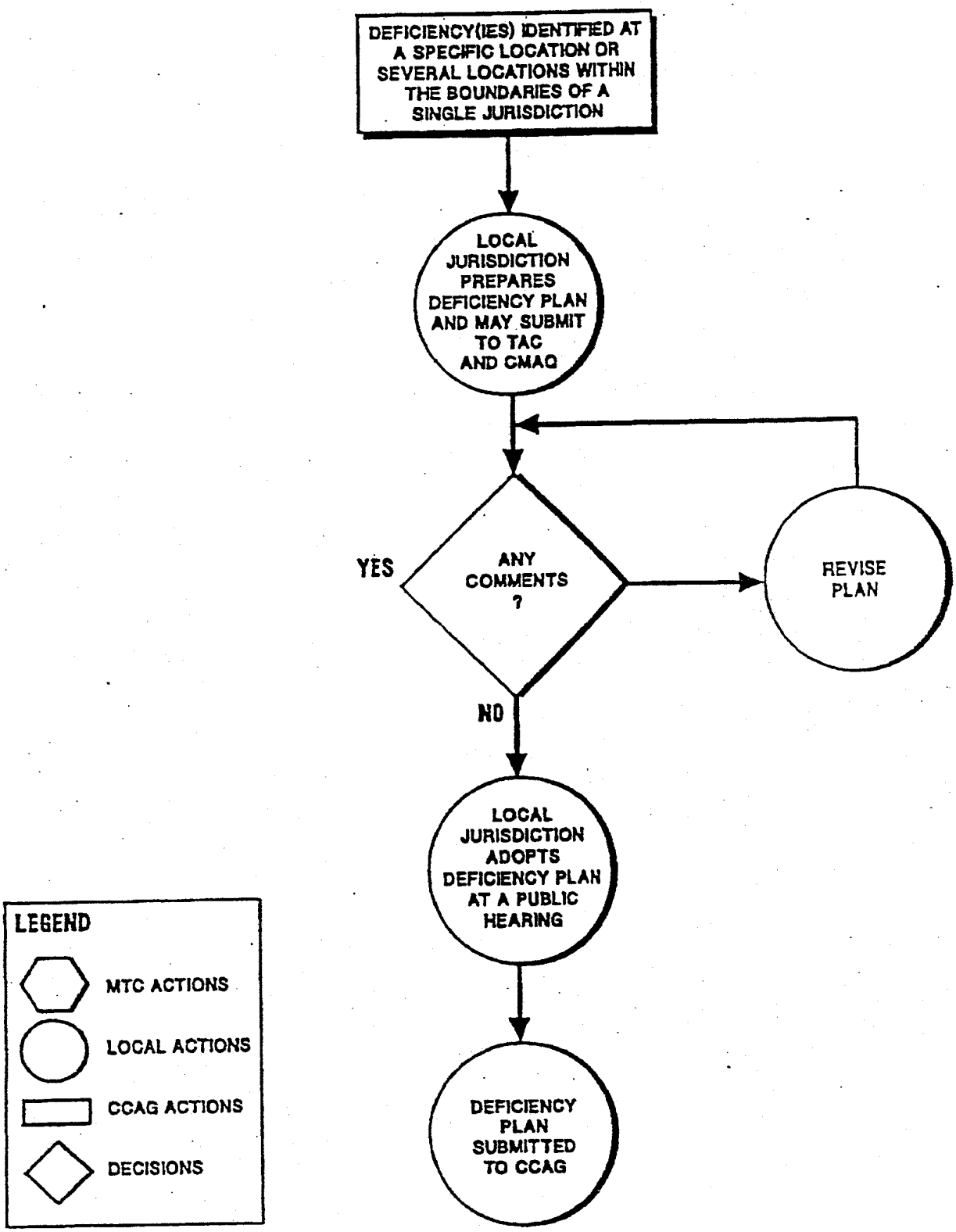


Figure 7-4

DEVELOPMENT OF AREAWIDE DEFICIENCY PLAN

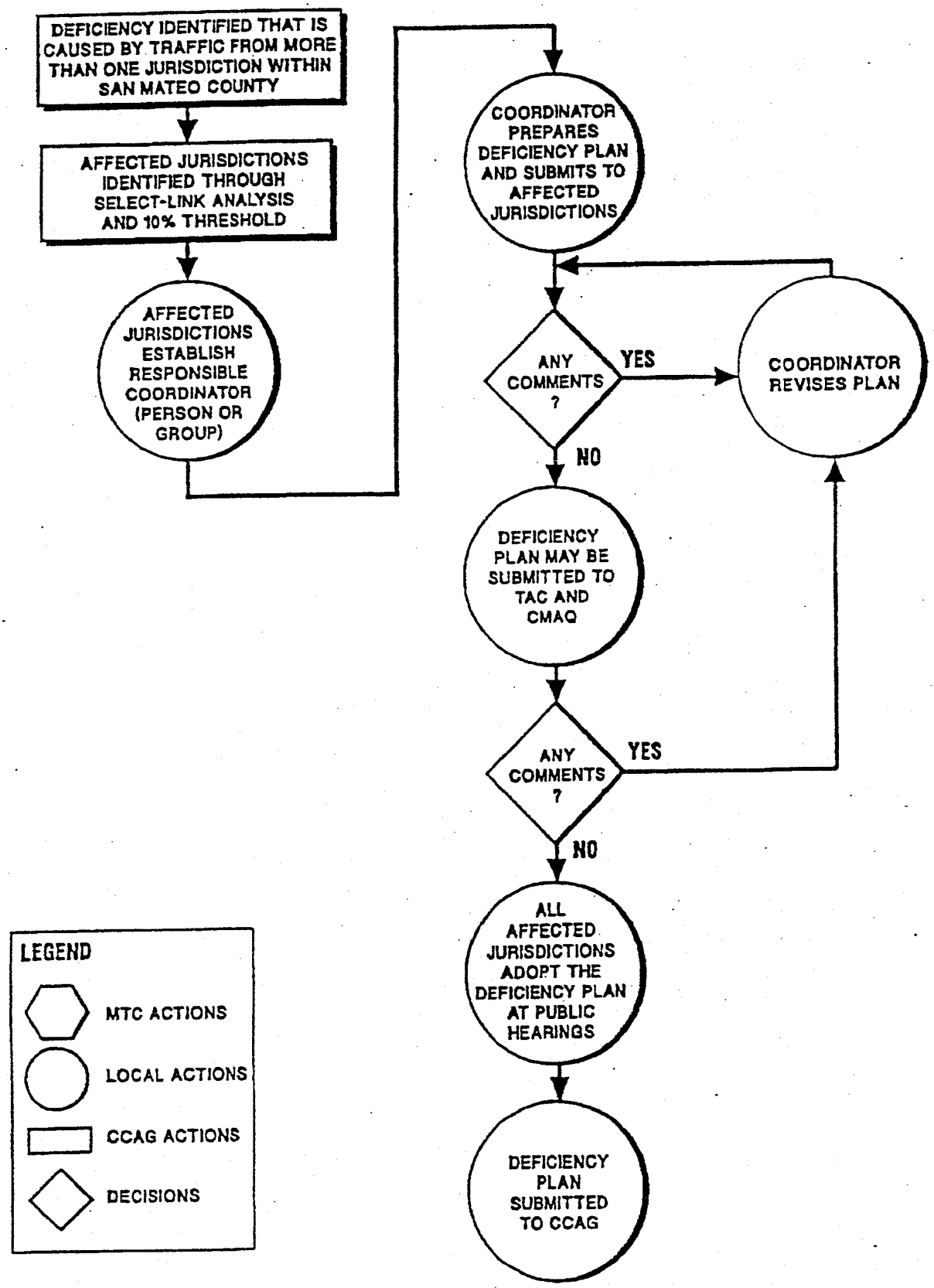


Figure 7-5

DEVELOPMENT OF CROSS COUNTY BOUNDARY DEFICIENCY PLAN

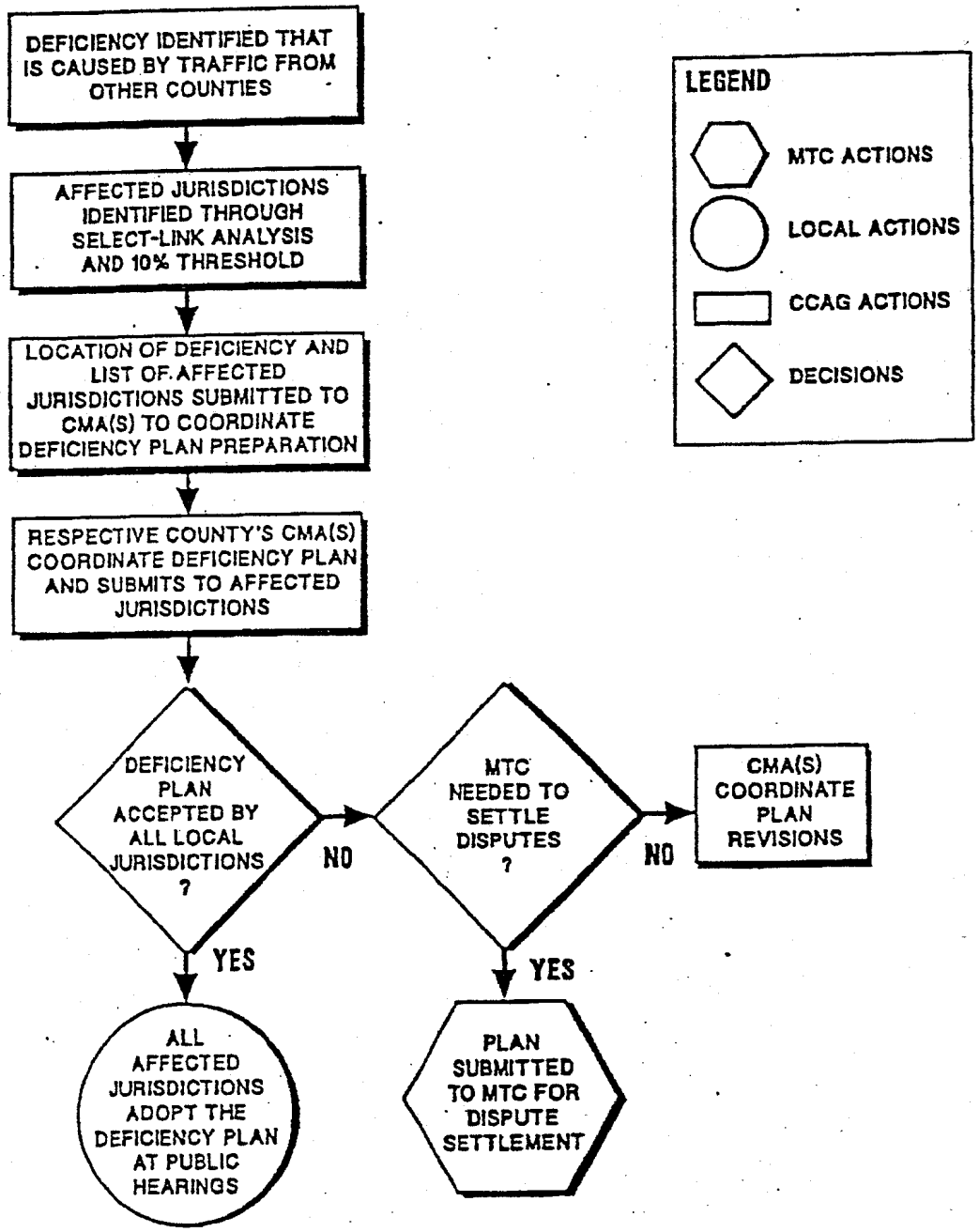


Figure 7-6 shows the process to be followed for C/CAG's approval of deficiency plans. Figure 7-7 presents the process for a local jurisdiction to appeal their involvement in a deficiency plan to C/CAG. Figure 7-8 illustrates the process for monitoring deficiency plans.

Deficiency Identification

The deficiency will be identified by the biennial level of service monitoring process (see Figure 7-2). Roadway segments or intersections on the CMP Roadway System whose existing LOS is F will be addressed in the Countywide Transportation Plan. An LOS deficiency may also be found to exist as a result of a monitoring program developed by a city or the County as part of the approval process for a local land use decision, as discussed in Chapter 6. The seven exclusions (see page 7-4) will be incorporated into the level of service calculations to determine whether a deficiency is occurring. Next, a select-link analysis will be conducted using the San Mateo Countywide Travel Demand Forecasting model to determine the origins of the traffic on the deficient roadway segments or intersections. A jurisdiction will be considered to be contributing to the deficiency if the amount of traffic at the deficiency and generated within its boundaries is greater than 10 percent of the capacity of the deficient location.[1]

If only one jurisdiction is causing the deficiency, then it can either develop a location-specific deficiency plan or a citywide deficiency plan, if there are several deficiencies within that jurisdiction. If more than one jurisdiction is causing the deficiency, either an areawide or cross-county boundary deficiency plan would be required.

Development of Deficiency Plans

The steps to develop the four types of deficiency plans are outlined on Figures 7-3 through 7-5. If a jurisdiction must prepare a deficiency plan, the draft deficiency plan must address these following points:

- Each deficiency's cause and magnitude must be described.

- Actions to be considered should include those that remedy the specific deficiency or that improve the level of service on the CMP Roadway System overall.

[1]The 10 percent of capacity threshold represents a Bay Area standard that was developed by the Bay Area CMA Association. It is based on the fact that 10 percent of capacity represents a change of one full level of service value. It was decided that if jurisdictions were contributing enough traffic to a specific location to change the level of service by one full value, then they should be required to participate in the deficiency plan preparation.

Figure 7-6

DEFICIENCY PLAN APPROVAL PROCESS

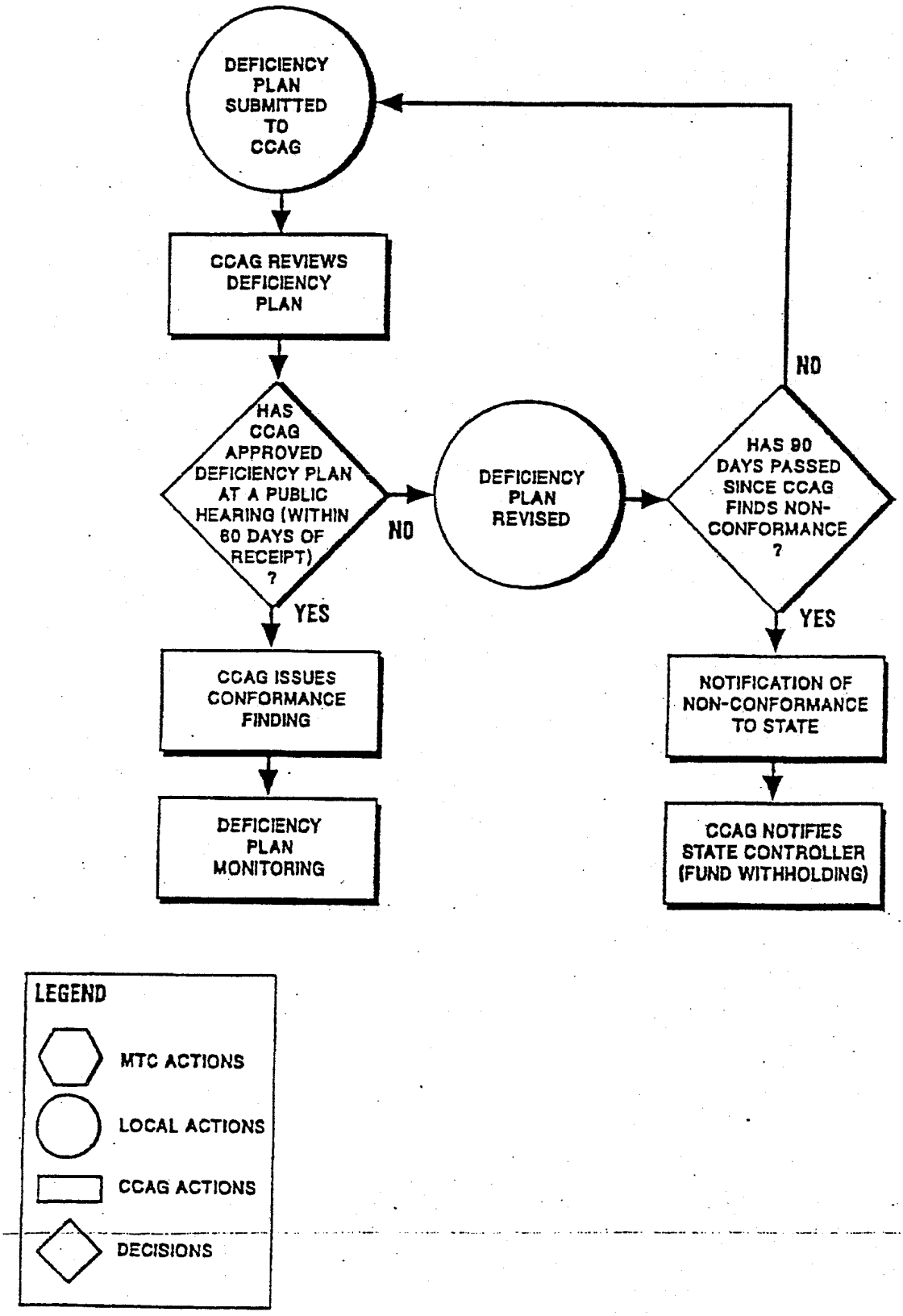
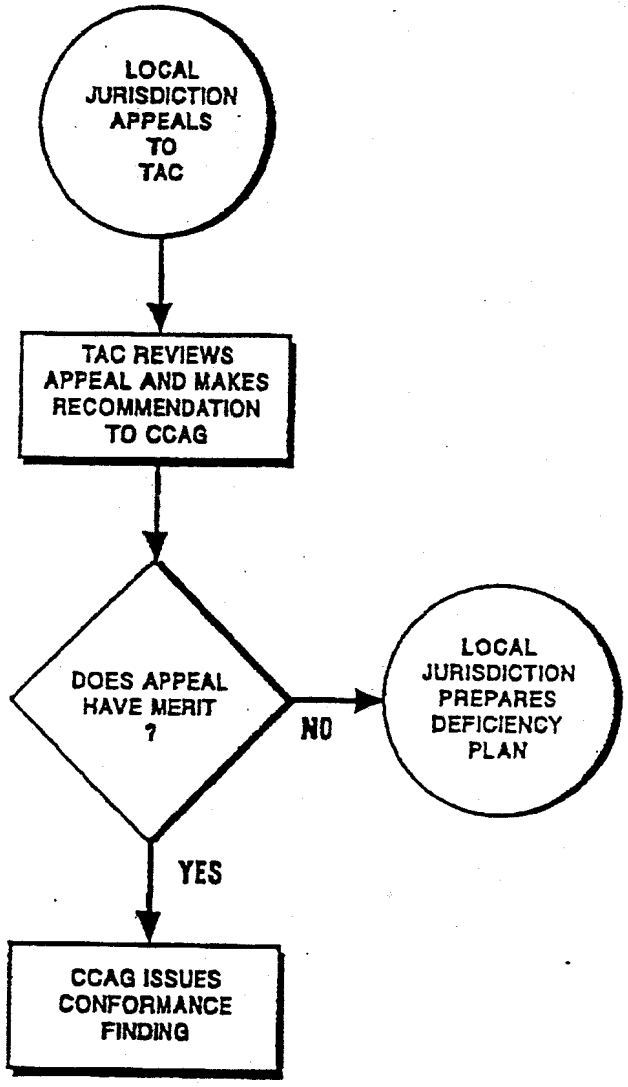


Figure 7-7

DEFICIENCY PLAN APPEALS PROCESS



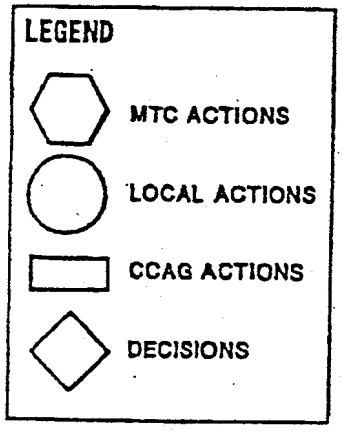
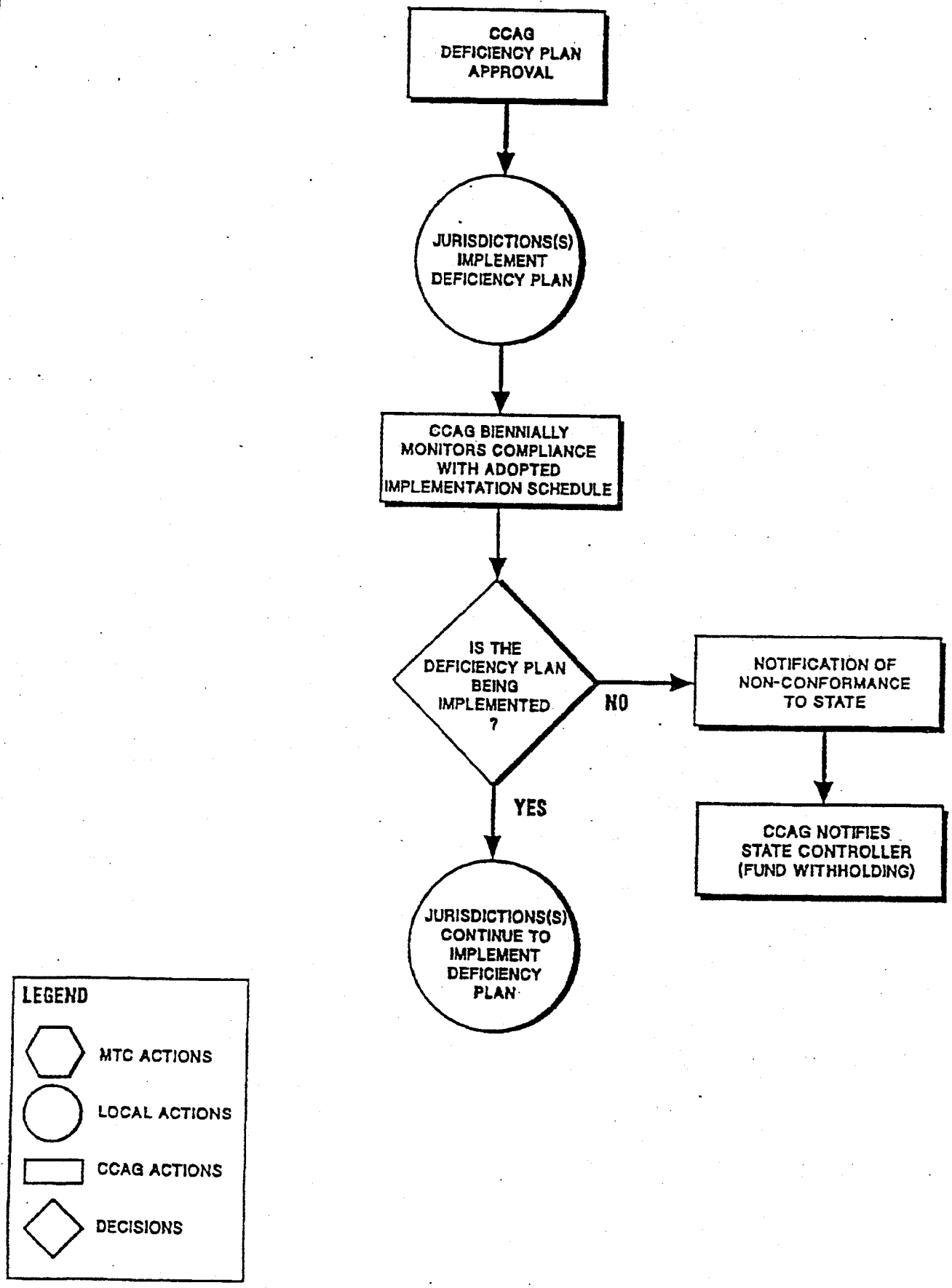


Figure 7-8

DEFICIENCY PLAN MONITORING



- If actions are considered that are intended to improve the overall LOS on the CMP Roadway System, those actions listed in the Bay Area Air Quality Management District's guidelines for deficiency plans, and other possible actions identified by affected jurisdictions and approved by the BAAQMD should be given a suitability assessment. Suitable system actions should be evaluated at a sketch-planning level in order to identify their potential effects on systemwide traffic congestion and air quality. (In some cases, traffic operations analyses or model forecasts may be required.) If this option is selected, a post implementation level of service should be established for the deficient locations, for monitoring purposes.

- A detailed action plan should be developed, including descriptions of the selected actions, anticipated costs and related funding sources, and a corresponding implementation schedule.

Deficiency Plan Approval

The activities included in the deficiency plan approval process are presented on Figure 7-6. As shown on that figure, local jurisdictions and C/CAG (and its representatives) will be responsible for ensuring that any deficiency plans that have to be prepared will meet the requirements of the CMP. Once C/CAG determines that a deficiency exists, a deficiency plan must be developed within 12 months. The jurisdictions may elect to have the TAC and CMAQ review the draft version of deficiency plans. These groups will try to resolve technical issues and will work with representatives of the local jurisdiction so that the local jurisdiction develops a deficiency plan acceptable to that jurisdiction and C/CAG.

A final deficiency plan must be adopted by the affected local jurisdiction(s) at a noticed public hearing. That public hearing must be scheduled not later than 90 days following the receipt by the local jurisdiction of C/CAG's written notification of the conformance findings.

A final plan must be approved by C/CAG. C/CAG will approve or reject a deficiency plan within 60 days of receipt of the deficiency plan from the local jurisdiction. C/CAG cannot modify a deficiency plan. If C/CAG rejects a deficiency plan, it must specify why it was rejected.

Deficiency Plan Appeals Process

The appeals process, as shown on Figure 7-7, has been added to accommodate local jurisdictions that dispute that a deficiency is occurring or that they should be involved in the development of a deficiency plan. The local jurisdiction would first make that appeal to the TAC. Information supporting their position (additional traffic counts, information refuting results of select-link analysis, etc.) should be presented. The TAC will then make a recommendation to C/CAG whether or not the appeal has merit. C/CAG will then make a decision to either uphold the appeal and issue a finding of conformance or to require the local jurisdiction to prepare or contribute to the deficiency plan.

Deficiency Plan Monitoring

Deficiency plans will be monitored biennially by C/CAG, prior to undertaking the conformance determination for the CMP, to establish whether they are being implemented according to the schedule described in their specific action elements. The monitoring process is shown on Figure 7-8.

b. Whether changes have occurred that require modifications of the original deficiency plan or schedule.

Each deficiency plan will include a schedule for implementation of the proposed actions. Compliance with the stated schedule will be monitored. A jurisdiction which is either not implementing the actions stipulated in the approved deficiency plan, or not adhering to the stated schedule, may be found by C/CAG to be in nonconformance. Once the action plan is implemented, the results of the monitoring will determine if the deficiency is still occurring. The evaluation may result in recommending changes to other elements of the CMP, such as the Capital Improvements Program (CIP) or Trip Reduction Ordinances (TROs). Action plans prepared as part of deficiency plans will be incorporated into future updates of the CMP.

Methodology

The scope of each deficiency plan's actions should match the severity of the problem being addressed. Extreme deficiencies will need more significant actions, while minor deficiencies may require the definition of only minor actions. The magnitude of the deficiency shall be influenced by the constraint(s) on capacity that prevent(s) a roadway or intersection from operating at its appropriate level of service.

Actions to resolve problems will fall into one of the following two categories: improvements designed to directly mitigate the specific deficiency, and improvements designed to improve the overall level of service on the CMP Roadway System and provide air quality improvements. Actions of the first type are intended to directly mitigate a deficiency. These include highway, transit, and transportation system improvements. Actions of the second type are intended to provide measurable improvements to air quality and level of service on the CMP Roadway System in cases where deficiencies on specific segments or at specific intersections cannot be mitigated directly. For these types of situations, the Bay Area Air Quality Management District has developed a list of available deficiency plan actions which are considered beneficial for air quality and congestion management. Jurisdictions may include actions other than those on this list, provided that they are reviewed and approved by the BAAQMD prior to adoption of the local deficiency plan. However, C/CAG has ultimate approval of the specific actions included in a deficiency plan.

When developing a deficiency plan, the most current BAAQMD list of actions must be considered. The current list was adopted by the BAAQMD on November 4, 1992, and is contained in Appendix C.

Deficiency plans should contain the following sections:

Introduction and Setting--a short description of the deficient roadway facility, including a map showing its location.

Deficiency Analysis--an explanation of the likely causes of the deficiency, and a quantitative assessment of the magnitude of the deficiency.

Improvement List--a list of the improvements necessary for the deficient segment or intersection to maintain (or attain) the Level of Service Standard and the estimated costs of the improvements.

Action List (Screening of Actions)--a listing of possible actions and a sketch-planning level evaluation of the most suitable actions.

Implementation Plan--a description of the actions proposed for implementation, their costs, a schedule for their implementation and completion, and the definition of responsible parties.

Monitoring Program--a description of the steps that the jurisdiction preparing the deficiency plan will take to monitor implementation of the actions included in the plan.