

**COUNTY OF SAN MATEO
PLANNING AND BUILDING DEPARTMENT**

DATE: December 10, 2014

TO: Planning Commission

FROM: Planning Staff

SUBJECT: INFORMATIONAL ITEM: Briefing on the Comprehensive Transportation Management Plan (“Connect the Coastside”)

County File Number: PLN 2014-00430

INTRODUCTION

This is an informational report on the current Comprehensive Transportation Management Plan (Connect the Coastside). Connect the Coastside is a long range planning effort required by San Mateo County Local Coastal Program (LCP) Policy 2.53, which stipulates the need to evaluate future development impacts on the regional transportation system, including coastal access, within the unincorporated Midcoast area and the City of Half Moon Bay (study area).

The County of San Mateo Planning and Building Department manages Connect the Coastside and has contracted DKS Associates to conduct technical analysis, develop strategic alternatives, and produce a plan to help manage long-term development and transportation in the study area.

RECOMMENDATION

Receive staff’s presentation on the status of Connect the Coastside and provide input on plan content and direction.

BACKGROUND

Report Prepared By: James A. Hinkamp, Project Planner, 650/599-1560

Applicant: County of San Mateo Planning and Building Department

Owner: Unincorporated Midcoast and City of Half Moon Bay

Location: Land area south of Tom Lantos Tunnels (Devil’s Slide), extending to the southern terminus of the City of Half Moon Bay, including areas to the west of

Highway 1 and areas between Highway 1 and Interstate 280, as well as land areas proximate to Highway 92, from Highway 1 to Interstate 280.

In August 2012, the California Coastal Commission approved the LCP Midcoast Update with conditions described in LCP Policy 2.53, to conduct a transportation management plan. Local Coastal Program Policy 2.53 reads as follows:

Develop a comprehensive transportation management plan to address the cumulative traffic impacts of residential development, including single-family, two-family, multi-family, and second dwelling units, on roads and highways in the entire Midcoast, including the City of Half Moon Bay. The plan shall be based on the results of an analysis that identifies the total cumulative traffic impact of projected new development at LCP buildout and shall propose specific LCP policies designed to offset the demand for all new vehicle trips generated by new residential development on Highway 1, Highway 92, and relevant local streets, during commuter peak periods and peak recreation periods; and policies for new residential development to mitigate for residential development's significant adverse cumulative impacts on public access to the beaches of the Midcoast region of San Mateo County.

The plan shall thoroughly evaluate the feasibility of developing an in-lieu fee traffic mitigation program, the expansion of public transit, including buses and shuttles, and development of a mandatory lot merger program.

Of note, as part of the required buildout analysis, non-residential development was also included in the project Scope of Work and is discussed in further detail in Section B of this report. Exploration of new transportation service standards, where applicable, is also included in the Scope of Work and will be vetted in detail during development of alternatives (Project Task 3).

Project Chronology:

<u>Date</u>	<u>Action</u>
May 20, 2014	- Project contract approved by County Board of Supervisors.
May 29, 2014	- Project initiated: Scope of Work finalized and data collection commenced.
June 27, 2014	- Virtual Workshop and email newsletter launched.
August 27, 2014	- Project introduction and status update to the Midcoast Community Council.

- September 30, 2014 - Draft Buildout Analysis and Traffic Projections Report presented at Technical Advisory Committee (TAC) Meeting #1.
- October 22, 2014 - Presentation to Midcoast Community Council on draft Buildout Analysis and Traffic Projections Report.
- November 10, 2014 - Public workshop at Half Moon Bay Brewery
- December 10, 2014 - Project status report to Planning Commission.

DISCUSSION

A. PROJECT TEAM

The project team is comprised of the prime consultant, DKS Associates, and several sub-consultants. The project team is listed below with respective specialties:

- DKS Associates – Project management; travel forecasting
- Dyett & Bhatia – Land use and buildout analysis
- Flint Strategies – Community engagement; public relations
- Nelson/Nygaard – Active transportation planning (bicycle, pedestrian, trail and coastal access)
- SWCA Environmental Consultants – Environmental analysis

Due to the technical nature of project, the Scope of Work also identified the need for a Technical Advisory Committee (TAC) to assist this planning effort. The TAC consists of 27 representatives from numerous federal, state, regional, and local agencies. The TAC has reviewed the Buildout Analysis and Traffic Projections Report and respective member input has been incorporated into the current draft. The active TAC roster is included in Attachment C with this staff report.

B. PROJECT SCOPE

Connect the Coastside will proceed according to four (4) project tasks and inherent sub-tasks. Task details are outlined below:

- Task 1: Project Initiation and Stakeholder Engagement Strategy – Finalize the Scope of Work, the Stakeholder Engagement Strategy, and identify necessary data sources and background information to

support plan development; launch project website and social media communications.

- Task 2: Existing Conditions and Future Assessment – Conduct land use and buildout analysis, traffic level of service (LOS) analysis, travel forecasting, and identification of data gaps and deficiencies.
- Task 3: Development and Evaluation of Alternatives – Develop alternative strategies to address identified gaps and deficiencies; evaluate alternatives and subsequently identify the preferred alternative; concurrently, analyze potential environmental impacts.
- Task 4: Development of the Comprehensive Transportation Management Plan – Develop policies, programs, and projects (action items) based on the preferred alternative, and write final plan for policy consideration.

C. BUILDOUT ANALYSIS AND TRAFFIC PROJECTIONS REPORT

The Buildout Analysis and Traffic Projections Report describes current land use and multimodal transportation conditions in the study area, and subsequently estimates future development potential and traffic conditions in the year 2040. The project horizon is predicated on the most current City and County Association of Governments-Valley Transportation Authority (C/CAG-VTA) Travel Model forecast year.

The buildout analysis component of the draft Buildout Analysis and Traffic Projections Report also defines unique subareas for build based on the characteristics and availability of datasets studied for that level of analysis. Land use and buildout analysis entailed the following subareas, as well as disaggregate Travel Analysis Zones (TAZs) within these subareas:

- Midcoast
- Princeton
- Half Moon Bay
- Rural Lands

The Buildout Analysis and Traffic Projections Report is the culmination of the first and second tasks identified in the Scope of Work and covers the following topics in detail:

1. Existing Conditions and Transportation Level of Service

The project team collected quantitative and qualitative data to attain insight on current transportation system conditions, to support eventual travel

forecasts. Data collection encompassed roadway classification review, intersection level of service (LOS), roadway segment LOS, transit service, bicycle and pedestrian movement, as well as trails and coastal access.

Existing LOS was collected at 48 intersections and 47 individual roadway segments. Data was collected for the Weekday AM peak period (7:00-9:00 AM), the Weekday PM peak period (4:00-6:00 PM) and the Weekend Midday recreational peak period (10:00 AM – 12:00 PM).

Performance standards review also supplemented quantitative data collection. Multiple LOS standards were identified based on four separate documents that govern transportation performance in San Mateo County:

- San Mateo County Congestion Management Program (CMP)
- San Mateo County Traffic Impact Study Requirements
- San Mateo County Local Coastal Program
- City of Half Moon Bay Circulation Element

The listed documents provide standards that allow for comparison between observed intersection and roadway segment traffic conditions relative to acceptable level of service. The County LCP standards were chosen as the preferred threshold with which to compare unincorporated Midcoast transportation facility performance because Connect the Coastside is an expressed requirement per LCP Policy 2.53. Alternatively, standards specific to the City of Half Moon Bay Circulation Element were applied to Citywide transportation facilities.

The following analyses highlight current transportation system conditions:

- Twenty-one (21) study intersections and 19 roadway segments exceed acceptable LOS standards during at least one of the defined peak travel periods (Weekday AM, Weekday PM, Midday recreational peak).
- Highway 1 is a virtual barrier to east-west active transportation (bicycles and pedestrians) due to a lack of dedicated crossings, which directly impacts coastal access.
- Regional trail connectivity is also limited.
- Limited fixed-route transit service is available in the study area. The San Mateo County Transit District (SamTrans) operates two daily bus routes (17, 294) with minimum 1-hour headways (i.e., time between

accessible transit service at a particular stop/station) during weekday off-peak periods and weekends.

- Generally, parking capacity is severely impacted throughout the study area on weekends and during special events.

To address identified transportation system deficiencies, proposed, new transportation service standards are also briefly discussed in the Buildout Analysis and Traffic Projections Report and serve as foundational points for future evaluation of strategic alternatives.

2. Land Use and Buildout Analysis

The buildout analysis estimates the study area development potential, based on existing zoning and the identification of potential development sites. The analytical methodology combined development assumptions from the Midcoast LCP Update as well as refinements based on additional data, such as non-residential development.

The project team applied County Geographic Information Systems (GIS) data to analyze current and future “opportunity sites,” which are defined generally as vacant or underutilized land (that which is developed at a density or intensity below the maximum allowed zoning regulations).

For certain subareas, such as Princeton, open storage yards were also considered opportunity sites; in the City of Half Moon Bay, single-family residential parcels greater than 2 acres were included as opportunity sites. In addition to opportunity site identification, Association of Bay Area Governments (ABAG) job projections informed development assumptions for the study area.

The buildout analysis estimates that the maximum amount of development which could occur in the study area, based on existing zoning, is a 51% increase in homes and apartments (4,287 units), and an approximate 42% increase in local jobs (2,919 new jobs). Whereas the relative majority of new housing development potential exists in the unincorporated Midcoast, the majority of non-residential development potential is concentrated in the City of Half Moon Bay. The rate at which this development could occur within the unincorporated area is controlled by LCP Policy 1.23, which currently limits maximum permitted residential development for the Midcoast at 40 units per calendar year. Local Coastal Program Policy 1.23 allows for this annual limit to change if, among other things, a comprehensive transportation management plan is certified by the Coastal Commission as an amendment to the Local Coastal Program.

Water and wastewater capacity is also included in the buildout analysis. The County LCP and City of Half Moon Bay LCP both express reserve water and sewer capacity for priority land uses defined by the California Coastal Act and the respective Local Coastal Programs. The City LCP further describes non-priority water use allocations. The Montara Water and Sanitary District (MWSD) and Coastside County Water District (CCWD) supply potable water throughout the study area. Sanitary sewer service is provided by the MWSD, as well as the Granada Community Services District (GCSD) and the City of Half Moon Bay; the Sewer Authority Mid-Coastside (SAM) is responsible for treating and disposing of sewage. The buildout analysis recognizes future development potential may be constrained by available water and wastewater capacity.

3. Travel Forecast and Buildout Level of Service

The City and County Association of Governments-Valley Transportation Authority (C/CAG-VTA) Travel Model was employed to forecast future travel patterns in the horizon year of 2040. The forecast is derived from data collected as part of the existing conditions analysis, including land use inputs developed for the buildout analysis, to maintain a nexus between projected development and transportation demand.

Future travel estimations in the study area are expressed as a range. Along Highway 1, traffic volumes are projected to increase between 10%-50% during Weekday AM and PM peak commute hours. Along State Route 92, travel during Weekday AM and PM peak commute hours is projected to increase 15%-35%. At the TAZ level, study area traffic volumes are projected to increase 33%.

Travel forecast results highlight gaps and deficiencies in buildout intersection and roadway segment LOS. According to travel model estimates, 30 study area intersections would exceed defined performance standards during at least one of the peak period time frames (Weekday AM, Weekday PM, or Midday recreational peak) and 15 study area roadway segments would exceed existing performance standards during at least one of the peak period time frames.

D. PUBLIC PARTICIPATION

Connect the Coastside has generated will be based on input received through public outreach and participation. Public participation includes the following components:

1. Website – A dedicated project website (www.connectthecoastside.com) provides current project information, including meeting dates, and hosts the Virtual Workshop, an interactive link where interested parties may submit

comments on issues relevant to the project. The website also contains a Document Library where visitors may peruse numerous background documents related to past and present planning efforts proximate to the study area. Additionally, County and consultant contacts are available through the website as well, for direct communication with stakeholders.

2. Virtual Workshop – Within the project website, interested stakeholders may submit comments through the Virtual Workshop link. The project team identified 11 sub-areas of interest in which participants may choose to focus their comments, questions, or concerns; participants may also choose to submit general comments regarding Connect the Coastside. Comments received are preserved verbatim, for recording accuracy, and catalogued by sub-area as well as primary topic of concern (i.e., bike lanes, pedestrian access, traffic and roadway improvements).
3. Public Presentations – The County has presented Connect the Coastside in numerous settings and for a range of audiences. The project team has visited the Half Moon Bay Rotary Club, Sonrisas, and Midcoast Community Council (twice), as well as hosting the first public workshop at Half Moon Bay Brewery in Princeton. The project team has made a concerted effort to ensure project information is conveyed bilingually (English and Spanish), as needed.
4. Public Workshops – The County has held one public workshop, to discuss the draft Buildout Analysis and Traffic Projections, in addition to initial project Alternatives for consideration. The first workshop occurred on Monday, November 10, 2014 at the Half Moon Bay Brewery. There were an estimated 60 attendees who contributed to this discussion. The County will hold two further workshops in 2015, to receive comments on the draft Alternatives and draft Plan, respectively.
5. Email Updates – Flint Strategies maintains a directory of more than 3,000 unique email addresses that have authorized receiving updated project information.

E. CONSISTENCY WITH LOCAL AND REGIONAL PLANNING EFFORTS

Connect the Coastside is consistent with the County LCP in its fulfillment of Policy 2.53, as stipulated in the Midcoast LCP Update. By virtue of this requirement, the project also strives for consistency with the State Coastal Act.

Connect the Coastside is also being developed concurrent with other planning efforts in the Midcoast area with overlapping study area and plan components. Therefore, the project team is mindful of the significance of maintaining accuracy and consistency with other area plans. The County has benefited from select consultancies' participation and familiarity with recent long range planning

efforts on the Midcoast. For example, land use data developed in the Plan Princeton effort has been applied to Connect the Coastsides buildout estimates. Furthermore, Planning and Building staff have actively participated in related projects not specifically managed by County staff. Parking demand projections from the Golden Gate National Recreation Area (GGNRA)-managed Coastsides Parking Needs Assessment are under review by various agencies, including County Planning and Building staff, and will be incorporated into Connect the Coastsides demand projections once that report evaluation is completed. A sample of plans and studies the project team is actively monitoring for accuracy and consistency include:

- Half Moon Bay Circulation Element (City of Half Moon Bay)
- Plan Princeton (San Mateo County Planning and Building Department)
- Highway Safety and Mobility Improvements Study: Phase I and II (San Mateo County Planning and Building Department)
- San Mateo County Trails Master Plan (San Mateo County Parks)
- Coastsides Parking Needs Assessment (Golden Gate National Recreation Area)
- Highway 1 Congestion Management Project (San Mateo County Transportation Authority)

It is the County's intent to update Connect the Coastsides, as needed, to reflect the most current information available in the study area.

F. NEXT STEPS

Connect the Coastsides Tasks 1 and 2 have been completed. A Stakeholder Engagement Strategy that emphasizes frequent, accessible public outreach has been implemented, and will continue to be a primary project focus. Multimodal transportation, land use, and infrastructure resource data has been synthesized and analyzed to develop future transportation demand and development buildout projections in the study area.

The next project phases include Tasks 3 and 4. In Task 3, alternative strategies will be evaluated, building upon the analysis conducted to date, with the intent to identify a preferred alternative that could achieve an effective, productive balance between future transportation demand and land use development on the Midcoast, consistent with LCP Policy 2.53. Alternatives will be subject to review and feedback from the TAC, as well as the public, through meetings, to occur in winter 2015. Subsequently, in Task 4, the preferred alternative will provide the basis for draft Plan recommendations.

The following chronology lists anticipated actions for Tasks 3 and 4, which includes expected project culmination in late summer 2015:

<u>Date</u>	<u>Action</u>
December 2014 – February 2015	- Evaluation of Alternatives
January 8, 2015	- Brews and Views Public Discussion
January 2015	- Technical Advisory Committee Meeting #2
February 2015	- Environmental Review (anticipated Initial Study and Negative Declaration); Publish Draft Alternatives
March 2015	- Public Workshop #2; Planning Commission and Board of Supervisors Hearings on Draft Alternatives
May 2015	- Draft Plan publication; Public Workshop #3; Planning Commission Hearing on Draft Plan and Recommendation to Board of Supervisors
June 2015	- Planning Commission Adoption of Draft Plan
August 2015	- Board of Supervisors Adoption of Draft Plan

ATTACHMENTS

- A. Scope of Work
- B. Buildout Analysis and Traffic Projections Report
- C. Technical Advisory Committee Roster
- D. Connect the Coastside Website (screen shot)

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EXHIBIT A

Scope of Work

In consideration of the payments set forth in Exhibit B, Contractor shall provide the following services in relation to the production of the Comprehensive Transportation Management Plan for the Midcoast study area and related future development plans for the Half Moon Bay area and the Midcoast of San Mateo County:

1. Project Initiation and Stakeholder Engagement Strategy

1.1 Project Kick-Off

1.1.a Refine and finalize Stakeholder Engagement Strategy, to identify appropriate levels and frequency of stakeholder participation.

1.1.b Identify data sources and background information needed to develop Plan.

1.1.c Develop communication protocols between County, contractor, and subcontractors.

1.1.d Refine and finalize Scope of Work.

1.2 Initiate Project Communications and Branding

1.2.a Launch project website and social media feeds.

1.2.b Draft and distribute press and media releases.

2. Existing Conditions and Future Assessment

2.1 Land Use and Buildout Analysis

2.1.a Refine a methodology for completing an updated residential buildout analysis. The methodology used for the buildout analysis of the Midcoast LCP will be used as a foundation. Water and sewer constraints may be taken into consideration for developing associated traffic projections. However, the buildout analysis will identify the theoretical maximum amount of development that could occur if all available land is developed to its full potential before the application of

applicable development limitations. Develop a methodology for completing a non-residential buildout analysis.

2.1.b Collect and analyze prior buildout projections for the Midcoast and Half Moon Bay, along with available information regarding the capacity of water and wastewater collection and treatment systems to support buildout.

2.1.c Based on the methodology developed in Task 2.1.a and information collected in Task 2.1.b, calculate residential and non-residential buildout for the planning area.

2.1.d Identify the potential impacts of future residential development within the Midcoast and City of Half Moon Bay on the existing transportation system, and on coastal access and recreation, based on a detailed analysis of the maximum residential and non-residential development allowed in these areas (i.e., "buildout").

2.2 Travel Forecasting and Traffic Level of Service Analysis

2.2.a Create a methodology for developing traffic projections associated with buildout analysis.

2.2.b Document the type, extent, and source of transportation problems currently being experienced on the Midcoast and City of Half Moon Bay.

2.2.c Collect and analyze relevant reports and data expressing current Level of Service on Highways 1 and 92 and the other arterial roads on the Midcoast and Half Moon Bay and determine where there are gaps in data and how to address them.

2.2.d Identify service standards and expectations existing in the planning area, for all modes of travel, and explore possible additional service standards by which to gauge existing and future transportation gaps and deficiencies.

2.3 Identification of Data Gaps and Deficiencies

2.3.a Create a methodology to address gaps and deficiencies in buildout analysis, travel forecasting, and traffic level of service (Tasks 2.1-2.2).

2.3.b Work with service districts' governing boards, Caltrans, County Department of Public Works, and other relevant stakeholders to address information gaps or accommodate for the lack of information.

2.3.c Complete and present the Draft Buildout Analysis and Traffic Projections Report to the Midcoast Community Council.

2.3.d Publish a Final Report that responds to all questions and comments received regarding the Draft.

3. *Development and Evaluation of Alternatives*

3.1 Develop Alternatives

3.1.a Develop and analyze a range of alternative strategies for addressing existing transportation-related problems, and for minimizing and mitigating the impacts of future development. Identify land use strategies for minimizing the impacts of future development on traffic and circulation including, but not limited to, the establishment of mandatory lot merger program or lot retirement programs. As part of this effort, work directly with public agencies and private and non-profit property owners that would be affected, in a process further detailed in the community engagement strategy, to get feedback on development reduction strategies.

3.1.b Identify alternative methods for minimizing and mitigating the impacts of future development on traffic and circulation, including improvements to local streets and highways, expansion of public transit services, and enhancements to paths and trails.

3.1.c Coordinate the development and analysis of alternative strategies with all relevant stakeholders, in a manner that recognizes coastal access and recreation as a priority use.

3.2 Evaluate Alternatives and Identify a Preferred Alternative

3.2.a Analyze the cost and feasibility of the identified alternatives, their consistency with applicable regulations and standards, and the effect they will have on traffic and circulation. Analyze the potential reduction in development capacity that would reasonably result from implementation of land use strategies.

3.2.b Identify a Preferred Alternative in consultation with the County staff, the Technical Advisory Committee (TAC) and other stakeholders using the criteria identified in Task 1.

3.2.c Produce a Draft Alternatives Report that shall recommend which alternatives should be pursued and why.

3.3 Review Potential Environmental Impacts

3.3.a Conduct environmental review required to address CEQA requirements. An Initial Study will be prepared to assess the extent to which significant environmental impacts may occur with development of the project.

The Initial Study typically includes a project description, brief environmental setting, potential environmental impacts and brief explanations to support findings, mitigation measures for any significant effects, a description of consistency with related plans and policies, and names of parties responsible for preparation.

3.3.b (Contingency) Based on the Initial Study, one of three approaches will be used to complete the environmental assessment of the project. The associated costs for each approach are included as part of the contingency budget.

- If the Initial Study checklist shows that no additional significant impacts would be generated that are not already accounted for in the Program EIR, we will proceed with a basic Negative Declaration with no additional analysis. This basic Negative Declaration will include brief explanatory text for each relevant issue area describing the reasons why no significant impact is expected. More detailed analysis (e.g., quantifying air quality impacts) would not be included. We will prepare an administrative draft Negative Declaration and revise it based on one set of consolidated comments from County staff.

- An expanded MND would be prepared if it is determined that any potential significant environmental effects can be reduced to a level of insignificance through project revisions, pursuant to Section 21064.5 of the California Public Resource Code.

The expanded MND would consist of a description of the impacts associated with each issue area supplemented by a more in-depth analysis of certain topics where potential impacts have been identified. Mitigation measures will be identified as necessary to reduce identified potentially significant effects.

- We would prepare a full EIR if it were found that the project could have significant environmental effects that are unavoidable; i.e., if no reasonable mitigation could be undertaken to reduce the effects to a less than significant level.

In all cases, alternatives will be analyzed to the extent legally required.

4. *Development of the Comprehensive Transportation Management Plan*

4.1 Develop Policies, Programs, and Projects for the Preferred Alternative

4.1.a Identify options for financing improvements, including through the establishment of an in-lieu fee traffic mitigation program.

4.1.b Identify methods for reducing the extent of future development to that which can be accommodated by the local circulation system, including through the establishment of mandatory lot merger requirements. Based on public review of the alternatives and County staff direction, develop programs and policies to implement land use buildout reduction strategies.

4.1.c Increase the efficiency, consistency, and effectiveness of the development review process by selecting and implementing strategies that provide a fair and uniform basis for offsetting the cumulative impacts of individual residential development proposals.

4.1.d Establish new programs, policies, and procedures to implement the transportation improvement strategies from the CTMP selected by the Board of Supervisors through a public review process.

4.1.e Complete and present the Draft Alternatives Report to the Midcoast Community Council, the planning Commission, and the Board of Supervisors, and publish a Final Report that responds to all questions and comments received regarding the Draft.

4.2 Prepare Final Plan

4.2.a Compile all information contained in the Buildout Analysis and Traffic Projections Report, and Final Alternatives Report within a DRAFT Transportation Management Plan that also describes the process used to create the Plan.

4.2.b In partnership with the County, will present the DRAFT CTMP to the Midcoast Community Council, the Planning Commission, and the Board of Supervisors for adoption.

4.2.c Publish a Final CTMP that responds to all comments and questions received regarding the Draft.

Schedule of Deliverables		
1.	Project Kick-off Meeting	May 2014
2.	Finalize Stakeholder Engagement Strategy	May 2014
3.	Review Prior Buildout and Services Capacity Projections	June 2014
4.	Develop Methods for Obtaining Missing Data and Updating Buildout Projections	June 2014
5.	Draft Buildout Analysis and Traffic Projection Report	August 2014

Schedule of Deliverables		
6.	Present Draft Buildout Analysis and Traffic Projection Report to Technical Advisory Committee and Planning Commission	September 2014
7.	Finalize and Publish Buildout Analysis and Traffic Projections Report	October 2014
8.	Formulate Alternative Response to Existing and Future Traffic Conditions	December 2014
9.	Develop and Publish Draft Alternatives Report	February 2015
10.	Address CEQA Requirements	February 2015
11.	Present Draft Alternatives Report to Public and Planning Commission, and Board of Supervisors	March 2015
12.	Refine Alternatives Based on Public, Planning Commission, and Board of Supervisors Feedback	March 2015
13.	Publish Initial DRAFT Comprehensive Transportation Management Plan, Present Data, Public Input, Preferred Alternative Analysis in Initial DRAFT CTMP	May 2015
14.	Present Initial DRAFT CTMP to Public, Planning Commission, and Board of Supervisors	May 2015
15.	Planning Commission Adoption of DRAFT Comprehensive Transportation Management Plan	June 2015
16.	Board of Supervisors Adoption of DRAFT Comprehensive Transportation Management Plan	August 2015

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