

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AGENDA

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday, February 28, 2011 3:00 p.m. to 5:00 p.m.
Place: San Mateo City Hall
330 West 20th Avenue, San Mateo, California
Conference Room C (across from Council Chambers)

PLEASE CALL Sandy Wong (599-1409) IF YOU ARE UNABLE TO ATTEND.

- | | | | |
|----|--|-------------------------------------|---------------|
| 1. | Public comment on items not on the agenda | Presentations are limited to 3 mins | |
| 2. | Minutes of January 31, 2011 meeting. | Action (Pierce) | Pages 1 - 4 |
| 3. | Review and comment on the process for “call for projects” of the Regional Transportation Plan/Sustainable Community Strategy” (RTP/SCS) | Action (Higaki) | Page 5 - 19 |
| 4. | Review and recommend approval of Measure M (\$10 Vehicle Registration Fee) Implementation Plan | Action (Hoang) | Pages 20 - 26 |
| 5. | Review and recommend approval of the 5 th Cycle of the Transit Oriented Development Housing Incentive Program | Action (Madalena) | Page 27 - 32 |
| 6. | Review and recommend approval of the FY 2011/12 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) Program for San Mateo County | Action (Madalena) | Pages 33 - 35 |
| 7. | Executive Director Report | Information (Napier) | |
| 8. | Member comments and announcements. | Information (Richardson) | |
| 9. | Adjournment and establishment of next meeting date (March 28, 2011). | Action (Richardson) | |

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 JANUARY 31, 2011**

The meeting was called to order by Chair Richardson in Conference Room A at City Hall of San Mateo at 3:00 pm.

Attendance sheet is attached.

1. Public comment on items not on the agenda.

Pat Giorni offered information regarding Friends of CalTrain meeting. Pat also urged San Mateo County to let the Peninsula Traffic Congestion Relief Alliance be the only agency to coordinate the upcoming Bike to Work Day under the Bay Area Bike Coalition.

2. Minutes of November 22, 2010 meeting.

*Motion: To approve the Minutes of the November 22, 2010 meeting, Pierce/Bigelow.
Motion carried unanimously.*

3. Nominations and election of Chair and Vice Chair.

*Motion: To nominate and elect Barbara Pierce as the Chair of CMEQ,
Patridge/O'Connell. Motion carried unanimously.*

*Motion: To nominate and elect Richard Garbarino as the Vice Chair of CMEQ,
Pierce/O'Connell. Motion carried unanimously.*

4. Review of the proposed Measure M Implementation Plan Framework

John Hoang presented the framework for the Measure M Implementation Plan. Measure M requires an Implementation Plan be adopted by the C/CAG Board every 5 years. The \$10 vehicle registration fee will be collected starting from May 3, 2011. According to Measure M, the 50% countywide programs will include: Transit Operations and Senior Transportation; ITS and Smart Corridor; Safe Routes to School; and NPDES (National Pollutant Discharge Elimination System).

CMEQ members suggested that since we are providing funds to Senior Transportation, we need to have opportunity to provide input to improve Redi-Wheel or similar services. The goal is to bring better service to seniors and elderly persons so that they don't have to stand on the street for 45 minutes waiting for the vehicle. Also, due to the short emergency budget situation of CalTrain, can we consider providing more money to CalTrain on a short term basis while the long term solutions are being worked out by involved parties.

Pat Giorni (public) commented that the Safe Route to School (SR2) is not effective at this time because the infrastructure for children to walk/bike to school is not there yet. Therefore, convincing parents to let their kids to walk to school is somewhat premature. Instead, she recommended redirecting the SR2S fund to improve bike and ped infrastructures. Richard Napier responded that it is the Metropolitan Transportation Commission's (MTC) direction that

the County's share SR2S Federal fund be directed to non-infrastructure projects. Several CMEQ members also supported keeping the SR2S fund separate from Bike/Ped.

Motion: To recommend approval of the proposed Measure M Implementation Plan Framework, Bigelow/Pierce. Motion carried unanimously.

5. Receive an update on the 2010 San Mateo County Energy Watch (Information).

Kim Springer and Alexis Petru provided a presentation on the achievements to-date by the San Mateo County Energy Watch program. CMEQ members made some suggestions on making improvements to the graphic presentation.

6. Review and provide input on the draft San Mateo Countywide Transportation Plan 2035 (CTP 2035) Visions, Goals, and Objectives.

Joe Kott provided a presentation and progress update on the San Mateo Countywide Transportation Plan (CTP 2035) update. Presentation included the draft vision and goals for each mode of transportation developed by the Working Group.

CMEQ members had the following comments:

- There are many countywide strategic plans done already, such as those prepared by SamTrans, Alliance. How does the CTP 2035 relate to those plans? Are the efforts redundant?
- There is mentioned of HOV (carpool) lanes. How about HOT (high occupancy toll) lanes?
- Should put emphasis on parking management.
- The end users should be included in the Vision Statement. We should focus efforts on making it better for the end users.
- There should be recognition of potential conflict between different modes of transportation.
- We need to improve mobility.
- Look at how to make connections between areas and places.
- Will written comments be accepted beyond the meeting? [staff response was yes.]
- Recreational trails ought to be considered.
- Should include goods movement, and.
- There is no mention of coordination with neighboring counties.
- The policies presented are not prioritized. We need to be realistic in terms of what we can accomplish.
- Would like to have this powerpoint presentation to various City Councils, if requested.

Pat Giorni (public) commented on page 29 of the packet reference to barriers to walking should be applied to bicycling as well.

7. Approval of CMEQ 2011 meeting calendar.

Sandy Wong presented the proposed meeting calendar for 2011.

Motion: To approve the CMEQ 2011 meeting calendar, Lloyd/Dworetzky. Motion carried unanimously.

8. Executive Director Report.

Richard Napier, Executive Director, wished everyone happy new year. C/CAG celebrated its 20th anniversary. He thanked CMEQ members for their great work. Staff is currently developing Climate Action Plan Template and Methodology. He also mentioned the HOV study will be brought to the CMEQ soon. He reported that all jurisdictions have or will have adopted resolutions to join the countywide sub-RHNA.

9. Member comments and announcements.

Member Lloyd mentioned about last Saturday's Friends of CalTrain Summit. Some of the suggestions made by attendees included having wi-fi and quiet cars to attract more riders. Chair Richardson stated her concern of not having stable source of funding for CalTrain.

Chair Richardson, who is completing her two years as CMEQ Chair, thanked all CMEQ members and staff for their good work and support in the last two years. She also mentioned that Kevin Mullin was selected by the Council of Cities as the MTC Commissioner for San Mateo County, taking the seat vacated by Sue Lempert. She thanked member Lempert for serving on the MTC Commission.

Member Lempert thanked everyone for their support. She will continue to stay involved. Lastly, she informed the CMEQ that MTC voted, although Commissioner Lempert did not support it, to allow the Mayor of Oakland and Mayor San Jose to appoint a MTC commissioner from each of their cities. The net result will increase the total MTC Commissioners to three (3) each from Alameda County and Santa Clara County, while San Mateo County will continue to have two (2). That will require legislative approval. Member Lempert has already spoke to Assembly Member Jerry Hill regarding negative impact on San Mateo County. She suggested CMEQ members to do the same.

8. Adjournment and establishment of next meeting date.

The next regular meeting is scheduled for February 28, 2011.

Meeting was adjourned at 4:48 pm.

CMEQ 2011 Attendance Record				
Name	Jan 31			
Arthur Lloyd	Yes			
Barbara Pierce	Yes			
Daniel Quigg				
Gina Papan				
Irene O'Connell	Yes			
Jim Bigelow	Yes			
Lennie Roberts	Yes			
Linda Koelling	Yes			
Naomi Patridge	Yes			
Omnolee Trapp	Yes			
Richard Garbarino	Yes			
Sepi Richardson	Yes			
Steve Dworetzky	Yes			
Sue Lempert	Yes			
Zoe Kersteen- Tucker				
Vacant				
Vacant				
Other attendees at Jan 31, 2011				
R Napier, S Wong, J Kott, J Hoang, T Madalena - C/CAG				
Kim Springer, Alexis Petru, Lisa Wan - County				
Pat Giorni				
Pat Dixon				

C/CAG AGENDA REPORT

Date: February 28, 2011
To: Congestion Management Program and Environmental Quality Committee (CMEQ)
From: Sandy Wong and Jean Higaki
Subject: Review and comment on the process for "Call for Projects" of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
(For further information contact Sandy Wong at 599-1409 or Jean Higaki at 599-1462)

RECOMMENDATION

That the CMEQ Committee review and comment on the process for "Call for Projects" of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

FISCAL IMPACT

None.

SOURCE OF FUNDS

NA

BACKGROUND/DISCUSSION

The Metropolitan Transportation Commission (MTC) scheduled a "call for projects" to be issued on February 14, 2011 for development of its long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). MTC has requested that project sponsors submit projects through their respective Congestion Management Agency (CMA) for each county.

Unlike the previous updates of the RTP, the RTP/SCS must align transportation and land use planning to reduce greenhouse gas emissions. Specifically the SCS part adds three new elements to the RTP: (1) a land use component that identifies how the region could house the entire population of the region over the next eight and 25 years; (2) a discussion of resource and farmland areas to be protected; and (3) a demonstration of how the development pattern and the transportation network can work together to reduce GHG emissions.

C/CAG staff is working with the San Mateo County Transit District (SamTrans) and the San Mateo County Transportation Authority (SMCTA) on the "call for projects". A county level "call for projects" was issued to all jurisdictions and potential project sponsors on February 18, 2011. (See attached call for projects.) Staff encourages project sponsors to submit projects that can support the specific RTP/SCS goals and performance targets adopted by MTC on January 26, 2011. (Attached to the call for projects.)

MTC has assigned each CMA a target budget, for each county, as an upper financial limit for projects.

This budget is based on population and is only used to set a “reasonable” limit on project submittals. Project estimates will be required as part of a project submittal.

Programmatic category projects are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional air quality conformity. Projects that add capacity or expand the network are not included in a programmatic category. A list of eligible programmatic categories is attached.

MTC will make a web-based project application form available on March 1, 2011. C/CAG anticipates using this application form to develop the draft list. All projects should be submitted to us through this online application process.

The following “call for projects” schedule was developed by MTC and augmented with C/CAG processes (shaded tasks).

Schedule Task	Date
Review and Solicit Input on Draft Call for Projects Guidance	MTC PTAC: January 31, 2011 Regional RAWG: February 1, 2011 MTC Policy Advisory Council: February 9, 2011
MTC Planning Committee for Information	February 9, 2011
MTC Issues Call for Projects Guidance Letter to CMAs	February 10, 2011
C/CAG staff coordination meeting with SMCTA/SamTrans/JBP	February 10, 2011
CMP TAC – Process Review	February 17, 2011
C/CAG issues a call for projects to all identified project sponsors	February 18, 2011
CMEQ – Process Review	February 28, 2011
Open Web-Based Project Application Form for Use by CMAs/ Project Sponsors	March 1, 2011
Project Sponsor submits initial project list to C/CAG	March 15, 2011
C/CAG staff develops preliminary draft list of projects based on sponsor submittals	March 16, 2011
CMP TAC – Review of draft list	March 17, 2011
CMEQ -- Review of the draft list	March 28, 2011
Project Sponsors to complete web based application	April 8, 2011
C/CAG Board – Review of the draft list	April 14, 2011
CMP TAC –Review of the Final List	April 21, 2011
CMEQ –Review of the Final List	April 25, 2011
Project Submittals Due to MTC	April 29, 2011
C/CAG Board –Approval of the Final List (C/CAG will submit a draft list and request an extension from MTC for Board approved final list.)	May 12, 2011
MTC Conducts Project-Level Performance Assessment	May – July 2011

After the close of the project submittal process MTC will conduct “project-level performance assessments” from May-July 2011. MTC will also conduct a selection process for projects to include in “detailed scenarios assessment”. The “project-level performance assessment” is designed to identify projects and programs that advance the SCS/RTP goals, support the SCS land use strategy, and are cost-effective. The assessment will be similar to that performed as part of Transportation 2035. Methodologies for quantitatively and qualitatively comparing the merits of various transportation projects are in development. The “detailed scenario assessment”, performed after the “project-level performance assessment,” will capture the interactions among transportation projects and land use.

A schedule for the overall RTP/SCS development is attached and scheduled for adoption during November 2012 – April 2013. See attached memo. It is anticipated that the RTP/SCS will continue to be updated every four (4) years with no mid term amendment.

ATTACHMENTS

1. C/CAG RTP/SCS Call for Projects with attachments.
2. Programmatic Categories list
3. General SCS Schedule

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February 18, 2011

To: **DISTRIBUTION LIST** (See Below)

Subject: Call for Projects -- Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Metropolitan Transportation Commission (MTC) has issued a “call for projects” to Bay Area Congestion Management Agencies (CMA) on February 14, 2011 for development of its long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS 2040). MTC has requested that CMAs to coordinate project submittals for their respective counties. C/CAG is the CMA for San Mateo County.

The Regional Transportation Plan (RTP) is a long range planning document blueprint of the region’s transportation system. Projects included in the RTP are for planning purposes only. Projects not listed in the RTP/ SCS cannot compete for Federal, State of California, or regional discretionary funding. In addition, projects that are 100% locally funded and have regional significance must be included in the RTP for air quality conformity purposes.

Changes from last RTP update

In 2008, the California State Legislature passed Senate Bill (SB) 375 (Steinberg). SB 375 requires that the existing framework of regional planning to tie together the regional housing needs allocation (RHNA) and regional transportation planning in an effort to reduce greenhouse gas (GHG) emissions from motor vehicle trips. It requires that Regional Transportation Plan (RTP) now contain a Sustainable Communities Strategy (SCS) element resulting in an RTP/SCS.

Unlike the previous updates of the RTP, the RTP/SCS must align transportation and land use planning to reduce greenhouse gas emissions. Specifically the SCS part adds three new elements to the RTP: (1) a land use component that identifies how the region could house the entire population of the region over the next eight and 25 years; (2) a discussion of resource and farmland areas to be protected; and (3) a demonstration of how the development pattern and the transportation network can work together to reduce GHG emissions.

Project Submittal to C/CAG

In order to meet the MTC deadlines, project sponsors must submit the initial list of projects to C/CAG, attention Jean Higaki at jhigaki@co.sanmateo.ca.us, by **March 15, 2011** using the "2040 RTP Preliminary Project List" as shown in Attachment 1. In addition, project sponsors must complete the MTC detail "on-line" application by **April 8, 2011**. The MTC web-based application will be available on March 1, 2011. For further detail regarding schedule, please refer to Attachment 2.

To assist project sponsors in their selection of projects for submittal, the current RTP 2035 would be a good starting point. Project sponsors should review and update information for projects in the existing RTP 2035 and submit new projects as applicable. **Projects included in the current RTP 2035 will be removed if not re-submitted during this process.** Projects included in the current RTP 2035 can be found at:

http://www.mtc.ca.gov/planning/2035_plan/FINAL/6_Appendix_1-Projects_Final.pdf (San Mateo County projects are listed on pages 116-118).

General Project Criteria

Project sponsors are encouraged to submit projects which meet one or more of the general criteria listed below, keeping in consideration that projects should support SCS principals promulgated by SB 375:

- Supports the goals and performance targets of the RTP/SCS (see Attachment 3).
- Serves as a regionally significant component of the regional transportation network. A regionally significant transportation project serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves).
- Supports focused growth by serving existing housing and employment centers FOCUS Priority Development Areas
- Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan, climate action plans, etc.).

By April 8, 2011 on-line project application information should be completed. Project sponsors should be prepared to include the following information in their submittal:

- How the project meets the RTP/SCS Goals and Performance Targets. (See Attachment 3)
- Estimated Project cost – Sponsors are to use established guidelines for estimating project cost such as:
 - Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming, and Preconstruction (http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf)

- State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates
(http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf)
- Project schedule; including start and completion dates for planning, design and/or construction phases

Further details and guideline from MTC will be posted as information becomes available at:
<http://www.onebayarea.org/cfp.htm>

Eligible Project Sponsors:

Eligible project sponsors must be a public agency such as a city, the county, transit operator, a transportation agency in San Mateo County, or Caltrans. Members of the public are eligible to submit projects, but must secure a public agency sponsor.

Programmatic Categories

Projects that are exempt from regional air quality conformity and do not add capacity or expand the transportation network, may be grouped into broader programmatic categories rather than submitting them as individual projects for consideration in the RTP/SCS. C/CAG will submit the following programmatic categories of projects for the entire County of San Mateo:

- Bicycle and pedestrian facilities and enhancement
- Lifeline transportation
- Local road safety
- Highway safety
- Local streets and roads O&M
- Non-capacity increasing local road intersection modifications and channelization
- Intelligent transportation system (ITS)
- Shuttles
- TLC/Streetscape
- Transportation Oriented Development (TOD)
- Transportation environmental enhancements
- Non-capacity increasing traffic operation improvements

Anticipated Future Steps:

Starting in May 2011, MTC will select projects to undergo project-level performance evaluations (see Attachment 4). The results of the project performance assessment will inform the upcoming detailed alternatives analysis and investment trade-off discussions, ultimately leading to a preferred RTP/SCS early next year with adoption occurring a year later.

Deadlines

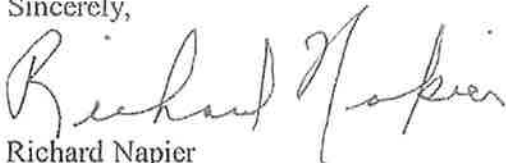
It is extremely important to meet the submittal deadlines.

- Deadline for preliminary project information to be included in the RTP/SCS is due on **March 15, 2011**.
- Deadline for completing input of the on-line application is **April 8, 2011**.

Please notify C/CAG staff Jean Higaki at jhigaki@co.sanmateo.ca.us or Sandy Wong at Slwong@co.sanmateo.ca.us when your on-line project application information is complete and submitted to MTC. Failure to submit an application will be viewed as the sponsor having no further interest in the project during the upcoming RTP/ SCS period.

If you have any questions about this process please contact Jean Higaki at (650) 599-1462 jhigaki@co.sanmateo.ca.us or Sandy Wong at (650) 599-1409 Slwong@co.sanmateo.ca.us.

Sincerely,



Richard Napier
Executive Director of C/CAG

DISTRIBUTION LIST:

County of San Mateo — Jim Porter, Director of Public Works
Atherton — Duncan Jones, Director of Public Works
Belmont — Leticia Alvarez,, Acting Director of Public Works
Brisbane — Randy Breault, Director of Public Works
Burlingame — Syed Murturza, Director of Public Works
Colma — Rick Mao, Director of Public Works
Daly City — John Fuller, Director of Public Works
East Palo Alto — Anthony Docto, Director of Public Works
Foster City — Ramon Towne, Director of Public Works
Half Moon Bay — Mo Sharma, Director of Public Works
Hillsborough — Martha DeBry, Director of Public Works
Menlo Park — Kent Steffens, Director of Public Works
Millbrae — Ron Popp, Director of Public Works
Pacifica — Van Ocampo, Director of Public Works
Portola Valley — Howard Young, Director of Public Works
Redwood City — Chu Chang, Director of Public Works
San Bruno — Klara Fabry, Director of Public Works
San Carlos — Robert Weil, Director of Public Works

San Mateo — Larry Patterson, Director of Public Works
South San Francisco — Ray Razavi, City Engineer
Woodside — Paul Nagengast, Director of Public Works
SamTrans — April Chan, Director of Budgets and Grants
CalTrain — Marian Lee, Executive Officer of Planning and Development
SMCTA — Joe Hurley, Director of the Transportation Authority Program
Caltrans — Lee Taubeneck, Deputy Director of Planning
Cathleen Baker — MTC Policy Advisory Council, Member
Richard Hedges — MTC Policy Advisory Council, Member
Other Interested Parties

cc:

C/CAG, CMEQ, BPAC, and CMP TAC Members
County of San Mateo — David Bosch, County Manager
Atherton — John Danielson, City Manager
Belmont — Greg Scoles, , City Manager
Brisbane — Clayton Holstein, City Manager
Burlingame — James Nantell, City Manager
Colma — Laura Allen, City Manager
Daly City — Pat Martel, City Manager
East Palo Alto — ML Gordon, City Manager
Foster City — Jim Hardy, City Manager
Half Moon Bay — Laura Snideman, City Manager
Hillsborough — Tony Constantouros, City Manager
Menlo Park — Glen Rojas, City Manager
Millbrae — Marcia Raines, City Manager
Pacifica — Steve Rhodes, City Manager
Portola Valley — Angela Howard, City Manager
Redwood City — Peter Ingram, City Manager
San Bruno — Connie Jackson, City Manager
San Carlos — Jeff Maltbie, City Manager
San Mateo — Susan Loftus, City Manager
South San Francisco — Barry Nagel, City Manager
Woodside — Susan George, City Manager

Attachments:

1. Spreadsheet for Required Preliminary Project List Information
2. C/CAG RTP Call For Projects Schedule
3. MTC Goals and Performance Targets
4. MTC Draft Transportation Project Performance Assessment Methodology

C/CAG RTP Call For Projects Schedule

The following “call for projects” schedule was developed by MTC and augmented with C/CAG processes (shaded tasks).

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MTC Conducts Project-Level Performance Assessment	May – July 2011

~~Attachment A.1~~
RTP/SCS Goals and Performance Targets

Goal	Performance Target (from 2005 levels unless noted)
<p><u>Climate Protection</u> Dealing effectively with the challenge of climate change involves communities far beyond the shores of San Francisco Bay. Indeed, Senate Bill 375 requires metropolitan areas throughout California to reduce greenhouse gas emissions from cars and trucks. Furthermore, our region must safeguard the shoreline due to sea-level rise through adaption strategies. By combining aggressive policies with innovative technologies, the Bay Area can act as a model for other regions around the state and nationwide.</p>	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
<p><u>Adequate Housing</u> A diverse and sufficient housing supply is essential to maximize livability for all Bay Area residents. The region aspires not only to ensure affordability and supply of housing for peoples of all income levels and in all nine counties, but also to reduce the concentration of poverty in low-income communities of concern.</p>	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income resident
<p><u>Healthy & Safe Communities</u> Promoting healthy and safe communities includes improving air quality, reducing collisions and encouraging more bicycle and pedestrian travel. While policy choices by regional agencies can help influence land-use decisions and the operation and design of transportation infrastructure, local governments have the biggest role to play. Cities' and counties' land-use authority directly shapes the development patterns that guide individuals' travel choices.</p>	<ul style="list-style-type: none"> ◦ Reduce premature deaths from exposure to particular emissions: <ul style="list-style-type: none"> ◦ Reduce premature deaths from exposure to fine particulates (PM2.5) by 10% ◦ Reduce coarse particulate emissions (PM10) by 30% ◦ Achieve greater reductions in highly impacted areas Associated Indicators <ul style="list-style-type: none"> ◦ Incidence of asthma attributable to particulate emissions ◦ Diesel particulate emissions ◦ Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) ◦ Increase the average time walking or biking per person per day for transportation by 60% (for an average of 15 minutes per person per day)
<p><u>Open Space & Agricultural Preservation</u> Limiting urban sprawl will help preserve productive agricultural lands and prime natural habitat, in addition to maintaining public access to shorelines, mountains, lakes and rivers. As open space and farmlands are essential to the Bay Area's quality of life, the region</p>	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) <ul style="list-style-type: none"> ◦ Scenarios will be compared to 2010 urban footprint

Goal	Performance Target (from 2005 levels unless noted)
<p>should focus growth in existing urban areas rather than pursue additional development in outlying areas.</p>	<p>for analytical purposes only</p>
<p><u>Equitable Access</u> A high quality of life is not a privilege reserved only for the wealthy. Regional agencies must work to ensure that high-quality housing is available for people of all incomes; that essential destinations may be reached at a minimal cost of time or money; that mobility options are available not only to those who can transport themselves but also to our growing populations of senior and disabled residents; that the benefits and burdens alike of transportation investment are evenly distributed; and that air pollution, water pollution or noise pollution are not disproportionately concentrated in low-income neighborhoods.</p>	<p>Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing</p>
<p><u>Economic Vitality</u> A strong economy is imperative to ensure continued quality of life for all Bay Area residents. This includes a healthy climate for business and growth, and plentiful employment opportunities for individuals of all skill levels and industries. Savvy transportation and land-use policies in pursuit of this goal will not only reduce travel times but also expand choices, cut total costs, improve accessibility, and boost reliability.</p>	<p>Increase gross regional product (GRP) by 87% – an average of 2.1% per year (in current dollars)</p>
<p><u>Transportation System Effectiveness</u> Maximizing the efficiency of the transportation system requires preserving existing assets in a state of good repair as well as leveraging assets that are not fully utilized and making targeted, cost-effective improvements. Continued maintenance is necessary to protect safety, minimize vehicle damage, support infill development in existing urban areas and promote economic growth regionwide.</p>	<ul style="list-style-type: none"> o Decrease average per-trip travel time by 10% for non-auto modes o Decrease automobile vehicle miles traveled per capita by 10% o Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce average transit asset age to 50% of useful life
<p><u>Infrastructure Security</u> The potential for damage from natural or manmade disasters is a threat to the security of Bay Area infrastructure. To preserve the region's economic vitality and quality of life, Bay Area government officials — in cooperation with federal and state agencies — must work to prevent damage to infrastructure systems and to minimize the potential impacts of any future disasters. Funding priorities must reflect the need to ensure infrastructure security and to avoid any preventable loss of life.</p>	

~~Attachment A.3~~ – MTC’s Draft Transportation Project Performance Assessment Methodology

	Transportation 2035	SCS/RTP Approach – Initial Thoughts
Goals Assessment (largely qualitative)	<ul style="list-style-type: none"> All projects (700+) assessed, grouped into 13 project type How well projects address each goal/number of goals addressed Conducted by panel of MTC staff and stakeholders 	<ul style="list-style-type: none"> Same as for Transportation 2035 -- but reflecting new goals/targets and with added emphasis on: <ul style="list-style-type: none"> support for focused growth statutory goals to reduce carbon dioxide and accommodate future housing demand For larger projects, use quantitative information where available, such as projected CO2 and particulate emissions reduction
Benefit-Cost Assessment (quantitative)	<ul style="list-style-type: none"> 60 large-scale uncommitted projects as well as uncommitted regional programs MTC model analysis <ol style="list-style-type: none"> B/C ratio in 2035 including <ul style="list-style-type: none"> Delay CO2 PM10 and PM2.5 Injuries & fatalities Direct user costs (vehicle operating/ownership) Cost savings for on-time maintenance Cost per reduction on CO2 Cost per reduction in VMT Cost per low-income household served by new transit <p>Goals not reflected in B/C are captured through the qualitative assessment</p>	<ul style="list-style-type: none"> Same types of projects but potentially more (perhaps 100) - subject to final policy on committed projects MTC model analysis <ol style="list-style-type: none"> B/C ratio - over 25 yrs instead of horizon year (if time allows) <ul style="list-style-type: none"> Travel time (see notes below) CO2 PM10 and PM2.5 Health costs associated with changes in active transportation levels Injuries & fatalities Direct user costs (vehicle operating/ownership) Cost savings for on-time maintenance <p>Goals not reflected in B/C are captured through the goals assessment in a qualitative fashion</p>
Synthesis & Use of Information	<ul style="list-style-type: none"> Bubble chart mapping B/C and number of goals addressed Sponsors “justify” projects with low-B/C before inclusion in the draft plan 	<ul style="list-style-type: none"> Bubble chart mapping B/C and number of goals addressed Sponsors must “justify” projects with <ol style="list-style-type: none"> low B/C or meeting few goals increase in CO2 emissions that do not support draft land use
Considerations	<ul style="list-style-type: none"> Four quantitative measures was information overload for the decision makers; prefer to have a single quantitative result 	<ul style="list-style-type: none"> Consider approaches to address to concern that current B/C model is dominated by travel time <ul style="list-style-type: none"> Sensitivity tests of impact of travel time on relative ratings of projects Review emerging practices for travel time valuation (e.g., discounting small time savings, different values of time based on trip purpose, value of reliability) Assess significance of B/C results for each project

Attachment A.2 Programmatic Categories

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional air quality conformity. Projects that add capacity or expand the network are not included in a programmatic category. Projects that do not fit within the identified programmatic categories are listed separately in the RTP/SCS. Programmatic categories are listed below.

1. **Bicycle/Pedestrian Expansion** (new facilities, expansion of existing bike/pedestrian network)
2. **Lifeline Transportation** (Community Based Transportation Plans projects such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e. bus shelters). Does not include fixed route transit projects.)
3. **Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks)
4. **Bicycle/Pedestrian Enhancements** (enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements)
5. **Transit Management Systems** (TransLink[®], Transit GPS tracking systems (i.e. Next Bus))
6. **Local Road Safety** (shoulder widening, realignment, non-coordinated signals)
7. **Highway Safety** (implementation of Highway Safety Improvement Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
8. **Transit Safety and Security Improvements** (Installation of security cameras)
9. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
10. **Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
11. **Regional Planning and Outreach** (regionwide planning, marketing, and outreach)
12. **Transportation Demand Management** (continuation of ridesharing, shuttle, or vanpooling at current levels)
13. **Non-Capacity Increasing Local Road Intersection Modifications and Channelization**
14. **Non-Capacity Increasing State Highway Enhancements** (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
15. **Freeway/Expressway Incident Management** (freeway service patrol, call boxes)
16. **Non-Capacity Increasing Freeway/Expressway Interchange Modifications** (signal coordination, signal retiming, synchronization)
17. **Freeway/Expressway Performance Management** (Non-ITS Elements, performance monitoring, corridor studies)
18. **Bicycle/Pedestrian Facilities Rehabilitation**
19. **Non-Capacity Increasing Local Road Rehabilitation** (Pavement resurfacing, skid treatments)
20. **Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit**
21. **Transit Guideway Rehabilitation**
22. **Transit Station Rehabilitation**
23. **Transit Vehicle Rehabilitation/Replacement/Retrofit**
24. **State Highway Preservation** (Caltrans SHOPP, excluding system management)
25. **Toll Bridge Rehabilitation/Replacement/Retrofit**
26. **Local Streets and Roads O&M** (Ongoing non-capital costs, routine maintenance)
27. **Transit O&M** (Ongoing non-capital costs, preventive maintenance)
28. **Transit Operations Support** (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
29. **State Highway O&M** (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)

Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

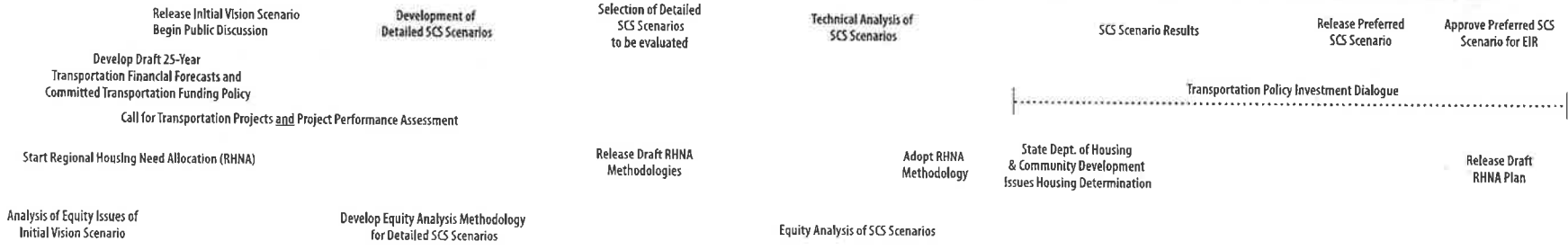


Local Government and Public Engagement



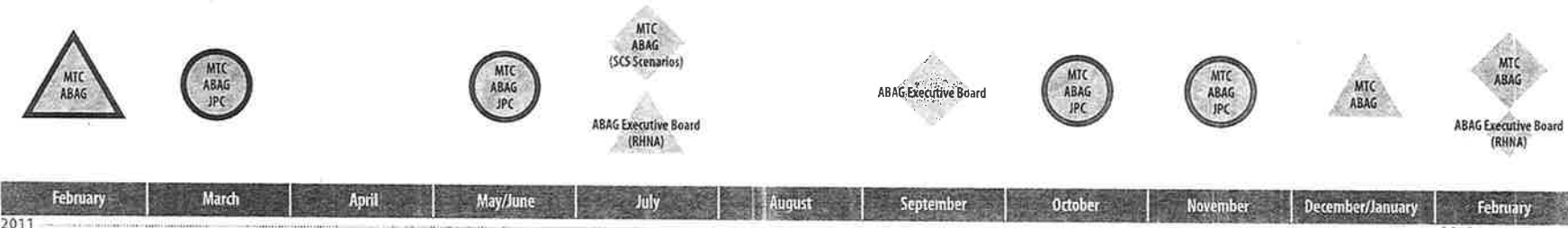
- Phase Two Actions/Decisions:**
- Initial Vision Scenario
 - Financial Forecasts
 - Detailed SCS Scenarios
 - RHNA Methodology
 - Preferred SCS Scenario
 - Draft RHNA Plan

Milestones



- Scenario Planning
- Transportation Policy and Investment Dialogue
- Regional Housing Need Allocation
- Equity Analysis

Policy Board Action



*Subject to change

Policy Board Actions

- Meeting for Discussion/Public Comment
- JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
- Decision
- Document Release
- JOINT document release by ABAG and MTC
- ABAG - ABAG Administrative Committee
- JPC - Joint Policy Committee
- MTC - MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org

C/CAG AGENDA REPORT

Date: February 28, 2011
To: CMEQ
From: John Hoang
Subject: Review and recommend approval of the Measure M (\$10 Vehicle Registration Fee) Implementation Plan

(For further information contact John Hoang at 363-4105)

RECOMMENDATION

That the TAC review and recommend approval of the Measure M (\$10 Vehicle Registration Fee) Implementation Plan.

FISCAL IMPACT

The estimated revenue is \$6.7 million annually and \$33.5 million for the 5-Year period.

SOURCE OF FUNDS

Funds are derived from the imposition of \$10 Vehicle Registration Fee (VRF) on each motor vehicle registered in San Mateo County pursuant of California Government Code 65089.20 and approval of Measure M by the voters on November 2, 2010.

BACKGROUND/DISCUSSION

C/CAG placed Measure M on the November 2, 2010, ballot to impose an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County for transportation-related congestion mitigation and water pollution mitigation programs. Measure M, which was approved by the voters of San Mateo County, enables C/CAG to generate an estimated \$6.7 million annually (\$167 million over the next 25 years) to help fund various transportation programs for the 20 cities and the County.

The Expenditure Plan indicates that 50% of the net proceeds will be allocated to cities/County for local streets and roads and 50% will be used for Countywide Transportation Programs such as transit operations, regional traffic congestion management, water pollution prevention, and safe routes to school programs.

An Implementation Plan has been developed to provide detailed program information (attached). The Plan defines the percentages breakdown for the respective categories and programs as follows:

- Program Administration - Up to 5% off the top
- Local Streets and Roads - 50% of net revenue
- Countywide Transportation Programs - 50% of net revenue
 - Transit Operations and/or Senior Transportation – 22%
 - Intelligent Transportation System (ITS) and Smart Corridors – 10%
 - Safe Routes to Schools (SR2S) – 6%
 - National Pollutant Discharge Elimination System (NPDES) and Municipal Regional Permit Administration and Projects – 12%

ATTACHMENTS

- Measure M Implementation Plan

Measure M Implementation Plan
\$10 Vehicle Registration Fee
February 2011

PURPOSE OF THE IMPLEMENTATION PLAN

The Measure M Implementation Plan describes the various programs identified in the Expenditure Plan in more detail and established percentages of funds allocated to each of the Countywide Transportation Programs. The Implementation Plan also identifies specific projects and programs under each category that would be eligible to receive funds along with identifying the targeted performance measures for each activity. The Implementation Plan, which requires adoption by the C/CAG Board, is developed at the onset of the 25-Year Measure M Program and will be updated every 5 years.

COLLECTION OF THE FEE

The \$10 Vehicle Registration Fee (VRF) will be collected for a period of 25 years, beginning on May 2, 2011 and ending on May 1, 2036. Beginning approximately July 2011 and every month thereafter for the duration of the fee, the Department of Motor Vehicles (DMV) will issue C/CAG a monthly check for revenues collected from the prior month. The estimated revenue is \$6.7 million annually and \$33.5 million over the initial 5-year implementation period. This amount takes into consideration the DMV's administrative fee charge of approximately \$0.005 (one-half of a cent) for each check issued to C/CAG.

IMPLEMENTATION STRATEGY

As indicated in the approved Measure M Expenditure Plan, up to 5% of the proceeds is allocated for administration with 50% of the net revenue allocated to the Local Streets and Roads category and 50% of the net revenue allocated to the Countywide Transportation Programs which includes the following programs: Transit Operations and/or Senior Transportation, Intelligent Transportation System (ITS) and Smart Corridors, Safe Routes to Schools (SR2S), and National Pollutant Discharge Elimination System (NPDES) and Municipal Regional Permit.

The general categories, detailed programs and projects guidelines, and respective performance measures contained in Measure M are further described as follows.

PROGRAM ADMINISTRATION (Up to 5%)

- Allocation of funds to be taken off the top.
- A portion of the funds will be used for routine program administration activities.
- In addition to routine administration, funds will be used to reimburse C/CAG for the following costs.
 - Payment to the County Registrar of Voters for placing Measure M on the November 2, 2010 ballot. (These costs are not counted towards the 5% limit on administration costs and may be amortized over a period of years, as needed)
 - Payment to the DMV for the initial setup and programming for the collection of a ten-dollar (\$10) fee imposed on motor vehicles registered in San Mateo County.
- Any unused administration funds would be redistributed to the Local Streets and Roads and/or Countywide Program categories as appropriate.

LOCAL STREETS AND ROADS (50% of Net Revenue)

- Allocations to local jurisdictions (20 cities and the County) for congestion mitigation and stormwater pollution mitigation programs.
- Allocation to be on a cost reimbursement basis utilizing a distribution formula consisting of 50% population and 50% road miles for each jurisdiction modified for a minimum guaranteed amount of \$75,000 for each jurisdiction. (Exhibit A)
- Allocations will be made two times a year, at a minimum every 6 months.
- Jurisdictions have the flexibility on use of the funds between the categories and projects; therefore, there are no requirements to split the funds evenly between the categories.

Category	Programs/Projects Description	Performance Measure
Traffic Congestion Management	<ul style="list-style-type: none"> ▪ Local Shuttles/transportation ▪ Road resurfacing/reconstruction ▪ Deployment of local Intelligent Transportation System (ITS) ▪ Roadway operations (e.g., restriping, signal timing/coordination, signage) ▪ Replacement and/or upgrading of traffic signal hardware and/or software 	<ul style="list-style-type: none"> ▪ Number of passengers transported ▪ Miles/fraction of miles of roads improved. ▪ Number of ITS components installed/ implemented. ▪ Miles/fraction of miles of roads improved. ▪ Number of units replaced and/or upgraded.
Stormwater Pollution Prevention	<ul style="list-style-type: none"> ▪ Street Sweeping; ▪ Roadway storm inlet cleaning ▪ Street side runoff treatment ▪ Auto repair shop inspections ▪ Managing runoff from street/parking lot ▪ Small capital projects such as vehicle related runoff management/controls ▪ Capital purchases for motor vehicle related runoff management/controls ▪ Additional used oil drop off locations ▪ Motor vehicle fluid recycling programs ▪ Installation of new pervious surface medium strips in roadways 	<ul style="list-style-type: none"> ▪ Miles of streets swept ▪ Number of storm inlets cleaned ▪ Square feet of surfaces managed ▪ Number of auto repair shops inspected ▪ Square feet of surfaces managed annually ▪ Number of projects implemented ▪ Number of pieces of equipment purchased and installed ▪ Number of locations implemented/ operated; oil quantity collected ▪ Number of programs implemented/ operated; fluid quantity collected ▪ Square footage of new pervious surface medium strips installed

COUNTYWIDE TRANSPORTATION PROGRAMS (50% of Net Revenue)

- Allocations for the four (4) Countywide Programs are as follows:
 - Transit Operations and/or Senior Transportation - 22%
 - Intelligent Transportation System (ITS) and Smart Corridors - 10%
 - Safe Routes to Schools (SR2S) - 6%
 - National Pollutant Discharge Elimination System (NPDES) and Municipal Regional Permit (MRP) for administration and projects - 12%
- Allocation to be on a cost reimbursement basis.
- Up to a maximum of 4% may be transferred between the ITS/Smart Corridors, SR2S, and NPDES/MRP within the 5-year period taking into consideration actual expenditures, unused allocations, program shortfalls, and program needs.
- The ITS and NPDES projects to be selected by a competitive “call for project” process.
- The Transit Operations and/or Senior Transportation programs to be sponsored by SamTrans. Proposed projects to be submitted to C/CAG annually for approval.
- The SR2S Program to be administered by the C/CAG through the County Office of Education (COE)
- The ITS/Smart Corridors and NPDES/MRP Programs to be administered by C/CAG

Category	Programs/Projects Description	Performance Measure
Transit Operations and/or Senior Transportation	<ul style="list-style-type: none"> ▪ SamTrans Paratransit operations and maintenance ▪ Senior Mobility Management projects that complement paratransit (e.g., Mobility Ambassadors, Van Sharing) ▪ Senior Mobility Education (e.g. Senior Mobility Guide, Website Management) 	<ul style="list-style-type: none"> ▪ Operating costs and fare revenue; Usage; Operating Efficiency; Reliability and Safety; Customer satisfaction; Cost effectiveness ▪ To be determined ▪ To be determined
ITS and Smart Corridors	<ul style="list-style-type: none"> ▪ Deployment of projects having regional and countywide significance ▪ Maintenance and operations of the Smart Corridors specific equipment located within the San Mateo County jurisdictions’ right-of-way 	<ul style="list-style-type: none"> ▪ Number of ITS components installed and implemented ▪ Number of instances and duration that the equipment (directional signs, CCTV, communications, power supply line and equipment) is inoperable; Operability and activation of equipment
SR2S	<ul style="list-style-type: none"> ▪ San Mateo County SR2S Program provides modularized activities enable children to walk and bicycle to school through education, outreach, encouragement, evaluation and enforcement activities 	<ul style="list-style-type: none"> ▪ Number of schools participating in the Program; Number of programs, projects, and activities implemented

COUNTYWIDE TRANSPORTATION PROGRAMS (Continue)

Category	Programs/Projects Description	Performance Measure
<p>NPDES and MRP</p>	<ul style="list-style-type: none"> <li data-bbox="402 352 776 415">▪ Street and Road Repair and Maintenance <li data-bbox="402 485 699 516">▪ Green Street projects <li data-bbox="402 636 724 667">▪ Control mobile sources <li data-bbox="402 787 716 819">▪ Public outreach events <li data-bbox="402 938 841 1001">▪ Trash load reduction and hot spot cleanup <li data-bbox="402 1163 870 1194">▪ Vehicle brake pad pollution impacts 	<ul style="list-style-type: none"> <li data-bbox="938 352 1409 447">▪ Number of guidance documents developed; area/length of roadways managed <li data-bbox="938 474 1357 600">▪ Number of projects completed, area of impervious surface managed with low impact development measures <li data-bbox="938 627 1365 753">▪ Number of guidance documents developed, outreach events or materials distributed, or mobile source properly managed <li data-bbox="938 781 1341 907">▪ Number of materials/events developed, distributed, and/or attended; Number of people contacted <li data-bbox="938 934 1393 1144">▪ Number of guidance documents developed; quantity of area addressed by trash management measures; amount of trash loading reduced/prevented through implementation of management measures <li data-bbox="938 1171 1365 1297">▪ Number of guidance documents developed and/or quantity of pollutants addressed by management measures

EXHIBIT A

The table below provides an estimated distribution for the Local Streets and Roads allocation based a formula consisting of 50% population and 50% road miles for each jurisdiction modified for a minimum guaranteed amount of \$75,000 for each jurisdiction.

Jurisdiction	% of Total Allocation	Estimated Net Annual Revenue	Estimated Net 5-Year Revenue
San Mateo County	12.15%	\$ 386,806	\$ 1,934,032
San Mateo	11.02%	\$ 350,562	\$ 1,752,810
Daly City	9.62%	\$ 305,999	\$ 1,529,995
Redwood City	8.82%	\$ 280,747	\$ 1,403,733
South San Francisco	7.17%	\$ 228,162	\$ 1,140,812
Pacifica	4.84%	\$ 153,891	\$ 769,454
San Bruno	4.76%	\$ 151,514	\$ 757,570
Menlo Park	4.50%	\$ 143,095	\$ 715,475
San Carlos	4.03%	\$ 128,341	\$ 641,707
Burlingame	3.95%	\$ 125,668	\$ 628,338
Belmont	3.29%	\$ 104,574	\$ 522,872
Foster City	3.12%	\$ 99,227	\$ 496,134
East Palo Alto	3.06%	\$ 97,444	\$ 487,222
Hillsborough	2.81%	\$ 89,423	\$ 447,115
Millbrae	2.74%	\$ 87,046	\$ 435,232
Atherton	2.36%	\$ 75,000	\$ 375,000
Woodside	2.36%	\$ 75,000	\$ 375,000
Half Moon Bay	2.36%	\$ 75,000	\$ 375,000
Portola Valley	2.36%	\$ 75,000	\$ 375,000
Brisbane	2.36%	\$ 75,000	\$ 375,000
Colma	2.36%	\$ 75,000	\$ 375,000
Total	100%	\$ 3,182,500	\$ 15,912,499

Notes:

1. Population totals are updated based on the State of California Department of Finance estimates
2. Figures may be slightly off due to rounding off errors.
3. Assumes constant annual revenue over the 5-year Implementation Plan period.
4. Final net distribution amounts will take into account deductions for one-time election costs (which could be amortized over a period of years) and DMV initial set up and programming costs.

C/CAG AGENDA REPORT

Date: February 28, 2011

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: Tom Madalena

Subject: Review and recommend approval of the 5th Cycle of the Transit Oriented Development Housing Incentive Program

(For further information please contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the CMEQ review and recommend approval of the following projects (presented in attached summary) for the 5th Cycle of the Transit Oriented Development Housing Incentive Program.

FISCAL IMPACT

This initiative will help cities that are approving Transit Oriented Development (TOD) projects receive money earmarked for transportation projects. The cities with qualified projects that begin construction on TOD housing within 2 years will receive the financial incentive once the project is built.

SOURCE OF FUNDS

There is \$3,000,000 available for the 5th Cycle of the program. The funding sources include the State Transportation Improvement Program, Transportation Enhancement (TE) funds and the Transportation for Livable Communities (TLC) Program, which consists of Congestion Mitigation & Air Quality (CMAQ) Improvement Program and Surface Transportation Program (STP) funds.

BACKGROUND/DISCUSSION

The objective of this program is to encourage high-density housing (greater than 40 units per acre) within 1/3 of a mile of a BART or Caltrain station or on El Camino Real/Mission Street in San Mateo County. For eligible housing projects, C/CAG will make a commitment to program the incentive funds to a transportation project identified by the sponsor if the housing is under construction within two years.

Staff issued a call for projects for the 5th Cycle TOD Housing Incentive Program on December 5, 2010 and applications were due on January 28, 2011. Ten applications were received and all were determined to be eligible by staff.

There are 10 projects that are being recommended for approval for the 5th Cycle of the Transit Oriented Development Housing Incentive Program. The projects that qualified collectively include 2,156 bedrooms of which 646 will be affordable to low and moderate-income households. Based on the number of bedrooms approved there will be \$1,336 available for each bedroom built and an additional \$185 available for each affordable bedroom built.

In order to determine the dollar amount for each bedroom we multiplied the number of bedrooms and affordable bedrooms times \$2000 and \$250, respectively. From this we determined the percentage share that each category (regular bedrooms and affordable bedrooms) would have with an unlimited amount of money. It was calculated that of the \$3,000,000, 96% of it would be available for regular bedrooms and 4% would be available for affordable bedrooms. Given this breakdown we have \$1,336 available for each regular bedroom and \$185 available for each affordable bedroom.

For the 5th Cycle there are three projects that are on the El Camino Real.

ATTACHMENT

Summary of Recommended Projects - 5th Cycle

**Transit Oriented Development Housing Incentive Program
Summary of Recommended Projects – 5th Cycle**

Applicant:	City of San Mateo
Project Name:	Mid-Peninsula Housing & Palo Alto Partners
Address:	2000 South Delaware Street San Mateo, CA 94403
Description:	This project consists of a 3-5 story apartment complex with two structures containing 120 residential units built over a single at-grade parking garage podium with large secure courtyard.
Number of Units:	120 units
Number of Bedrooms:	242
Density:	57 units/acre
Distance from Transit Station or ECR/Mission Street:	1,000 feet from Hayward Park Caltrain Station
Non-Residential Uses:	NA
Affordable housing incentive:	100% (242 bedrooms)
<i>Eligible for \$</i>	\$368,000

Applicant:	City of San Mateo
Project Name:	Bay Meadows Phase II
Address:	2600 South Delaware Street San Mateo, CA 94403
Description:	This is a 2.16 acre site with 108 units at a density of 50 dwelling units/net acre consisting of 88 condominium flats and 20 townhomes.
Number of Units:	108 units
Number of Bedrooms:	199
Density:	50 units/acre
Distance from Transit Station or ECR/Mission Street:	923 feet from proposed Hillsdale Caltrain Station
Non-Residential Uses:	NA
Affordable housing incentive:	10% (20 bedrooms)
<i>Eligible for \$</i>	\$270,000

Applicant:	City of San Carlos
Project Name:	San Carlos Transit Village
Address:	East Side of El Camino Real, San Carlos, CA
Description:	Redevelopment of an 8.7 acre site into a “Transit Village”, which is a development involving mainly residential uses and some retail uses, and a multi-modal transit center situated south of the historic depot.
Number of Units:	281 units
Number of Bedrooms:	532
Density:	56 units/acre
Distance from Transit Station or ECR/Mission Street:	El Camino Real
Non-Residential Uses:	34,600 square feet of retail/commercial space
Affordable housing incentive:	15% Affordable (80 bedrooms)
<i>Eligible for \$</i>	\$726,000

Applicant:	City of San Carlos
Project Name:	Wheeler Plaza
Address:	1200 block of San Carlos Ave.& 600 block of Walnut Street, San Carlos, CA
Description:	This is a five story structure that includes approximately 112 residential condominium units.
Number of Units:	112
Number of Bedrooms:	211
Density:	51 units/acre
Distance from Transit Station or ECR/Mission Street:	1/10 of a mile from Caltrain
Non-Residential Uses:	9,800 square feet of retail space
Affordable housing incentive:	21% (44 bedrooms)
<i>Eligible for \$</i>	\$290,000

Applicant:	City of San Bruno
Project Name:	Peninsular Plaza
Address:	400-418 San Mateo Avenue, San Bruno, CA
Description:	This project will be a three story mixed-use building with two floors of condominiums over ground floor commercial use and underground parking.
Number of Units:	48 units
Number of Bedrooms:	93
Density:	48 units/acre
Distance from Transit Station or ECR/Mission Street:	1/5 mile to Caltrain
Non-Residential Uses:	14,650 square feet of commercial space
Affordable housing incentive:	17.5% affordable (16 bedrooms)
<i>Eligible for \$</i>	\$127,000

Applicant:	City of South San Francisco
Project Name:	Mid Peninsula Housing Coalition
Address:	636 El Camino Real, South San Francisco, CA
Description:	Mixed-use affordable housing project on an approximately two-acre lot which will consist of four two to five story buildings with up to 109 residential rental units and approximately 5,000 square feet of commercial/retail space.
Number of Units:	109 residential units
Number of Bedrooms:	235
Density:	54 units/acre
Distance from Transit Station or ECR/Mission Street:	El Camino Real
Non-Residential Uses:	5000 square feet of commercial/retail space
Affordable housing incentive:	100% affordable (235 bedrooms)
<i>Eligible for \$</i>	\$357,000

Applicant:	City of South San Francisco
Project Name:	City of South San Francisco
Address:	418 Linden Avenue, South San Francisco, CA
Description:	Mixed-use housing project which will consist of a four-story building with approximately 7,000 square feet of ground floor commercial space with residential above. The residential portion will consist of 25 units: thirteen 1-bedroom units, twelve 2-bedroom units.
Number of Units:	25 residential units
Number of Bedrooms:	37
Density:	77 units/acre
Distance from Transit Station or ECR/Mission Street:	¼ mile to South San Francisco Caltrain
Non-Residential Uses:	7,000 square feet of commercial space
Affordable housing incentive:	NA
<i>Eligible for \$</i>	\$49,000

Applicant:	City of South San Francisco
Project Name:	Metron, PTP
Address:	1309 Mission Road, South San Francisco, CA
Description:	Mixed use affordable housing project which will consist of a four story building with approximately 5,200 square feet of ground floor commercial with residential above. The residential portion will consist of 20 units: two 1-bedroom units, fourteen 2-bedroom units, two 3-bedroom units and two 4-bedroom units.
Number of Units:	20
Number of Bedrooms:	44
Density:	49 units/acre
Distance from Transit Station or ECR/Mission Street:	.02 miles from South San Francisco BART
Non-Residential Uses:	5,200 square feet of commercial
Affordable housing incentive:	20% affordable (9 bedrooms)
<i>Eligible for \$</i>	\$61,000

Applicant:	City of Redwood City
Project Name:	Mel's Bowl Site / Urban Housing Group
Address:	2580 El Camino Real, Redwood City, CA
Description:	This will be a 149-unit multi-family residential project with wrapped parking containing 246 parking stalls and bicycle storage. The applicant proposes 105 one-bedroom units and 44 two-bedroom units.
Number of Units:	149
Number of Bedrooms:	193 bedrooms
Density:	60 units/acre
Distance from Transit Station or ECR/Mission Street:	El Camino Real
Non-Residential Uses:	NA
Affordable housing incentive:	NA
<i>Eligible for \$</i>	\$258,000

Applicant:	City of Redwood City
Project Name:	Dodge Dealership Development Site / BRE Properties
Address:	640 Veterans Blvd., Redwood City, CA
Description:	This project will be a 260 unit multi-family residential development that includes a density bonus to allow 72 units per acre.
Number of Units:	260
Number of Bedrooms:	370
Density:	72 units/acre
Distance from Transit Station or ECR/Mission Street:	< 1/3 of a mile
Non-Residential Uses:	NA
Affordable housing incentive:	NA
<i>Eligible for \$</i>	\$494,000

Note – Grant amounts are rounded to the nearest \$1,000 per State and Federal requirements.

C/CAG AGENDA REPORT

Date: February 28, 2011

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: Tom Madalena

Subject: Review and recommend approval of the Fiscal Year 2011/2012 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) Program for San Mateo County.

(For further information or questions contact Tom Madalena at 599-1460)

RECOMMENDATION

That the CMEQ review and recommend approval of the recommendations contained in this report for the Fiscal Year 2011/2012 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) Program for San Mateo County.

FISCAL IMPACT

The allocation of TFCA funds for Fiscal Year 2011/2012 is expected to be approximately \$987,566 of which \$46,566 (approx. 5%) will be allocated to administration. It is recommended that the remaining funds (\$941,000) be distributed based on the policies adopted in past years by C/CAG with modifications detailed in the discussion section. The following table shows how the funds would be distributed based on these policies. The funding provided in these categories for the past three years is also shown.

<i>CATEGORY</i>		<i>2008/2009</i>	<i>2009/2010</i>	<i>2010/2011</i>	<i>2011/2012</i>
Employer Based Shuttle Projects	SamTrans	\$636,000	\$570,000	\$536,000	\$527,000
County-wide Voluntary Trip Reduction Program (Peninsula Traffic Congestion Relief Alliance)		\$500,000	\$449,000	\$421,000	\$414,000
Administration		\$57,400	\$51,722	\$47,153	\$46,566
Totals		\$1,193,400	\$1,070,722	\$1,004,153	\$987,566

SOURCE OF FUNDS

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the Transportation Fund for Clean Air (TFCA) funds and are used to implement projects to reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds, and for San Mateo County, C/CAG has been designated as the overall Program Manager to receive the funds.

BACKGROUND/DISCUSSION

As the Program Manager for the TFCA funds, C/CAG has allocated these funds to fund projects in San Mateo County operated by SamTrans and the Peninsula Traffic Congestion Relief Alliance (Alliance) for the last four fiscal years. For ten of the last thirteen years the C/CAG Board has allocated the funds for the SamTrans and City of Menlo Park Shuttle Bus Programs and the Alliance County-wide Voluntary Trip Reduction Program. It is recommended that the same methodology be used for the FY 2011/2012 TFCA Program allocation with the exception of the Menlo Park Shuttle Program. The 4% in TFCA funds that had been allocated to Menlo Park in the past has been directed to the Alliance for the FY 2011/2012 Expenditure Plan recommendation. Menlo Park now receives their shuttle funding from C/CAG through the Local Transportation Services Program (Shuttle Program). As a result, \$38,000 would be subtracted from the \$550,000 that was budgeted for the Alliance from the Congestion Relief Program for Fiscal Year 2011/2012.

- It is recommended that the SamTrans Shuttle Program receive an allocation of \$527,000 for its current shuttle program. This funding recommendation shall be contingent upon SamTrans submitting an acceptable work plan for use of the funds.
- It is recommended that Peninsula Traffic Congestion Relief Alliance receive an allocation of \$414,000 in TFCA funds and receive \$512,000 from the Congestion Relief Plan for a total allocation of \$926,000 for its County-wide Voluntary Trip Reduction Program. The funds allocated for the Alliance are subject to the submission of an acceptable work plan for use of the funds.

The following are the C/CAG Board policies that will continue to be in effect for the Fiscal Year 2011/2012 Program.

Overall Policies:

- Cost Effectiveness, as defined by the Bay Area Air Quality Management District (BAAQMD), will be used as initial screening criteria for all projects. Projects must show a cost effectiveness of less than \$90,000 per ton of reduced emissions based upon the TFCA funds allocated in order to be considered.

Shuttle Projects:

- Shuttle projects are defined as the provision of local feeder bus or shuttle service to rail and ferry stations and airports.
- All shuttles must be timed to meet the rail or ferry lines being served.
- C/CAG encourages the use of electric and other clean fuel vehicles for shuttles.
- Beginning with the 2003-04 TFCA funding cycle, all vehicles used in any shuttle/feeder bus service must meet the applicable California Air Resources Board (CARB) particulate matter standards for public transit fleets. This requirement has been made by the BAAQMD and is applicable to the projects funded by the Congestion Management Agencies.

If the recommendations are accepted, the following is a summary of the C/CAG TFCA Program for Fiscal Year 2011/2012:

Project	Recommendations
Administration	\$46,566
SamTrans	\$527,000
Peninsula Traffic Congestion Relief Alliance	\$414,000
Total funds obligated	\$987,566
Total funds anticipated	\$987,566
Balance	\$0