

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park  
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

**1:15 p.m., Thursday, August 16, 2012**  
**San Mateo County Transit District Office<sup>1</sup>**  
**1250 San Carlos Avenue, Second Floor Auditorium**  
**San Carlos, California**

### TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

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|--|---------------|--------------|
| 1. Public comment on items not on the Agenda (presentations are customarily limited to 3 minutes).   | Porter/Hurley | No materials |
| 2. Issues from the last C/CAG Board meeting: <ul style="list-style-type: none"><li>• No items. The Board did not meet in July.</li></ul>   | Hoang         | No materials |
| 3. Approval of the Minutes from July 19, 2012  | Hoang         | Page 1-3     |
| 4. Discussion and recommendations on the definition of “proximate access” to a Priority Development Area (PDA) as it relates to the adopted OneBayArea Grant (OBAG) Program (Action) | Higaki        | Page 4-8     |
| 5. Update: Measure A Highway Call for Projects (Information)   | Chung (TA)    | Page 9       |
| 6. Regional Project and Funding Information (Information)  | Higaki        | No materials |
| 7. Executive Director Report   | Napier        | No materials |
| 8. Member Reports  | All           |              |

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<sup>1</sup> For public transit access use SamTrans Bus lines 390, 391, 292, KX, PX, RX, or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue. Driving directions: From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

2012 TAC Roster and Attendance						
Member	Agency	Feb	Mar	Apr	May	Jul
Jim Porter (Co-Chair)	San Mateo County Engineering	x	x	x	x	x
Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x	x	x	x	x
Afshin Oskoui	Belmont Engineering	x	x	x	x	x
Randy Breault	Brisbane Engineering	x	x	x	x	x
Syed Murtuza	Burlingame Engineering	x		x	x	x
Bill Meeker	Burlingame Planning		x			
Lee Taubeneck	Caltrans			x	x	
Sandy Wong	C/CAG	x	x	x	x	x
Robert Ovardia	Daly City Engineering	x	x	x	x	x
Tatum Mothershead	Daly City Planning	x	x	x		x
Ray Towne	Foster City Engineering	x	x	x	x	x
Mo Sharma	Half Moon Bay Engineering	x	x	x	x	x
Chip Taylor	Menlo Park Engineering	x	x	x	x	x
Ron Popp	Millbrae Engineering	x		x	x	x
Van Ocampo	Pacifica Engineering	x	x	x	x	x
Peter Vorametsanti	Redwood City Engineering	x	x	x	x	
Klara Fabry	San Bruno Engineering	x	x		x	x
Larry Patterson	San Mateo Engineering		x	x	x	x
Steve Monowitz	San Mateo County Planning	x			x	
Dennis Chuck	South San Francisco Engineering	x	x	x	x	x
Gerry Beaudin	South San Francisco Planning	n/a	n/a	n/a	x	x
Paul Nagengast	Woodside Engineering	x	x	x	x	x
Kenneth Folan	MTC					

**TECHNICAL ADVISORY COMMITTEE (TAC)  
FOR THE  
CONGESTION MANAGEMENT PROGRAM (CMP)**

**July 19, 2012  
MINUTES**

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, San Carlos, Auditorium. Co-chair Hurley called the meeting to order at 1:15 p.m. on Thursday, July 19, 2012.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Jim Bigelow – CCAG CMEQ; Rich Napier – C/CAG; Jean Higaki – C/CAG; John Hoang – C/CAG; Celia Chung – SMCTA; Julie Moloney - City of Foster City, Howard Young – Portola Valley; Brad Donohoe – Colma; Dave Bishop – Hillsborough, and other attendees not listed

**1. Public comment on items not on the agenda.**

Jim Bigelow spoke about the status of the High Speed Rail highlighting discussion from the Rail Corridor Partnership Meeting held on July 18<sup>th</sup>. Jim provided the TAC a handout from the meeting.

**2. Issues from the last C/CAG meeting.**

None.

**3. Approval of the Minutes from May 17, 2012.**

Approved.

**4. Presentation on the MTC One Bay Area Grant: Complete Streets Required Elements**

Sean Co from MTC presented information regarding requirements for jurisdictions to adopt a Complete Streets Policy resolution by January 13, 2013. The cities/County can modify the sample resolution but need to include the key elements and language. C/CAG will be responsible to make sure the resolution meets the requirements of the OneBayArea Grant. TAC members requested an electronic copy of the resolution in an editable format.

**5. Review and Recommend Approval of the AB 1546 (\$4 Vehicle Registration Fee) Countywide Traffic Congestion Management Fund Expenditure Plan**

John Hoang presented the proposed program which included three categories: allocation to jurisdictions, implementing plug-in electric vehicle (PEV) charging stations, and providing local match for regionally significant projects. The TAC discussed the benefits of installing the PEV charging stations and utilization of the stations, the cost effectiveness of PEV, and consideration for other congestion management related projects instead. Staff indicated that the C/CAG Board adopted a countywide policy to fund alternative fuel vehicle programs. The TAC also discussed the option of undertaking a smaller pilot project for installing PEV charging stations. Other suggestions were to shift funds from the PEV charging station and local match for regionally significant project categories and provide more funds for the local

allocation to the cities. The final TAC recommendation was to approve the allocation to jurisdictions and provide local match for regionally significant projects as presented. The TAC rejected the implementation of plug-in electric vehicle charging stations program and requested staff to bring back the item with more definition and alternate recommendation.

**6. Receive Information on Regional Water Quality Control Board Staff Comments and Associated BASMAA Response Regarding Trash Submittals**

Matt Fabry provided information regarding comments and responses regarding the trash submittals required under the MRP. The staff comments put on hold elements of the BASMAA regional trash documents and local Short-Term Trash Load Reduction Plans therefore municipalities are not able to plan and budget accordingly to meet the MRP's 40% load reduction mandates. Discussion included questions about issues with the process and the confidence level of when the plan will be approved.

**7. Review and Recommend Approval of a Draft Proposal to Distribute Accumulated \$4 Vehicle License Funds for Stormwater Pollution Prevention Programs**

Matt Fabry presented the recommendations including Local Distribution for Trash Load reduction/Green Streets and Countywide programs for Trash/Green Streets, Green Streets – Screening/Modeling Tool, and Green Streets – Countywide Alternative Compliance/In-lieu Fee Program. The TAC recommends approval.

**8. Discussion of the MTC adopted “OneBayArea Grant (OBAG) – Cycle 2 STP/CMAQ Funding” program and review and recommend approval of the State Local Partnership Program (SLPP) fund exchange for OBAG Surface Transportation Program (STP) funds**

Jean Higaki presented the adopted OBAG Cycle 2 funding program and its components. Higaki presented the proposal to swap OBAG funds with SLPP funds for local streets and roads projects, emphasizing that jurisdictions will need to make the commitment to meet the deadlines associated with the SLPP funds. All jurisdictions will need a resolution authorizing the swap by September. A resolution template will be provided to all jurisdictions. A call for projects for CMAQ funds is planned for later this year. The TAC recommends approval of the exchange of funds.

**9. Provide Feedback on Draft Request for Proposals for Technical Consulting Services Supporting a Countywide Funding Initiative for Stormwater Compliance Activities**

Matt Fabry described the plan for releasing the RFP for consultants to assist with implementing a stormwater quality funding initiative. The work will be divided into phases. There were no questions.

**10. Regional Project and Funding Information**

Jean Higaki highlighted federal aid projects and the need to comply with DBE goals and the new Consultant Selection chapter in the LAPM.

**11. Executive Director Report**

Rich Napier, C/CAG Executive Director, suggested that jurisdictions the SLPP process early in order to meet the deadlines to allow us to maintain more funding for streets and roads. Also,

the RWQCB issue is important for city planners and managers to know and be aware of the issues, which are high profile and costly to address.

## **12. Member Reports**

Celia Chung from the TA provided a status update on the Highway Program call for projects indicating that a total of 28 applications were received. Some categories are oversubscribed therefore the evaluation process is in process and the recommended project list will be available to the TAC in September. The evaluation panel consists of TA staff and representatives from Caltrans and other outside agencies.

End of Meeting at 2:50 p.m.

# C/CAG AGENDA REPORT

**Date:** August 16, 2012

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

**From:** Jean Higaki, Transportation System Coordinator

**Subject:** Discussion and recommendations on the definition of “proximate access” to a Priority Development Area (PDA) as it relates to the adopted OneBayArea Grant (OBAG) Program.

(For further information or questions contact Jean Higaki at 650-599-1462)

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## **RECOMMENDATION**

Discussion and recommendations on the definition of “proximate access” to a Priority Development Area (PDA) as it relates to the adopted OneBayArea Grant (OBAG) Program.

## **FISCAL IMPACT**

None.

## **SOURCE OF FUNDS**

Congestion Mitigation and Air Quality (CMAQ), State Transportation Improvement Program-Transportation Enhancement (STIP-TE) funds, and Surface Transportation Program (STP) funds.

## **BACKGROUND/DISCUSSION**

On May 17, 2012 the joint Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) adopted Resolution No. 4035 outlining the “OneBayArea Grant. OBAG is composed of three fund sources, Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and State Transportation Improvement Program-Transportation Enhancement (STIP-TE) funds.

Under the adopted proposal:

- For our county, 70% of all funds must be spent in PDA
- Projects can count towards a PDA if it connects or provides “proximate access” to a PDA.
- To address PDAs, pedestrian and bike project eligibility will be expanded to not be limited to the regional bike network.

- Minimum grant size for this county is \$250,000.
- Each jurisdiction will have to identify a single point of contact for the implementation of all FHWA projects from inception to project close-out.
- Obligation deadlines will be moved from April 30 to March 31 of the program year. This will result in the submission deadline moving up from February 1 to January 1 of the program year.

State Local Partnership Program (SLPP) fund exchange for OBAG STP funds for Local Streets and Roads

On August 9, the C/CAG Board adopted the funding exchange framework which allows agencies the option to exchange their share OBAG STP for SLPP funds. Agencies that opt to exchange STP funds for SLPP funds would be subject to a March 2013 delivery deadline but would follow state fund delivery processes instead of the federal-aid process. Agencies that opt to keep their share in STP funds would be subject to the federal aid delivery process and deadlines.

The San Mateo County Transportation Authority (SMCTA) is the recipient of \$8,615,500 in SLPP funds and has the desire to exchange those funds with C/CAG's OBAG share of federal Surface Transportation Program (STP) funds.

Due to earlier commitments made to the local agencies under Cycle 1, staff has proposed that Local Streets and Roads not be subjected to the 70% PDA rule. C/CAG staff is working with MTC staff to obtain PDA credits for the STP funds delivered under the Cycle 1.

State Transportation Improvement Program-Transportation Enhancement (STIP-TE)

Approximately \$2 mil expected in in STIP-TE funds will be directed towards the San Mateo County Transit District's (SamTrans) effort to construct a "Grand Boulevard" project on the El Camino Real. This funding commitment was approved by the Board on June 9, 2011. This project is located entirely in a PDA.

Congestion Mitigation and Air Quality (CMAQ)

There will be approximately \$12.8 mil available in CMAQ funds for the remaining OBAG eligible project types that are also eligible under CMAQ. These project types consist of Bicycle/Pedestrian Improvements and Transportation for Livable Communities. It is expected that nearly all of the available funds must be located in, directly connects, or provides proximate access to a Priority Development Area (PDA).

C/CAG staff will develop a call for projects this summer and expects to issue a call for projects this fall/winter.

## Discussion of “proximate access” to a Priority Development Area (PDA)

MTC has provided general guidance to CMAs in applying the definition of proximate access to PDAs (see attached).

Per MTC resolution 4035:

*Defining “proximate access to PDAs”:* The CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. For projects not geographically within a PDA, CMAs are required to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle.

On June 6, 2012 C/CAG staff solicited input from Brisbane, Burlingame, San Carlos, regarding definitions of “PDA proximity” that would help the public understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. Below is the initial proposed definition of “proximate access to a PDA”:

- Project provides direct access to a PDA...example, a road, sidewalk, or bike lane that leads directly into a PDA
- Project is within 1/3 mile from the radius of a PDA. (Modified from C/CAG’s existing Transit Oriented Development program (TOD))
- Project is located on a street, that hosts a transit route, that directly leads to a PDA (Could consider using LEED definition of 1/2mile of an existing or planned and funded commuter rail, light rail, or subway station.)
- Consider project located within ¼ mile of one or more stops for two or more public or shuttle bus lines usable by PDA occupants. (Modified from LEED. See attached)
- If project provides a connection between a TOD and PDA.

Staff is requesting further suggestions on the “proximate” definition. Staff request that any modifications or additional criteria be accompanied by a justification to support the proximity claim.

## ATTACHMENTS

1. MTC examples of projects that provide proximate access to PDAs
2. LEED Sustainable Sites – Public Transportation Access



## Attachment 2: Examples of Projects That Provide Proximate Access to a Priority Development Area

For illustration purposes, below are examples of projects outside of PDAs which may count towards OBAG minimum expenditures in PDAs, by providing proximate access to a PDA. The intention of these examples is to provide general guidance to CMAs in their discussions with their board, stakeholders, and the public about how to apply this definition.

Project Type	Eligible Examples
<b>Road Rehabilitation Program</b>	<ul style="list-style-type: none"> <li>• A continuous street rehabilitation project that directly connects to a PDA. A road project in the geographic vicinity of a PDA which leads to a PDA. (Ygnacio Valley Road within Walnut Creek both inside and outside of the PDA)</li> </ul>
<b>Bicycle / Pedestrian Program</b>	<ul style="list-style-type: none"> <li>• A bicycle lane / facility that is integral to a planned bicycle network (i.e. gap closures) that leads to a PDA (Alto Tunnel in Mill Valley).</li> <li>• A bicycle / pedestrian project that directly connects to a PDA; or in the geographic vicinity of a PDA that leads to a PDA. (Entire Embarcadero Rd Bicycle Lanes alignment in the City of Palo Alto which crosses over the El Camino Real PDA. Georgia Street Corridor Bicycle Improvements in Vallejo, small portion in PDA)</li> </ul>
<b>Safe Routes to Schools</b>	<ul style="list-style-type: none"> <li>• A project outside of a PDA that encourages students that reside in a PDA to walk, bike, or carpool to school. (District wide outreach and safety programs)</li> </ul>
<b>County TLC Program</b>	<ul style="list-style-type: none"> <li>• For enhancement / streetscape elements, the following projects may be supportive of PDAs although outside of their limits:               <ul style="list-style-type: none"> <li>○ PDA corridor gap closure (El Camino Real segments between PDAs in Sunnyvale and Santa Clara)</li> <li>○ PDA connection to a nearby significant transit node (North Berkeley BART station to University Avenue PDA)</li> </ul> </li> </ul>

# Alternative Transportation

## Public Transportation Access

SS	WE	EA	MR	EQ	ID
Credit 4.1					

1 Point



### Intent

Reduce pollution and land development impacts from automobile use.

### Requirements

Locate project within 1/2 mile of an existing—or planned and funded—commuter rail, light rail or subway station.

OR

Locate project within 1/4 mile of one or more stops for two or more public or campus bus lines usable by building occupants.

### Potential Technologies & Strategies

Perform a transportation survey of future building occupants to identify transportation needs. Site the building near mass transit.



Can assist in certification under LEED for Existing Buildings



**San Mateo County Transportation Authority (TA)  
Staff Report**

**Date:** August 16, 2012  
**To:** Congestion Management Program Technical Advisory Committee (TAC)  
**From:** Celia Chung, SMCTA  
**Subject:** **Update: Measure A Highway Call for Projects**  
(For further information contact Celia Chung at 650-508-6466)

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The Transportation Authority (TA) received 29 applications in response to the Measure A Highway Program Call for Projects (CFP) in June. One application was subsequently withdrawn. Eight applications were for preliminary planning phases only.

The total of the requested amounts is \$105.5 million. There is \$104 million available from the Original Measure A, New Measure A Key Congested Areas, and New Measure A Supplemental Roadway funding categories. Different projects are eligible for different funding categories.

The applications are being evaluated by a panel of TA and external agency staff. The evaluation panel will score the projects based on Short-range Highway Plan technical criteria and review them based on other considerations such as ease of implementation, etc.

A draft recommendation list will be developed based on the evaluation panel's review. TA staff will determine the funding category for each recommended project. Projects/phases that are not funded in this cycle may re-apply for funding in future CFP cycles.

The draft recommendation list will be presented as an information item to the TA Citizen Advisory Committee on September 4, 2012; to the TA Board of Directors on September 6, 2012; and to this TAC on September 20, 2012. It is anticipated that the draft list will be recommended for approval by the TA Board of Directors at their October 5, 2012 meeting.