

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

**1:15 p.m., Thursday, May 19, 2011
San Mateo County Transit District Office¹
1250 San Carlos Avenue, 4th Floor Dining Room
San Carlos, California**

*******Meeting to be held in the 4th Floor Dining Room*******

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

- | | | |
|---|---------------|--------------|
| 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">• Appointment – Commissioner Kevin Mullin to fill the vacant MTC seat on the CMEQ Committee• Approved – Interagency Agreement Amendment with MTC for Transportation Planning, Programming, and Transportation Land-Use Coordination for FY10, FY11, and FY12• Approved – Final list of projects to be submitted to MTC for inclusion in the RTP/SCS• Approved – Funding agreement with MTC in the amount of \$96,128 for analysis of extending carpool lanes on US 101 from Whipple Ave to SF County line (hybrid option) | Hoang | No materials |
| 3. Approval of the Minutes from April 21, 2011 | Hoang | Page 1-2 |
| 4. Presentation on the Willow Road/University Avenue Traffic Operations Study (Information) | Hoang | No materials |
| 5. Initial draft, assumptions, and input on the C/CAG FY 2011-12 Program Budget and Fees (Action) | Napier | Page 3-24 |
| 6. Discussion on the process to use VTA Travel Demand Forecasting Model in San Mateo County (Information) | Wong | Page 25-28 |
| 7. Regional Project and Funding Information (Information) | Higaki | Page 29-38 |
| 8. Executive Director Report | Napier | No materials |
| 9. Member Reports | All | |

¹ 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.

2011 TAC Roster and Attendance						
No.	Member	Agency	Jan	Feb	Mar	Apr
1	Jim Porter (Co-Chair)	San Mateo County Engineering	x	x		x
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x	x	x	x
3	Randy Breault	Brisbane Engineering	x	x	x	x
4	Syed Murtuza	Burlingame Engineering	x	x	x	x
5	Bill Meeker	Burlingame Planning			x	
6	Lee Taubeneck	Caltrans	x			
7	Sandy Wong	C/CAG	x	x	x	x
8	Robert Ovardia	Daly City Engineering	x	x	x	
9	Tatum Mothershead	Daly City Planning	x	x	x	x
10	Ray Towne	Foster City Engineering	x	x	x	x
11	Mo Sharma	Half Moon Bay		x		x
12	Chip Taylor	Menlo Park Engineering	x	x	x	x
13	Ron Popp	Millbrae Engineering	x		x	x
14	Van Ocampo	Pacifica Engineering	x	x		
15	Peter Vorametsanti	Redwood City Engineering	x	x	x	x
16	Klara Fabry	San Bruno Engineering	x	x	x	x
17	Robert Weil	San Carlos Engineering	x	x	x	x
18	Larry Patterson	San Mateo Engineering	x	x		x
20	Steve Monowitz	San Mateo County Planning		x		
21	Dennis Chuck	So. San Francisco Engineering	x	x	x	x
22	Kenneth Folan	MTC				

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

**April 21, 2011
MINUTES**

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, San Carlos, Bacciocco Auditorium. Co-chair Porter called the meeting to order at 1:15 p.m. on Thursday, April 21, 2011.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: John Hoang – C/CAG; Jean Higaki – C/CAG; Richard Napier – C/CAG; Jim Bigelow – C/CAG CMEQ; Parviz Mokhtari – C/CAG Project Manager, other attendees not noted

1. Public comment on items not on the agenda.

Jim Bigelow indicated that the Pre-tax Commuter Benefit Program presentations to the Chambers have completed (16 Chambers total). There is no opposition. The goal was to target companies with 100 employees or more. There were requests as to whether the Program could be implemented for companies with less than 100 employees.

2. Issues from the last C/CAG and CMEQ meetings.

As indicated on the Agenda.

3. Approval of the Minutes from March 17, 2011.

Approved.

4. Review and recommend approval of the Final List of projects to be submitted to MTC for inclusion in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

Jean Higaki presented the Final List of projects. In addition, Higaki indicated that the Caltrain lists was provided for information only and that Caltrain would be submitting their project list separately to MTC. The SRTS Program is in addition to the Federal and State programs.

5. San Mateo County Smart Corridor Project Update

Parviz Mokhtari, Project Manager, provided an update of the different project phases, which includes the San Mateo Demonstration Project, Local Project, State Project, and System Integration. The San Mateo Project is currently under construction. \$5.27M in STIP funds has been allocated for construction of the Local Project, however, the remaining \$9M TLSP and \$2.73M STIP have not been allocated to the State Projects due to lack of available funds. C/CAG plan to request a 20 months extension for the use of the \$5.27M STIP already allocated for the Local Project, anticipating that TLSP/STIP funds for the State Project will be allocated funds within this time frame to enable both construction projects to proceed simultaneously.

6. Measure A – Highway Program Update

Melanie Choy, from the Transportation Authority, provided a recap of the Highway Plan, the Phase I - Criteria and Objective Project Ranking, and Phase II – Funding Strategy and CIP Development. The proposed approach is to develop the CIP over time through a project solicitation process and taking into considerations funding benchmarks (target). The key points for the call for projects (CFP), process includes: Assessment will be based on interchange, freeway, and arterial projects; CFP will be performed annually for project development projects and biennially for ROW/construction projects; CFP will be on a merit based prioritization. The funding benchmarks will establish goals distributing funds for the Key Congested Corridor. Discussions were as follows:

- TAC members generally agree with the proposed updated project solicitation process and funding targets (benchmarks)
- The old Measure A projects which are still active should be given consideration
- For projects that are on State facilities, projects sponsor would be the local cities with Caltrans support
- There is a need to have more projects in the pipeline and to have a balance between development and construction projects

7. Receive the initial draft of the C/CAG FY 2011-12 Program Budget and Fees Update

Richard Napier, Executive Director, provided a verbal update. There were no handouts for this presentation. Napier indicated that the membership fees will remain unchanged from last year. Additional revenue is expected from the Measure M (\$10 VRF). There is a slight increase in the revenue from MTC to fund general congestion management and land use activities. There will be two grants to provide revenue for Climate Action Plan related activities.

8. Regional Project and Funding Information

Jean Higaki presented information pertaining to funding, project delivery, and regional policies affecting local agencies.

9. Executive Director Report

Richard Napier, Executive Director, reported that 55 people, including planning directors representing the cities, attending the Sustainable Community Strategies (SCS) meeting to begin discussions on the initial vision scenario.

10. Member Reports

Member Murtuza mentioned that the EIR for the Broadway Interchange project has been completed and that the document was approved by FHWA.

End of Meeting.

C/CAG AGENDA REPORT

Date: May 12, 2011

TO: C/CAG Board of Directors

From: Richard Napier, Executive Director - C/CAG

Subject: Initial draft, assumptions, and input on the C/CAG 2011-12 Program Budget and Fees
(For further information or response to question's, contact Richard Napier at 650 599-1420)

Recommendation:

Review and provide comments on the initial draft and assumptions of the C/CAG 2011-12 Program Budget and Fees in accordance with the staff recommendation.

Fiscal Impact:

In accordance with the proposed C/CAG 2011-12 Program Budget.

Revenue Sources:

Funding sources for C/CAG include member assessments, cost reimbursement from partners, local sales tax Measure A, private and public grants, regional - State - Federal transportation and other funds, Department of Motor Vehicle fees, State - Federal earmarks, and interest.

Background/Discussion:

Staff has developed the C/CAG Program Budget for 2011-12. Refer to the Budget Executive Summary in Attachment A. The complete detailed Budget will be provided in a separate attachment for reference for the June Board Meeting. See Attachment B for Member Assessments. The Member Assessments remain the same as in FY 10-11 in recognition of the difficult budget climate for the cities and the County. The C/CAG Budget will be introduced at the 5/12/11 C/CAG Board Meeting for comments. It is recommended that the Board approve the Budget at the 6/09/11 Board Meeting.

C/CAG 2011-12 Program Budget Assumptions:

The following are the initial Budget assumptions. It is requested that the C/CAG Board at the 5/12/11 Board Meeting provide additional direction on the assumptions to be used to develop the final Budget.

ITEM 6.2

Revenue

- 1- General Fund/ Administrative - Member Assessments - Same as last year due to budget issues with the cities and County.
- 2- In FY 10-11 negotiated funding for the Airport Land-Use Commission (ALUC) of \$100,000 from San Francisco International Airport and \$20,000 from the County of San Mateo. Must continue to pursue ongoing funding for ALUC.
- 3- Congestion Management - Member Assessments - Same as last year due to financial issues with the cities and County.
- 4- Smart Corridor - Assume \$6,100,000 in STIP and local funds flows through C/CAG Budget. This is for the construction of the local portion of the Smart Corridor Project.
- 5- Included negotiated level of funding for planning from the Metropolitan Transportation Commission (MTC) and the State Transportation Improvement Program (STIP).
- 6- Transportation Authority (TA) cost reimbursement funding is included in the FY 11-12 Budget.
- 7- San Mateo Congestion Relief Program assumes \$200,000 in funding for climate action planning. This includes cost for climate action partnerships to assist the cities and County as was done in the 2010-2011 C/CAG budget.

Expenditures

- 8- Smart Corridor - Beginning construction phase of the Smart Corridor in FY 11-12 will significantly increase expenditures.
- 9- Congestion Management - Modeling - Funding for VTA as the primary C/CAG modeler.
- 10- 2020 Gateway - Phase 2 consists of the following:
Implementation Project Match - \$100,000.
- 11- San Mateo Energy Watch - Includes \$239,000 for Climate Action Planning,
- 12- San Mateo Smart Corridor Program - Assumes construction of the Smart Corridor project (\$6,996,000).
- 13- NPDES - Programmed projected cost for the new Municipal Regional Permit for FY 11-12. Will use Measure M funds as necessary to address the \$500-750K per year ongoing funding deficit.
- 14- DMV Fee - Transfer out \$400,000 to the Smart Corridor fund and \$344,490 to the NPDES fund.
- 15- Measure M - Will pay back \$550,000 to AB 1546 Fund for the cost of the election.
- 16- All funds except the LGP Energy Watch and Abandoned Vehicle Abatement Fund will proportionately share the cost of financial, legal, office space and miscellaneous fixed support cost.
- 17- TFCA - Programmed Projects are 100% reimbursed in current and budget year. Due to lower revenues received than programmed, may have a larger commitment than revenues. Will adjust the final payments to the programmed projects such that they stay within the funds available.
- 18- For FY 10-11 and FY 11-12 it is assumed that all the allocations to each agency will be made from the DMV Fee (AB 1546 and Measure M) Program.

C/CAG 2011-12 Program Budget Overview:

Refer to the Budget Executive Summary in Attachment A. Revenues increased 109.96% and Expenditures increased 143.38%. The Revenue increase of \$12,486,653 is due primarily to the \$5,085,075 increase in State Transportation Improvement Program (STIP) funds for the Smart Corridor Project and \$6,725,000 from new Measure M revenue. The increase in Expenditures of \$14,464,398 is a due to the project implementation (\$6,285,610) for the Smart Corridor project, an increase in Transportation Programs of \$255,735, new Measure M local distributions of \$4,775,673, San Mateo Congestion Relief increase of \$898,080 due to Smart Corridor Project support and climate action, and DMV Fee Program implementation cost of \$1,549,000. Ending Fund Balance decreased 6.92% or by \$710,064. The Reserve Fund Balance between FY 10-11 and FY 11-12 remain the same. The cost for the lobbyist is included in the budget for Congestion Relief (\$36,000) and NPDES (\$36,000) funds.

The Member Assessments for FY 11-12 remains the same as in FY 10-11. Additionally the proposed Budget continues to pay for the lobbyist (\$72,000) without an increase in Member Assessment. This is effectively a 10% savings to Member Agencies.

Administrative Program Fund	\$250,024 (General Fund)
Transportation Programs Fund	\$390,907 (Gas Tax or General Fund)
Total C/CAG Assessments	\$640,931

Assessments are made based on population. Basis is the State Department of Finance data released 1/01/06. In order to keep the assessments the same as the prior year for all members used the 1/01/06 Department of Finance data. It is unlikely that newer data would significantly change the distribution since San Mateo County has had minimal population growth.

Congestion Relief Fund	\$1,850,000
Total Congestion Relief	\$1,850,000

NPDES Agency Direct	\$109,000 (Colma, San Mateo, Woodside and Brisbane)
NPDES Flood Control District	\$1,309,989
Total NPDES	\$1,418,989

It is recommended that a fee and surcharge be applied of \$1,418,989. (Note: NPDES fees may increase slightly above this due to approved inflation factors. This will be included in the City/ County adopting resolutions.)

The Member Assessments, Congestion Relief, and Agency Direct total \$3,909,920.

See Attachment B for Member Assessments.

San Mateo County Congestion Management Program:

This fund includes development of the Countywide Transportation Plan for \$300,000 including model runs.

San Mateo Congestion Relief Program:

This fund includes shuttles (\$790,000), Congestion Relief Alliance support (\$505,000), El Camino Real Incentive (\$617,000), miscellaneous congestion relief programs (\$110,000), Climate Action Planning (\$200,000) and shared resource for housing with County of San Mateo (\$100,000).

San Mateo Smart Corridor Program:

This fund is for implementation of the San Mateo Smart Corridor. TLSP/ STIP funding of \$3,100,000 and Transportation Authority cost sharing of \$3,000,000 will fund the construction of the local portion of the construction of the San Mateo Smart Corridor. State funding may be delayed due to the State budget problems.

DMV Fee Program (AB 1546 and Measure M):

Will review the delivery/ current programs and add programs as necessary in order to lower the fund balance.

C/CAG - Member Fees Highly Leveraged and Cost Savings:

The member dues and fees are highly leveraged. Attachment C provides a Graphical Representation of the C/CAG Budget and visually illustrates the leveraged capacity (Less SMCRP). The FY 11-12 Revenue is leveraged **9.26 to 1**. Including the funds that C/CAG controls, such as State and Federal Transportation funds, increases the leverage to **19.55 to 1**.

Through the C/CAG functions revenues are provided to member agencies that exceed the Member Assessments or fees. Furthermore it would be more costly for the program to be performed by individual agencies than through C/CAG. Developing cost and program efficiency through collective efforts is the whole basis for C/CAG.

Funds provided by the Transportation Authority were coordinated with the TA staff and confirmed that the TA budget is consistent.

Committee Recommendations:

The Finance Committee will meet on 5/12/11 to review and comment on the detailed Budget. The Congestion Management and Environmental Quality Committee will review the Budget assumptions on 5/23/11. The Technical Advisory Committee (TAC) will review it on 5/19/11.

Attachments:

Attachment A - City/County Association of Governments 2011-1 Program Budget Executive Summary

Attachment B - Member Assessments FY 11-12

Attachment C - Graphical Representation of C/CAG Budget

Alternatives:

- 1- Review and provide comments on the initial draft of the C/CAG 2011-12 Program Budget and Fees in accordance with the staff recommendation.
- 2- Review and provide comments on the initial draft of the C/CAG 2011-12 Program Budget and Fees in accordance with the staff recommendation with modifications.
- 3- No action.

ATTACHMENT A

City/County Association of Governments 2011-12 Program Budget Executive Summary

05/05/11

CHANGES IN C/CAG BUDGET BY FISCAL YEAR

	Actual FY 2010-11	Budgeted FY 2011-12	Budget Change	Budget % Change
BEGINNING BALANCE	8,997,830	10,265,511	1,267,681	14.09%
RESERVE BALANCE	376,112	376,112	0	0.00%
PROJECTED REVENUES				
Interest Earnings	64,000	104,000	40,000	62.50%
Member Contribution	2,599,827	2,599,931	104	0.00%
Cost Reimbursements-SFIA	0	0	0	0.00%
MTC/ Federal Funding	665,000	973,000	308,000	46.32%
Grants	511,619	712,443	200,824	39.25%
DMV Fee	4,215,562	10,958,500	6,742,938	159.95%
NPDES Fee	1,298,989	1,309,989	11,000	0.85%
TA Cost Share	426,680	3,500,000	3,073,320	720.29%
Miscellaneous/ SFIA	99,209	124,601	25,392	25.59%
Street Repair Funding	0	0	0	0.00%
PPM-STIP	1,174,925	2,860,000	1,685,075	143.42%
Assessment	0	0	0	0.00%
TLSP	300,000	700,000	400,000	133.33%
	0	0	0	0.00%
Total Revenues	11,355,811	23,842,464	12,486,653	109.96%
TOTAL SOURCES OF FUNDS	20,353,641	34,107,975	13,754,334	67.58%
PROJECTED EXPENDITURES	Total			
Administration Services	418,592	354,000	(64,592)	-15.43%
Professional Services	1,886,632	2,103,559	216,927	11.50%
Consulting Services	3,322,282	12,091,853	8,769,571	263.96%
Supplies	124,500	73,000	(51,500)	-41.37%
Prof. Dues & Memberships	125,244	135,168	9,922	7.92%
Conferences & Meetings	14,815	20,500	5,685	38.37%
Printing/ Postage	19,860	30,750	10,890	54.83%
Publications	13,329	8,000	(5,329)	-39.98%
Distributions	4,056,100	8,633,200	4,577,100	112.84%
Street Repair	0	0	0	0.00%
Miscellaneous	(21,414)	991,500	1,012,914	4730.15%
Bank Fee	1,000	2,000	1,000	100.00%
Audit Services	6,190	9,000	2,810	45.40%
Project Management	121,000	100,000	(21,000)	-17.36%
Total Expenditures	10,088,130	24,552,528	14,464,398	143.38%
TRANSFERS				
Transfers In	1,249,300	1,494,490	245,190	19.63%
Transfers Out	1,249,300	1,494,490	245,190	19.63%
Administrative Allocation	0	0	0	0.00%
Total Transfers	0	0	0	0.00%
NET CHANGE	1,267,680	(710,064)	(1,977,744)	-156.01%
TRANSFER TO RESERVES	0	0	0	0.00%
TOTAL USE OF FUNDS	10,088,130	24,552,528	14,464,398	143.38%
ENDING FUND BALANCE	10,265,511	9,555,447	(710,064)	-6.92%
RESERVE FUND BALANCE	376,112	376,112	0	0.00%
NET INCREASE (Decrease) IN FUND BALANCE	1,267,681	(710,064)	(1,977,745)	-156.01%
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance				

05/05/11

C/CAG PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE

FY 2010-11											
	Administrative Program (General Fund)	Transportation Programs	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA	NPDES	AVA	DMV Fee Program	Measure M (DMV Fee)	Total
BEGINNING BALANCE	18,419	734,101	1,418,064	(40,767)	(183)	11,282	1,350,474	615,523	4,890,917	0	8,997,830
RESERVE BALANCE	43,346	131,853	0	0	0	0	200,903	0	0	0	376,112
PROJECTED REVENUES											
Interest Earnings	0	2,000	20,000	0	0	6,000	8,000	3,000	25,000	0	64,000
Member Contribution	250,025	390,907	1,850,000	0	0	0	108,895	0	0	0	2,599,827
Cost Reimbursements-SFIA	0	0	0	0	0	0	0	0	0	0	0
MTC/ Federal Funding	0	665,000	0	0	0	0	0	0	0	0	665,000
Grants	111,230	93,888	0	0	245,500	0	60,000	0	0	0	511,619
DMV Fee	0	0	0	0	0	957,062	0	658,500	2,600,000	0	4,215,562
NPDES Fee	0	0	0	0	0	0	1,288,989	0	0	0	1,288,989
TA Cost Share	0	115,000	311,680	0	0	0	0	0	0	0	426,680
Miscellaneous/ SFIA	0	0	0	0	0	0	99,209	0	0	0	99,209
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PPM-STIP	0	460,000	0	714,925	0	0	0	0	0	0	1,174,925
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	300,000	0	0	0	0	0	0	300,000
	0	0	0	0	0	0	0	0	0	0	0
Total Revenues	361,255	1,726,796	2,181,680	1,014,925	246,500	963,062	1,575,093	681,500	2,625,000	0	11,355,811
TOTAL SOURCES OF FUNDS	379,674	2,480,897	3,599,744	974,158	246,317	974,344	2,925,567	1,277,023	7,515,917	0	20,353,641
PROJECTED EXPENDITURES											
Administration Services	117,000	100,052	126,075	19,000	8,000	3,465	25,000	0	20,000	0	418,582
Professional Services	246,022	1,010,552	125,270	129,000	267,000	32,534	53,254	0	23,000	0	1,886,632
Consulting Services	47,719	723,686	38,000	441,000	140,400	0	1,301,950	0	80,000	549,527	3,322,282
Supplies	124,500	0	0	0	0	0	0	0	0	0	124,500
Prof. Dues & Memberships	1,750	0	0	0	0	0	123,494	0	0	0	125,244
Conferences & Meetings	8,000	3,315	0	0	3,000	0	500	0	0	0	14,815
Printing/ Postage	12,250	5,500	0	110	0	0	2,000	0	0	0	19,860
Publications	11,000	1,980	349	0	0	0	0	0	0	0	13,329
Distributions	0	70,000	1,134,100	0	0	957,000	20,000	875,000	1,200,000	0	4,056,100
Street Repair	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous	1,750	430	126	280	0	(25,000)	1,000	0	0	0	(21,414)
Bank Fee	1,000	0	0	0	0	0	0	0	0	0	1,000
Audit Services	6,190	0	0	0	0	0	0	0	0	0	6,190
Project Management	0	0	0	121,000	0	0	0	0	0	0	121,000
Total Expenditures	577,181	1,915,515	1,423,920	710,390	418,400	967,999	1,527,198	675,000	1,323,000	549,527	10,088,130
TRANSFERS											
Transfers In	0	0	0	300,000	210,000	0	189,300	0	0	550,000	1,249,300
Transfers Out	0	0	210,000	0	0	0	0	0	1,039,300	0	1,249,300
Administrative Allocation	(211,483)	130,907	239,626	0	32,414	4,243	9,224	0	5,068	0	0
Total Transfers	(211,483)	130,907	239,626	(300,000)	(177,586)	4,243	(180,076)	0	1,044,368	(550,000)	0
NET CHANGE	(4,444)	(319,626)	518,134	604,535	5,686	(9,180)	227,971	(13,500)	257,632	473	1,267,680
TRANSFER TO RESERVES	0	0	0	0	0	0	0	0	0	0	0
TOTAL USE OF FUNDS	365,699	2,046,422	1,863,546	410,390	240,814	972,242	1,347,122	675,000	2,367,368	(473)	10,088,130
ENDING FUND BALANCE	13,975	414,475	1,938,198	563,768	5,503	2,102	1,576,445	602,023	5,148,549	473	10,265,511
RESERVE FUND BALANCE	43,346	131,853	0	0	0	0	200,903	0	0	0	376,112
NET INCREASE (Decrease) IN FUND BALANCE	(4,444)	(319,626)	518,134	604,535	5,686	(9,180)	227,971	(13,500)	257,632	473	1,267,681
As of June 30, 2009											
<p>Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance 2- See individual fund summaries and fiscal year comments for details on Miscellaneous expenses. 3- SMCRP - San Mateo Congestion Relief Program; TFCA - Transportation Fund For Clean Air; NPDES - National Pollutant Discharge Elimination System; Abatement. AVA - Abandoned Vehicle Abatement; DMV - Department of Motor Vehicles.</p>											
Administration Services	\$363,022	\$1,110,604	\$251,345		\$275,000	\$35,999	\$78,254		\$43,000	\$0	\$2,157,224
% Basis	0.16628208	0.51483013	0.116513158		0.127478638	0.016687649	0.036275321		0.019933023	0	100%
Admin Cost Sharing											
Legal Services	\$20,000										
Accounting Services	\$70,600										
Office Space	\$45,000										
Printing/ Postage	\$12,250										
Publications	\$11,000										
Web Support	\$15,017										
Office Space Move	\$70,000										
Redwood City program Payroll	\$10,405										
Total	\$254,272										
Transfer Out	\$42,789	130,907	29,626		32,414	4,243	9,224		5,068	0	\$254,272
Transfer In	\$211,483									0	

05/05/11

C/CAG PROGRAM BUDGET: REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE

	FY 2011-12										
	Administrative Program (General Fund)	Transportation Programs	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA	NPDES	AVA	DMV Fee Program	Measure M (DMV Fee)	Total
BEGINNING BALANCE	13,975	414,475	1,936,198	563,768	5,503	2,102	1,578,445	602,023	5,148,549	473	10,265,511
RESERVE BALANCE	43,346	131,863	0	0	0	0	200,903	0	0	0	376,112
PROJECTED REVENUES											
Interest Earnings	2,000	3,000	25,000	0	0	6,000	15,000	3,000	25,000	25,000	104,000
Member Contribution	250,024	390,907	1,850,000	0	0	0	108,000	0	0	0	2,599,931
Cost Reimbursements-SFIA	0	0	0	0	0	0	0	0	0	0	0
MTC/ Federal Funding	0	973,000	0	0	0	0	0	0	0	0	973,000
Grants	100,000	179,000	0	0	303,500	0	129,943	0	0	0	712,443
DMV Fee	0	0	0	0	0	1,000,000	0	658,500	2,600,000	6,700,000	10,958,500
NPDES Fee	0	0	0	0	0	0	1,309,989	0	0	0	1,309,989
TA Cost Share	0	200,000	300,000	3,000,000	0	0	0	0	0	0	3,500,000
Miscellaneous/ SFIA	0	0	0	0	0	0	124,601	0	0	0	124,601
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PPM-STIP	0	460,000	0	2,400,000	0	0	0	0	0	0	2,860,000
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	700,000	0	0	0	0	0	0	700,000
	0	0	0	0	0	0	0	0	0	0	0
Total Revenues	352,024	2,205,907	2,175,000	6,100,000	303,500	1,006,000	1,688,533	661,500	2,625,000	6,725,000	23,842,464
TOTAL SOURCES OF FUNDS	365,999	2,620,381	4,111,198	6,663,768	309,003	1,008,102	3,286,978	1,263,523	7,773,549	6,725,473	34,107,975
PROJECTED EXPENDITURES											
Administration Services	117,000	115,000	20,000	21,000	8,000	8,000	25,000	0	20,000	20,000	354,000
Professional Services	255,000	1,150,000	150,000	125,000	287,000	35,000	51,559	0	25,000	25,000	2,103,559
Consulting Services	30,000	820,750	1,210,000	6,750,000	161,000	0	1,945,103	0	125,000	1,050,000	12,091,853
Supplies	71,000	2,000	0	0	0	0	0	0	0	0	73,000
Prof. Dues & Memberships	1,750	0	0	0	0	0	133,416	0	0	0	135,166
Conferences & Meetings	8,000	3,000	1,000	0	3,000	0	1,500	0	2,000	2,000	20,500
Printing/ Postage	20,250	5,500	0	0	0	0	5,000	0	0	0	30,750
Publications	4,000	4,000	0	0	0	0	0	0	0	0	8,000
Distributions	0	70,000	940,000	0	0	0	20,000	675,000	2,700,000	4,228,200	8,633,200
Street Repair	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous	2,500	1,000	1,000	0	0	981,000	1,000	25,000	0	0	991,500
Bank Fee	2,000	0	0	0	0	0	0	0	0	0	2,000
Audit Services	9,000	0	0	0	0	0	0	0	0	0	9,000
Project Management	0	0	0	100,000	0	0	0	0	0	0	100,000
Total Expenditures	520,500	2,171,250	2,322,000	6,996,000	459,000	1,004,000	2,182,578	700,000	2,872,000	5,325,200	24,562,528
TRANSFERS											
Transfers In	0	0	0	400,000	200,000	0	344,490	0	550,000	0	1,494,490
Transfers Out	0	0	200,000	0	0	0	0	0	744,490	550,000	1,494,490
Administrative Allocation	-158,626	103,458	13,903	0	24,126	3,517	6,261	0	3,680	3,680	0
Total Transfers	-158,626	103,458	213,903	-400,000	-175,874	3,517	-338,229	0	198,170	553,680	0
NET CHANGE	-9,850	-68,801	-360,903	-496,000	20,374	-1,517	-155,816	-38,500	-445,170	846,120	-710,064
TRANSFER TO RESERVES	0	0	0	0	0	0	0	0	0	0	0
TOTAL USE OF FUNDS	361,874	2,274,708	2,535,903	6,596,000	283,126	1,007,517	1,844,349	700,000	3,070,170	5,878,880	24,562,528
ENDING FUND BALANCE	4,126	346,673	1,575,295	67,768	25,877	585	1,422,628	563,523	4,703,379	846,583	9,555,447
RESERVE FUND BALANCE	43,346	131,863	0	0	0	0	200,903	0	0	0	376,112
NET INCREASE (Decrease) IN FUND BALANCE	-9,850	-68,801	-360,903	-496,000	20,374	-1,517	-155,816	-38,500	-445,170	846,120	-710,064
As of June 30, 2010											
<p>Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance. 2- See individual fund summaries and fiscal year comments for details on Miscellaneous expenses. 3- SMCRP - San Mateo Congestion Relief Program; TFCA - Transportation Fund For Clean Air; NPDES - National Pollutant Discharge Elimination System; Abatement AVA - Abandoned Vehicle Abatement; DMV - Department of Motor Vehicles.</p>											
Sum of Admin and Profess.	372,000	1,265,000	170,000		295,000	43,000	76,559		45,000	45,000	2,311,559
% Basis	16%	55%	7%		13%	2%	3%		2%	2%	100%
Admin Cost Sharing											
Legal Services	20,000										
Accounting Services	70,600										
Office Space	60,000										

**CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY (C/CAG)
FACT SHEET - FY 2011-12**

Description: Joint Powers Authority of the 20 Cities and the County in San Mateo County. Functions as the Congestion Management Agency for San Mateo County including programming State and Federal discretionary funds. Also acts as the Local Task Force for Solid Waste Management, Airport Land Use Commission, Water Pollution Prevention Program and Transportation Fund for Clean Air manager. Facilitates long range planning to link land use and transportation.

Full Time Equivalent (FTE): FY 10-11 8.5 FTE FY 11-12 9.0 FTE
No change NPDES Program Manager went from part time to full time

Major Budget Assumptions:

Assumptions include: 1- No change in member assessment, 2- For NPDES budget assumed the new Municipal Regional Permit level and partially funded (\$344,490) by DMV Fee Program, 3-Smart Corridor Implementation including \$6,100,000 in transportation funds flows through the C/CAG budget, 4- San Mateo County Energy Watch (\$303,500) and 5- Climate action planning funding (\$200,000) is provided from the San Mateo Congestion Relief Program.

C/CAG Budget:	FY 10-11 Projection	FY 11-12 Budget	Change	PerCent
Beginning Balance:	\$ 8,997,830	\$10,265,511	\$ 1,267,681	14.09%
Reserves:	\$ 376,112	\$ 376,112	\$ 0	0%
Total Revenues:	\$11,355,811	\$23,842,464	\$12,486,653	109.96%
<u>Total Sources of Funds:</u>	<u>\$20,353,641</u>	<u>\$34,107,975</u>	<u>\$13,754,334</u>	<u>67.58%</u>
Total Expenditures:	\$10,088,130	\$24,552,528	\$14,464,398	143.38%
Transfer to Reserves:	\$ 0	\$ 0	\$ 0	0%
<u>Total Use of Funds:</u>	<u>\$10,088,130</u>	<u>\$24,552,528</u>	<u>\$14,464,398</u>	<u>143.38%</u>
Ending Fund Balance:	\$10,265,511	\$ 9,555,447	(\$710,064)	-6.92%
Reserve Fund Balance:	\$ 376,112	\$ 376,112	\$ 0	0%

Reserves are not included in Total Sources of Funds.

Capital: Consulting - \$12,091,853 Distributions - \$8,633,200 Total - \$20,725,053

Operating: \$3,827,475

C/CAG Budget Overview:

Revenues increased 109.96% and Expenditures increased 143.38%. The Revenue increase of \$12,486,653 is due primarily to the \$5,085,075 increase in State Transportation Improvement Program (STIP) funds for the Smart Corridor Project and \$6,725,000 from new Measure M revenue. The increase in Expenditures of \$14,464,398 is a due to the project implementation (\$6,285,610) for the Smart Corridor project, an increase in Transportation Programs of \$255,735, new Measure M local distributions of \$4,775,673, San Mateo Congestion Relief increase of \$898,080 due to Smart Corridor Project support and climate action, and DMV Fee Program implementation cost of \$1,549,000. Ending Fund Balance decreased 6.92% or by \$710,064. The Reserve Fund Balance between FY 10-11 and FY 11-12 remain the same. The cost for the lobbyist is included in the budget for Congestion Relief (\$36,000) and NPDES (\$36,000) funds.

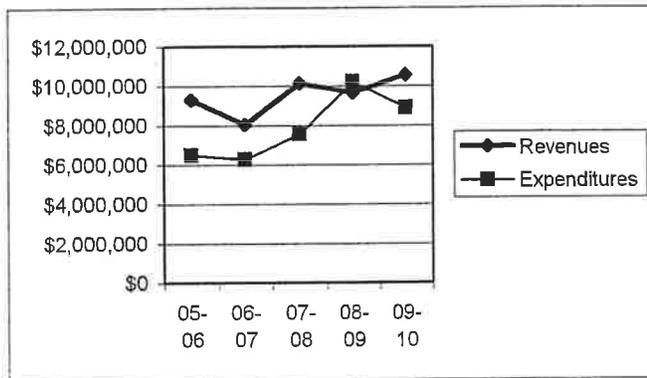
Major Programs/ Funds:	Balance Beginning	Revenues	Expenditures	Transfers	Balance Ending
General Fund	\$ 13,975	\$ 352,024	\$ 520,500	(\$158,626)	\$ 4,126
Transportation Fund	\$ 414,475	\$ 2,205,907	\$ 2,171,250	\$ 103,458	\$ 345,673
San Mateo Congestion Relief Program	\$1,936,198	\$ 2,175,000	\$ 2,322,000	\$ 213,903	\$1,575,295
San Mateo Smart Corridor	\$ 563,768	\$ 6,100,000	\$ 6,996,000	(\$400,000)	\$ 67,768
LGP Energy Watch	\$ 5,503	\$ 303,500	\$ 459,000	(\$175,874)	\$ 25,877
TFCA	\$ 2,102	\$ 1,006,000	\$ 1,004,000	\$ 3,517	\$ 585
NPDES	\$1,578,445	\$ 1,688,533	\$ 2,182,578	(\$338,229)	\$1,422,629
AVA	\$ 602,023	\$ 661,500	\$ 700,000		\$ 563,523
DMV Fees	\$5,149,022	\$ 9,350,000	\$ 8,197,200	\$ 751,850	\$5,549,972
<u>C/CAG - Total</u>	<u>\$10,266,511</u>	<u>\$23,842,464</u>	<u>\$24,552,528</u>	<u>\$ 0</u>	<u>\$9,555,447</u>

Undesignated Balance:

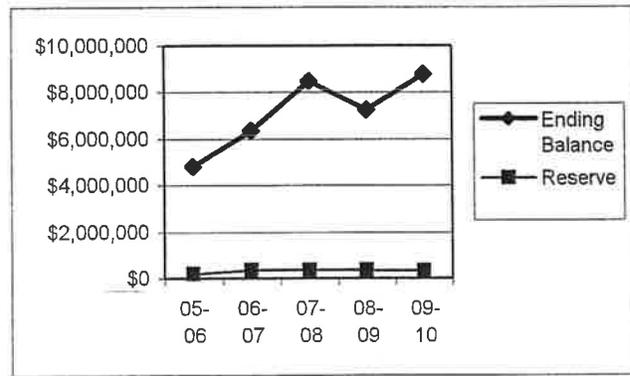
Major Programs/ Funds:	Balance Ending	Designated Expense	Designated Revenue	Designated Net	Undesignated Balance
General Fund	\$ 4,126	\$0	\$0	-\$0	\$4,126
Transportation Fund	\$345,673	\$150,000	\$0	-\$150,000	\$195,673
San Mateo Congestion Relief Program	\$1,575,295	\$823,000	\$100,000	-\$723,000	\$852,295
San Mateo Smart Corridor Program	\$67,768	\$67,768	\$0	-\$67,768	\$0
LGP Energy Watch					
TFCA	\$585	\$585	\$0	-\$585	\$0
NPDES	\$1,422,629	\$1,000,000	\$0	-\$1,000,000	\$422,629
AVA	\$563,523	\$180,000	\$0	-\$180,000	\$383,523
DMV Fees	\$5,549,972	\$3,500,000	\$0	-\$3,500,000	\$2,049,972
C/CAG – Total	\$9,555,447	\$5,721,353	\$100,000	-\$5,621,353	\$3,934,094

C/CAG NORMALIZED FIVE YEAR HISTORICAL REVIEW: (Not Current -Will be Updated for Final Budget)

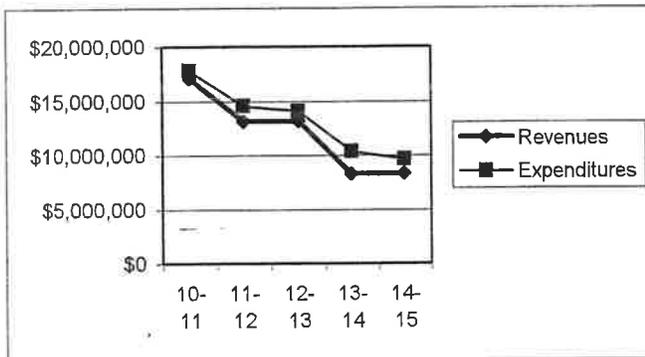
**FY 05-06 Thru FY 09-10
(Normalized to 2005)**



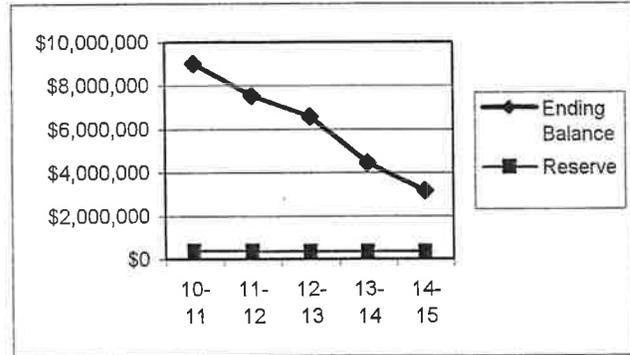
**FY 05-06 Thru FY 09-10
(Normalized to 2005)**



**FY 10-11 Thru FY 14-15
(Normalized to 2010)**



**FY 10-11 Thru FY 14-15
(Normalized to 2010)**



- Issues:**
- 1- Need to continue to get funding for the Airport Land Use Commission activities.
 - 2- New NPDES Storm-water Permit will significantly increase the cost of the program although budget balanced through FY 13-14. Measure M should address the \$750,000 per year deficit. Must pursue additional revenue.
 - 3- Implementation of the Smart Corridor Project will cause a significant increase in expenditures that requires the cash flow to be managed.
 - 4- Staff needs to reduce the large balance (\$5,549,972) of the DMV Fee Program.
 - 5- Ending Balance will drop significantly due to project cash flow; however, it should not be seen as a problem.
 - 6- Need to program or return the AVA balance of \$563,523.

Reserves: Have reserves of \$376,112 out of an Operating Budget of \$2,919,928 or 12.9%. However; the Undesignated Balance of \$3,827,475 provides funding capacity for unexpected issues or cost growth in programs. This will cover 1.9 years of the C/CAG fixed labor cost (\$1,950,000).

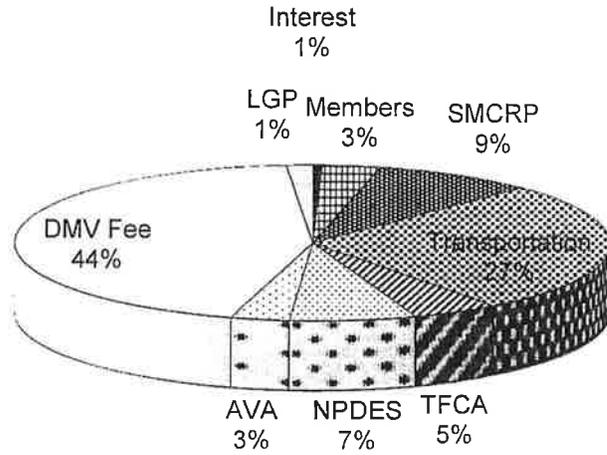
ATTACHMENT B

MEMBER ASSESSMENTS FY 11-12
(Same as FY 10-11)

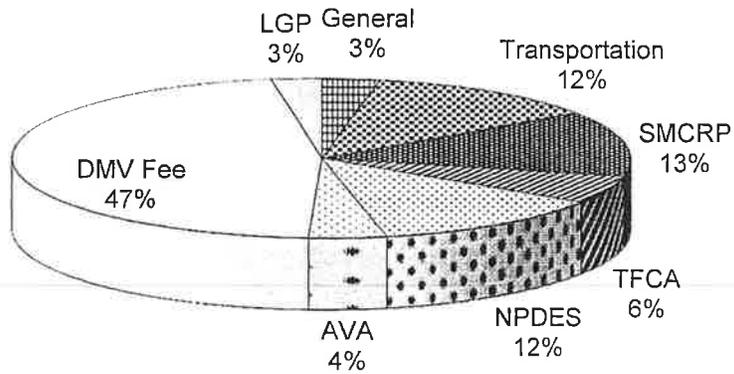
ATTACHMENT C

Graphical Representation of C/CAG Budget

C/CAG REVENUES FY 2011-12

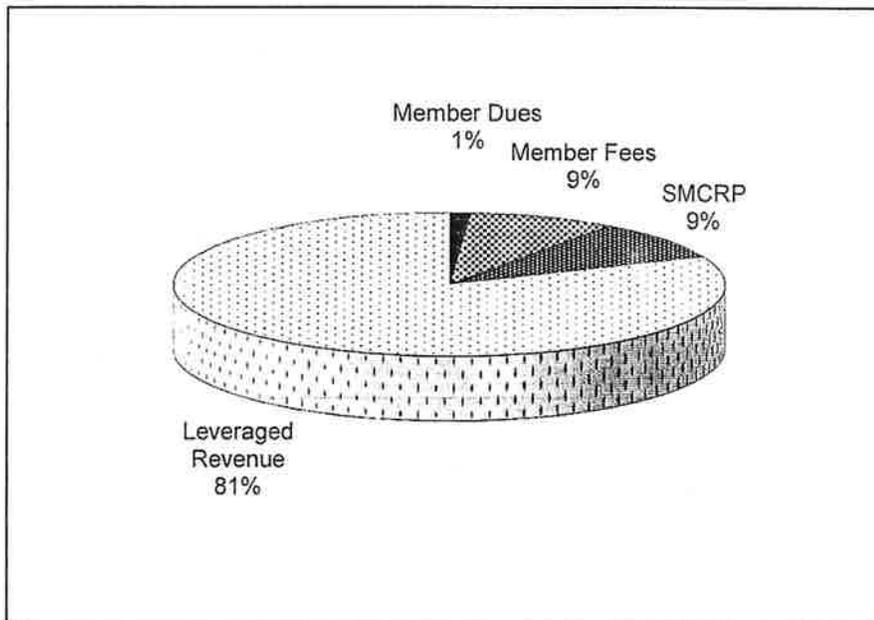


C/CAG EXPENDITURES FY 2011-12



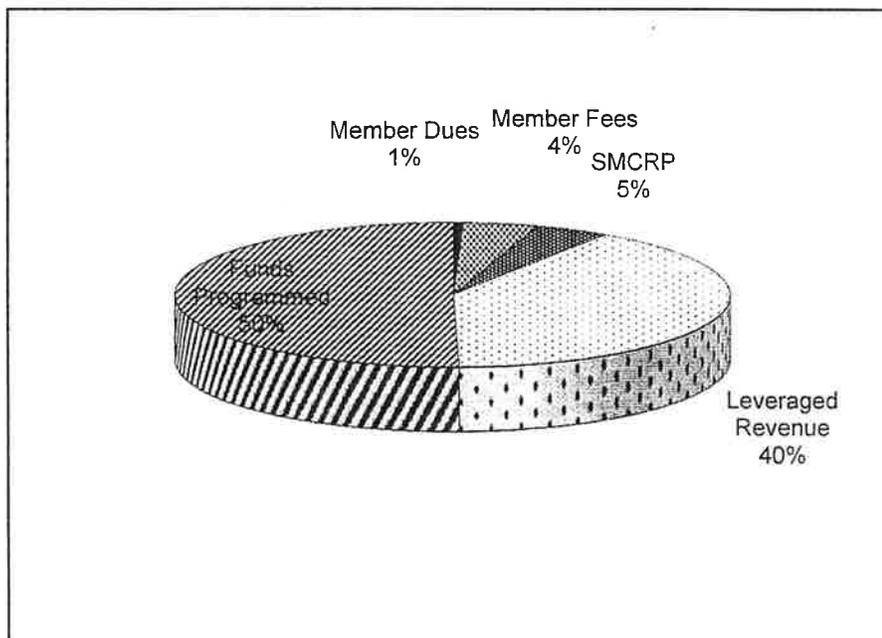
C/CAG MEMBER DUES/ FEES HIGHLY LEVERAGED

C/CAG REVENUES FY 2011-12



Leverage= 9.2583 to 1
(Less SMCRP Funds)

C/CAG CONTROLLED FUNDS FY 2011-12



Leverage= 19.55 to 1
(Less SMCRP Funds)

C/CAG AGENDA REPORT

Date: May 19, 2011
To: Congestion Management Program Technical Advisory Committee (TAC)
From: Sandy Wong
Subject: Discussion on the process to use VTA Travel Demand Forecasting Model in San Mateo County

(For further information contact Sandy Wong at 599-1409)

RECOMMENDATION

That the TAC discuss the process on use of the VTA travel demand forecasting model in San Mateo County.

FISCAL IMPACT

None.

SOURCE OF FUNDS

NA

BACKGROUND/DISCUSSION

C/CAG has executed an agreement with the Santa Clara Valley Transportation Authority (VTA) for a license to use the travel demand forecasting model developed by VTA. That is a model of the transportation system of the San Francisco Bay Area that is centered on Santa Clara County but accounts for transportation impacts from neighboring counties and regional commute sheds. C/CAG has retained Dowling Associates to evaluate the VTA model and has concluded that the VTA model can be adopted for use in San Mateo County with minor modification.

Based on the C/CAG-VTA agreement, C/CAG, its member agencies, SMCTA, SamTrans, and Caltrain JPB and consultants under contract with C/CAG or its member agencies are granted the right to adapt the VTA Model solely for the purpose of developing and running a travel demand analysis for San Mateo County. Please attachment 1 for further detail.

In 2010, C/CAG released a Request for Qualification for San Mateo County Travel Demand Forecasting. Through an interview selection process, AECOM, Cambridge Systematics Inc., and Dowling Associates Inc. were selected as “pre-qualified” model consultants for a three-year term.

Jurisdictions in San Mateo County have needs to use the San Mateo Countywide travel demand forecasting model. It is recommended that all future travel model work be performed via contracts with any of the three pre-qualified consultants or with VTA directly.

ATTACHMENT

1. Excerpt from VTA agreement.

Excerpt from VTA Agreement
Terms of License.

- a. For the term provided in this Agreement, VTA grants to C/CAG a nonexclusive and, except as provided herein, nontransferable license to use the Model, which includes the following:
 - Base year 2005 model and datasets;
 - Forecast year 2035 model and datasets;
 - TP+/CUBE scripts;
 - Standalone programs required to execute the models;
 - Traffic Analysis Zone (TAZ) boundary shape files; and
 - Model documentation;
- b. Within 30 days of receipt by VTA of the final Agreement signed by both parties, VTA shall provide C/CAG with a working copy of the VTA Model (including modifications pursuant to paragraph 1 g., below) and supporting model documentation.
- c. C/CAG (including C/CAG staff and employees), its Member Agencies, C/CAG Planning partners including Caltrain JBP, SamTrans, the San Mateo County Transportation Authority, and consultants under contract with C/CAG or its Member Agencies (collectively the “C/CAG Users”) intend to and are granted the right to, adapt the VTA Model solely for the purpose of developing and running a travel demand analysis for San Mateo County (the “C/CAG Model”)
- d. C/CAG shall not make electronic or other copies or reproduction of any part of the VTA Model except for those purposes necessary to complete travel demand analysis, and will not distribute the VTA Model or any of its derivative components to any person, department, agency or firm other than to C/CAG Users. The total allowable number of copies being used concurrently shall not exceed 10 unless authorized in writing by VTA. If any such distribution is made to the C/CAG member agencies or consultants, C/CAG shall obtain a written agreement from those parties to abide by the conditions of this license.
- e. Except as provided herein, no copying, reproduction, publication, modification, adaptation, reverse-engineering, distribution or transfer is allowed. The VTA Model (including the software scripts, files, documentation, and datasets) is proprietary, protected by copyright, and is the intellectual property of VTA. VTA retains all rights, title, and interest in said intellectual property. C/CAG shall take affirmative steps as necessary to prevent misappropriation or misuse of the VTA Model by C/CAG Users.
- f. In the role of providing configuration control, all enhancements to the VTA Model will be done by the VTA. The VTA will provide archival and nominal technical support for the C/CAG Model and variations thereto developed under Section 1c. Minor changes made to the VTA Model by a C/CAG consultant to perform specific model runs will be provided to the VTA for incorporation into the archived VTA Model. Incorporation of the minor changes to the most recent archived VTA Model, consisting of networks and socioeconomic data revisions, will be mutually agreed to by VTA and C/CAG prior to inclusion.

- g. The VTA will make one-time modifications to the VTA Model prior to delivery to C/CAG to address findings specified in the excerpt from Dowling Associates Memorandum to C/CAG titled C/CAG Model Evaluation and Strategic Plan dated December 3, 2010 and attached hereto as Exhibit A.

C/CAG AGENDA REPORT

Date: May 19, 2011
To: C/CAG CMP Technical Advisory Committee (TAC)
From: Jean Higaki, Transportation System Coordinator
Subject: Regional Project and Funding Information

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

RECOMMENDATION

This is an informational item.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND/DISCUSSION

C/CAG staff routinely attends meetings hosted by the Metropolitan Transportation Commission (MTC) and receives information distributed by the MTC pertaining to Federal funding, project delivery, and other regional policies that may affect local agencies. Attached to this report includes relevant information from MTC.

- **FHWA policy for inactive projects** - The deadline to receive a valid reimbursement or submit a justification is May 20, 2011. Project sponsors are requested to visit the Caltrans site regularly for updated project status at:
<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>
The current inactive list is attached.
- **MTC regional issues** - On April 15, the President signed H.R. 1473, providing appropriations for the remainder of FY 2011. The bill also rescinded \$630 million in earmarks from surface transportation acts adopted in 1998 and prior years. A list of Bay Area earmark projects that were rescinded or are at risk, based on draft information provided by Caltrans, is attached.
- **MTC SCS/RTP Alternative Scenarios** - The attached PowerPoint presentation outlines initial concepts for the alternative scenarios. MTC is in the process of identifying and testing a range of alternative scenarios that feature different combinations of land use, transportation investments, and policy strategies. MTC staff will present draft alternative scenarios for review and approval in June and the analysis of the scenarios will begin immediately thereafter.

ATTACHMENTS

1. Inactive Project List
2. Earmarks at Risk List
3. MTC Alternative Scenarios presentation



METROPOLITAN
TRANSPORTATION
COMMISSION

PTAC Item 4

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Partnership Technical Advisory Committee

DATE: May 16, 2011

FR: Rebecca Long

W. I. 1131

RE: FY 2011 Federal Appropriations

On April 15, the President signed H.R. 1473, providing appropriations for the remainder of FY 2011. In stark contrast to prior budgets, the bill contains no earmarks for transportation. While most of the federal transportation program was spared deep cuts, substantial reductions were made to the High Speed Rail program. The bill also rescinded \$630 million in earmarks from surface transportation acts adopted in 1998 and prior years. A draft list of Bay Area highway projects that were rescinded or are at risk, based on draft information provided by Caltrans, is included as Attachment A.

In summary, key transportation cuts in H.R. 1473 include:

- Zero funding for High Speed Rail in FY 2011 (vs. a \$1 billion request in the President's proposed FY 2011 budget and \$2.5 billion in FY 2010) and a reduction of \$400 million in funding that was appropriated in FY 2010.
- \$400 million reduction in New Starts funding relative to FY 2010 for a total of \$1.6 billion and a \$280 million rescission of FY 2010 funds due to the cancellation of the New Jersey tunnel project.
- An across-the-board reduction of 0.2 percent for all remaining transportation programs. While this is not a significant cut, it represents a substantial reduction relative to the four percent annual growth that was assumed for the Federal Transit Program and three percent for Federal Highways in Transportation 2035.

A summary of the final funding nationwide levels by program is included as Attachment B.

Additional Competitive "TIGER" Grant Funds Approved for FY 2011

Considering the current political climate in Washington, D.C. it is noteworthy that the budget provides \$528 million for National Infrastructure Investments, commonly referred to as TIGER III, after the original \$1.5 billion Transportation Investment Generating Economic Recovery (TIGER) program that was included in the 2009 American Recovery & Reinvestment Act (ARRA). Funding for TIGER III was not included in the President's FY 2011 budget request, but was added by Congress. The first step in the grant process for these funds will be a formal release of the scoring criteria in the Federal Register. Based on language that was carried over from 2010, this is not likely to occur until June 2011, at the earliest. Once the criteria are released, MTC staff will consult with Commissioners and our local partners to develop a recommendation on a Bay Area strategy for the funds.

BAY AREA EARMARKS AFFECTED BY RESCISSION IN H.R. 1473 (FY 2011 CONTINUING RESOLUTION) - DRAFT

STATUS	COUNTY	SPONSOR	PUBLIC LAW	PROGRAM CODE	DESCRIPTION IN STATUTE	FUNDS AUTHORIZED	OBLIGATION AUTHORITY	OBLIGATED AS OF 1/12/11	OA REMAINING AS OF 1/12/11
RESCINDED	Solano	City of Dixon Santa Clara Valley Transportation Authority	ISTEA	3610	To improve 3 grade crossings in Dixon	\$1,755,772	\$1,755,772	\$1,096,921	\$658,851
RESCINDED	Santa Clara		ISTEA	3660	For safety improvements on Highway 152 in the vicinity of Gilroy Upgrade Rt. 87 from 4 to 6 lanes including 2 HOV lanes, a new freeway interchange and local circulation system for San Jose International Airport	\$5,755,029	\$5,755,029	\$4,697,466	\$1,057,563
RESCINDED	Santa Clara		ISTEA	3680		\$14,436,344	\$14,436,344	\$9,916,222	\$4,520,122
AT RISK*	San Mateo	City of San Bruno	TEA21	Q920	Construct I-380 connector between Sneath Lane and San Bruno Avenue, San Bruno	\$2,100,000	\$1,970,161	\$0	\$1,970,161
AT RISK	SAN MATEO	City of San Mateo	TEA21	Q920	Upgrade SR 92/EI Camino Interchange, SAN MATEO	\$2,775,000	\$2,603,425	\$0	\$2,603,425
AT RISK	SAN MATEO		TEA21	Q920	Construct tunnel with approaches as part of Devil's Slide project in San Mateo County	\$6,000,000	\$5,629,026	\$0	\$5,629,026
TOTAL RESCINDED									\$6,236,536
TOTAL AT RISK									\$10,202,612

* To be rescinded if less than 10% of authorized level is not obligated by 9/30/11.
Source: Caltrans Division of Local Assistance



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Partnership Technical Advisory Committee

DATE: May 16, 2011

FR: Ashley Nguyen

RE: Plan Bay Area: Defining Alternative Scenarios

Phase 2 of the Plan Bay Area process focuses largely on conducting an analysis of alternative scenarios to demonstrate how the Bay Area can achieve its 15 percent per-capita greenhouse gas emission reduction target, stipulated by CARB, and other ABAG/MTC adopted performance targets. While both the Current Regional Plans and Initial Vision Scenario get us closer to the greenhouse gas targets, they still fall short. We must now find alternative ways to achieve this target as required by SB 375. This means identifying and testing a range of alternative scenarios that feature different combinations of land use, transportation investments, and policy strategies.

MTC and ABAG staff have conducted initial brainstorming on alternative scenario concepts with the Regional Advisory Working Group and Partnership Technical Advisory Committee in April and May 2011. We are also receiving feedback through the Plan Bay Area/You Choose Bay Area workshops that are now underway. The following points have been raised thus far:

- Create distinct scenarios, including a historical land use “trend” option for comparative purposes.
- Focus more growth in the urbanized areas of the region to preserve agricultural lands and open space.
- Consider refocusing development along transportation corridors (not just transit lines).
- Increase growth in Priority Development Areas (PDAs) but realize that they have limits on their carrying capacities.
- Increase existing transit service and improve pedestrian access to transit
- Create a strategy that places importance on supporting growth in rural/suburban communities, but recognize that the growth will not be at the same density and intensity as growth in the more urbanized areas of the region.
- Emphasize the importance of the “fix-it first” policy (i.e., maintain existing system)
- Consider policy initiatives such as Transportation Demand Management and road and parking pricing

The attached PowerPoint presentation outlines initial concepts for the alternative scenario analyses. We look forward to your ideas to help us further refine these alternatives. Staff will present draft alternative scenarios for your review and approval in June. The analysis of the scenarios will begin immediately thereafter.

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Defining Alternative Scenarios

Partnership TAC
May 16, 2011

Policy Issues

1. Given what we learned from Current Regional Plans and the Initial Vision Scenario:
 - a. Have we pushed the land use far enough, and have we designed a land use pattern sufficient to reach our targets?
 - b. Can we afford the transportation improvements needed to support the land use pattern?
 - c. What difference could employment distribution make?
 - d. What more do we need in order to reach our targets?
2. Can we develop distinct alternative scenarios that help us evaluate these questions?



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Input To Date

(from advisory groups and public workshops)

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Alternative Scenarios Framework

- Define and evaluate a small number of alternative scenarios that are deemed financially feasible and achievable
- Each scenario will be distinctly different in terms of growth patterns, transportation investments, or supportive policies
- Growth patterns entail distribution and intensity of jobs, population and housing in small geographic areas within jurisdictions
- Land uses will be distributed to reduce trip lengths and will be located in proximity to transit network
- Each scenario will aim to achieve adopted performance targets
- Project performance assessment will inform transportation investments for scenarios



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Land Use, Transportation & Policy Variables

Land Use	Transportation	Policy Initiatives
<p>More Concentrated Growth* Shifting jobs/housing distributions in the Current Regional Plans, and choosing to distribute growth among Priority Development Areas (PDAs) in a manner that optimizes GHG reductions (this may mean that some PDAs are more appropriate growth areas than others)</p>	<p>Transportation 2035 Investment Strategy</p> <ul style="list-style-type: none"> 80% of funding to "Fix-It First" Policy Maintain existing transit service levels with Resolution 3434 transit expansion Regional Express Lane Network, Freeway Performance Initiative (FPI), and various roadway improvements around region 	<ul style="list-style-type: none"> Transportation Demand Management (telework, commuter benefits, ridesharing services, etc.) Eco-Driving (driver education on how to drive to save fuels and reduce emissions) Electric Vehicles (beyond what's assumed by Air Resources Board) Parking Pricing (e.g., higher parking during peak hours, charge for employer parking) Other Pricing (e.g., toll lanes, vehicle fees)
<p>Most Concentrated Growth Shifting jobs/housing around the Bay, and concentrating job/housing growth around existing centers</p>	<p>Intensive Transit Services</p> <ul style="list-style-type: none"> Allocate more funding to places that are taking on growth, which involves redistributing maintenance funds to core areas with "Fix-It First" funding as an incentive Extensive transit funding for core capacity improvements, such as to BART, Caltrain, Muni and AC Transit bus rapid transit and local transit Smaller backbone Regional Express Lane Network, FPI, and various roadway improvements 	
<p>Dispersed Growth Shifting more jobs towards housing growth in outer areas of the region</p>	<p>Transit Expansion & Roadway Improvements</p> <ul style="list-style-type: none"> More highway improvements and long-haul transit expansion, increased carpool/vanpools and shuttle services, and various roadway improvements 	

*This scenario is the Initial Vision Scenario with consideration for job location and intensity, financial constraints and local input


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Example Scenarios

(by "mixing & matching" land use, transportation & policy variables)

Land Use	Transportation	Policy Initiatives
<p>1 Push land uses harder to achieve the 15% greenhouse gas emission reduction target</p>	<p>Transportation 2035 Investment Strategy</p>	<ul style="list-style-type: none"> No Change to Existing Policies
<p>2 Reduce intensity of land uses</p>	<p>Transportation 2035 Investment Strategy</p>	<ul style="list-style-type: none"> No Change to Existing Policies
<p>3 Optimize the Initial Vision Scenario</p>	<p>Intensive Transit Services</p>	<ul style="list-style-type: none"> No Change to Existing Policies
<p>4 Support jobs-housing balance & fit in outer areas</p>	<p>Transit Expansion & Roadway Improvements</p>	<ul style="list-style-type: none"> Transportation Demand Management Eco-Driving


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Alternative Scenario Timeline

Develop alternative scenarios through an iterative process	Now – June 2011
Present alternative scenarios for initial review in June and then approval by MTC and ABAG in June/July	June/July 2011
Start scenario analysis	July 2011
Release scenario results	October 2011
Seek public review and comment on scenario results	October 2011
Review preferred scenario with MTC and ABAG	January 2012
Approval of preferred scenario by MTC and ABAG	February 2012

