

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, November 18, 2010
San Mateo County Transit District Office¹
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, California

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 and CMEQ meetings: <ul style="list-style-type: none">• None | Hoang | No materials. |
| 3. Approval of the Minutes from October 21, 2010 | Hoang | Page 1-3 |
| 4. Presentation on Final Draft US 101 South Corridor System Management Plan (CSMP) (Information) | Caltrans - Taubeneck | Page 4-7 |
| 5. Measure M – \$10 VRF Next Steps (Information) | Hoang | No materials |
| 6. Review and recommend approval to reauthorize the San Mateo County Congestion Relief Program (Action) | Higaki | Page 8-17 |
| 7. Recommend Support for the Sustainable Communities Strategy including formation and support of a Regional Housing Needs Allocation (RHNA) Sub-region for San Mateo County including the 20 cities (Action) | Napier | Page 18-26 |
| 8. C/CAG Travel Demand Forecasting Model Discussion (Information) | Wong | No materials |
| 9. Regional Project and Funding Information (Information) | Higaki | Page 27-48 |
| 10. Executive Director Report | Napier | No materials |
| 11. 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.

2010 TAC Roster and Attendance							
Member	Agency	Jan	Mar	May	Jun	Aug	Oct
Jim Porter (Co-Chair)	San Mateo County Engineering	x			x	x	x
Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x	x	x	x	x	
Duncan Jones	Atherton Engineering		x	x	x	x	x
Randy Breault	Brisbane Engineering		x	x		x	x
Syed Murtuza	Burlingame Engineering	x	x	x	x		x
Bill Meeker	Burlingame Planning					x	
Gene Gonzalo	Caltrans					x	
Sandy Wong	C/CAG	x	x	x	x	x	
Robert Ovardia	Daly City Engineering	x	x	x	x	x	x
Tatum Mothershead	Daly City Planning	x	x		x		x
Ray Towne	Foster City Engineering	x	x	x		x	
Mo Sharma	Half Moon Bay	n/a	n/a	n/a	n/a	n/a	x
Chip Taylor	Menlo Park Engineering	x	x	x	x		x
Ron Popp	Millbrae Engineering	x	x	x	x	x	x
Van Ocampo	Pacifica Engineering	x	x	x	x		x
Peter Vorametsanti	Redwood City Engineering	x	x	x	x	x	
Klara Fabry	San Bruno Engineering	n/a	x	x	x	x	x
Robert Weil	San Carlos Engineering		x	x	x	x	x
Larry Patterson	San Mateo Engineering	x	x	x		x	x
Steve Monowitz	San Mateo County Planning	x					
Dennis Chuck	So. San Francisco Engineering	x	x	x	x	x	x
Kenneth Folan	MTC						

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

**October 21, 2010
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 1:20 p.m. on Thursday, October 21, 2010.

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; Jim Bigelow – C/CAG CMEQ; Lee Taubeneck – Caltrans; Khee Lim – Millbrae; Anthony Riddell – Millbrae; Marian Lee – TA/Samtrans

1. Public comment on items not on the agenda.

None.

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

As shown on the agenda.

3. Approval of the Minutes from August 19, 2010.

Approved.

4. Highway Plan Implementation Plan Update (New Measure A)

(This item was moved up on the agenda)

Marian Lee (Samtrans/Transportation Authority) and Mark Goga (consultant) provided a presentation on the New Measure A Highway Plan Implementation Fall 2010 Update. The presentation included an overview and update of the planning process, the proposed scoring process which includes assessment of projects, methodology in the development of the highway plan criteria and application, and prioritization of projects.

Discussions/comments included the following:

- The 45% weight for the “Effectiveness” criterion seems high compared to 20% for “Readiness”.
- The “Need” criterion should take cost into consideration also.
- Consider that although a project may be effective, the project may not have enough money secured.
- The “Sustainability” criterion does not necessarily apply to Highway projects since there are no measurable factors therefore consider removing. It would be useful to provide examples of projects that would score high on “Sustainability”.
- Consider adding a criterion (third point) under Sustainability” that reflects a project's potential to impact air quality or emissions. For example - Project #23 could benefit in priority if reduced emissions were considered.

- Increase percentage for “Readiness” and reduce percentage for “Sustainability” to 5%. It was countered that “Sustainability” should not be lowered but should factor in bicycle and pedestrian projects. It was also mentioned that the percentage for “Effectiveness” should remain higher than “Readiness”.
- Identify projects that can be phased as part of the funding strategy. These projects would affect scoring of the “Readiness” criterion.
- Consider the definition of project need and whether this could be adapted to future conditions over the course of a 25-year period.
- Consider having a policy to pull and re-allocate money from projects at critical decision points as appropriate.
- The question was raised as to why the SR92 aux lanes and interchange improvement project received no points for “Readiness” when a PSR has already been completed.
- It was mentioned that additional outreach will extend the C/CAG CMEQ Committee for policy considerations.

TAC members were asked to forward any additional comments they may have to Melanie Choy at the TA.

5. Sustainable Community Strategy Process in San Mateo County

(This item was moved up on the agenda)

Richard Napier, Executive Director, informed the committee that cities would be receiving a letter from C/CAG regarding formation of a sub-region. For San Mateo County, a lot of the pieces are already complete, for instance, the Grand Boulevard Initiative (GBI) and other studies within the County. It’ll be important to involve all the planning directors and seek the respective councils approval to form a sub-region to work together. C/CAG, the TA/Samtrans and County Planning Dept. will be seeking more clarity from ABAG. Marian Lee, TA/Samtrans, added that the GBI already has a vision for the corridor that could meet the SCS requirements and that we are not redoing work already performed as part of the GBI.

Member Ovadia asked if there had been any discussions with ABAG regarding water limitations? Many cities will hit the allocation limits with the PUC. Member Murtuza indicated that based on a plan being developed by San Francisco, a premium surcharge might be applied to cities that exceed their allocations. The response was that these concerns would be brought up at the meeting with ABAG.

Member Breault inquired about the role of the sub-region. Response was that the sub-region process would feed into the region. Breault also mentioned that GBI might not apply to other isolated pockets of TOD or PDA type development.

6. Recommend approval of the call for projects for the 5th Cycle of the Transit Oriented Development Housing Incentive Program

Tom Madalena presented the proposed 5th Cycle TOD Housing Incentive Program to promote smart growth and increase of housing stock in San Mateo County.

Member Taylor inquired whether there was a maximum amount per project and whether matching was required. Response was that there was no maximum but there is a minimum of 11.47% for federal funds. Cities will receive the full amount of the grant. Regarding meeting

the 2-year timeframe, are there enough projects to meet the goal? Cities can reapply for funds in a subsequent cycle if the project was not completed within the original cycle that funds were awarded. Richard Napier, Executive Director, added that money is rolled over to subsequent cycles if unspent. Chair Porter inquired as to the types of projects eligible for the program and use of funds. Response was streetscapes, sidewalk enhancements, etc and that the money can be used anywhere in the city. Member Ovadia inquired whether the money would be pushed towards PDA? Response was that C/CAG's position is for project within the PDA areas, the TOD money could be spent anywhere in the city. There is on-going discussion with MTC to address projects outside the PDA.

Item approved.

7. Regional Project Funding Information

Jean Higaki provided information relevant to the project delivery and federal and regional policy issues affecting local agencies.

8. Executive Director Report

Rich Napier, Executive Director, clarified information regarding call for projects and unused funds within the County. Unused funds from past call for projects are typically rolled over to the next cycle.

Member Weil mentioned that it would help cities if funding are made available for advanced planning efforts, especially planning for the PDAs. This might lead to more cities having projects ready when funding opportunities become available.

9. Member Reports

None.

End of meeting at 2:40 p.m.

US 101 South Corridor System Management Plan (CSMP)

US 101 South CSMP



C/CAG

City/County Association of Governments of San Mateo Co.

**Technical Advisory Committee Meeting
November 18, 2010**



Lee Taubeneck, Deputy District Director
Division of Transportation Planning & Local Assistance
Caltrans District 4



US 101 South CSMP: (One of Ten CMSP Corridors in Bay Area)

- US-101 North (MRN/SON)
- **US-101 South (SM/SCL)**
- I-80 East (SOL)
- I-80 West (ALA/CC)
- I-880 (ALA/SCL)
- I-580 East (ALA)
- SR-4 (CC)
- SR-24 (ALA/CC)
- SR-12 (NAP/SOL)
- SR-84 (SM/ALA)



US 101 South CSMP CMIA Projects

CMIA funding has been allocated for these projects on US 101 South:

- Widen Yerba Buena to I-280/I-680 Interchange
- Auxiliary Lanes: SR 85 to Embarcadero Road
- Auxiliary Lanes: Marsh Road to Embarcadero Road



US 101 South CSMP Working Group

CSMP Working Group

- City/County Association of Governments San Mateo (C/CAG)
- San Mateo County Transportation Authority (SMCTA)
- Santa Clara Valley Transportation Authority (VTA)
- San Francisco County Transportation Authority (SFCTA)
- Metropolitan Transportation Commission (MTC)
- California Department of Transportation (Caltrans) District 4



US 101 South CSMP Technical Information

The CSMP incorporates the technical information and findings from :

- *San Mateo US 101 Freeway Corridor Technical Analysis for Corridor System Management Plan*
- *US 101 Implementation Plan Report (Nov 2009)*
- *Valley Transportation Plan 2035*

The result is a system planning document to help guide future investment choices through traditional programming and planning processes.



US 101 South CSMP Recommendation Strategies

Summary of Recommendations

- Intelligent Transportation Systems
- Ramp Metering
- HOV/Express Lanes
- Auxiliary Lanes
- Interchange Modifications
- General Purpose Lanes
- Non-freeway Strategies

Use of Recommendations

- Inform transportation planning process
- Better position improvement as candidates for programming



US 101 South CSMP Second Generation

The “second generation” CSMPs will address the challenge of providing mobility and reducing highway congestion within the context of a new regional planning framework.

- Sustainable Community Strategy as required by SB 375
- 2013 Regional Transportation Plan

Areas for future study identified by US 101 South CSMP
Working Group



US 101 South CSMP Timeline

- June 2010 – 1st Working Group Meeting – Overview
- June 2010 – Review San Mateo US 101 Technical Analysis Report
- July 2010 – CSMP Draft development
- August 2010 – 2nd Working Group Meeting review Draft CSMP
 - Section 1: CSMP Development Process
 - Section 2: Corridor Description
- Sept 2010 – 3rd Working Group Meeting review Draft CSMP
 - Section 3: Existing Conditions
 - Section 4: Future Performance Assessment
- Oct 2010 – Final San Mateo US 101 Technical Analysis Report
- Oct 2010 – 4th Working Group Meeting review Draft CSMP
 - Section 5: Recommendations
- Nov 2010 – CSMP Approval Process
- Dec 2010 – Final CSMP Delivery



C/CAG AGENDA REPORT

Date: November 18, 2010

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

From: Richard Napier, Executive Director

Subject: Review and recommend approval to reauthorize the San Mateo County Congestion Relief Program

(For further information contact Richard Napier at 599-1420 or Jean Higaki at 599-1462)

RECOMMENDATION

Review and recommend approval of a draft reauthorization of the San Mateo County Congestion Relief Program.

FISCAL IMPACT

If reauthorized, the Congestion Relief Plan will receive \$1.85 million per year for four years.

SOURCE OF FUNDS

Annual funding to support the programs under the Congestion Relief Plan is derived primarily from C/CAG member assessment of \$1.85 million.

Annual matching funds for specific programs from the San Mateo County Transportation Authority are as follows:

- Local/ Employer shuttle service program - \$300,000 (up to)
- Ramp metering program - \$100,000 (up to)
- Intelligent Transportation Systems - \$200,000 (up to)

Local jurisdictions applying for the Local Transportation Services Program are required to provide a minimum 50% match for services provided.

State Transportation Improvement Program (STIP) and/ or Federal Congestion Mitigation and Air Quality (CMAQ) are additional potential sources of funds that are available through competitive grants. Competitive grant funds are not identified at this time.

BACKGROUND/DISCUSSION

The San Mateo Congestion Relief Plan was first adopted by C/CAG on February 8, 2002 in response to traffic congestion measurements, at a number of locations throughout the County, which exceeded the standards adopted by C/CAG under the Congestion Management Program (CMP). The CMP is a legal requirement (California Government Code Section

65089(b)(1)(A)), enforceable with financial penalties, and requiring deficiency plans when the congestion exceeds set standards. The Congestion Relief Plan was developed to serve as a Countywide Deficiency Plan.

The alternative to a Countywide Deficiency Plan would be for each individual jurisdiction to research, develop, fund, and implement its own Deficiency Plan. In 2002, the C/CAG Board determined that a countywide approach would be more cost-effective and provide more comprehensive benefits to the overall transportation system in the County. The adoption of the Congestion Relief Plan relieved all San Mateo County jurisdictions from having to fix the specific congested locations that triggered a deficiency, and any locations that might trigger a deficiency in the subsequent five years.

The C/CAG Board also saw the Congestion Relief Plan as an opportunity to create a program that could make an impact on congestion. The Congestion Relief Plan was developed to respect and support the economic development efforts made by local jurisdictions. Since economic prosperity tends to create severe traffic congestion which also threatens economic growth, the Congestion Relief Plan was designed to find ways to improve mobility Countywide and in every jurisdiction without halting economic growth.

The C/CAG Board authorizes the Congestion Relief Plan for a period of 4 years and all jurisdictions make financial contributions to the Plan based on population and trip generation. The last re-authorization in 2007 was based on 2006 population percentages and 2005 trip generation data. The proposed assessment is updated to reflect 2009 population data and is shown on Attachment A.

PROGRAM ENHANCEMENT

The 2007 reauthorization of an annual \$1.85 million in member assessments for the Congestion Relief Plan was used in part to finance the following Programs:

- | | |
|--|-----------|
| 1- Employer-Based Shuttle and
Local Transportation Services Program | \$500,000 |
| 2- Travel Demand Management | \$550,000 |
| 3- Intelligent Transportation Systems | \$200,000 |
| 4- Ramp Metering | \$100,000 |
| 5- El Camino Real Planning Grants | \$500,000 |

It is proposed that the reauthorization of this program be held at the same 2007 member assessment level and that the Plan include the revised Programs as follows:

- | | |
|--|-----------|
| 1- Employer-Based Shuttle and
Local Transportation Services Program | \$500,000 |
| 2- Travel Demand Management | \$550,000 |
| 3- Intelligent Transportation Systems/
Freeway Operational Improvement Strategies | \$200,000 |
| 4- Ramp Metering | \$100,000 |
| 5- Linking Transportation and Land Use | |

5A. El Camino Real Planning Grants	\$200,000
5B. Transportation Improvement Strategy to Reduce Green House Gases	\$100,000
5C. General Climate Action Plan Activities	\$50,000
5D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation.	\$150,000

ACCOMPLISHMENTS

The following provides a list of the activities performed under the last authorization of the Congestion Relief Plan:

- 1- Funded Shuttle Programs and other local transportation services (Approximately \$1.4 million in shuttle services provided by jurisdictions per year)
- 2- Expanded Transportation Demand Management Programs (Commute incentives performed by the Peninsula Congestion Relief Alliance)
- 3- Leveraged funds to obtain a \$10 million grant to implement the “Smart Corridors project”
- 4- Implemented a MTC award winning Ramp Metering project.
- 5- Awarded \$200,000 (4 jurisdictions) in El Camino Real Planning Grants.

SAN MATEO CONGESTION RELIEF PLAN BENEFITS

Cities and County

Contribution to a Countywide Deficiency Plan is a fixed cost that provides immunity from localized deficiency plans. This approach is more fiscally efficient than each agency developing and implementing localized Deficiency Plans.

Much of the Congestion Relief Plan assessment fees are distributed back to local agencies in the form of planning grants, shuttle grants, use of the Peninsula Traffic Congestion Relief Alliance services at low or no cost, and installation of intelligent transportation system equipment for operational improvements at no cost.

PROPOSED CONGESTION RELIEF PLAN REAUTHORIZATION

Given the success of the Congestion Relief Plan programs, a similar Plan is proposed. Attachment B provides details on the existing and proposed Congestion Relief Program. The main difference is the addition of the Transportation Improvement Strategy to Reduce Green House Gases, Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation, and General Climate Action Activities.

It is proposed that Congestion Relief Program assessments to the Cities and County remain at the same total level of \$1,850,000 as shown on Attachment A. The Congestion Relief Program costs are fixed for the term of the program. The assessment is based on the 1/1/09 Population and the 2005 Total Trip Generation. The Congestion Relief Program will continue to be considered a Countywide Deficiency Plan, providing immunity for the Cities and County from any deficiency plans for the 4-year term of this reauthorization.

ATTACHMENTS

- Attachment A Congestion Relief Plan Assessment
- Attachment B Congestion Relief Plan Program Details

SAN MATEO CONGESTION RELIEF PROGRAM DETAILS PROPOSED FOR REAUTHORIZATION

1. Employer-Based Shuttle Program and Local Transportation Services.

The Employer-Based Shuttle Program focuses on connecting employment centers to transit centers (both BART and Caltrain) and the Local Transportation Services Program provides funds for local jurisdictions or their designees to provide transportation services for its residents that meet the unique characteristics and needs of that jurisdiction. Under the Local program, jurisdictions have the flexibility to determine the best mix of services, which sometimes results in combining commuter service, school service, services for special populations, on-demand services, and mid day service.

Both Employer-Based Shuttle and Local Transportation Services Program funds are awarded through a competitive process. The program requires that each project sponsor provide a match of funds and in-kind services equal to 50% of the total service cost.

For both the Employer-Based Shuttle and Local Transportation Services Program, the San Mateo County Transportation Authority reimburses C/CAG up to 50% of funds it disperses for shuttle services upon invoice.

Proposed: There is no proposed change to program implementation. The annual fund level for the two programs is currently \$500,000 (\$120K for Employer-Based and \$380K for Local Transportation). It is proposed that the new authorization remain at the same level of funding.

2. Countywide Travel Demand Management Program.

The Countywide Travel Demand Management (TDM) Program is operated by the Peninsula Traffic Congestion Relief Alliance (Alliance). Examples of TDM type projects include but are not limited to voluntary trip reduction program, work with employers to reduce peak commute trips, employer based shuttle development and management, employer alternative commuting support services, school carpool programs, alternative commute incentive programs.

The Alliance has been extremely successful in meeting the needs of the individual communities, city and county governments, and employers throughout San Mateo County.

Proposed: There is no proposed change to program implementation. The annual fund level for this program is currently \$550,000. It is proposed that the new authorization remain at the same level of funding.

3. Countywide Intelligent Transportation System Program / Freeway Operational Improvement Strategies.

Under the original Congestion Relief Plan a Countywide Intelligent Transportation System (ITS) Plan was developed. It is anticipated that funding under this Program will be used for consulting assistance to design and implement individual components of the ITS Plan.

Currently Caltrans is developing a Corridor System Management Plan (CSMP) which studies the US 101 Corridor from the San Francisco County line to Santa Clara County line. The CSMP identifies current management strategies, existing travel conditions and mobility challenges, corridor performance management, planning management strategies, and capital improvements. It is anticipated that funding under this Program may be used for consulting assistance to design and/ or implement individual components of the CSMP.

These funds may also be used for consultant services to study other freeway operational improvements within the County.

Proposed: This program is expanded to include transportation corridor study activities and freeway operational improvements within the County. The annual fund level for this program is currently \$200,000. It is proposed that the new authorization remain at the same level of funding.

4. Ramp Metering Program.

Under the original Congestion Relief Plan a Ramp Metering Study was done for Route 101 (county line to county line) and Route 280 from Route 380 north to the county line. The program implementation is mostly complete with installation of all metering equipment. South bound Ramp meters, on Route 280, and US 101 meters, north of Route 92, have yet to be turned on. Funding under the reauthorized Congestion Relief Plan will be needed for the following:

- Designing the implementation of the remaining phase of the program.
- Consultant analysis and develop timing plans for meters that are not yet turned on.
- Conducting a before and after study to document the effects of implementing ramp metering.
- On going monitoring of the program.
- Fine-tuning and adjusting the program to respond to changes in traffic patterns.
- Conducting an education and community outreach effort about the program.

Proposed: There is only a minor expansion of to this program to include the development of timing plans. The annual fund level for this program is currently \$100,000. It is proposed that the new authorization remain at the same level of funding. The San Mateo County Transportation Authority matches these funds on a reimbursement basis.

5. Linking Transportation and Land Use.

5A. El Camino Real Planning Grants.

On May 11, 2006, the C/CAG Board approved the El Camino Real Incentive Program and

authorized the use of the Congestion Relief Plan as the funding source for the Program. Under this Program the jurisdictions along El Camino Real/ Mission Street will be eligible to receive up to \$50,000 as matching funds to support land use and transportation planning efforts along the corridor. The jurisdictions will also be eligible for an additional \$50,000 in matching funds to support the implementation of these plans. Some of the other activities that will be funded as part of the El Camino Real Incentive Program include the development of a corridor study and design of transportation system improvements to complement the land use changes adopted by the local jurisdictions, and as matching funds to secure outside grants to support the overall El Camino Real Program.

Proposed: There is no proposed change to program implementation. The annual fund level for this program is currently \$500,000. To date C/CAG has awarded only \$200,000 in four years. It is proposed that the new authorization level be reduced to \$200,000 to help fund other program expansions.

5B. Transportation Improvement Strategies to Reduce Green House Gases.

The Transportation Improvement Strategies to Reduce Green House Gases is a program to provide matching funds to countywide regionally significant transportation projects that reduce green house gases. Example projects include the following:

- In 2010, the Air District in partnership ABAG, cities and counties, other government agencies, industry, and local businesses and non-profits obtained a grant for a \$9.9 million Electric Vehicle (EV) Infrastructure Readiness Pilot Project (“Project”) in support of EV deployment in the Bay Area. The project intends to fund the purchase and installation of EV chargers in high-demand travel corridors and other strategic locations to addresses one of the key adoption barriers to EV -- range anxiety.

According to the ABAG proposal, C/CAG will work with local stakeholders to deploy 50 charge points. These charge points will be located on transit nodes/ stations and on the El Camino Real Corridor, in public parking facilities, near major commercial and workplace centers.

Other entities are providing most of the match however C/CAG is contributing \$100,000 from this program for a portion of the project match.

- In October 2010, Metropolitan Transportation Commission (MTC) approved a \$4.29 million grant to fund a Regional Bike-sharing Pilot Program to deploy approximately 1,000 bicycles at up to 100 kiosk stations around the Bay Area. The Regional Bike Sharing Program will implement bike sharing along the peninsula transportation corridor: San Francisco, Redwood City, Mountain View, Palo Alto, and San Jose. C/CAG is contributing \$50,000 from this program for a portion the project match

Proposed: This is a proposed new program. It is proposed that the new authorization be set at \$100,000.

5C. General Climate Action Plan Activities.

In 2009, the C/CAG Board formed Resource Management and Climate Protection (RMCP) Committee and supported the development of countywide climate change related programs. Program funds would be used to staff the RMCP Committee.

The RMCP Committee provides advice and recommendations to the Congestion Management and Environmental Quality (CMEQ) Committee and the full C/CAG Board on matters related to energy and water use and climate change efforts in San Mateo County. The RMCP also reports on the San Mateo County Energy Watch (SMCEW) and promotes the goals outlined in the San Mateo County Energy Strategy, including: energy, water, collaboration between cities and the utilities, leadership and economic opportunities related to the RMCP committee's efforts.

Other program activities include support for the Green Building Program and support for the Green Business Program.

Proposed: This is a proposed new program. It is proposed that the new authorization be set at \$50,000.

5D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation.

In 2008, state law SB 375 was approved which required the Metropolitan Transportation Commission (MTC) to develop a Sustainable Communities Strategy (SCS), which must factor in and integrate land use planning, transportation policies, and transportation investments.

California Air Resources Board (CARB) sets regional greenhouse gas emission targets by September 30, 2010 and each region must incorporate its target in its Regional Transportation Plan (RTP) and Regional Housing Needs Allocation (RHNA). Both RTP and RHNA plans must be consistent with the development pattern developed in the SCS.

At this point is unclear what activities the local agencies in the County will be subjected to however, it is felt that some funding should be set aside in anticipation of activities associated with this planning effort. One potential example activity would be to fund activities needed to form a RHNA sub region.

It is expected that Program funds would be used in part to staff RHNA efforts, develop affordable housing programs, and promote best practices to stimulate infill housing in the transit corridor and along El Camino Real. It is anticipated that projects of a similar nature would also be funded under this program.

Proposed: This is a proposed new program. It is proposed that the new authorization be set at \$150,000.

Total Funding

The total funding from C/CAG Member Agencies under these options for reauthorization of the Congestion Relief Program is \$1,850,000. It is recommended that the Congestion Relief Program be reauthorized for an additional four years which will meet the requirements of a Countywide Deficiency Plan for the next two Congestion Management Program cycles (through June 30, 2015).

C/CAG AGENDA REPORT

Date: November 18, 2010

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

From: Richard Napier, C/CAG Executive Director

Subject: Recommend Support for the Sustainable Communities Strategy including formation and support of a Regional Housing Needs Allocation (RHNA) Sub-region for San Mateo County including the 20 cities.

(For further information or questions, contact Richard Napier at 650-599-1420)

RECOMMENDATION:

Coordinate and support the Sustainable Communities Strategy (SCS) in San Mateo County including working with all the relevant established initiatives including Grand Boulevard Initiative and 21 Elements. Work with the Cities and County to determine the interest in the Regional Housing Needs Allocation (RHNA) - Sub-regional delegation process. C/CAG would facilitate and staff this process if there is interest. Approval of budget to \$50,000.

FISCAL IMPACT:

Less than \$50,000.

SOURCE OF FUNDS:

Part of the annual Metropolitan Transportation Commission (MTC) Transportation Plus Land Use grant and San Mateo Congestion Relief Fund.

BACKGROUND/DISCUSSION:

In 2006 and 2007 C/CAG and the County of San Mateo Housing Department worked cooperatively to facilitate the formation and operation of a sub-region for San Mateo County that included the 20 cities and the County. The purpose of the Sub-Region was to receive a Sub-Regional allocation for housing and for the Sub-Region to determine the housing allocation for each land use agency. These allocations were then used for each agency's 2007 Housing Elements. The process was successful and resulted in a much more positive engagement with the cities and the County.

SB 375 has established the requirement for a Sustainable Communities Strategy (SCS) to reduce the greenhouse gas emissions from small trucks and automobiles. The Bay Area regional agencies are responsible to work with counties and cities to develop the SCS. This is done by the Joint Policy Committee (JPC) that includes the Association of Bay Area Governments (ABAG),

Metropolitan Transportation Commission (MTC), Bay Conservation Development Commission (BCDC), and Bay Area Air Quality Management District (BAAQMD). The goal of SCS is to link land use and transportation decisions. It is important that all the transportation and land use agencies in San Mateo County work together to define what can realistically be accomplished in San Mateo County. Every eight years both the Sustainable Communities Strategy housing requirement and the Regional Housing Needs Assessment (RHNA) must be consistent. The establishment of the initial Sustainable Community Strategy will also include an update to the RHNA even though it was done in 2007. The new cycle will be eight years instead of seven. The SCS variables will include housing, employment, and specific location of each in order to reduce greenhouse gas emissions in the region.

On October 12, 2010 key elected officials and staff from agencies in San Mateo County met with regional staff including Steve Heminger (Executive Director of MTC) and Ezra Rapport (Executive Director of ABAG). It was emphasized since San Mateo County is pursuing most of the initiatives being advanced that the established initiatives should be used and linked together as appropriate. It was also suggested that C/CAG coordinate the effort and work with the Grand Boulevard Initiative (GBI) and County of San Mateo Department of Housing in pulling this together. By the end of the year the Joint Policy Committee would like to get from San Mateo County the following: 1- Visions and Policies 2- Input on the Baseline Jobs and Housing assumptions 3- Discussion of place types.

Staff is recommending that: 1- \$50,000 be allocated, and 2- C/CAG staff facilitate the support from San Mateo County for the regional Sustainable Communities Strategy. In addition given the success of the previous Sub-Regional Process it is recommended that a San Mateo Sub-Region be established for the SCS process.

Staff had discussions with ABAG and determined that the following needs to be done.

- 1- Must provide resolutions from all participating Cities and County by 3/16/11. It is not necessary to have the plan or process defined.

A meeting with the Planning Directors has been scheduled for 11/19/10 to discuss forming a Sub-Region and other aspects of the Sustainable Communities Strategy.

Based on this it is suggested that the Board direct C/CAG staff to work with the Cities and County to develop interest in this delegation process. It is reasonable to get the resolutions by 3/16/11. This will be taken to the City Managers at their January meeting. C/CAG staff has drafted a sample staff report and resolution to expedite the City/ County adoption of the resolutions. See attached. This would then be brought to the Board at the March meeting for status on the resolutions and final determination as to whether to pursue the Regional Housing Needs Allocation (RHNA) - Sub-regional delegation process.

C/CAG's role would primarily be as a facilitator and to provide staff support. All efforts would be coordinated with GBI and the County of San Mateo Department of Housing. The primary responsibility rests with the cities and the County that have the land use responsibility. A rough draft of a City/ County based San Mateo County SCS process is attached. This is a rough overview with details to be defined as the process proceeds.

ATTACHMENTS:

- Sample Staff Report and Resolution
- San Mateo County SCS Process

Date: December XX, 2010

TO: City/ Town Council/ Board of Supervisors

FROM: City/ County Manager

Subject: Review and approval of Resolution No. XX authorizing the City/ County of XX to become a member of a Countywide Sub-Region, an entity that would locally administer ABAG's Regional Housing Needs Allocation Process (RHNA) as part of the regional Sustainable Communities Strategy.

RECOMMENDATION:

Review and approval of Resolution No. XX authorizing the City/ County of XX to become a member of a Countywide Sub-Region, an entity that would locally administer ABAG's Regional Housing Needs Allocation Process (RHNA)) as part of the regional Sustainable Communities Strategy in accordance with the staff recommendation.

FINANCIAL IMPACT:

In-lieu staff support provided under current approved budget. C/CAG will provide primary staff support. Will build upon or use current programs currently underway. May result in additional housing analysis by the City/ County; however, the cost for this is unknown at this time.

SOURCE OF REVENUE:

Planning/ Housing fees and revenue.

BACKGROUND:

In 2006 and 2007 the City/ County worked with C/CAG and the County of San Mateo Housing Department to facilitate the formation and operation of a Sub-region for San Mateo County that included the 20 cities and the County. The purpose of the Sub-Region was to receive a Sub-Regional allocation for housing and for the Sub-Region to determine the allocation for each land use agency. These allocations were then to be used for each agency's 2009 Housing Elements. The process was successful and resulted in a much more positive engagement with the cities and the County.

SB 375 has established the requirement for a Sustainable Communities Strategy to reduce the greenhouse gas emissions from small trucks and automobiles. This is being addressed at the regional level by the Joint Policy Committee (JPC) that includes the Association of Bay Area Governments (ABAG), Metropolitan Transportation Commission (MTC), Bay Conservation Development Commission (BCDC), and Bay

Area Air Quality Management District (BAAQMD). Part of this strategy is to link land use and transportation decisions. It is important that all the transportation and land use agencies in San Mateo County work together to define what can realistically be accomplished in San Mateo County. Every eight years the Sustainable Communities Strategy and the Regional Housing Needs Assessment (RHNA) must be consistent. The establishment of the initial Sustainable Community Strategy will also include an update to the RHNA even though it was done in 2007. The new cycle will be eight years instead of seven.

State Law

State law now allows cities within the County to join together to form a “sub-region”, a consortium that would administer the State mandated Regional Housing Needs Allocation (RHNA) program at the local level. Each member jurisdiction of a sub-region must submit a resolution to the Association of Governments (ABAG) requesting authority to locally administer the program by March 16, 2011. ABAG would then adopt a resolution approving the formation of the “sub-region.” This process would establish the housing numbers to be used in each city or county as part of the Housing Element update for 2012. C/CAG would like to form a sub-region consisting of all the cities and the County.

Composition of a “Sub-Region”

A “sub-region” may be comprised of two or more contiguous cities. The City/ County Association of Governments of San Mateo County (C/CAG) has indicated interest in supporting this effort if the individual cities and the County are interested. Therefore, C/CAG is coordinating the creation of a countywide “sub-region” that includes most if not all the cities and County. C/CAG is committed to provide facilitation and staff support as necessary

Timeline

The ‘sub-region needs to be formed by 3/16/2011.

Procedures

“Sub-regions” must follow the same substantive and procedural rules and guidelines that ABAG follows when distributing housing allocations. “Sub-regions” must also enter into an agreement with ABAG that specifies the process, timing, and other terms and conditions for administering the local housing needs determination process.

DISCUSSION:

Increased Local Control

Creating a “sub-region” in San Mateo County to administer the allocation process significantly increases local control. Members of the “sub-region” will have the flexibility to negotiate with other members for adjustments to their allocations. Jurisdictions that want fewer units might offer incentives to other jurisdictions that might accept additional units. Incentives could include cash payments to help subsidize the cost of providing services for new development or the costs of roadway and transportation improvements. Or, perhaps, jurisdictions that want fewer units could be required to make cash payments to the Housing Endowment and Regional Trust of San Mateo County to help build more housing in the County. This concept of swap and credits is not possible under state law using the current ABAG process. However, swaps and credits can be developed through the sub-regional delegation process. Since it is also part of the Sustainable Communities Strategy the sub region will be balancing three variables Housing, Employment, and Location.

ALTERNATIVES:

- 1- Review and approval of Resolution No. XX authorizing the City/ County of XX to become a member of a Countywide Sub-Region, an entity that would locally administer ABAG’s Regional Housing Needs Allocation Process (RHNA)) as part of the regional Sustainable Communities Strategy in accordance with the staff recommendation.
- 2- No action.

SAMPLE AGENCY RESOLUTION OF SUPPORT

RESOLUTION NO. 11-XX

CITY COUNCIL{BOARD OF SUPERVISORS}, CITY OF X {COUNTY OF SAN MATEO}, STATE OF CALIFORNIA RESOLUTION SUPPORTING THE CITY OF X {COUNTY OF SAN MATEO} TO BECOME A MEMBER OF A COUNTYWIDE SUB-REGION, AN ENTITY THAT WOULD LOCALLY ADMINISTER ABAG'S REGIONAL HOUSING NEEDS ALLOCATION PROCESS (RHNA).

WHEREAS, SB 375 requires the development of a Sustainable Community Strategy including consistency every eight years with the Regional Housing Needs Allocation process; and,

WHEREAS, the Association of Bay Areas Governments (ABAG) is required by State law to administer the Regional Housing Needs Allocation program in the Bay Area; and

WHEREAS, ABAG has begun preliminary work on developing the program with the objective of completing the program in August of 2012; and

WHEREAS, State law allows administration of the program to local jurisdictions who create sub-regions for the purposes of distributing housing need allocations among the members of the sub-region; and

WHEREAS, a sub-region is defined as two or more cities in a County or any combination of geographically contiguous local governments; and

WHEREAS, the **City of X {County of San Mateo}** desires to become part of a sub-region in San Mateo County; and

WHEREAS, the City/ County Association of Governments of San Mateo County (C/CAG) will facilitate and provide staff support; and

WHEREAS, each member of a sub-region must adopt a resolution authorizing its inclusion in the sub-region; and

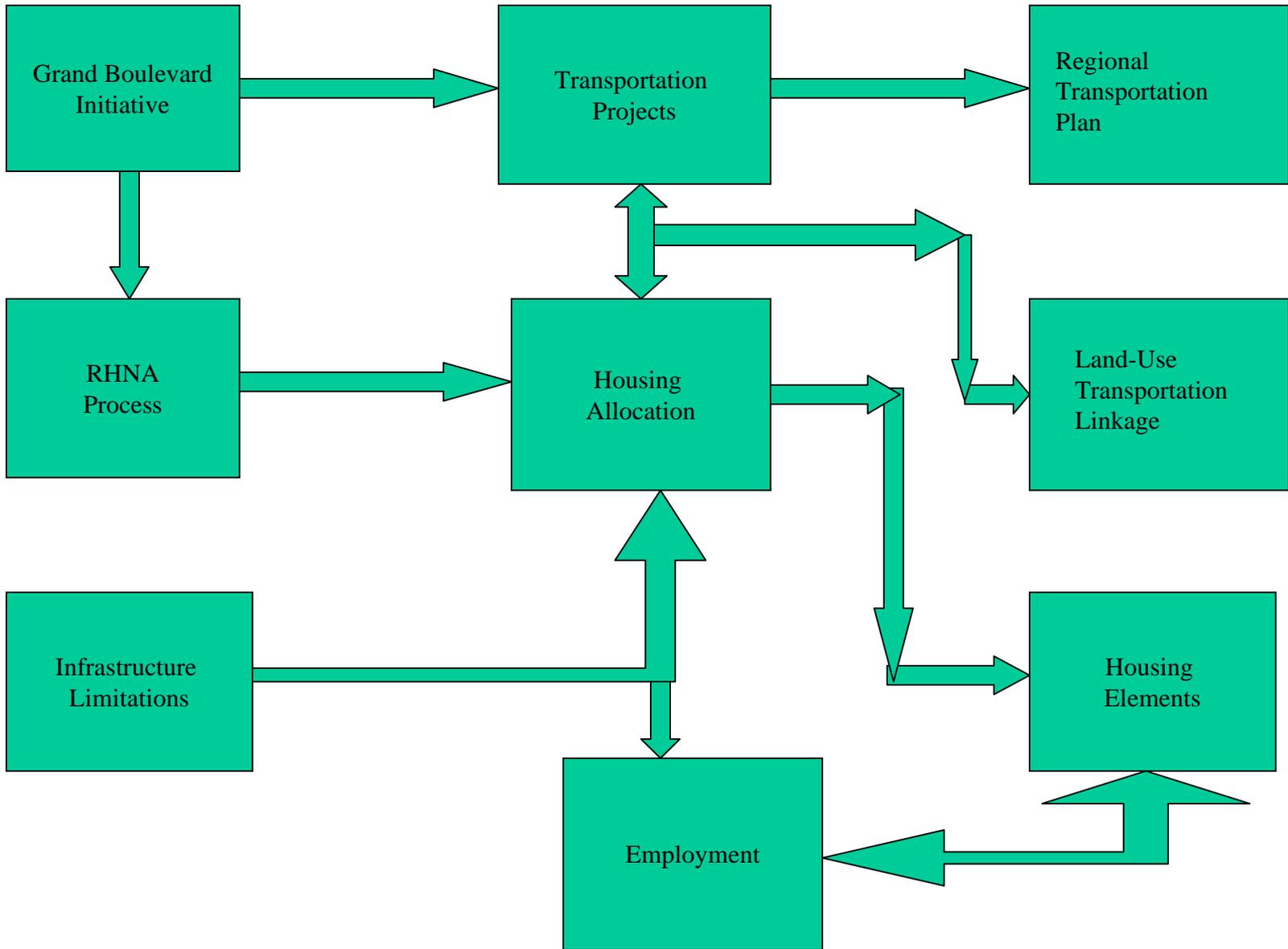
WHEREAS, adopted resolutions must be sent to ABAG by vbbbb March 16, 2011; and

WHEREAS, ABAG must adopt a resolution approving the sub-region;

NOW, THEREFORE, BE IT RESOLVED that **City X {County of San Mateo}** agrees to participate in the process to establish realistic housing allocations among the sub-region (cities and the County) for use in the next housing element that is due in 2012. Adoption of this resolution indicates the **Council {Board's}** intention to participate in the sub-region process for San Mateo County and to designate the City/ County Association of

Governments of San Mateo County (C/CAG) as the official representative of the San Mateo County sub-region. This resolution is submitted to the Association of Bay Area Governments (ABAG) for inclusion in the Resolution designating the sub-region.

SAN MATEO COUNTY SCS PROCESS



C/CAG AGENDA REPORT

Date: November 18, 2010
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.

- Caltrans has issued a Highway Safety Improvement Program (HSIP) Cycle 4 Call For Projects. The deadline to apply is December 9, 2010. Applications can be found at: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>
- Caltrans has posted delivery requirement clarification for Safe Routes to School (SRTS) Non Infrastructure (NI) projects. The link is called "Safety Program Delivery Requirements" and is located at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm
- MTC Legislation & Public Affairs Section is developing a legislative program that guides their advocacy in Sacramento & Washington D.C. An example of their 2010 program can be found at: <http://www.mtc.ca.gov/legislation/2010FINALLegisProg.pdf> If you have a legislative idea that you think will improve Bay Area transportation from a mobility, efficiency or environmental standpoint, and/ or if there are dumb legislative requirements or barriers that impede your success, MTC wants to hear about it. MTC contact for this effort is Rebecca J. Long, Senior Legislative Analyst at Metropolitan Transportation Commission 510-817-5889.

- The National Endowment for the Arts has awarded a grant to PLAE, Inc., “to rethink the design of streets”. As part of this, a multi-day charette is going to be held at UC Berkeley in July 2011. http://www.migcom.com/files/managed/Document/60/NEA%20Streets%20-PRESSRELEASE_10-5-10.pdf
- Attached is a memo and instructions pertaining to the completion of the 2010 Local Street and Road Revenue and Performance Survey. MTC conducts the survey effort every two years in order to determine the maintenance needs, available revenues and resulting funding shortfalls that exist on the region’s local streets and roads. Survey results will help to inform the upcoming long-range regional plan. MTC request completion of the surveys by December 31, 2010. A survey workshop will be held on November 29th from 1 p.m. to 4 p.m., at MTC’s office in Oakland. The survey can be accessed at the following website: <http://69.30.40.50/LSRSurvey>

ATTACHMENTS

1. September 2010 Quarterly Review Inactive Obligations
2. Highway Safety Improvement Program (HSIP) Call for Projects Announcement
3. Highway Safety Improvement Program (HSIP) Project Status
4. Safe Route to School (SRTS) Project Status
5. 2010 Local Street and Road Needs, Revenue and Performance Survey

September 2010 Quarterly Review Inactive Obligations Incl. 3-mo and 6-mo Look-Ahead (Review Period 10/01/2010- 12/31/2010)

Project No	State Project No	Agency Action Required	District	County	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal	LOOK AHEAD
6000040	04925432L	FMIS transaction. No further action required.	04	MULT	BART	WEST OAKLAND AERIAL STRUCTURES, SEISMIC RETROFIT	6/23/2009	6/23/2009		\$ 15,635,304.00	\$ 13,841,932.00	\$ -	\$ 13,841,932.00	Inactive
6000042	04925619L	Invoice returned to Agency. Correct and submit to District by November 18, 2010.	04	MULT	BART	SF TO DALY CITY, M-LINE AERIAL STRUCTURES, SEISMIC RETROFIT	9/24/2009	9/24/2009		\$ 9,792,000.00	\$ 8,668,858.00	\$ -	\$ 8,668,858.00	Inactive
6000046	04925624L	Invoice returned to Agency. Correct and submit to District by November 18, 2010.	04	MULT	BART	BART RICHMOND LINE STATIONS, SEISMIC RETROFIT	9/24/2009	9/24/2009		\$ 6,695,000.00	\$ 5,927,084.00	\$ -	\$ 5,927,084.00	Inactive
5470006	04924804L	FMIS transaction. No further action required.	04	NAP	American Canyon	WETLAND EDGE BAY TRAIL IMP. PHASE II , ROADWAY 7 TRAIL CONSTRUCTION	7/23/2009	7/23/2009		\$ 837,718.00	\$ 670,173.00	\$ -	\$ 670,173.00	Inactive
5042012	04928168L	Invoice returned to Agency. Correct and submit to District by November 18, 2010.	04	NAP	Napa	FIRST ST BRIDGE @ NAPA CRK (BR # 21C-0096) , BRIDGE REPLACEMENT	6/11/2007	7/30/1996	6/11/2007	\$ 9,728,446.00	\$ 7,722,757.00	\$ 7,678,820.38	\$ 43,936.62	Inactive
5042015	04928346L	Submit Invoice or Justification by November 18, 2010.	04	NAP	Napa	04-NAP-0-NAP; FTA TRANSFER; CA-90-X803, REHAB CONSOLIDATED SERVICES CENTER	6/20/2007	5/1/1997	6/20/2007	\$ 1,581,385.00	\$ 1,400,000.00	\$ 1,400,000.00	\$ 0.00	Inactive
5921010	04928133L	FMIS transaction. No further action required.	04	NAP	Napa County	04-NAP-0-CR, OAKVILLE CROSS RD AT NAPA RIVER , BRIDGE REPLACEMENT, BR.NO. 21C-0069	10/8/2010	7/30/1996	10/8/2010	\$ 545,000.00	\$ 436,000.00	\$ 432,257.82	\$ 3,742.18	Inactive
5937131	04925367L	FMIS transaction. No further action required.	04	SCL	Santa Clara County	WATSONVILLE RD FROM SYCAMORE DR TO DAY RD , 4R MAINTENANCE AND REHAB	10/12/2010	4/14/2009	10/12/2010	\$ 1,006,225.00	\$ 850,000.00	\$ -	\$ 850,000.00	Inactive
6264033	04074164L	Submit Invoice or Justification by November 18, 2010.	04	SCL	Santa Clara VTA	INTERSTATE 880, INTERSTATE 280 & STEVEN CREEK , INTERCHANGE IMPROVEMENT	9/15/2008	9/15/2008		\$ 542,666.00	\$ 434,133.00	\$ -	\$ 434,133.00	Inactive
5213016	04072924L	Submit Invoice or Justification by November 18, 2010.	04	SCL	Sunnyvale	BORREGAS AVENUE BRIDGES OVER US101 & SR237 , TWO BIKE/PEDESTRIAN BRIDGES	12/27/2006	6/2/2002	12/27/2006	\$ 722,000.00	\$ 132,000.00	\$ 132,000.00	\$ 0.00	Inactive
5934075	04928482L	Submit Invoice or Justification by November 18, 2010.	04	SF	San Francisco County	SAN FRANCISCO MUNI TROLLEY COACH REPLACEMENT , FTA TRANSFER - GRANT # CA-90-X813	6/20/2007	11/1/1997	6/20/2007	\$ 903,649.00	\$ 800,000.00	\$ 800,000.00	\$ 0.00	Inactive
5934093	04923263L	FMIS transaction. No further action required.	04	SF	San Francisco County	CITY/COUNTY OF SAN FRANCISCO , TRANSP. MANAGEMENT SYSTEM - PHASE 1	10/8/2010	9/15/1999	10/8/2010	\$ 7,623,974.00	\$ 6,382,204.00	\$ 6,084,809.43	\$ 297,394.57	Inactive
5934128	04073914L	FMIS transaction. No further action required.	04	SF	San Francisco County	STOCKTON TUNNEL LIGHTING & PED. IMPRV. , PEDESTRIAN LIGHTING ALONG TUNNEL	6/9/2009	4/10/2006	6/9/2009	\$ 872,740.00	\$ 772,635.00	\$ 73,479.00	\$ 699,156.00	Inactive
6204030	04150591L	Submit Invoice or Justification by November 18, 2010.	04	SF	San Francisco County	IN S/F, ALONG DOYLE DRIVE & VARIOUS LOCATIONS , INSTALL CMS, CAMERAS, SENSORS, ETC.	8/3/2005	2/19/1998	8/3/2005	\$ 1,816,627.00	\$ 1,594,138.35	\$ 1,594,138.35	\$ -	Inactive
6342003	043A4208L	FMIS transaction. No further action required.	04	SF	UC San Francisco	STATEWIDE PUBLIC EDUCATIONAL PROGRAM , PEDESTRIAN AND BICYCLE EDUCATION	7/22/2009	12/13/2007	7/22/2009	\$ 885,000.00	\$ 783,000.00	\$ 7,287.47	\$ 775,712.53	Inactive
5226010	04923577L	Project deobligated. No further action required.	04	SM	San Bruno	SR 82 (EL CAMINO REAL) SNEATH LANE TO I-380 , MODIFY SIGNAL, TURN POCKETS, SW	5/1/2007	5/13/2002	5/1/2007	\$ 4,231,000.00	\$ 1,936,500.00	\$ 1,897,769.97	\$ 38,730.03	Inactive
6097002	04928179L	Submit Invoice or Justification by November 18, 2010.	04	SM	San Francisco Int'l Airport	UNITED AIRLINES POC (BR NO 35C-0085), SEISMIC RETROFIT	12/5/2006	9/1/1996	12/5/2006	\$ 299,571.00	\$ 238,050.21	\$ 238,050.21	\$ 0.00	Inactive
5132027	04924449L	FMIS transaction. No further action required.	04	SOL	Fairfield	DICKSON HILL RD. BETWEEN N. TEXAS & REDWOOD , AC OVERLAY	10/8/2010	6/21/2006	10/8/2010	\$ 360,018.00	\$ 277,000.00	\$ 267,000.00	\$ 10,000.00	Inactive
5132030	04924589L	FMIS transaction. No further action required.	04	SOL	Fairfield	HILBORN RD. FROM WATERMAN BLVD. TO MARTIN RD. , ROAD REHABILITATION	10/8/2010	4/26/2007	10/8/2010	\$ 807,177.00	\$ 714,593.00	\$ 494,217.43	\$ 220,375.57	Inactive
5099012	04925248L	FMIS transaction. No further action required.	04	SOL	Rio Vista	SECOND STREET FROM BRUNNING ST. TO MAIN ST. , AC OVERLAY	10/12/2010	4/6/2008	10/12/2010	\$ 126,780.00	\$ 77,000.00	\$ -	\$ 77,000.00	Inactive
5027010	04924820L	FMIS transaction. No further action required.	04	SON	Healdsburg	HEALDSBURG AVE. BRIDGE OVER THE RUSSIAN RIVER, BRIDGE REPLACEMENT	7/8/2009	7/8/2009		\$ 1,768,890.00	\$ 1,565,998.00	\$ -	\$ 1,565,998.00	Inactive
5920067	04923469L	Submit Invoice or Justification by November 18, 2010.	04	SON	Sonoma County	SR 12/121 400M WEST, 200M EAST OF 8TH ST. EAST, WIDENING, LEFT TURNS, SIGNALIZATION	10/16/2006	9/1/2000	10/16/2006	\$ 384,572.00	\$ 284,571.91	\$ 284,571.91	\$ 0.00	Inactive
5920101	04924481L	Invoice being processed by Caltrans. Monitor for progress.	04	SON	Sonoma County	KINLEY DRIVE , UPGRADE METAL BEAM GUARDRAIL	8/17/2007	4/4/2006	8/17/2007	\$ 61,700.00	\$ 22,500.02	\$ 22,500.00	\$ 0.02	Inactive

September 2010 Quarterly Review Inactive Obligations Incl. 3-mo and 6-mo Look-Ahead (Review Period 10/01/2010- 12/31/2010)

Project No	State Project No	Agency Action Required	District	County	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal	LOOK AHEAD
4433013	04924549L	Submit Invoice to District.	04	CC	Lafayette	ON CAMINO DIABLO , EMERGENCY OPENNING	1/29/2008	1/29/2008		\$ 18,857.00	\$ 18,857.00	\$ -	\$ 18,857.00	6 month
4433015	04924551L	Submit Invoice to District.	04	CC	Lafayette	ON PLEASANT HILL ROAD SOUTH OF CONDIT , EMERGENCY OPENNING	1/29/2008	1/29/2008		\$ 25,188.00	\$ 25,188.00	\$ -	\$ 25,188.00	6 month
5024015	04923611L	Submit Invoice to District.	04	CC	Martinez	VINE HILL WAY - LINTON TERRACE & CENTER AVE , PAVEMENT OVERLAY,INSTALL GUARD RAIL	2/2/2009	9/1/2002	2/2/2009	\$ 70,000.00	\$ 63,000.00	\$ 11,008.98	\$ 51,991.02	6 month
5277019	04924437L	Submit Invoice to District.	04	MRN	Fairfax	SFDB -- OAK MANOR TO MARIN, SHADOWCK TO ALAMI, REPAIR PVMT, SLURRY SEAL	1/28/2009	8/11/2007	1/28/2009	\$ 116,346.00	\$ 103,000.00	\$ 2,122.50	\$ 100,877.50	6 month
5166018	04925214L	Submit Invoice to District.	04	MRN	Larkspur	DOHERTY DR: MAGNOLIA AVE TO RIVIERA CIRCLE, MULTI-USE PATHWAY/BIKE LANE	2/11/2010	5/16/2008	2/11/2010	\$ 750,000.00	\$ 750,000.00	\$ 92,084.98	\$ 657,915.02	6 month
5927056	04924754L	Submit Invoice to District.	04	MRN	Marin County	ALAMEDA DEL PRADO BIKE LANES , CLASS 2 BIKE LANES	1/6/2010	9/2/2009	1/6/2010	\$ 850,000.00	\$ 850,000.00	\$ 160,000.00	\$ 690,000.00	6 month
5176002	04923722L	Submit Invoice to District.	04	MRN	Ross	SFD BLVD. FROM TOWN LIMIT TO 700'NORTH , SURFACE REHAB.	2/11/2008	8/17/2002	2/11/2008	\$ 8,000.79	\$ 7,082.40	\$ -	\$ 7,082.40	6 month
5159007	04923780L	Submit Invoice to District.	04	MRN	San Anselmo	SFD BLVD. BRIDGE RAIL REPLACEMENT IN S. ANSEL , BRIDGE RAIL REPLACEMENT	2/24/2009	7/11/2005	2/24/2009	\$ 600,000.00	\$ 531,180.00	\$ 364,870.30	\$ 166,309.70	6 month
5470007	04925409L	Invoice returned to Agency. Correct and submit to District.	04	NAP	American Canyon	AMERICAN CANYON RD WEST:JAMES DR - CHAUCER LN , REHABILITATION	2/25/2010	8/25/2009	2/25/2010	\$ 627,617.00	\$ 592,333.00	\$ 31,475.97	\$ 560,857.03	6 month
5395001	04099898L	Invoice returned to Agency. Correct and submit to District.	04	NAP	Yountville	ON SR 29 FROM CALIFORNIA DR TO MADISON ST , CLASS I BIKEWAY	1/12/2010	1/12/2010		\$ 1,000,000.00	\$ 1,000,000.00	\$ -	\$ 1,000,000.00	6 month
5309010	04924608L	Submit Invoice to District.	04	SCL	Los Altos	GRANT,SPRINGER,HOMESTEAD,PORTLAND, ALMOND , IN-PAVEMENT XWALK IMPROVEMENT	3/12/2009	7/8/2008	3/12/2009	\$ 498,000.00	\$ 448,200.00	\$ 74,645.54	\$ 373,554.46	6 month
5937127	04925327L	Invoice being processed by Caltrans. Monitor for progress.	04	SCL	Santa Clara County	SAN TOMAS & CAMDEN AVE, CONSTRUCT BIKE PATH IMPROVEMENT	1/27/2009	1/27/2009		\$ 297,130.00	\$ 250,000.00	\$ -	\$ 250,000.00	6 month
5332013	04925340L	Invoice returned to Agency. Correct and submit to District.	04	SCL	Saratoga	BIG BASIN WAY - 6TH TO SARATOGA-LOS GATOS RD , PED/BICYCLE ENHANCEMENTS	3/4/2009	3/4/2009		\$ 833,640.00	\$ 425,000.00	\$ -	\$ 425,000.00	6 month
6003031	04924565L	Submit Invoice to District.	04	SF	GGBHTD	GOLDEN GATE BRIDGE , SEISMIC RETROFIT-PHASE 2	2/26/2008	9/8/2006	2/26/2008	\$ 319,659.84	\$ 319,660.10	\$ 319,660.10	\$ -	6 month
6328020	04925257L	Submit Invoice to District.	04	SF	SFMTA Parking & Traffic	SF- 17TH AND JUDAH ST; 18TH AND IRVING ST , CON. CURB BULBOUTS & ADA CURB RAMPS	3/9/2009	3/9/2009		\$ 122,000.00	\$ 122,000.00	\$ -	\$ 122,000.00	6 month
6328022	04925341L	Submit Invoice to District.	04	SF	SFMTA Parking & Traffic	SAN FRANCISCO DOWNTOWN AND PROXIMITY , ITS - PARKING MGMT AND GUIDANCE	3/4/2010	3/4/2010		\$ 4,500,000.00	\$ 3,600,000.00	\$ -	\$ 3,600,000.00	6 month
5029021	04099878L	Invoice being processed by Caltrans. Monitor for progress.	04	SM	Redwood City	SR82 FROM BROADWAY TO BREWSTER , RECONSRTC ROAD, SIDEWALK. LIGHT	2/1/2010	4/30/2009	2/1/2010	\$ 1,265,571.00	\$ 1,162,000.00	\$ 120,798.84	\$ 1,041,201.16	6 month
6419007	044A9208L	Submit Invoice to District.	04	SM	San Mateo C/CAG	ARTERIAL ALONG ECR TO SR101 FR I280 HOLLY ST , IMPLEMENT ITS ELEMENTS	1/27/2009	1/27/2009		\$ 415,000.00	\$ 367,000.00	\$ -	\$ 367,000.00	6 month
5030034	04073624L	FMIS transaction. No further action required.	04	SOL	Vallejo	WILSON AVENUE FROM HICHBORN DR. TO SR37 , ROADWAY WIDENING & IMPROVEMENTS .	1/23/2008	6/29/2005	1/23/2008	\$ 5,204,062.00	\$ 703,628.00	\$ 689,397.74	\$ 14,230.26	6 month

CALTRANS DIVISION OF LOCAL ASSISTANCE

[Caltrans](#) > [Business](#) > [Local Assistance](#) > [Programs](#) > **Highway Safety Improvement Program**

Highway Safety Improvement Program (HSIP)

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was signed into law on August 10, 2005, established the Highway Safety Improvement Program (HSIP) as a core Federal-aid program. The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

The specific provisions pertaining to the HSIP are defined in Section 1401 of SAFETEA-LU which amended Section 148 of Title 23, United States Code (23 USC 148) to incorporate these provisions. These provisions are still in effect due to Continuing Resolutions passed by Congress during Federal Fiscal Year 2009/10.

On September 3, 2010, Caltrans announced a call for HSIP projects based upon anticipated federal safety funding in the 2010/11 federal fiscal year (FFY). Caltrans expects the HSIP funding apportioned to local agencies to be approximately \$70 million for the 2010/11 FFY. Interested applicants should submit an application to their [Caltrans District Local Assistance Engineer](#) by Thursday, December 9, 2010.

- [Apply now \(HSIP Program Guidelines and Application Tool\)](#). 
- [Approved Project Lists](#)
- [Delivery Status of all approved HSIP projects](#)
- [More Information & Useful Links](#)
- [Federal Transportation Improvement Program \(FTIP\) Information and Links](#)
- [HES Archives](#)

The information and links on this page are specific to safety improvements on local streets and roads. For information on the state highway safety improvement program, please contact the [Caltrans Traffic Safety Branch](#) or your [Local Caltrans Office](#).

Continue to check this site periodically for any program updates.

This page was last updated on September 3, 2010 . If you have questions or are experiencing problems downloading, you can get help by sending an email to ted_davini@dot.ca.gov.

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**Highway Safety Improvement Program (HSIP)
Project List - Sorted by District and Agency
Data as of 9/30/10**

General Project Information										Actual Project Delivery Information							Tracking of Project Delivery Milestones					
Project Number	District	Agency	MPO	RTPA	Project Location	Description of Work	Current Total Project Cost Estimate (\$)	Current Programmed Federal Funds (\$)	Cycle	PE Auth Date	ROW Auth Date	CON Auth Date	Closed out Date	Obligated Federal Amt (\$)	Last Invoice Payment Date	Expended Federal Amt (\$)	FTIP Approval Date *	Date PE should be authorized. (6 months after FTIP approval date)	Date CON should be authorized. (30 months after FTIP approval date)	Date Close-out should be completed. (54 months after FTIP approval date)		
	04	Atherton	MTC	Metropolitan Transportation Commission	Intersection Of Valparaiso Ave. And Hoover St.	Install In-Pavement Crosswalk Lights, Traffic Signs, Pavement Markings, And Striping	\$ 35,000	\$ 30,600	3							\$ -	6/2/10	12/2/10		12/1/12		12/1/14
	04	Daly City	MTC	Metropolitan Transportation Commission	Gellert Blvd. Between Hickey Blvd. And King Dr.	Install Pavement Markings And Directional Signage For Class Ii Bike Lanes; Construct Pedestrian Refuge At Serra Vista Ave.	\$ 98,500	\$ 88,650	3							\$ -	6/2/10	12/2/10		12/1/12		12/1/14
	04	San Carlos	MTC	Metropolitan Transportation Commission	Intersection Of El Camino Real And Belmont Ave.	Relocate Crosswalk And Bus Pad; Install Pedestrian Activated Overhead Flashing Beacon; Construct Pedestrian Refuge Area; Install Signs, Stripes And Crosswalk Pavement Markings	\$ 220,000	\$ 198,000	3							\$ -	6/2/10	12/2/10		12/1/12		12/1/14
	04	South San Francisco	MTC	Metropolitan Transportation Commission	Sister Cities Blvd. Between Hillside Blvd. And 1700' West Of Airport Blvd.	Install Guardrail	\$ 330,000	\$ 297,000	3							\$ -	6/2/10	12/2/10		12/1/12		12/1/14

Tracking of Project Delivery Milestones

The project has met and/or moved past the milestone in this phase of delivery

The project has not met the minimum delivery requirement milestone in this phase.

The project is in this delivery phase and has more than 3 months to meet the milestone

The project is in this phase and will FLAG in the next Qtr Report if the milestone is not met

* For Cycle 1 and 2 projects, the FTIP Approval Date shown has been adjusted for the new program delivery requirements. See the delivery requirements on the DLA webpage for more details.

**Safe Route to School (SRTS)
Project List - Sorted by District and Agency
Data as of 9/30/10**

General Project Information										Actual Project Delivery Information										Tracking of Project Delivery Milestones			
Project Number	District	Agency	MPO	RTPA	Project Location	Description of Work	Current Total Project Cost Estimate (\$)	Current Programmed Federal Funds (\$)	Cycle	PE Auth Date	ROW Auth Date	CON Auth Date	Closed out Date	Obligated Federal Amt (\$)	Last Invoice Payment Date	Expended Federal Amt (\$)	FTIP Approval Date *	Date PE should be authorized. (6 months after FTIP approval date)		Date CON should be authorized. (30 months after FTIP approval date)		Date Close-out should be completed. (54 months after FTIP approval date)	
5376(007)	04	Brisbane	MTC	Metropolitan Transportation Commission	Vicinities Of Brisbane Elementary School And Lipman Middle School.	Install Traffic Calming And Traffic Control Devices At Three Locations In The Vicinity Of Brisbane Elementary School And Lipman Middle School.	\$ 193,170	\$ 193,170	1			5/10/08	7/30/10	\$ 186,001	6/3/09	\$ 186,001	11/17/08	5/19/09	<input checked="" type="checkbox"/>	5/19/11	<input checked="" type="checkbox"/>	5/18/13	<input checked="" type="checkbox"/>
5273(017)	04	Menlo Park	MTC	Metropolitan Transportation Commission	Santa Cruz Ave. in the vicinity of Hillview MS	Install in-pavement lighted crosswalks at three intersections and install a new striped crosswalk with landing/ramp	\$ 143,000	\$ 143,000	1	10/30/07				\$ 15,400	7/22/09	\$ 15,400	9/30/09	3/31/10	<input checked="" type="checkbox"/>	3/31/12	<input type="checkbox"/>	3/31/14	
5273(019)	04	Menlo Park	MTC	Metropolitan Transportation Commission	Near Laurel School on Ringwood Ave. from Coleman Ave. to Colby Ave., including in intersection with Edge Rd. at the South corner of the school, and on Bay Rd. where in intersects with Ringwood Ave. and Greenwood Dr.	Install in-pavement lighted crosswalks, electronic speed feedback signs, pedestrian countdown heads, safety lighting, signs, stripes and pavement markings; remove on-street parking; construct asphalt concrete pathways and asphalt curbs	\$ 441,100	\$ 441,100	2	4/23/10		5/27/10		\$ 441,100		\$ -	9/30/07	3/31/08	<input checked="" type="checkbox"/>	3/31/10	<input checked="" type="checkbox"/>	3/31/12	<input type="checkbox"/>

Tracking of Project Delivery Milestones

The project has met and/or moved past the milestone in this phase of delivery

The project has not met the minimum delivery requirement milestone in this phase.

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* For Cycle 1 and 2 projects, the FTIP Approval Date shown has been adjusted for the new program delivery requirements. See the delivery requirements on the DLA webpage for more details.



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Local Public Works Representatives

DATE: November 2, 2010

FR: Theresa Romell

RE: 2010 Local Street and Road Needs, Revenue and Performance Survey

It is time again to launch the biennial Local Streets and Roads Revenue and Performance Survey effort. You may recall having participated in this survey two years ago. Every two years, the Metropolitan Transportation Commission (MTC) conducts a survey to determine the maintenance needs, available revenues and resulting funding shortfalls that exist on the region's local streets and roads.

The results of the last survey provided MTC with information on jurisdictions' maintenance revenue shortfalls and preventive maintenance performance, both of which were used to determine local agencies' shares of American Recovery Act and Cycle 1 Surface Transportation Program funds for local street and road maintenance. The results of this current survey will help to inform the upcoming long-range regional plan.

This year's survey is being administered on-line. The survey can be accessed at the following website: <http://69.30.40.50/LSRSurvey>. MTC staff hopes that this will make both the survey completion and processing of responses significantly easier. Since you will be responding on-line, your responses will come directly to MTC. MTC staff will be providing your county Congestion Management Agency staff with a periodic summary of responses received; so that they can assist us in ensuring 100% participation.

There are four main sections to the survey dealing with pavement maintenance treatment costs, non-pavement assets, maintenance revenue, and your jurisdiction's preventive maintenance practices. Each section comes with a detailed set of instructions to assist you in filling out the information. Also, relative to the previous survey effort, the current survey has been streamlined based on suggestions from local agency public work staff, and should require less time to complete than the previous surveys.

We request your assistance in completing the survey **by December 31, 2010**. *A survey workshop will be held on November 29th from 1 p.m. to 4 p.m., at MTC's offices in Oakland.* MTC staff will walk attendees through the survey part by part and answer any questions that arise. Those who will be responsible for filling out the survey are strongly encouraged to attend.

Should you have any questions or would like to provide feedback on the survey itself, please feel free to contact Theresa Romell at (510) 817-5772, or tromell@mtc.ca.gov.

Thank you in advance for your participation.

2010 Local Street and Road Revenue & Performance Survey

Survey Registration

You can access the Local Street and Road Revenue and Performance Survey by clicking on the following link: <http://69.30.40.50/LSRSurvey>. Once you have connected to the survey website, you will be asked to either register or sign in (see figure below). For first time registrants, you must fill out your agency's name and contact information. If the domain name of the e-mail address entered corresponds to the agency's name, then you will automatically receive an e-mail approving your registration request and you will be provided with a user name and password for your agency to use. If the domain name of the e-mail address entered does not correspond to the agency's name (example: johnsmith@gmail.com), then MTC staff will be sent an e-mail requesting approval prior to access being granted. This safeguard is only intended to discourage non-local agency staff from accessing and/or editing the information saved in the survey prior to it being submitted. Please note that there will be only one user name and password assigned to each agency. If multiple people will be updating the survey, agencies must share the user name and password information among them.

The screenshot shows a web browser window with the URL <http://www.mtcpms.org/survey/>. The page header includes the Metropolitan Transportation Commission logo and the text "Regional Streets & Roads Program". A large "Sign In" button is visible on the left. The main content area is divided into two sections:

- New registration?**: A form with the instruction "Enter the following information to register." and fields for:
 - Jurisdiction: A dropdown menu with the text "—Select jurisdiction—".
 - Name: A text input field with the placeholder "Enter first & last name".
 - Address: A text input field with the placeholder "Enter your full address".
 - Phone: A text input field with a format of "() ___-___x___".
 - Fax: A text input field with a format of "() ___-___".
 - Email: A text input field.
 - A CAPTCHA image showing the text "HF 5UB" with a green background and a small input field below it with the instruction "Enter the text as seen in the image".
 - A "Submit Registration" button at the bottom.
- Returning members sign in**: A form with the instruction "usually your email address" and fields for:
 - User name: A text input field containing "stan@mtc.ca.gov".
 - Password: A text input field with masked characters "••••••" and the placeholder "enter your password". A link "Did you forget your password?" is below the field.
 - A "Sign in" button at the bottom.

PART 1 – Pavement Unit Treatment Costs

(This portion of the survey will provide key information used in MTC’s pavement management software model (along with pavement condition and maintenance information) to determine each jurisdiction’s 25-year pavement repair “Need”).

Part 1 of the survey requests information regarding the unit costs of maintenance treatments for pavements within various PCI ranges. While jurisdictions may vary on the actual maintenance treatments and strategies that are employed, it is important to have a consistent maintenance treatment strategy across jurisdictions for the purpose of projecting the pavement maintenance “Need” in the region. That strategy should be based as much as possible on “best practices” for pavement maintenance.

Below is the standard or “model” maintenance strategy that will be used to determine the pavement maintenance need in the region. This maintenance strategy is based on a combination of common treatments applied throughout the region and the model treatment decision tree that is included in the MTC StreetSaver© pavement management system.

Preventative Maintenance – PCI > 70

Crack Sealing

Slurry Seal

Chip/Cape Seal

Light Rehabilitation PCI < 70 > 50 (Non-Load) –Thin Overlay

Rehabilitation – PCI < 70 > 50 (Load) –Thick Overlay

Heavy Rehab – PCI < 50 > 25 – Reconstruct Surface

Reconstruction – PCI < 25 – Reconstruct Structure (Surface & Sub-Layers)

Please fill out the two tables requesting unit treatment cost information for arterial / collector roadways and residential or local roadways.

- The first column of the table provides sample treatments typically used for the various pavement condition categories, as described above. Please input the unit maintenance cost that your jurisdiction expends for either the same or a comparable maintenance treatment as is listed in each row. If your jurisdiction does not use the same or any comparable treatment, please write “N/A” in the column labeled “Comparable Treatment Used” and do not provide a cost. Please keep in mind that since we will be constructing county average treatment costs to be used in determining the pavement maintenance “Need” for each jurisdiction, the more jurisdictions that provide cost information for each of the sample treatments, the more accurate the projection of pavement maintenance “Need” will be.
- The table separates the unit costs into several categories—construction, prep work, administration, and design costs. Depending on your jurisdiction, all applicable maintenance costs may be incorporated into the construction costs, or they may be separated for accounting purposes. The total unit treatment costs should contain, and are limited to, the following items:
 - Material cost
 - Pavement striping costs
 - Replacement of loop detectors
 - Necessary incidental repairs required by the roadway improvement (such as repairs/replacement of storm drains, culverts, drainage channels, curb & gutter, driveway conforms)
 - Adjustment of sanitary, utility and storm drain manholes/survey monuments/storm water inlets
 - Construction traffic control at project site
 - Dust control measures
 - Erosion control measures
 - Repairs to shoulders
 - Mobilization costs

- Curb Ramps (if part of a paving project)
- Staff costs
- Construction labor cost
- Construction engineering/management costs (up to 14% of construction cost)
- Project design costs
- Procurement and advertising costs
- Rental equipment costs related to the project

Pavement treatment unit costs should not include work on sidewalks, traffic signals, slide repairs, and other items not listed above, which fall under “non-pavement” work. These costs will be addressed in the next section.

- Depending on how your jurisdiction operates, the above costs could fall into one or several of the unit cost categories listed on the table. If one of the table categories does not apply to your jurisdiction, please indicate the column that the cost is included in. For example, if your jurisdiction includes the cost for prep work in construction costs, simply write “included in A” in column B. The “Total Unit Cost” column should represent the sum of the various cost categories and should include all of the cost elements above, as they apply.
- **Please use the most recent cost information possible. It is preferable that you do not examine information more than two or three years old in computing the unit treatment costs.**
- The table also includes “county average” and “regional” costs for your use as a reference. The costs listed there represent average costs that were calculated based on the survey responses received during the survey effort conducted in 2009. **They are not meant as a benchmark and may be completely different than your jurisdiction’s individual actual costs.** They are simply listed as a guide for jurisdictions. Please utilize your jurisdiction’s specific and most recent information to fill in the table.
- As a result of jurisdiction requests, we have included a table specifically for the purpose of reporting the cost of maintaining gravel roads. If you select the box that asks “Do you have gravel roads in your network?”, then you will be asked to provide information on the mileage of gravel roads in your jurisdiction, and the approximate annual cost required to maintain them. Please also indicate the degree of accuracy that you believe best represents the information that you have provided by selecting the appropriate phrase from the pull-down menu.

Part 1: PAVEMENT UNIT TREATMENT COST SURVEY

All fields are required. Valid input is numeric such as 1 or 1.00, or N/A.

Important: Data should be entered as cost per **unit** of treatment-- per square yard for all treatments except crack sealing, which should be in linear feet.

Arterial / Collector

		A +	B +	C +	D =	E		
Sample Treatment	Comparable Treatment Used ¹	Construction Costs	Prep Work	Administration / Inspection Cost	Design & Engineering	Total Unit Cost (A through D) ^{2,3}	2009 Survey County Avg. Total Cost ⁴	2009 Survey Regional Total Cost ⁵
Crack Sealing	Crack Sealing	0.00	0.00	0.00	0.00	0.00	\$1.20	\$1.44
Slurry Seal	Chip Seal	0.00	0.00	0.00	0.00	0.00	\$4.14	\$3.65
Chip Seal / Cape Seal	Cape Seal	0.00	0.00	0.00	0.00	0.00	\$10.12	\$9.42
Thin Asphalt Overlay (> 0.5", < 2.0")	PAC	0.00	0.00	0.00	0.00	0.00	\$15.92	\$23.39
Thick Asphalt Overlay (> 2.0")	Thick Overlay	0.00	0.00	0.00	0.00	0.00	\$18.51	\$31.96
Reconstruct Surface	Reconstruct Surface	0.00	0.00	0.00	0.00	0.00	\$46.63	\$46.28
Reconstruct Structure	Reconstruct Structure	0.00	0.00	0.00	0.00	0.00	\$95.82	\$120.23

Residential

		Construction Costs	Prep Work	Administration / Inspection Cost	Design & Engineering	Total Unit Cost ^{2,3}	2009 Survey County Avg. Total Cost ⁴	2009 Survey Regional Total Cost ⁵
Crack Sealing	Crack Sealing	0.00	0.00	0.00	0.00	0.00	\$1.19	\$1.34
Slurry Seal	Slurry Seal	0.00	0.00	0.00	0.00	0.00	\$2.98	\$4.05
Chip Seal / Cape Seal	Cape Seal	0.00	0.00	0.00	0.00	0.00	\$8.54	\$9.28
Thin Asphalt Overlay (> 0.5", < 2.0")	Thin Overlay	0.00	0.00	0.00	0.00	0.00	\$17.52	\$22.55
Thick Asphalt Overlay (> 2.0")	Thick Overlay	0.00	0.00	0.00	0.00	0.00	\$19.67	\$29.73
Reconstruct Surface	Reconstruct Surface	0.00	0.00	0.00	0.00	0.00	\$44.39	\$43.50
Reconstruct Structure	Reconstruct Structure	0.00	0.00	0.00	0.00	0.00	\$86.87	\$100.97

Do you have gravel roads in your network?

Surface	Inventory	Unit	Annual Network Maintenance Cost	Information Accuracy Level
Gravel Roads		Miles		- Choose accuracy -

PART 2–Non-Pavement Asset Survey

(The purpose of this portion of the survey is to provide information that MTC will use to estimate the Non-Pavement “Need” that exists in each jurisdiction).

This portion of the survey deals with non-pavement assets that contribute to the cost associated with maintaining your jurisdiction’s local street and road network.

The last local street and road maintenance survey requested information on major non-pavement assets in the region including: Storm drains, sidewalks, curb and gutter, traffic signals, and street lights. The specific information requested included inventory, the expected useful life of those assets, and the approximate replacement costs associated with each asset type. MTC contracted with Nichols Consulting Engineers to develop a model for estimating non-pavement need based on the non-pavement asset survey information provided by local jurisdictions. The result of their work was a mathematical model that used the inventory of curb and gutter and streetlights to predict the total regional non-pavement replacement costs. In order to simplify the data collection process for local agencies, Part 2 of the survey is only requesting that you provide inventory and replacement cost information for your jurisdiction’s curb & gutter and street light assets. You are also asked to provide the level of accuracy of the information that you are providing by selecting the appropriate description in the drop-down menu box next to each item. The information you provide us on the accuracy level will help us in refining the estimation process for Non-Pavement Need. Please do your best to research and provide us with the most detailed and accurate data that you have available.

The total regional non-pavement asset replacement cost that is derived from the mathematical formula will be divided into city non-pavement need and county non-pavement need. The city need will be distributed across all jurisdictions based on relative population share and the county need will be distributed across the unincorporated jurisdictions based on total lane mileage.

Part 2: NON-PAVEMENT ASSET SURVEY

Fields shaded in yellow require a response

Non-Pavement Category	Inventory	Unit	Total Replacement Cost	Information Accuracy Level
CURB & GUTTER	12.00	ft	\$300,000.00	Accurate Figures ▼
STREET LIGHTS	24.00	ea	\$150,000.00	Informed Estimate ▼

PART 3–Local Street and Road Revenue

(The purpose of this portion of the survey is to gather data on the Local Street and Road revenues available for the pavement, non-pavement, and operations categories in order to estimate the 25-year shortfalls.)

The revenue portion of the Local Streets and Roads Survey is the most complicated, as well as the most critical for accurately projecting the local street and road shortfalls that will exist over the next 25 years. The following information is intended to assist you in completing the revenue survey. It is important that you fill out the information requested in the survey completely and accurately. The information that you provide could have a direct affect on your jurisdiction's future allocations of regional funding.

Overview:

In order to calculate the shortfall that exists between the local street and road needs and the funds that are available in each jurisdiction to meet those needs, MTC is asking jurisdictions to provide information on the revenues available for street and road expenditures. This information will be used by MTC to estimate the region's local street and road shortfalls both for short-term funding cycles as well as the 25-year regional long-range plan. Accurate reporting of shortfalls is necessary to support arguments for better funding for maintenance of the existing street and road network at the local, regional and state levels. Currently, MTC uses shortfall projections to help guide programming of federal transportation funds for state highways, transit, and local street and road projects.

In Part 3 you are asked to provide historical expenditure and anticipated Local Street and Road budget information. This section is the most critical in that it will provide the base figure from which your jurisdiction's available revenue will be projected.

LS&R Revenue Estimation Process:

Based on the information that you provide, MTC will calculate the average annual revenue that is available for your jurisdiction to meet the local street and road need in the categories of pavement, non-pavement, operations, and new construction/other. The budget data that you submit will be averaged over the years that you provide data for in order to determine your jurisdiction's average annual budget for local street and road maintenance. *(For reference purposes only, we have included a box on the survey showing what your jurisdiction's average annual revenue amounts for pavements, non-pavements, and total local street & road budget were in the last round of projections, as calculated based on responses to the 2009 LS&R Survey.)* Federal funds are not included in the estimate of revenue since they are considered discretionary funds. Each year's figures will be summed to determine the total budgets available for local street and road maintenance. Please note that since your figures will be averaged, you must

General Guidelines:

Revenue in Relation to Need:

In order to be accurate, it is critical that MTC's estimates of revenue for local street and road maintenance and rehabilitation correspond to the elements in the estimates of "needs". Revenues that are used for expenditures outside of what will be included in the needs estimate should not be reported in the survey. Based on this criteria if a portion of your local funding typically goes towards new construction projects, you should deduct that portion from the

revenue that you are reporting for pavement and non-pavement maintenance, since new construction costs are not accounted for in the calculation of pavement and non-pavement need.

For your convenience we have provided a list of the elements that are included in the estimates of needs. Please review them so that you will be able to accurately report those revenues that will be available to address them. Only those revenues that will be put towards the maintenance of the existing system should be included in the pavement and non-pavement budget categories. Expansion / improvement (such as a new sidewalk along on an existing roadway) of the existing system should not be included unless there is a legal requirement that the existing system be upgraded in some way (for example—ADA requirements).

Pavement:

The estimates for pavement NEEDS will rely on the information that jurisdictions provide on unit costs for different types of pavement repairs.

Below is a list of items that jurisdictions were instructed to include in their calculation of unit treatment costs:

- Material cost
- Pavement striping costs
- Replacement of loop detectors
- Necessary incidental repairs required by the roadway improvement (such as repairs/replacement of storm drains, culverts, drainage channels, curb & gutter, driveway conforms)
- Adjustment of sanitary, utility and storm drain manholes/survey monuments/storm water inlets
- Construction traffic control at project site
- Dust control measures
- Erosion control measures
- Repairs to shoulders
- Mobilization costs
- Curb Ramps (if part of a paving project)
- Staff costs
- Construction labor cost
- Construction engineering/management costs (up to 14% of construction cost)
- Project design costs
- Procurement and advertising costs
- Rental equipment costs related to the project

Non-Pavement:

Below is a list of the non-pavement categories that jurisdictions were asked to estimate the 25-year need for:

- Storm Drainage
- Curb & Gutter
- Sidewalks (Public)
- Traffic Signals
- Street Lights
- Jurisdiction Specific Asset

Operations:

This category would consist of funds that are used for day-to-day operating expenditures including labor and routine maintenance. You were not asked to provide any information on your jurisdiction's need for this category; however, we are interested in the amount of local street

and road revenue that goes to fund this type of expenditure. We would want to identify the amount of those “Operations” funds so that they are not included in the estimated revenues that will be applied against the pavement, non-pavement, and local bridge need, for determining the shortfalls.

Below are some examples of expenditure items that would fall into the “Operations” category. These examples were taken from past Local Street and Road Revenue Survey responses from Bay Area jurisdictions. You may have an item that you believe falls into this category but is not listed below. If so, we have asked that you describe that item in Section 3 of the survey.

Examples:

- Street sweeping
- Regulation of streets & sidewalks (use permits)
- Graffiti abatement
- Pot-hole patching
- Striping (Not related to re-paving)
- Emergency side-walk repairs
- Routine maintenance of traffic signals (light bulbs, etc...)
- Street Trees
- Landscape Medians
- Overhead – street crew salaries, administration costs (when not part of pavement unit costs)

We would also use this category as a “catch-all” category for expenditure items that do not fall into either the pavement or non-pavement categories as discussed above, and are also not used for new construction expenditures.

New Construction / Other:

This category is where you would place funding available for the expansion or improvement of your existing system. It can also be used as a “catch-all” for expenditures that do not fit into any of the other expenditure categories. Examples of the types of expenditures that would fall into this category are new roads, lane widening, new sidewalks, new traffic signals, etc...Also, “other” types of expenditures that may be paid for with LS&R funding such as shuttle services, transportation lobbyists, etc...

Types of Funding:

The survey will ask you to specify the revenues available by funding source as well. Typically, local street and road revenues come from four major sources—gas tax subventions, county sales tax measures for transportation (where applicable), Proposition 42 funding, and other local sources including general funds, street assessment levies, fines, PUC, traffic safety funds, etc... It is important to know the source of funding in order to estimate the rate at which those funds should be grown over the course of the projection period. You will be asked to estimate the portion of your annual budget that comes from these major funding sources, for each of the categories of local street and road maintenance.

Past Revenue Information:

You may want to reference the information that your jurisdiction submitted to the State Controller’s Office on local street and road revenues and expenditures. This data is available on a year-by-year basis and is separated into two parts—revenues and expenditures. MTC has used the State Controller’s information in the past to produce the local street and road shortfall projections but have discontinued this practice upon determining that it was not the most

accurate source for the specific information we are looking for. If you would like to view your jurisdiction's information, you can find the State Controller's data at the following web address: www.sco.ca.gov/ard/local/locrep/streets. Other good sources for information include your jurisdiction's CIP (Capital Improvement Plan) and/or accounting and finance departments.

Instructions:

Part 3: LOCAL STREET AND ROAD REVENUE SURVEY

Cells shaded in yellow require a response

Budget Reference		
Average Annual Budget Revenue from 2009 Survey Response		
Pavement	Non-Pave	Total LS&R
\$354,812	\$159,987	\$918,282

Expenditure / Budget Information:

- PLEASE DO NOT INCLUDE FEDERAL OR OTHER DISCRETIONARY / ONE-TIME ONLY FUND SOURCES
- If you don't know, enter "N/A". Entering "0" means you didn't receive any funding in this category

	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013
<i>Fiscal Year</i>	2008/2009				
<i>Rev. Source</i>	Gas Tax	Sales Tax ²	Prop 42	Other Local ¹	
Total LS&R Revenue	\$ 3.00	\$ 4.00	\$ 2.00	\$ 4.00	
Pavement	N/A	\$1.00	\$1.00	\$1.00	
Non-Pave	\$1.00	\$1.00	\$1.00	\$1.00	
Operations	\$1.00	\$1.00	N/A	\$1.00	
New Const.	\$1.00	\$1.00	N/A	\$1.00	

1. Totals for this category should correspond with your jurisdiction's Street & Road Report made to the California State Controller, less local funding from sales tax measures and one-time revenue sources.
2. "Sales Tax" refers to the countywide transportation sales tax measures for local street and road maintenance only, in applicable counties.

Please enter the amount of revenue that your jurisdiction has budgeted or expended in total for local street and road purposes in the first row of the tables for each fiscal year. In the rows below, please segment the total local street and road revenue into the three categories of expenditure. The sum of the three categories should not exceed the total. The New Construction / Other category should include the budget amounts for those items that are not included in the Pavement, Non-pavement or Operations category. Please separate the budget amounts by revenue source: Gas Tax, Sales Tax, Proposition 42, and/or Other Local. Please report dollar values in year of expenditure (nominal) dollars. Also, please do not leave cells blank or input a "0" if you do not have the information to provide. Doing so will adversely affect your average annual budget available calculation. Please input "N/A" if you do not have the information to provide, and put "0" if the expenditure/budgeted amount for that year/expenditure category was \$0.

In past surveys there have been many questions on whether the survey is asking for budget or expenditure figures. We realize that it is common for jurisdictions to budget funds in a given year and expend them in a different year. Please keep in mind that the goal of this exercise is to determine an average annual amount of funding for the various expenditure categories to be

used as a base figure for projecting forward. Please use the figures – budget or expenditure – that you believe will result in the most accurate base figure.

Information has been provided on the survey form for your reference in filling out Section One. The “Budget Reference” box lists what your jurisdiction’s average annual revenue amounts for pavements, non-pavements and total local street & road budget were in the last round of projections, as calculated based on responses to the 2009 survey.

“Dos and Don’ts” for Reporting LS&R Budget Information:

In order to ensure that your city or county’s annual average budget for local streets and roads is correctly estimated, please refer to the following guidelines as to what should be reported and what should not.

- *Do* include revenues that are used for expenditures in the pavement, non-pavement and operations categories as outlined in this document.
- *Do* identify the source of the revenue as indicated.
- *Do* include revenues used for new construction/expansion projects in the “New Const./Other” category
- *Do* identify the year, expiration, and source of one-time revenues, i.e., bond measures, grants, loans, etc...in Section 2, provided for this purpose. *Do not include these funds in your budget information.*
- *Do* report dollar values in year of expenditure dollars.
- ***Do not include federal funds.***
- *Do not* assume sales tax revenue past the year of “sunset”
- *Do not* leave cells blank or put a “0” where there should be an “N/A”. This will effect your average annual base revenue figure

PART 4–Performance

(This portion of the survey is intended to gather data on preventive maintenance practices in your jurisdiction for the purpose of allocating performance based regional funds)

In recent years, preventive maintenance performance has been used to inform the allocation of regional funds for local street and road maintenance.

Preventive maintenance performance is determined by scoring jurisdictions' actual versus recommended percent of total maintenance that is considered preventive. Preventive maintenance, for the purpose of the performance measure, is defined as any maintenance treatment applied to a street that has a pavement condition index (PCI) of 70 or above, *and* for treatments applied to residential and low volume county roads with a PCI of 60 or above.

MTC staff will measure jurisdictions' "actual" performance by extracting maintenance treatment history data from each jurisdiction's pavement management database. An average of the most recent two years worth of maintenance data will be examined to determine the share of *preventive* maintenance that has been performed over that time period relative to the *total* maintenance performed. That percentage will then be compared to the "recommended" percent of jurisdictions' maintenance programs that should be preventive maintenance as determined by each jurisdiction's StreetSaver® database.

In order to extract information from jurisdictions' pavement management databases and measure performance, jurisdictions' databases must include up-to-date, thorough and accurate data on maintenance treatment history. Because the quality of maintenance history information in the pavement management databases varies widely, for this survey round only, jurisdictions will be provided the opportunity to substitute alternate information and documentation that clearly shows budgeted and/or actual preventive maintenance activity as a proportion of their total street and road capital maintenance budget and/or actual expenditures. Information and documentation of this nature includes three years worth of budgeted/actual expenditure information and documentation including a listing of street/road sections treated or budgeted to be treated with preventive maintenance, PCIs of the street segments prior to treatment, and the area treated.

Part 4: PERFORMANCE MEASURE

1. Percent of Total Maintenance Qualifying as Preventive Maintenance:

Recommended:	<input type="text" value="27.4%"/>
Actual:	<input type="text" value="0.0%"/>
Performance Score:	<input type="text" value="0.00"/>

2. Approval

- Use information ABOVE for Performance Calculation?
 Don't use above information, instead I will specify the information to calculate.

3. Substitute Information:

Fiscal Year	FY 08/09	FY 09/10	FY 10/11
Total Paving Expenditure / Budget*	<input type="text" value="\$2.00"/>	<input type="text" value="\$2.00"/>	<input type="text" value="\$2.00"/>
Preventive Maintenance Paving Expenditure / Budget	<input type="text" value="\$0.40"/>	<input type="text" value="\$0.20"/>	<input type="text" value="\$0.30"/>
% Preventive Maintenance	20%	10%	15%
Performance Score:	0.56		

*Your Performance Score will be capped at 1.00. *Expenditure information should be consistent with information provided in Part 4 of this survey.*

4. Attachments:

Attach any supporting documentation including:

1. Listing of streets treated with preventive maintenance or planned for preventive maintenance treatment in FY 08/09 or FY 09/10
2. Pavement Condition Indexs (PCIs) prior to preventive maintenance treatment
3. Area of street treated (or planned for treatment) with preventive maintenance

 [Attach File](#)

Below is a sample of the documentation that would be required for jurisdictions that do not wish to accept the performance score that has been extracted from their database.

Sample Preventive Maintenance Documentation Attachment

Street / Section Name	Length	Width	Area (sq/ft)	PCI Before Treatment	Treatment Name	Date
ALPINE CT	158	33	5214	85	SLURRY SEAL	10/1/2007
AMBERWOOD CIR	1077	32	34464	89	SLURRY SEAL	10/1/2007
KINGSWOOD CT	211	33	6963	83	SLURRY SEAL	10/1/2007
LAKEVIEW CIR	2658	33	87714	73	SLURRY SEAL	10/1/2007
LAKEVIEW CT	192	32	6144	73	SLURRY SEAL	10/1/2007
LYNBROOK DR	853	32	27296	60	SLURRY SEAL	10/1/2007
MARIE'TTA CT	400	33	13200	63	SLURRY SEAL	10/1/2007
MARKELEY LN	2632	30	78960	17	MILL AND THIN OVI	10/1/2007
MCKINLEY ST	1521	33	50193	43	MILL AND THICK OV	10/1/2007
MEADOWS CT	370	33	12210	89	SLURRY SEAL	10/1/2007
MISSION CIR	1089	33	35937	50	SLURRY SEAL	10/1/2007
MONTANA ST	350	33	11550	44	MILL AND THICK OV	10/1/2007
NEBRASKA ST	422	33	13926	81	MILL AND THICK OV	10/1/2007
OAKBROOK CIR	1918	33	63294	87	SLURRY SEAL	10/1/2007
OAKBROOK CT	264	33	8712	80	SLURRY SEAL	10/1/2007
OAKBROOK DR	6385	40	255400	51	SLURRY SEAL	10/1/2007
ORINDA CT	211	33	6963	89	SLURRY SEAL	10/1/2007
ORINDA WAY	739	36	26604	87	SLURRY SEAL	10/1/2007
PHOENIX DR	2083	33	68739	73	CHIP SEAL AND SLU	10/1/2007
POLK ST	528	30	15840	58	MILL AND THICK OV	10/1/2007
RAINIER CT	370	33	12210	90	SLURRY SEAL	10/1/2007
RAMSGATE CT	211	34	7174	83	SLURRY SEAL	10/1/2007
REGENCY PL	264	33	8712	83	SLURRY SEAL	10/1/2007
RIALTO AVE	1320	33	43560	82	SLURRY SEAL	10/1/2007
RIALTO CT	317	33	10461	82	SLURRY SEAL	10/1/2007
RIDGECREST CT	634	33	20922	76	SLURRY SEAL	10/1/2007

The performance score that has been determined for your jurisdiction through extracting the information on maintenance treatment history from your database has been provided for you on the survey. If you are satisfied with the score that has been determined by this method, please check the top box under the “Approval” section of Part 4, and you’re done. If you do not feel that the performance score provided accurately reflects your jurisdiction’s preventive maintenance practices, check the bottom box and continue with the survey. You will need to complete section 3 on this portion of the survey in order to get performance measure credit.

Survey Approval and Submittal

Once you have finished with Parts 1 – 4 please have your Public Works Director or department head review and approve the information. Include the director's name and title in the boxes provided. Be sure to click on the "Submit Survey" button to finalize your submission.

Part 5: Survey Review and Approval

Public Works Director/Deputy Director/Dept. Head

Check-mark indicates review and approval of responses submitted in this survey.

Approved

Name:

Title:

Save

Back

Submit Survey

Thank you for taking the time to complete your Local Street and Road survey!
Please complete and submit your survey no later than December 31, 2010.