

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

1:15 p.m., Thursday, August 20, 2015
San Mateo County Transit District Office¹
1250 San Carlos Avenue, 2nd 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 meeting (Aug 2015): <ul style="list-style-type: none">• Approved – 2-Yr agreement with Gray Bowen Scott and CSG Consultants for on-call services for federal funded project coordination and grant administration for a cumulative amount of \$200,000.• Approved – Agreement with Commute.org for the FY15/16 Countywide Voluntary Trip Reduction Program for \$510,000.• Approved – 2-Yr agreement with Joint Venture Silicon Valley to support the Index of Silicon Valley and provide support to San Mateo County jurisdictions in meeting sustainability goals for \$75,000.• Approved – resolution to provide County of San Mateo an additional \$60,000 for Smart Corridor construction management services for a total of \$1,360,666. | | No materials |
| 3. | Approval of the minutes from June 18, 2015 | Hoang | Page 1-4 |
| 4. | Receive information on the Measure A Highway CIP (Information) | Slavit (TA) | Page 5-15 |
| 5. | Review and recommend endorsement of the list of project to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTS/SCS) also known as Plan Bay Area 2040 (RTP) (Action) | Higaki | Page 16-23 |
| 6. | Update on projects along the US-101 Corridor (Information) | Wong | Oral Report |
| 7. | Regional Project and Funding Information (Information) | Higaki | Page 24-35 |
| 8. | Executive Director Report | Wong | No materials |
| 9. | Member Reports | All | |

¹ For public transit access use SamTrans Bus lines 260, 295, 390, 391, KX 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.

2015 TAC Roster and Attendance						
No.	Member	Agency	Jan	Feb	Apr	Jun
1	Jim Porter (Co-Chair)	San Mateo County Engineering	x	x	x	x
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x	x	x	
3	Afshin Oskoui	Belmont Engineering	x	x	x	
4	Randy Breault	Brisbane Engineering	x		x	x
5	Syed Murtuza	Burlingame Engineering	x	x	x	x
6	Bill Meeker	Burlingame Planning				
7	VACANT	Caltrans				
8	Sandy Wong	C/CAG	x	x	x	x
9	Brad Donohue	Colma Engineering	x	x	x	
10	John Fuller	Daly City Engineering		x	x	x
11	Tatum Mothershead	Daly City Planning	x	x		x
12	Mo Sharma	Half Moon Bay Engineering		x	x	x
13	Paul Willis	Hillsborough Engineering	x	x	x	x
14	Jeff Moneda	Foster City Engineering	x		x	
15	Jesse Quirion	Menlo Park Engineering				
16	Chip Taylor	Millbrae Engineering		x		x
17	Van Ocampo	Pacifica Engineering				
18	Jessica Manzi	Redwood City Engineering	x			x
19	Jimmy Tan	San Bruno Engineering	x	x		x
20	Jay Walter	San Carlos Engineering	x	x		x
21	Brad Underwood	San Mateo Engineering	x	x	x	x
22	James Hinkamp	San Mateo County Planning	x		x	x
23	Brian McMinn	South San Francisco Engineering		x	x	x
24	Billy Gross	South San Francisco Planning	x		x	x
25	Paul Nagengast	Woodside Engineering	x			x
26	Kenneth Folan	MTC				

CONGESTION MANAGEMENT PROGRAM (CMP) TECHNICAL ADVISORY COMMITTEE (TAC)

**June 18, 2015
MINUTES**

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices located at 1250 San Carlos Avenue, 4th Floor Dining Room, San Carlos, CA. Co-chair Porter called the meeting to order at 1:15 p.m. on Thursday, June 18, 2015.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Ellen Barton – County of San Mateo; Jean Higaki, John Hoang – C/CAG; and other attendees not noted.

1. Public comment on items not on the agenda.

Ellen Barton, County of San Mateo, commented on the availability of FHWA’s Guidance on Separated Bikeway Design, Caltrans receiving a planning grant to review and plan improvements on state routes to better serve bicycling, and County Office of Sustainability’s plan to apply for a shared Civic Spark intern who would assist four cities with bike/pedestrian related activities.

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

John Hoang pointed out corrections to typos (underlined) as follows:

- San Mateo County TDA Art. 3 Program for FY 15-16 for \$1.5M
- Agreements with BAAQMD (\$1,128,241.32), SamTrans (\$601,000) and Commute.org (\$472,300) for TFCA Program funds

3. Approval of the Minutes from April 16, 2015.

Approved.

4. Receive information on the C/CAG Call for Projects and outreach process in response to the Metropolitan Transportation Commission’s development of Plan Bay Area 2040

Jean Higaki presented information on the call for projects for the Plan bay Area 2040 and outreach process including key milestones established by MTC and schedule of activities that will occur from now until project submittals to MTC, which are due on September 30, 2015. Project level analysis is not required for projects that are part of the programmatic category. Outreach efforts include transmitting the call for projects information to various city departments as well as C/CAG committees and other interested agencies located within San Mateo County.

5. Receive information on the C/CAG 2015-16 Program Budget and Fees

Sandy Wong, C/CAG Executive Director, presented that the C/CAG Board adopted the FY 2015/16 budget at the June Board meeting and this item is brought to the TAC for information. The total member fees remains the same as last year, however, individual member agency’s share is recalculated based on the latest population data. The Congestion Relief Plan (CRP) fees remain the same and member agency’s share is also recalculated based on the latest population and % of trip generation information. The fund balance will be drawn down this year going forward to the completion of the Smart Corridor construction project.

Co-chair Porter indicated that keeping the fees flat is unsustainable and inquired whether the Board would consider and increase in the future. Ms. Wong responded that at a minimum any increase would be to keep up with the CPI. Member Sharma inquired about whether cities use gas tax to pay for the CRP fees. Ms. Wong responded that in addition to gas tax, cities also use Measure A and general funds. This also applies to the Member fees.

6. Update on projects along the US-101 Corridor

Sandy Wong handed out a schematic diagram of the Corridor Congestion Relief Solutions for San Mateo US 101 (see attachment) and described the current condition, projects currently under study, and the potential options that would be analyzed.

Discussion, questions and comments were as follows:

- Member Sharma: Will there be a separation for the Hot Lane? Yes, there will be controlled access in some form.
- Member Nangengast: Are we doing the “Northern California” or “Southern California” carpooling, which considers time of day for carpools? There is a bigger discussion at MTC that includes managed lanes. Currently we are looking at typical peak periods but Caltrans could expand to time of day.
- Member McMinn: Will the segment located north of I-380 be a separate study? Caltrans does not want to alter the approved PSR therefore a separate feasibility study will be needed.
- Member Murtuza: What is the timing of the project and what would be the options under consideration? The environmental effort will look at three options including no build, with carpool, and with express lane. Ms. Wong also added that there is a strong push from the business community towards the transportation agencies to expeditiously address the congestion issue and indicated that the Bay Area Council will be holding a meeting on the subject on June 25th. In addition, Kevin Mullin’s office has also been engaged with AB 378.
- Member Walter: Who would ultimately make the decision on the HOV or HOT lanes? The decision will be a collaborative between MTC, Caltrans, CCAG Board, and the TA.
- Member Murtuza: Is there agreed upon principles, either developed already or being developed? It will be essential to establish the principles at the beginning of the environmental phase.
- Member Breault: The big problem will be the traffic in the City/County of San Francisco on the major routes that will impact throughput capacity.
- Member Manzi: It is important to include HOV/HOT lane study to the SF border to make connections between the counties.
- Co-chair Porter: With the 101 being so congested, the proposed project to maximize capacity may only make marginal improvements to the traffic. Are there other considerations to expand public transit? Yes, there are other parallel efforts undertaken by Caltrain, SamTrans, and MTC to address congestion. C/CAG, as part of our CRP, is also looking at strategies to get people out of their through shared car services and shuttle services in addressing the 1st and last mile.

7. Regional Project and Funding Information

Jean Higaki reported the following: the applications for the Cycle 7 Local HSIP Call for Projects are due July 31, 2015; projects listed in the FFY 2015-16 that miss the delivery deadline in January 2016 may incur future programming restrictions; and cities without a

current MTC PMP certification are not eligible to receive OBAG funds for local streets rehabilitation.

Co-chair Porter indicated that bridge projects are being held up due to fund availability and extension of MAP 21. The State doesn't have money and is asking the County to front the money.

8. Executive Director Report

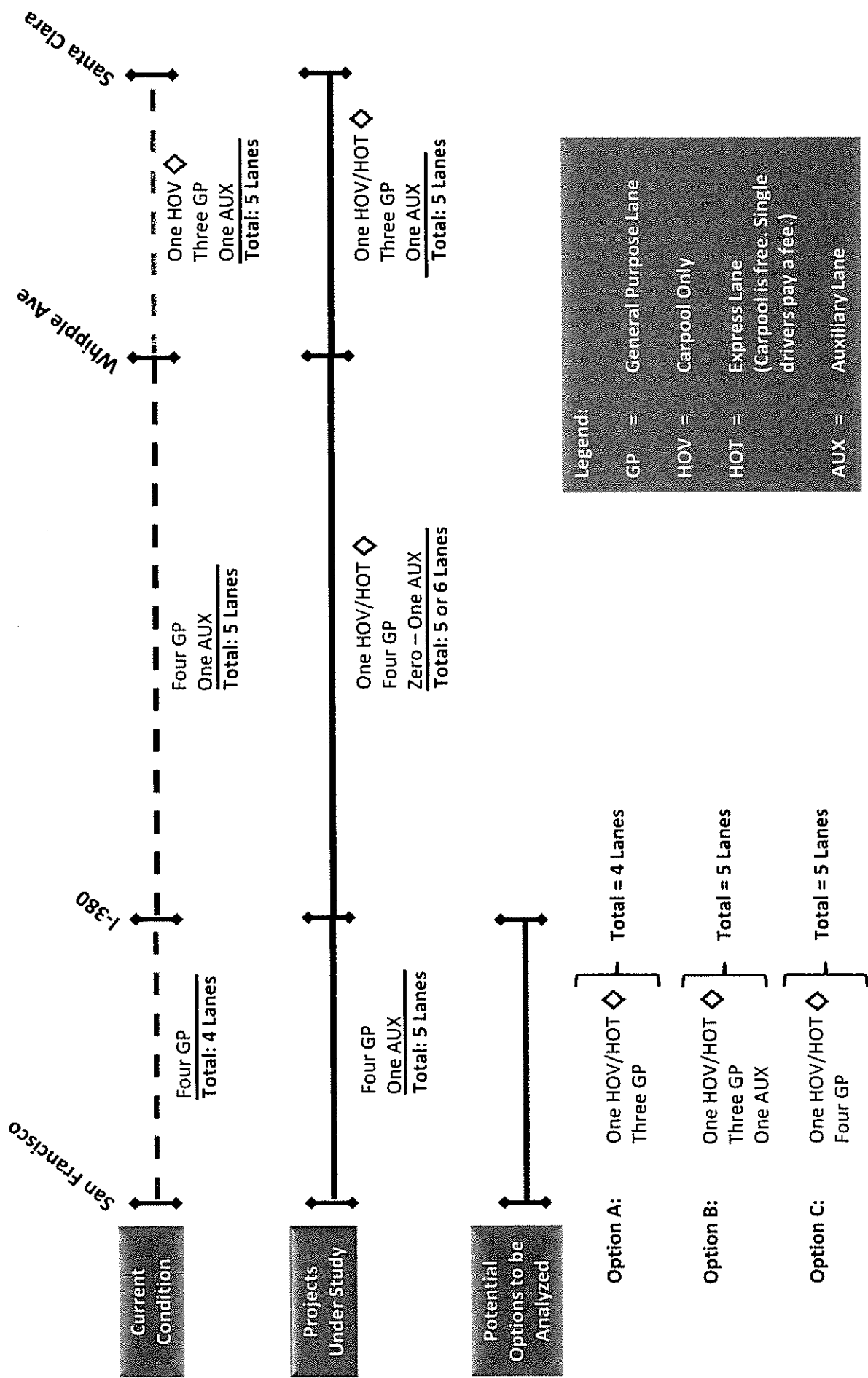
Sandy Wong reported that the C/CAG Board formed an Ad Hoc Water Committee to further discuss issues regarding Supervisor Pine's proposal as well as the Grand Jury's report on sea level rise. OBAG Cycle 2 is coming and the formula is changing to favor affordable housing production.

9. Member Reports

None.

Meeting adjourned at 2:05 p.m.

Corridor Congestion Relief Solutions for San Mateo US 101





**Measure A Highway
Capital Improvement
Program
FY2016-FY2025**

August 20, 2015
C/CAG TAC

The slide features a green background with a faint image of a highway interchange and a train. The text is centered and in white.



Background

- Highway Program
- Highway CIP Goals
- Development Process
- CIP Summary
- Findings
- Policy Considerations
- Next Steps

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The slide features a white background with a green border and a faint image of a highway interchange. The text is in black.



Highway Program

- **Per voter approved Expenditure Plan 27.5% of Measure A revenue dedicated for the Highway Program**
 - 17.3% for Key Congested Areas (KCA)
 - 10.2% for Supplemental Roadways (SR)
- **The 2011 Short Range Highway Plan and 2014 Measure A Strategic Plan call for the development of a Highway CIP**

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Highway CIP Goals

- **Assessment of projected costs vs. revenue**
 - Annually over the next 10 years
 - Cumulative 10-year implications
- **Provide context for funding decisions to be made as part of the current Highway Program Call for Projects**
- **Identify key issues and present policy considerations**

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Development Process

- Conducted a best practices review
- Reviewed Short Range Highway Plan
- Generated list of projects with schedules and costs from:
 - Sponsor Letters of Interest
 - Consultant-developed project concept worksheets
 - Highway Program Call for Projects applications
- Updated revenue projections

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CIP Summary - Costs

10-year identified costs (FY 2016-2025)

- KCA projects: \$327.8 million
- SR projects: \$945.9 million
- Total project costs: \$1.274 billion*

** Includes \$182 million (or roughly 15 percent of projected 10-year needs) submitted as part of the current Highway Program Call for Projects, of which \$133.3 million is for KCA projects and \$48.7 million is for SR projects*

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CIP Summary - Costs

- **10-year identified costs**
 - Pre-construction: 11 percent
 - ROW and construction: 89 percent
- **Short Range Highway Plan Funding Benchmarks**
 - Pre-construction: 20 percent
 - ROW and construction: 80 percent

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CIP Summary - Funding

10-year funding projections

Measure A:	\$362.2 million
<u>Other funds*:</u>	<u>\$268.4 million</u>
Total:	\$630.6 million

** Development fees and federal, state and local funds*

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CIP Summary – Shortfall

10-year summary (FY2016-2025)

- Total projected funding: \$630.6 million
- Identified project costs: \$1.274 billion

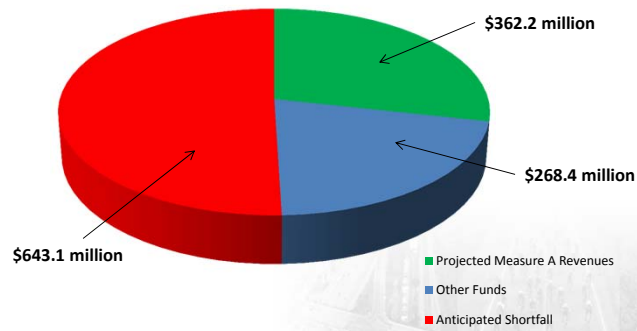
- Total shortfall: \$643.1 million
 - KCA project shortfall: \$23.6 million
 - SR project shortfall: \$619.5 million

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CIP Summary – Identified Project Costs vs Projected Funding

Total Identified Needs: \$1.274 billion



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Findings – Costs vs Funding

- Needs far outweigh projected funding
- Available federal and state funding sources are declining:
 - STIP funds
 - State Proposition 1B Corridor Mobility Improvement Account (CMIA) funds fully programmed
 - Discretionary STP/CMAQ funds programmed primarily for alternative transportation by MTC

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Findings – Program Imbalance

Imbalance of needs for KCA and SR categories compared to Expenditure Plan funding requirements:

	Expenditure Plan Allocation	2016-2025 Need
KCA	17.3%	26%
SR	10.2%	74%

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Findings – Timing of Needs

- **Need to relieve increasing levels of congestion now**
- **93% of funding need by 2021**
- **\$616 million projected over remaining life of Measure A, which includes:**
 - \$362.2 million through FY2025
 - \$253.3 million from FY2026 through CY2033
- **Fewer funds will be available for future funding cycles** (\$125 million for current Call for Projects vs. \$40 million - \$50 million for future cycles)

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Findings – Large Projects*

Five pipeline projects account for 69 percent of the total \$1.274 billion in project costs:

U.S. 101 Auxiliary Lanes (SR)	\$144.9 mil.
U.S. 101 HOV Lanes (SR)	\$233.4 mil.
U.S. 101/Candlestick Interchange (SR)	\$223.9 mil.**
U.S. 101/Produce Ave Interchange (SR)	\$150.3 mil.
<u>U.S. 101/Woodside Rd Interchange (KCA)</u>	<u>\$132.4 mil.</u>
Total	\$884.9 mil.

** List does not include U.S. 101/S.R. 92 Interchange (KCA), cost estimate pending further study*

*** Per Bi-county Transportation Study, \$134 mil. is the projected private development contribution for the U.S. 101/Candlestick Interchange*

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Policy Considerations

- Consider match requirement in future
- Lobby to increase funding sources, including both public and private
- Monitor split of KCA/SR funding awards and make adjustments in future funding cycles as needed
- Prepare countywide needs assessment and prioritize “hot-spots”, focus future funding cycles on greatest regional priorities

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Policy Considerations

- Emphasize the completion of pipeline projects in hot spots from countywide needs assessment
- Retain the 20%-80% preconstruction and ROW/construction activity funding benchmark ratio
- Instead of “pay as you go”, consider use of bond financing to accelerate the highway program

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Next Steps

- **Review August 2015 draft with Board, CAC and C/CAG TAC**
- **Sept./Oct. 2015 - Board subcommittee to review and discuss policy options**
- **Sept. 2015 - Board reviews draft Highway call recommendations**
- **Oct./Nov. 2015 – Proposed Board action regarding Highway CIP policy options and Highway call programming**

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Measure A Highway Capital Improvement Program FY2016 - FY2025

Summary of Identified Project Costs vs Projected Funding

All dollar amounts are in thousands (\$000)



SAN MATEO COUNTY
**Transportation
Authority**

Total Surplus/Shortfall

	FY2016 ^{1,2}	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	Total
Identified Project Costs	\$106,379	\$85,691	\$226,126	\$46,349	\$217,649	\$497,938	\$60,397	\$33,183	-	-	\$1,273,712
Projected Measure A Revenues	\$146,175	\$21,704	\$22,247	\$22,803	\$23,373	\$23,958	\$24,557	\$25,170	\$25,800	\$26,445	\$362,232
Other Funds	\$670	\$38,385	\$7,710	\$7,180	\$42,812	\$171,628	-	-	-	-	\$268,385
Surplus/Shortfall	40,466	(25,601)	(196,169)	(16,366)	(151,464)	(302,352)	(35,841)	(8,012)	25,800	26,445	(643,094)
Cumulative Surplus/Shortfall	40,466	14,865	(181,303)	(197,669)	(349,133)	(651,485)	(687,326)	(695,338)	(669,539)	(643,094)	

Key Congested Areas

	FY2016 ^{1,2}	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	Total
Identified Project Costs	\$71,013	\$65,682	\$47,647	\$2,376	\$108,321	-	\$32,727	-	-	-	\$327,767
Projected Measure A Revenues	\$91,957	\$13,654	\$13,995	\$14,345	\$14,704	\$15,071	\$15,448	\$15,834	\$16,230	\$16,636	\$227,876
Other Funds	-	\$34,335	\$10	\$190	\$41,790	-	-	-	-	-	\$76,325
Surplus/Shortfall	20,944	(17,693)	(33,642)	12,159	(51,827)	15,071	(17,279)	15,834	16,230	16,636	(23,565)
Cumulative Surplus/Shortfall	20,944	3,251	(30,391)	(18,232)	(70,059)	(54,988)	(72,266)	(56,432)	(40,202)	(23,565)	

Supplemental Roadways

	FY2016 ^{1,2}	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	Total
Identified Project Costs	\$35,365	\$20,009	\$178,478	\$43,973	\$109,328	\$497,938	\$27,670	\$33,183	-	-	\$945,945
Projected Measure A Revenues	\$54,218	\$8,050	\$8,252	\$8,458	\$8,669	\$8,886	\$9,108	\$9,336	\$9,569	\$9,809	\$134,355
Other Funds	\$670	\$4,050	\$7,700	\$6,990	\$1,022	\$171,628	-	-	-	-	\$192,060
Surplus/Shortfall	19,523	(7,909)	(162,526)	(28,525)	(99,636)	(317,423)	(18,562)	(23,847)	9,569	9,809	(619,529)
Cumulative Surplus/Shortfall	19,523	11,614	(150,913)	(179,438)	(279,074)	(596,498)	(615,060)	(638,906)	(629,337)	(619,529)	

Footnotes

- 1) Projected Measure A revenue shown in FY2016 includes prior-year revenue available for programming and allocation and projected revenue in FY2016.
- 2) Prior year Measure A revenue includes \$108.9 million of New Measure A and \$16.1 million of Original Measure A funds available for programming and allocation in FY2016.
For purposes of the Highway CIP, the Original Measure A funds are split between KCA and SR projects using the same funding splits under the current Measure.
The actual programming and allocation of the Original Measure A funds will be determined as part of the Call for Projects process.
- 3) Variation in sums occur due to rounding.

Measure A Highway Capital Improvement Program FY2016 - FY2025
Summary of Costs by Project



All amounts are in thousands (\$000); escalation rate 2.2% each year

Project Category (KCA or SR)	Project Sponsor	Project Name	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	Total Project Cost
KCA	C/CAG	US 101/SR 92 Interchange Area Improvements ¹	\$1,907	-	-	-	-	-	-	-	-	-	\$1,907
KCA	C/CAG	SR 92/Delaware Feasibility Study ¹	\$1,132	-	-	-	-	-	-	-	-	-	\$1,132
KCA	Menlo Park	US 101/Willow Road (SR 114) Interchange Improvements	\$64,806	-	-	-	-	-	-	-	-	-	\$64,806
KCA	Pacifica	SR 1/Manor Drive Overcrossing & Milagros On-ramp	\$630	\$644	\$1,985	\$2,376	\$18,087	-	-	-	-	-	\$23,722
KCA	Redwood City	US 101/Woodside Road Interchange	-	\$42,150	-	-	\$90,234	-	-	-	-	-	\$132,384
KCA	San Mateo	US 101/Peninsula Avenue Interchange	\$2,538	-	\$45,662	-	-	-	\$32,727	-	-	-	\$80,927
KCA	San Mateo	SR 92/El Camino Real (SR 82) Interchange Improvements	-	\$22,888	-	-	-	-	-	-	-	-	\$22,888
Key Congested Areas (KCA) Total Costs			\$71,013	\$65,682	\$47,647	\$2,376	\$108,321	-	\$32,727	-	-	-	\$327,767
SR	Belmont	Alameda de las Pulgas Corridor Study and Improvements	\$165	\$281	\$1,609	\$9,447	-	-	-	-	-	-	\$11,502
SR	Belmont	Ralston Avenue Corridor Improvements	-	-	\$2,739	-	\$7,346	-	-	-	-	-	\$10,085
SR	Brisbane	US 101/Candlestick Point Interchange	\$4,272	-	-	\$16,060	-	\$203,543	-	-	-	-	\$223,875
SR	C/CAG	US 101 HOV Lane project (Whipple to I-380)	\$8,362	-	\$49,626	-	-	\$175,433	-	-	-	-	\$233,422
SR	C/CAG, South San Francisco	US 101 Auxiliary Lane Project (Oyster Point to San Francisco County line)	\$7,703	-	\$18,270	-	-	\$118,962	-	-	-	-	\$144,934
SR	County of San Mateo	SR 1 Congestion/Safety Improvements	\$250	\$511	-	\$1,129	\$12,889	-	-	-	-	-	\$14,779
SR	East Palo Alto	University Ave/Runnymede Street Intersection Improvements	\$543	-	-	-	-	-	-	-	-	-	\$543
SR	Menlo Park	Adaptive Signal Timing - Willow Road, Marsh Road and Bayfront Expressway	-	-	\$115	\$630	-	-	-	-	-	-	\$745
SR	Pacifica	SR 1 Calera Parkway Project	\$8,323	-	\$33,006	-	-	-	-	-	-	-	\$41,329
SR	San Bruno	I-380 Congestion Improvements	\$737	\$2,566	-	\$5,211	-	-	-	\$33,183	-	-	\$41,697
SR	San Bruno	SR 35 Widening: I-280 to Sneath Lane	\$250	\$511	-	-	\$4,479	-	\$27,670	-	-	-	\$32,910
SR	San Carlos	US 101/Holly Street Interchange Reconstruction	\$900	\$15,578	-	-	-	-	-	-	-	-	\$16,478
SR	San Mateo	28th and 31st Avenues Roadway Connections ²	-	-	-	-	-	-	-	-	-	-	-
SR	South San Francisco	Railroad Avenue Extension Project	\$220	\$562	\$3,447	\$11,497	\$7,637	-	-	-	-	-	\$23,362
SR	South San Francisco	US 101/Produce Avenue Interchange	\$3,640	-	\$69,667	-	\$76,977	-	-	-	-	-	\$150,284
Supplemental Roadways (SR) Total Costs			\$35,365	\$20,009	\$178,478	\$43,973	\$109,328	\$497,938	\$27,670	\$33,183	-	-	\$945,945
Overall Total Costs			\$106,379	\$85,691	\$226,126	\$46,349	\$217,649	\$497,938	\$60,397	\$33,183	-	-	\$1,273,712

Footnotes

- 1) Costs shown for the US 101 /SR 92 Interchange Area Improvements and the SR 92 Delaware Feasibility Study are for the Planning Initiation Document (PID) phase only. Preliminary cost estimates beyond the PID phase are pending the outcome of ongoing planning work.
- 2) Preliminary cost estimates for final design, right of way and construction for the 28th and 31st Avenues Roadway Connections project are pending further progress on preliminary design and environmental work for the 25th Avenue Grade Separation project.
- 3) Listed costs reflect commitment needs, not cashflow, by fiscal year from FY2016 forward.

C/CAG AGENDA REPORT

Date: August 20, 2015

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

From: Jean Higaki, Transportation System Coordinator

Subject: Review and recommend endorsement of the list of project to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2040.

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

RECOMMENDATION

That the TAC Committee review and recommend endorsement of the list of project to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2040

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

Metropolitan Transportation Commission (MTC) has initiated the update of its long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/ SCS), to be adopted in the spring of 2017. The RTP/ SCS, also known as Plan Bay Area 2040 will detail how the San Francisco Bay Area's transportation system will be maintained, improved and expanded over the next 23 years. The Plan Bay Area is updated every four (4) years and typically with no mid- term amendment.

Plan Bay Area 2040 is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution in the San Francisco Bay Area.

The Metropolitan Transportation Commission (MTC) requests the assistance of each of the nine Bay Area Congestion Management Agencies (CMAs) to coordinate project submittals for their county. On May 6, 2015 MTC hosted a public workshop in San Mateo County to advertise the update of Plan Bay Area 2040.

Projects included in Plan Bay area 2040 are for planning purposes only however, projects not listed in the plan cannot compete for Federal, State of California, or regional discretionary funding. In addition, projects that are 100% locally funded and have regional significance must be included in the plan for air quality conformity purposes.

Targets of Plan Bay Area 2040

Plan Bay Area 2040 is based on 10 performance targets against which MTC will measure and evaluate various land use scenarios and transportation investments and policies. Projects that do not adequately support the regional targets may need justifications to remain in the plan. MTC performance targets, issued on April 29, 2015 a part of the Call for Projects Guidance are listed below:

1. Reduce per-capita carbon dioxide emissions from cars and light-duty trucks by 7 percent by 2020 and by 15 percent by 2035, if there is a feasible way to do so.
2. House by 2035, 100 percent of the region's projected 25-year growth by income level, without displacing current low-income residents.
3. Reduce premature deaths from exposure to particulate emissions by reducing premature deaths from exposure to fine particulates (PM 2.5) by 10 percent; reducing coarse particulate emissions (PM 10) by 30 percent; and, achieving greater reductions in highly impacted areas.
4. Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).
5. Increase the average daily time walking or biking per person for transportation by 60 percent (for an average of 15 minutes per person per day).
6. Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries).
7. Decrease by 10 percent the share of low-income and lower-middle income residents' household income consumed by transportation and housing.
8. Increase gross regional product (GRP) by 90 percent – an average annual growth rate of approximately 2 percent (in current dollars).
9. Increase non-auto mode share by 10 percent and decrease automobile vehicle miles traveled per capita by 10 percent.
10. Maintain the transportation system in a state of good repair by increasing local road pavement condition index (PCI) to 75 or better; decrease distressed lane-miles of state highways to less than 10 percent of total lane miles, and reduce average transit asset age to 50 percent of useful life.

MTC and Association of Bay Area Governments (ABAG) are still negotiating the performance targets and expect to finalize the targets in September 2015. Attached are the proposed revisions to the targets as of July 2, 2015.

Schedule

On April 29, 2015, the Metropolitan Transportation Commission (MTC) adopted and posted its guidance for the call for projects. Projects/programs seeking future regional, state or federal funding through the planning horizon year for Plan Bay Area 2040 must be submitted for consideration in the adopted plan. Sponsors of multi-county projects will submit those projects directly to MTC. Below is the schedule showing C/CAG’s process schedule. MTC anticipates that Plan Bay Area 2040 will be adopted in the late spring/ early summer of 2017.

Schedule Task	Date
Review and Solicit Input on Draft Call for Projects Guidance	MTC PTAC: December 2014 Regional RAWG: March 2015
MTC Issued Call for Projects Guidance Letter to CMAs	April 29, 2015
C/CAG issued a call for projects to all identified project sponsors	May 15, 2015

MTC Opens Web-Based Project Application Form for Use by CMAs/ Project Sponsors	May 18, 2015
C/CAG staff coordination meeting with SMCTA/SamTrans/JBP	May 20, 2015
Web-Based Project Application Workshop for San Mateo County Project Sponsors	May 27, 2015 (10:00 am)
C/CAG Board - Outreach and Process Review	June 11, 2015
CMP TAC – Outreach and Process Review	June 18, 2015
CMEQ – Outreach and Process Review (Public Hearing)	June 29, 2015
Deadline for Project Sponsors to submit projects to C/CAG via Web-Based Application	July 3, 2015
C/CAG staff develops draft list of projects based on sponsor submittals	July 24, 2015
CMP TAC –Review of the project list	August 20, 2015
CMEQ – Review of the project list	August 31, 2015
C/CAG Board –Endorsement of the project list	September 10, 2015
Project Submittals Due to MTC	September 30, 2015
MTC Conducts Project-Level Performance Assessment	Winter 2015

Outreach

On May 6, 2015 C/CAG staff participated in a Plan Bay Area 2040 open house hosted by MTC in San Mateo.

C/CAG staff initiated the call for projects within San Mateo County on May 15, 2015 with a deadline of project submittals by July 3, 2015. This call for projects was sent to C/CAG Board members, City Managers, Public Works Directors, Planning Directors, the Congestion Management Program Technical Advisory Committee (CMP TAC), the Congestion Management and Environmental Quality (CMEQ) committee, the Bicycle and Pedestrian Advisory Committee (BPAC) committee, the San Mateo County Transportation Authority (SMCTA), SamTrans, Caltrain, the Water Emergency Transportation Authority (WETA), BART, the Golden Gate National Recreation Area (GGNRA), and other interested parties. The call for projects announcement was also posted on the C/CAG website.

On May 22, 2015 C/CAG issued a press release. On May 27, 2015 C/CAG hosted an MTC web-based application workshop for city/ county staff in San Carlos. A public hearing was held at the June 29, 2015 CMEQ meeting. A list of submitted projects is attached and will be presented to the CMEQ committee in August and presented to the C/CAG Board, for endorsement, in September 2015.

At this time only some categories of funding sources were financially constrained. Because the list is not financially constrained for all categories of funding sources, there is an expectation that project total cost for several projects will need to be revised during the MTC project level assessment process.

Next Steps – Project Level Performance Assessment by MTC

After the county level project submittal process, MTC will conduct “project level performance assessments” during the winter of 2015. MTC will also conduct “scenarios analysis” based on the cumulative impacts of submitted projects. A “project-level performance assessment” will be used to identify projects and programs that advance the Plan Bay Area 2040 goals and support the land use strategy. The assessment will be similar to that performed as part of the original Plan Bay Area 2040,

adopted in 2013. Methodologies for quantitative and qualitative performance measures for transportation projects are in development. The “detailed scenario assessment”, performed after the “project-level performance assessment,” will capture the interactions among transportation projects and land use.

The update of Plan Bay Area 2040 is scheduled for adoption during the late spring/ early summer of 2017. It is anticipated that the plan will continue to be updated every four (4) years with no mid-term amendment.

ATTACHMENTS

1. Listing of San Mateo projects to be submitted to the MTC for inclusion in the update of Plan Bay Area 2040.
2. July 2, 2015 proposed revision to Plan Bay Area 2040 Project Performance Targets and Goals

Proposed Projects for the Update of Plan Bay Area 2040

RTPID	Submitted for update of PBA 2040 in 2015	Project Title	Project Description	Estimated Total Cost in Millions
New	Belmont	Alameda de las Pulgas Corridor Study and Improvements	On Alameda de las Pulgas from Darthmouth Avenue to Ralston Avenue multimodal improvements including intersection, bike, pedestrian, transit and safety improvements.	12
New	Belmont	Ralston Avenue Corridor Improvements	On Ralston Avenue from SR 92 to US 101, multimodal improvements including new traffic signals, roundabout, bike and pedestrian facilities, and safety improvements.	17
22227	Brisbane	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange	This project will involve the construction of a 6-lane arterial from the terminus of Geneva Avenue with Bayshore Boulevard to the U.S. 101/Candlestick Point interchange (see Project ID 22756 for proposed Candlestick Interchange improvements). The project will include a grade separation at the Caltrain tracks and Tunnel Avenue. The extension project will include Class II bike lanes, on-street parking (convertible to travel lanes during peak periods), and sidewalks on both sides. In coordination with other agencies, sections will be reserved for an exclusive lane for a Bus Rapid Transit (BRT) facility (see Project ID 230207) that will connect to the Bayshore Multimodal Station (see Project ID 22226 for proposed improvements) and provide through service to BART Balboa Station.	100
22229	Brisbane	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	The US 101/Sierra Point Parkway Interchange will reconstruct a partial interchange and provide improved regional access to Brisbane, Bayshore Boulevard and the proposed Brisbane Baylands project. The Lagoon Way Extension project connects to the reconstructed interchange and provides improved regional access to Brisbane, Daly City, and the pending 600-acre plus Brisbane Baylands development project. The combination of work provides a complete east-west connection in north San Mateo County between I280 and US101 (connecting I280 via Guadalupe Canyon Parkway directly to Lagoon Way and this reconstructed interchange at US101), which will serve as an alternative to the Geneva Avenue east-west connection (see Project IDs 22227 and 22756).	17
22756	Brisbane	Reconstruct U.S. 101/Candlestick Point interchange to full all-directional interchange	This project will reconstruct US 101/Candlestick Point interchange to a full all-directional interchange with a single point cross street connection (via either an overcrossing or undercrossing). The interchange will provide all-direction ramp movements controlled by new signalized intersections at the cross street connections. The US 101 local crossing will allow for a 6 lane arterial including Class II bike lanes and sidewalks on both sides. The reconstructed interchange will join an improved Harney Way (see Project ID 230490) to the east, and will join the Geneva Avenue Extension (see Project ID 22227) to the west. The project design will accommodate east-west crossing of the planned Bus Rapid Transit (BRT) facility.	227
21602	Burlingame	Reconstruct U.S. 101/Broadway interchange	Reconstructs the US 101/Broadway interchange.	83
21612	C/CAG	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study	Improve access to /from the west side of Dumbarton Bridge (Route 84 connecting to U.S. 101) per Gateway 2020 Study (Phased implementation of short term projects.	39
21624	C/CAG	Implement incentive programs to support transit-oriented development	Implement an incentive programs to support transit-oriented developments in San Mateo County.	65
22274	C/CAG	County-wide Intelligent Transportation System (ITS) and Traffic Operation System Improvements	Installation of transportation system management improvements such as Intelligent Transportation System (ITS) elements and TOS equipment throughout San Mateo County.	28
230430	C/CAG	County-wide Implementation of bicycle/pedestrian enhancements	County-wide program - Bicycle and Pedestrian facilities and enhancements include class I, II, and III facilities, Bicycle Bridge overcrossings, Bicycle/ Pedestrian Trails, Bicycle and pedestrian access, and other related air quality exempt work.	163
230434	C/CAG	County-wide implementation of local circulation improvements and traffic management programs countywide	In various cities, implement local circulation improvements and local streets traffic management programs. Includes TDM. (Non-capacity increasing)	33
230697	C/CAG	County-wide Local streets and roads operations and maintenance	County-wide local streets and roads preservation, rehabilitation, operations, and maintenance	1169
240060	C/CAG	Modify existing lanes on U.S. 101 to accommodate HOV/T lane	Modify existing lanes to accommodate an HOV lane from Whipple to San Francisco County Line and/ or an Express Lane from Santa Clara County Line to San Francisco County Line. Work may include shoulder modification, ramp modifications, and interchange modifications to accommodate an extra lane. Work will be phased.	244
240084	C/CAG	County-wide Implementation of the Safe Routes to Schools Program	Implement San Mateo County's Safe Routes to Schools Program. Program includes capital and non-capital projects. Various locations.	25
240086	C/CAG	County-wide Implementation of Transportation for Livable Communities Program	County-wide planning and implementation of a "Complete streets" design to accommodate all modes of travel.	56
240087	C/CAG	County-wide Implementation of non-capacity Increasing local road Intersection modifications and channelization countywide	County-wide local intersection improvements. Includes street channelization, over-crossings, and safety improvements.	31
240511	C/CAG	County-wide Implementation of Transportation Environmental Enhancements	Transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities as defined by Caltrans. Includes slope protection/ stabilization, erosion control, and stormwater treatment.	9

Proposed Projects for the Update of Plan Bay Area 2040

RTPID	Submitted for update of PBA 2040 in 2015	Project Title	Project Description	Estimated Total Cost in Millions
240590	C/CAG	Implement a complete streets design for Mission Street/El Camino Real as part of Grand Boulevard Initiative	Planning and implementation of a "complete streets" for Mission Street/El Camino Real for the Grand Boulevard Initiative that accommodates all modes of travel: includes curb/gutters, drainage, pedestrian facilities, bike facilities, streetscapes, medians, traffic channelization, signal improvements, bulbouts, parking, bus and transit access improvements.	59
21604	C/CAG	Add northbound and southbound modified auxiliary lanes and or implementation of HOT lanes on U.S. 101 from Oyster Point to San Francisco County line	Add northbound and southbound modified auxiliary lanes and or implementation of HOT lanes on U.S. 101 from Oyster Point to San Francisco County line	145
22282	C/CAG	Improve operations at U.S. 101 near Route 92 (Environmental Phase)	US 101 operational improvements near Route 92. Project may have phased construction.	55
21608	Caltrans	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	Add northbound and southbound auxiliary lanes.	79
New	City of San Mateo	Hillsdale/US101 Ped/Bike Bridge	Provide separate overcrossing structure dedicated to pedestrians and bicyclists crossing US101 via Hillsdale Boulevard. Project will include final design and construction phases.	49
New	City of San Mateo	25th Avenue Grade Separations	Grade separations at a high priority Measure A candidate location to separate vehicular and rail traffic for safety purposes. Project includes final design, right-of-way, environmental permitting, and construction phases.	140
New	City of San Mateo	State Route 92-82 (El Camino) Interchange Improvement	Widen the existing ramps and reconfigure the existing interchange from a full cloverleaf to a partial cloverleaf. Pedestrian and bicycle improvements would be included as part of the project.	30
240160	City of San Mateo	U.S. 101 Interchange at Peninsula Avenue	Construct southbound on and off ramps to US 101 at Peninsula Ave to add on and off ramps from southbound 101.	81
94644	County of San Mateo	Westbound slow vehicle lane on Route 92 between Route 35 and I-280	Westbound slow vehicle lane on Route 92 between Route 35 and I-280.	25
22232	Daly City	Construct streetscape improvements on Mission Street (Route 82) and Geneva Avenue	Design and construction of enhanced sidewalks, landscaping, improved street crossings, landscaped median islands, and pedestrian-scale street lighting in Planned Development Areas along and adjoining Mission Street (Route 82) from Parkview Avenue to San Pedro Road and Geneva Avenue from city limit to city limit.	64
New	Daly City	I-280 improvements near D Street exit	Improve the on and off-ramps and approaches for I-280 near the D Street exit in Daly City	1
240161	Daly City	Provide overcrossing at I-280/John Daly Boulevard	Widen the north side of John Daly Blvd I-280 overcrossing to accommodate an additional westbound lane.	16
21607	East Palo Alto	US 101/University Ave. Interchange Improvements	On University Avenue across US-101, between Woodland Avenue and Donohoe Street; Add bike lanes and sidewalk and modify the NB and SB off-ramps to eliminate pedestrian/bicycle conflicts and improve traffic operations.	11
New	East Palo Alto	University Avenue Complete Streets Pilot Project	Project is located in East Palo Alto, on University Avenue from Donohoe Street to the Norther City Limit (near Purdue Ave). Project will resurface, add new bike lanes, pedestrian improvements, signal upgrade and other improvements.	6
New	East Palo Alto	Clarke Avenue Bicycle/Pedestrian Overcrossing	New bicycle/pedestrian overcrossing of US-101 in East Palo Alto - starting at the intersection of E. Bayshore Road/Clarke Avenue, crossing US-101 and ending at the intersection of W. Bayshore Road/Newell Road. Improvements include new overcrossing structure and other improvements necessary to complete the landings.	10
230592	East Palo Alto	Bay Road Improvement Phase II & III	Bay Road Improvements Phase II- Clarke Avenue to Tara Road Bay Road Improvements Phase III- Tara Road to Cooley Landing. Improvements including resurface, traffic calming, sidewalk, streetscape, bike lanes, utility relocation, lighting & other improvements.	14
22751	Half Moon Bay	Route 1 Improvements in Half Moon Bay	In Half Moon Bay, On Route 1: Improve safety and reduce congestion by providing protected left and right turn lanes, warranted traffic signals, two through lanes only at signalized intersections, bike lanes, pathways, bus stops, traffic signal interconnects, safety lighting, median and channelization improvements.	19
21893	Half Moon Bay	Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders	Widens shoulders and travel lanes to standard widths. Straighten curves at few locations.	9
21606	Menlo Park	Reconstruct U.S. 101/Willow Road interchange	The project proposes to reconstruct the existing US 101/Willow Road (Route 114) Interchange within the existing alignment to a partial cloverleaf interchange. Project includes class I bike paths and class II bike lanes. Current design standards favor a diamond design.	80
240143	Millbrae	Construct new multi-purpose pedestrian/bicycle overcrossing across U.S. 101, north of and adjacent to existing Millbrae Avenue Bridge across U.S. 101	Construct a new 12-foot wide Class 1 mixed-use pedestrian bicycle overcrossing across US101 north of and adjacent to the existing Millbrae Avenue bridge across US101. HPP Earmark # 2701.	19

Proposed Projects for the Update of Plan Bay Area 2040

RTPID	Submitted for update of PBA 2040 in 2015	Project Title	Project Description	Estimated Total Cost in Millions
240115	Millbrae	Extend California Drive north to the intersection of Victoria Avenue and El Camino Real in Millbrae	Extend California Drive north by approximately 1/4 mile to the intersection of Victoria Avenue and El Camino Real in the City of Millbrae. Update the existing traffic signal at the intersection of El Camino Real and Victoria Avenue.	11
240133	Millbrae	Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	Widen Millbrae Avenue between Rollins Road and US101 Southbound On Ramp and resurface the intersection of Millbrae Avenue and Rollins Road.	11
240067	Pacifica	The Manor Drive Overcrossing Improvement and Milagra On-Ramp Project	The Manor Drive Overcrossing Improvement and Milagra On-Ramp project will widen the existing overcrossing and construct a new on-ramp at Milagra Drive and Highway 1. It will signalize both intersections which border the overcrossing to better facilitate traffic through the overcrossing and onto Highway 1.	22
22261	Pacifica	Replace San Pedro Creek Bridge on Route 1	Removes the existing San Pedro Creek Bridge on CA 1 and replace it with a new bridge approximately 5 feet higher than the existing bridge and approximately twice as long so that the channel for the creek under the bridge can be enlarged	14
New	Pacifica	Palmetto Avenue Streetscape Project	The Palmetto Avenue Streetscape project will provide an attractive, pedestrian and bicycle friendly neighborhood in the historic district of Pacifica. This project will construct, amongst others, widened sidewalk, bulb-outs and crosswalks for the increased safety of bicyclists and pedestrians, especially school kids. It will also install amenities like benches, bicycle racks, and landscaping.	6
98204	Pacifica	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	Would add northbound lane of traffic providing additional storage capacity betwn Reina Del Mar & Fassler Ave traffic lights so that traffic does not back up south of Fassler Ave intersection. Would also coordinate Fassler & Reina Del Mar traffic signals & may add a 3rd coordinated signal at Marlo Way. The Westport Drive at-grade intersection may also be closed, thus improving safety.	59
New	Redwood City	Middlefield Streetscape	Middlefield Road between Main Street and Woodside Road. The purpose of the project is to improve bicycle and pedestrian facilities. Improvements include sidewalk widening, street lighting, crosswalk enhancements, bicycle lane enhancements, seating, street trees, drainage treatments, and bus stop amenities.	8
230428	Redwood City	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	Redwood City Blomquist Street Extension and Blomquist Bridge over Redwood Creek	28
240346	Redwood City	Implement Redwood City Street Car	Redwood City Street Car Construction and Implementation	1
21603	Redwood City	Improve U.S. 101/Woodside Road interchange	Modifies the Woodside Road Interchange at US 101.	171
21609	San Bruno	Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380	Proposes to construct local access improvements at the existing I-280 / I-380 interchange located in the City of San Bruno. The project provides access to I-380 from the two main east-west secondary roads of Sneath Lane and San Bruno Avenue.	32
22271	San Bruno	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane	Widens Skyline Blvd. (SR 35) between I-280 and Sneath Lane. It is currently the last portion of what is otherwise a four lane roadway along Skyline Blvd. The project widens approximately 1.3 miles of the roadway into four lanes.	25
230417	San Carlos	Route 101/Holly St Interchange Access Improvements	The proposed project would convert the existing full cloverleaf configuration to a partial cloverleaf design by eliminating two of the existing loop off-ramps of the interchange, and realign the diagonal on- and off-ramps into signalized T-intersections with local streets. A new pedestrian and bicycle over crossing will be constructed in the south side of Holly Street Interchange.	28
New	San Mateo County	Middlefield Road Streetscape Improvement Project	The project is on Middlefield Road from Pacific Ave. to 5th Ave. and will be configured from an existing 4 lane road to a 3 lane road with one lane in each direction with a center turn lane. The project will include a streetscape, where sidewalks will be widened to accommodate; benches, landscape improvements, street lights, street art, public spaces, signage, and LID features.	13
240114	San Mateo County	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)	Operational and safety improvements for vehicles, bicycles, and pedestrians, along the Highway 1 corridor between Half Moon Bay and Pacifica. This could include acceleration lanes, deceleration lanes, turn lanes, bike lanes, enhanced crossings, and trail network improvements.	29
22279	South San Francisco	US 101 Produce Avenue Interchange	Construct a new interchange on US 101 at Produce Avenue, connecting Utah Avenue on the east side of US 101 to San Mateo Avenue on the west side of US 101. This will allow for reconfiguration of the existing southbound ramps at Produce Ave and Airport Blvd, as well incorporation of the northbound off- and on- ramps at S. Airport Blvd into the interchange design.	147
New	South San Francisco	SSF Sidewalk Gap Closure	Construct sidewalks in various locations in the City of South San Francisco to close the first-tier-ranked "gaps" of missing sidewalks per the City's Climate Action and Pedestrian Master Plan.	17
New	South San Francisco	Railroad Avenue Extension	Construct new street along the existing rail right-of-way between East Grand/Allerton Avenue and South Linden Avenue to provide another roadway link between the east and west portions of the City of South San Francisco	16

C/CAG Programmatic Projects

ATTACHMENT D: RECOMMENDED GOALS AND PERFORMANCE TARGETS

	Proposed Goal	#	Proposed Target	Same Target as PBA?
STATUTORY TARGETS	Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%	✓
	Adequate Housing	2	<p>-- OR --</p> <p><i>ABAG Proposal / Current Target:</i> House 100% of the region’s projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents</p> <p><i>MTC Proposal:</i> House 100% of the region’s projected growth by income level with no increase in in-commuters over the Plan baseline year</p>	✓
VOLUNTARY TARGETS	Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%	
	Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)	✓
	Equitable Access	5	Decrease the share of lower-income residents’ household income consumed by transportation and housing by 10%	✓
		6	Increase the share of affordable housing in PDAs by [TBD]%	
	Economic Vitality	7	Increase the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit by [TBD]% in congested conditions	
	Transportation System Effectiveness	8	Increase non-auto mode share by 10%	✓
9		Reduce vehicle operating and maintenance costs due to pavement conditions by 100%		
10		Reduce per-rider transit delay due to aged infrastructure by 100%		

C/CAG AGENDA REPORT

Date: August 20, 2015
To: C/CAG CMP Technical Advisory Committee (TAC)
From: Jean Higaki, Transportation System Coordinator
Subject: Regional Project and Funding Information.

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

RECOMMENDATION

Regional Project and Funding Information

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

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

- FHWA policy for inactive projects - The current inactive list is attached. Project sponsors are requested to visit the Caltrans site regularly for updated project status at:
<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Caltrans provides their policy for the management of Inactive Obligations at:

<http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/FHWA%20FY14%20Inactive%20Guidance%20Letter.pdf>

- Project Delivery
 - 2016 MTC delivery plan – Attached is the MTC is delivery plan for FHWA-administered funds in the FFY 2015/16. Project sponsors need to submit complete request for authorizations to Caltrans by November 1, 2015. Any projects that are listed in FFY 2015-16, that miss the delivery deadline (Jan 2016 for obtaining obligation/ E-76) may face future programming restrictions.

- One Bay Area Grant (OBAG 2) Proposal.
 - MTC is in the process of developing the policies for the next cycle of the One Bay Area Grant Program (OBAG 2). OBAG supports the region's Long Range Plan / Sustainable Communities Strategy (SCS), Plan Bay Area 2040, by directing investments to the region's priority development areas and rewarding housing production. Some information from MTC's July 2015 proposal is attached. Three major changes are:
 - Compared to OBAG 1, overall revenues drop about 3% which results in a decrease to all programs.
 - The distribution formula is also revised to give higher weight to past housing production as well as affordable housing.
 - The Complete Streets requirement is estimated to be amended. Jurisdictions that have not updated their circulation element after 2010 to meet the State's Complete Streets Act requirements will need to adopt a complete streets resolution per the MTC model used for OBAG 1, if they have not already done so.

MTC is planning further revisions for September based on comments that were received from the initial proposal. Adoption of the OBAG 2 policy has been moved to November 2015 instead of September.
- Miscellaneous MTC/ Caltrans Federal Aid Announcements
 - Pavement Management Program (PMP) Certification – Status of PMP certification status is attached. Jurisdictions without a current PMP certification are not eligible to receive regional funds for local Streets rehabilitation and will have projects removed from the obligation plans until their PMP certification is in good standing. Contact Christina Hohorst, PTAP Manager, via email at chohorst@mtc.ca.gov to update your certification.

ATTACHMENTS

1. Caltrans Inactive list generated on 7/28/15 (Caltrans)
2. MTC Federal Obligation Status FY 2015-16 (STP/ CMAQ)
3. MTC slide excerpt from July 8, 2015 OBAG 2 Proposal
4. PMP Certification Status of Agencies in San Mateo County updated on 7/7/15

Inactive Obligations
Local, State Administered/Locally Funded and Rail Projects

Updated on
07/28/2015

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5177028	Inactive	Submit invoice to District by 08/20/2015	South San Francisco	GRAND AVE/ MAGNOLIA AVE, TRAFFIC SIGNALS INSTALLATION	7/2/2014	10/24/2011	7/2/2014	7/2/2014	\$474,500.00	\$374,200.00	\$40,308.39	\$333,891.61
5177029	Inactive	Invoice returned to agency. Resubmit to District by 08/20/2015	South San Francisco	ORANGE AVE AT C AND B STREET, CONSTRUCT CURB EXTENSIONS	7/2/2014	3/22/2012	7/2/2014	3/19/2015	\$358,512.00	\$119,300.00	\$12,370.27	\$106,929.73
5177031	Inactive	Submit invoice to District by 08/20/2015	South San Francisco	SPEED FEED BACK	7/2/2014	7/22/2013	7/2/2014	2/19/2015	\$457,800.00	\$310,000.00	\$16,471.24	\$293,528.76
5357006	Inactive	Submit invoice to District by 08/20/2015	Half Moon Bay	MISSION RD AND EVERGREEN, INSTALL TRAFFIC SIGNALS	9/16/2014	4/13/2011	9/16/2014	9/16/2014	\$1,127,000.00	\$997,733.00	\$359,687.94	\$638,045.06
5935053	Inactive	Submit invoice to District by 08/20/2015	San Mateo County	MAIN ST AT PILARCITOS CREEK APPROXIMATELY 0.25 MI S OF STATE HIGHWAY 92, REPL OF BRIDGE,WIDENING, ARCHITECHTURAL TREATMENT	10/10/2013	7/8/2011	10/10/2013	7/1/2015	\$13,895,994.00	\$3,114,404.00	\$114,404.00	\$3,000,000.00
22X0005	Inactive	Submit invoice to District by 08/20/2015	Woodside	SKYLINE BLVD CROSSING LOWER CRYSTAL SPRINGS DAM AREA IN SAN MATEO COUNTY, BRIDGE REPLACEMENT(TC)	9/20/2014	9/20/2014		6/11/2015	\$50,850.00	\$45,018.00	\$0.00	\$45,018.00
7500150	Future	Records indicate project is in Final Voucher. District to verify.		PORTOLA RD, REPLACE CULVERT , HEAD WALL, TRASH RACK	10/16/2014	9/1/2010	10/16/2014	10/16/2014	\$602,023.00	\$602,023.00	\$595,834.98	\$6,188.02
				REDWOOD CITY & MT. VIEW IN SAN MATEO COUNTY, 3RD AVENUE & BREWSTER AVENUE, GRADE CROSSING HAZARD ELIMINATION								

Metropolitan Transportation Commission

STP-CMAQ Obligation Status Report

Fiscal Years: FY 15/16

August 07, 2015

County	Sponsor	Project Name	Phase	TIP ID	Status	Fund Code	Fed Project Data		FY		Fund Programming Information			Obligation Information			Balance
							Prefix	ID	Appn	Prog	STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt	Total Amt
San Mateo County																	
San Mateo	Belmont	Ralston Avenue Pedestrian Route	CON	SM-130017	ACTIVE	CMAQ-T4-2-OBAG			15/16	15/16		250,000	250,000				250,000
San Mateo	Belmont	Old County Road Bicycle/Pedestrian	CON	SM-130018	ACTIVE	CMAQ-T4-2-OBAG			15/16	15/16		270,000	270,000				270,000
San Mateo	Belmont	Belmont Village Specific/Implementation	PE	SM-150004	ACTIVE	STP-T4-2-PDA-CO	STPL	5268(020)	14/15	15/16	440,000		440,000	04/09/15	440,000		440,000
San Mateo	Burlingame	Carolane Ave Complete Streets and Road	CON	SM-130021	ACTIVE	CMAQ-T4-2-OBAG			15/16	15/16		986,000	986,000				986,000
San Mateo	Daly City	John Daly Boulevard Bicycle /Ped	CON	SM-130011	ACTIVE	CMAQ-T4-2-OBAG			15/16	15/16		1,000,000	1,000,000				1,000,000
San Mateo	East Palo Alto	Bay Rd Bicycle/Ped Improvements Phase	CON	SM-070004	ACTIVE	CMAQ-T4-2-OBAG			15/16	15/16		1,000,000	1,000,000				1,000,000
San Mateo	Millbrae	Millbrae Various Streets and Roads	CON	SM-130009	ACTIVE	STP-T4-2-OBAG			15/16	15/16	445,000		445,000				445,000
San Mateo	Redwood City	Middlefield Rd and Woodside Rd	CON	SM-110065	ACTIVE	CMAQ-T4-1-LIFE			15/16	15/16		339,924	339,924				339,924
San Mateo	Redwood City	Middlefield Road Bicycle / Ped	CON	SM-130022	ACTIVE	CMAQ-T4-2-OBAG			15/16	15/16		1,752,000	1,752,000				1,752,000
San Mateo	Redwood City	Redwood City Dwntrn Transit Area	PE	SM-150003	ACTIVE	STP-T4-2-PDA-CO	STP	5029(034)	15/16	15/16	450,000		450,000	04/17/15	450,000		450,000
San Mateo	SF City/County	Southern Skyline Blvd. Ridge Trail	CON	SM-130031	ACTIVE	STP-T4-2-PCA-REG			15/16	15/16	1,000,000		1,000,000				1,000,000
San Mateo	SSF	SSF Citywide Sidewalk Gap Closure	CON	SM-130003	ACTIVE	CMAQ-T4-2-OBAG			15/16	15/16		357,000	357,000				357,000
San Mateo	San Bruno	San Bruno Transit Corridor Pedestrian	CON	SM-110012	ACTIVE	CMAQ-T4-2-OBAG			15/16	15/16		265,000	265,000				265,000
San Mateo	San Bruno	San Bruno Ave Street Medians	CON	SM-130019	ACTIVE	CMAQ-T4-2-OBAG			15/16	15/16		735,000	735,000				735,000
San Mateo	San Mateo	San Mateo Citywide Crosswalk	CON	SM-130020	ACTIVE	CMAQ-T4-2-OBAG			15/16	15/16		368,000	368,000				368,000
San Mateo County Totals											2,335,000	7,322,924	9,657,924	890,000	0	890,000	8,767,924

Metropolitan Transportation Commission Programming and Allocations Committee

July 8, 2015

Agenda Item 5a

One Bay Area Grant Program Cycle 2 Proposal

Subject: Proposal for Cycle 2 of the One Bay Area Grant Program (OBAG 2) outlining principles for changes, program funding levels, and policy revisions.

Background: The Commission adopted the inaugural OBAG Program in May 2012. OBAG provides funding to regional programs and to the county congestion management agencies (CMAs) for local decision making that advances the objectives of *Plan Bay Area*. OBAG supports *Plan Bay Area*, the region's Long Range Plan / Sustainable Communities Strategy (SCS), by directing investments to the region's priority development areas, rewarding housing production, and providing a larger and more flexible funding program to deliver transportation projects. Owing to the successful outcomes of this program, outlined in the "One Bay Area Grant Report Card" presented to the MTC Planning Committee in February 2014, staff proposes a continuation of the major features of the program for five years (FY 2017-18 through FY 2021-22). Notable recommended changes include the following:

- Compared to OBAG 1, OBAG 2 overall revenues drop 3% from \$827 million to \$796 million due to federal budgetary constraints. Consequently staff recommends no new programs, to strike a balance between the various transportation needs that were funded in OBAG 1. Reductions are borne equally by the regional and county programs, and the funding split between the regional and county programs remains the same as in OBAG 1.
- The OBAG 2 county distribution formula is proposed to be revised slightly to further weight past housing production against future RHNA housing commitments, with affordable housing shares within each of these categories increased by 10%. The proposed formula is: Population 50%; Housing Production 30%; and Housing RHNA 20%, with housing affordability at 60%. The formula under OBAG 1 was: 50%, 25%, 25% and 50% respectively. Further, OBAG 2 is based on housing data over a longer time frame, including data from two RHNA cycles (1999-2006, and 2007-2015), to smooth out the dramatic effects of the Great Recession on housing construction.
- The complete streets requirement for jurisdictions as a condition of funding is proposed to be revised. Those jurisdictions that have not updated their circulation element after 2010 to meet the State's Complete Streets Act requirements will need to adopt a complete streets resolution per the MTC model used for OBAG 1, if they have not already done so.

The attached memorandum and presentation contain additional information. Staff seeks the Committee's feedback on the proposed framework.

Issues: None

Recommendation: Information Item.

Attachments: Memorandum including attachments
Stakeholder Letter regarding increased Priority Conservation Area funding
Power Point Presentation

One Bay Area Grant

OBAG 2 Proposal

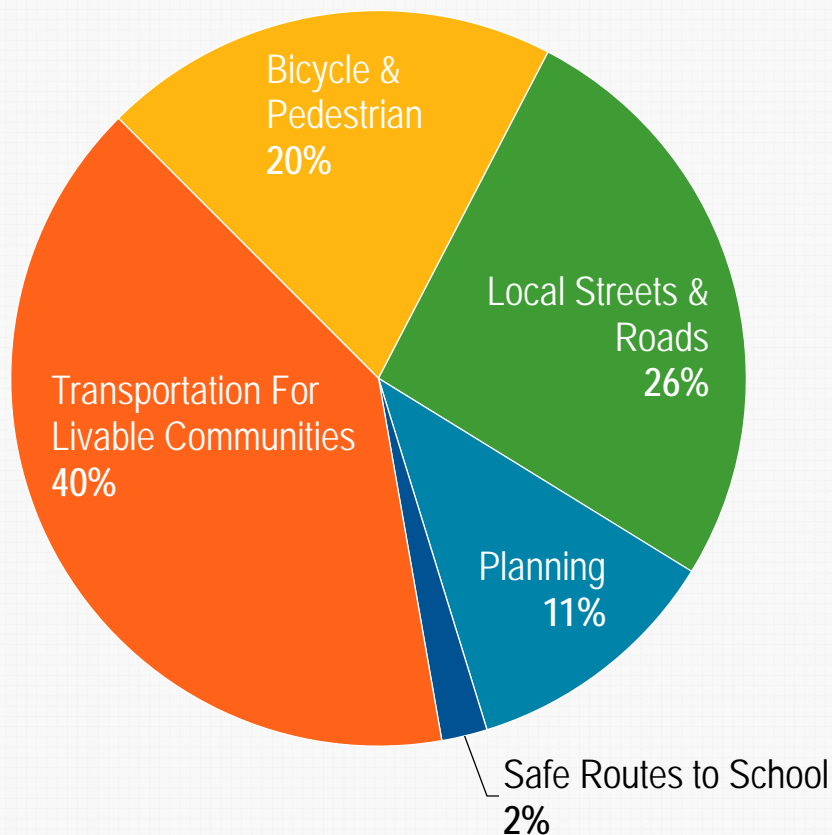
Programming and Allocations Committee

July 8, 2015



OBAG 1 County Program: Project Selection Outcome Summary

Program Categories

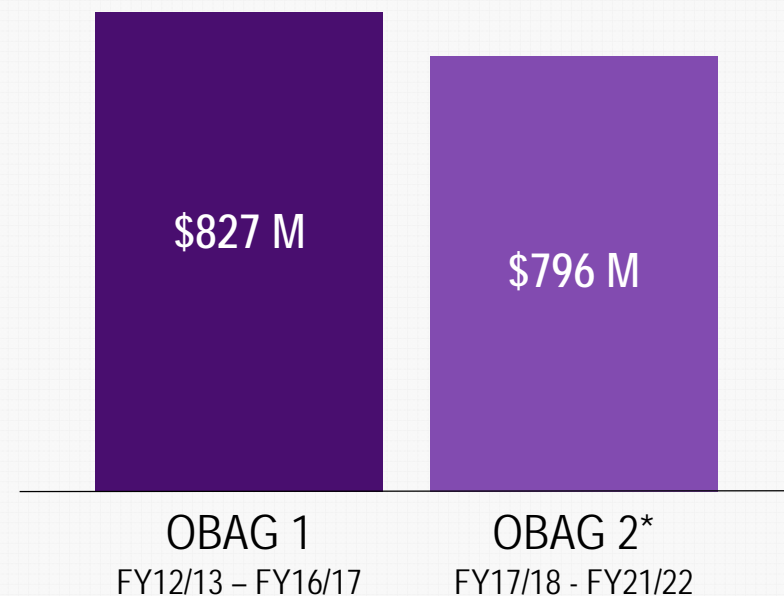


- Overall funding increased from previous cycle (\$126.8M to \$320M)
- More projects received grants (133 to 195)
- Average grant size increased (\$1.0M to \$1.6M)
- Average project size increased (\$2.1M to \$3.3M)
- Greater project complexity / multi-modalities and active transportation elements
- 60% of local projects contained complete streets elements

Source: OBAG Report Card, February 7, 2014

OBAG 2: Funding Assumptions

- OBAG1 revenues were below expectations
- 2% annual escalation for future federal revenues, consistent with recent introduction of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act
- STP/CMAQ funds only, no STIP or TE
- Five-year program from federal FY 2017-18 through FY 2021-22 to maintain program size
- \$796M available for OBAG 2
- No new programs
- Balance needs of existing programs



* OBAG 2 Program Proposal

OBAG 2: Local Program Recommendations (Administered by the CMAs)

Millions \$, rounded

Program	OBAG 1	OBAG 2
Local PDA Planning*	\$20	*
Safe Routes to School**	\$25	\$25
Funding for Rural Roads (FAS)***	-	\$13
County CMA Program (40% Baseline)	\$327	\$316
Totals	\$372	\$354

*Local PDA Planning Program levels in OBAG 2 is at the discretion of the CMAs.

**Safe Routes to School Program was a regional program in OBAG 1 and is now distributed through the Local CMA Program.

***Funding required by statute to the counties for their rural road system, last time addressed in the funding cycle prior to OBAG 1.

OBAG 2: Support the Plan Bay Area's Sustainable Communities Strategy

- PDA investment targets remain at 50% for the four North Bay counties and 70% for the other counties
- County Distribution Formula is revised slightly to further weight past housing production and affordable housing
- OBAG2 Based on housing over a longer time frame, considering housing production between 1999 & 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%).

PDA Requirements

OBAG 1 & 2 No Change	Five Southern Counties	Northbay
	70%	50%

Program	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2	50%	30%	20%	60%

OBAG 2: Next Steps

May – September 2015	Outreach with partners and stakeholders
October 2015	PAC/Commission scheduled review and approval of OBAG 2 procedures and guidance
December 2015 – September 2016	CMA project solicitation and selection followed by MTC staff review of projects
December 2016	Commission approves county projects



PMP Certification
July 7, 2015

Expired
Expiring within 60 days
Certified

Note: Updated report is posted monthly to:
http://www.mtc.ca.gov/services/pmp/pmp_cert.htm

* "Last Major Inspection" is the basis for certification and is indicative of the date the field inspection was completed.

County	Jurisdiction	Last Major Inspection*	Certified	P-TAP Cycle	Certification Expiration Date
Marin	Ross	8/31/2014	Yes	15	9/1/2016
Marin	San Anselmo	10/31/2014	Yes	15	11/1/2016
Marin	San Rafael	7/31/2014	Yes	15	8/1/2016
Marin	Sausalito	11/30/2014	Yes	15	12/1/2016
Marin	Tiburon	12/31/2012	Pending	16	4/30/2016
Napa	American Canyon	10/31/2013	Yes		11/1/2015
Napa	Calistoga	8/31/2014	Yes	15	9/1/2016
Napa	Napa	12/31/2013	Yes	14	1/1/2016
Napa	Napa County	10/31/2013	Yes	14	11/1/2015
Napa	St. Helena	8/31/2014	Yes	15	9/1/2016
Napa	Yountville	8/31/2014	Yes	15	9/1/2016
San Francisco	San Francisco	8/31/2013	Yes	16	9/1/2015
San Mateo	Atherton	9/30/2014	Yes	15	10/1/2016
San Mateo	Belmont	11/30/2014	Yes	15	12/1/2016
San Mateo	Brisbane	8/31/2014	Yes	15	9/1/2016
San Mateo	Burlingame	9/30/2013	Yes	16	10/1/2015
San Mateo	Colma	10/31/2013	Yes	16	11/1/2015
San Mateo	Daly City	12/31/2014	Yes	14	1/1/2017
San Mateo	East Palo Alto	8/31/2013	Yes	14	9/1/2015
San Mateo	Foster City	8/31/2013	Yes	16	9/1/2015
San Mateo	Half Moon Bay	8/31/2013	Yes	16	9/1/2015
San Mateo	Hillsborough	9/30/2014	Yes	15	10/1/2016
San Mateo	Menlo Park	6/30/2013	Pending	16	4/30/2016
San Mateo	Millbrae	7/31/2014	Yes	15	8/1/2016
San Mateo	Pacifica	11/30/2012	Pending	16	4/30/2016
San Mateo	Portola Valley	8/31/2012	Pending	16	4/30/2016
San Mateo	Redwood City	12/31/2014	Yes	15	1/1/2017
San Mateo	San Bruno*	7/31/2013	Pending	16	4/30/2016
San Mateo	San Carlos	8/31/2013	Yes		9/1/2015
San Mateo	San Mateo	11/30/2012	Pending	16	12/1/2015
San Mateo	San Mateo County	8/31/2013	Yes	14	9/1/2015
San Mateo	South San Francisco	7/31/2013	Yes	16	8/1/2015
San Mateo	Woodside	10/31/2013	Yes	14	11/1/2015
Santa Clara	Campbell	9/30/2013	Yes	16	10/1/2015
Santa Clara	Cupertino	8/31/2014	Yes	15	9/1/2016
Santa Clara	Gilroy	6/30/2014	Yes	15	7/1/2016
Santa Clara	Los Altos	9/30/2013	Yes	16	10/1/2015
Santa Clara	Los Altos Hills	6/30/2014	Yes	15	7/1/2016
Santa Clara	Los Gatos	12/31/2012	Pending	16	4/30/2016
Santa Clara	Milpitas	8/31/2014	Yes	15	9/1/2016
Santa Clara	Monte Sereno*	5/31/2013	Yes		6/1/2016
Santa Clara	Morgan Hill	8/31/2013	Yes	14	9/1/2015