

# 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, March 17, 2016  
San Mateo County Transit District Office<sup>1</sup>  
1250 San Carlos Avenue, 2<sup>nd</sup> 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 meetings (Feb, Mar 2016): <ul style="list-style-type: none"><li>• Approved – Alternative Fuel Readiness Plan for San Mateo County</li><li>• Approved – Adoption of the FY 2016/17 TFCA Expenditure Plan</li><li>• Approved – Committee appointments: Ann Wengert (Portola Valley) to Finance; Adrienne Carr and William Chiang to RMCP; Kevin Mulder (MTC) to the TAC; Mary Ann Nihart (Pacifica) to Legislative; Emily Beach (Burlingame) to CMEQ;</li><li>• Approved – Appointment of Alicia Aguirre (Redwood City) as C/CAG Chair</li><li>• Approved – Appointment of Maryann Moise Derwin (Portola Valley) as Vice Chair</li></ul> | Hoang         | No materials |
| 3. Approval of the minutes from January 21, 2016   | Hoang         | Page 1-2     |
| 4. Receive a presentation on the BAAQMD Alternative Fuel Grant Opportunities (Information)   | Mak (BAAQMD)  | No materials |
| 5. Receive an update on the Highway 101 Pilot Ramp Metering Project, which is administered by Caltrans and UC Berkeley's PATH (Information)  | Yu            | Page 3-4     |
| 6. Review and recommend approval of the Fiscal Year 2016/17 Transportation Fund for Clean Air (TFCA) County Projects (Action)  | Hoang         | Page 5-7     |
| 7. Review and recommend approval of the Measure M 5-Year Implementation Plan (Fiscal Year 2016/17- 2020/21) Framework (Action)   | Hoang         | Page 8-10    |
| 8. Review and recommend approval of the Proposed One Bay Area Grant 2 (OBAG 2) Framework (Action)  | Higaki        | Page 11-16   |
| 9. Receive information regarding the Caltrans' Project Study Report-Project Development Support (PSR-PDS) Work Plan (Information)  | Higaki        | Page 17-18   |
| 10. Regional Project and Funding Information (Information)   | Higaki        | No materials |
| 11. Executive Director Report  | Wong          | No materials |
| 12. Member Reports   | All           |              |

<sup>1</sup> 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.

<b>2016 TAC Roster and Attendance</b>			
<b>No.</b>	<b>Member</b>	<b>Agency</b>	<b>Jan</b>
1	Jim Porter (Co-Chair)	San Mateo County Engineering	
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x
3	Afshin Oskoui	Belmont Engineering	x
4	Randy Breault	Brisbane Engineering	
5	Syed Murtuza	Burlingame Engineering	x
6	Bill Meeker	Burlingame Planning	
7		Caltrans	
8	Sandy Wong	C/CAG	x
9	Brad Donohue	Colma Engineering	
10	John Fuller	Daly City Engineering	x
11	Tatum Mothershead	Daly City Planning	x
12	Jeff Moneda	Foster City Engineering	x
13	Paul Willis	Hillsborough Engineering	x
14	Justin Murphy	Menlo Park Engineering	x
15	Peter Vorametsanti	Millbrae Engineering	x
16	Van Ocampo	Pacifica Engineering	x
17	Jessica Manzi	Redwood City Engineering	x
18	Jimmy Tan	San Bruno Engineering	x
19	Jay Walter	San Carlos Engineering	x
20	Brad Underwood	San Mateo Engineering	x
21	Brian McMinn	South San Francisco Engineering	x
22	Billy Gross	South San Francisco Planning	x
23	Kevin Mulder	MTC	n/a

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

January 21, 2016  
**MINUTES**

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices located at 1250 San Carlos Avenue, 2<sup>nd</sup> Floor Auditorium, San Carlos, CA. Co-chair Hurley called the meeting to order at 1:20 p.m. on Thursday, January 21, 2016.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Ashley Henderson – LCA; Jean Higaki, John Hoang, Eliza Yu – C/CAG; Ellen Barton, and other attendees not noted.

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

Eliza Yu, C/CAG staff, announced that the timeline for the ramp metering pilot project has shifted to September-November. Additional information will be brought back to the TAC at a future meeting.

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

Approved.

**3. Approval of the Minutes from November 19, 2015.**

Approved.

**4. Review and recommend approval of the Alternative Fuel Readiness Plan for San Mateo County**

John Hoang presented the draft final Alternative Fuel Readiness Plan for San Mateo County highlighting the Plan's objective of raising awareness of the benefits of alternative fuels, available incentives, strategies for infrastructure development, training, and challenges to increasing procurement of alternative fuels in the county. The full document, once approved by the California Energy Commission, along with a promotional video created for the project, will be made available to the jurisdictions.

**5. Review and recommend approval of the Fiscal Year 2016/17 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County**

John Hoang presented the proposed TFCA expenditure plan for FY 2016/17 which includes funding in the amounts of \$200,000 to SamTrans for BART shuttle services; \$525,000 to Commute.org for the Voluntary Trip Reduction Program; and \$500,000 to a new Alternative Fuel Vehicles category. TAC members suggested that consideration should be made for other eligible project types such as arterial management and bike/pedestrian. Staff will continue to explore project options and come back to the TAC next month with additional information. It was noted that based on the programming schedule, all projects should be determined by June 2016.

**6. MTC Active Transportation Round 3 Call for Projects**

Sandy Wong, C/CAG Executive Director, provided information on the draft Metropolitan Transportation Commission (MTC) Active Transportation Program Cycle 3, highlighting the

guidelines and schedule to prepare jurisdiction on the upcoming call for project opportunity. Available funding for FY 19/20 and FY 20/21 is estimated at \$10 million (Regional) and \$60 million (Statewide) in each fiscal year. Ellen Barton, County of San Mateo staff, added that some of the points associated with the supplemental regional criteria are being re-evaluated and may change. The TAC requested clarification regarding CBTP. Jean Higaki responded that it is not mandatory that a project be a recommendation from a CBTP. There are four CTBP in the San Mateo County (Bayshore, East Palo Alto, N. Central San Mateo, and San Bruno/South San Francisco) in addition to the Countywide CBTP. Only 14% of the area was defined as a community of concern. There are no plans at the regional level to redefine the definition of a disadvantaged community. Higaki recommended that proposed projects not included in any of the CBTPs should try and correlate to the Countywide CBTP. A flyer for the Statewide ATP workshop was handed out to the TAC.

**7. Receive an update on the MTC One Bay Area Grant 2 (OBAG 2) program**

Jean Higaki provided an update of the OBAG 2 program highlighting changes from OBAG 1 including a decrease of 3% in funds, changes to the distribution formula, shifting of regional programs to the county, update of Complete Streets requirements, housing element adoption requirements, and anti-displacement policy. Staff is developing the program framework and will present to the TAC at a future meeting. The method/formula for distributing funds in OBAG 1 cannot be used for OBAG 2. The total amount available is \$30 million over 5 years.

**8. Regional Project and Funding Information**

Jean Higaki presented information pertaining to Federal funding, project delivery, and pertinent regional policies that may affect local agencies.

**9. Executive Director Report**

Sandy Wong, C/CAG Executive Director, reported that the Governor has released his transportation proposal of \$36 billion over 10 years. Some revenue will come from a proposed \$65 fee charge per vehicle as well as Cap and Trade. Money will be split approximately 50/50 between state and local agencies. The FY16/17 LS&R maintenance share is \$490 million. The CTC is trying to revise STIP fund estimate from no new funding to negative \$750 million for the 2016 STIP. San Mateo County as well as other counties will need to revisit their respective project list and work on deletion of projects.

**10. Member Reports**

Co-Chair Hurley reported that the Measure A Bike/Ped call for projects received 20 applications from 13 jurisdictions asking for \$9.4 million, which is over the \$4.9 million available. The draft project recommendation will be presented to the TA Board in February and allocation will be approved in March. The Local Shuttle program call for projects is currently active. There are \$10 million available. Applications are due February 12<sup>th</sup>.

Meeting adjourned.

## C/CAG AGENDA REPORT

Date: March 17, 2016

To: C/CAG Congestion Management Program Technical Advisory Committee (CMPTAC)

From: Sandy Wong, Executive Director

Subject: Receive an update on the Highway 101 Pilot Ramp Metering Project, which is administered by Caltrans and UC Berkeley's PATH.

(For further information, contact Eliza Yu at 650-599-1453 or eyu@smcgov.org)

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### RECOMMENDATION

That the CMP TAC receive an update on the Highway 101 Pilot Ramp Metering Project, which is administered by Caltrans and UC Berkeley's PATH.

### FISCAL IMPACT

None

### SOURCE OF FUNDS

Caltrans will fully fund this project.

### BACKGROUND

In November of 2013, northbound ramp meters were turned on along Highway 101 from SR 92 to the San Francisco County Line. In May of 2014, southbound ramp meters were turned on from SR 92 to the San Francisco County Line. Currently, the ramp meters are operated during peak hours:

- Northbound Monday through Friday from 6:00am-10:00am and 3:00pm-8:00pm.
- Southbound Monday through Friday from 6:00am-10:00am and 2:30pm-8:00pm.

On September 30, 2015, UC Berkeley's PATH (Partners for Advanced Transportation Technology) and Caltrans Headquarters contacted C/CAG staff with a desire to perform a temporary pilot project and study of the US 101 corridors.

Late in 2015, the Pilot project was presented to the C/CAG committees and C/CAG Board for approval to participate in the UC PATH Pilot Project. On October 16, 2015, the Ramp Metering Technical Committee (RMTTC) recommended participating in the project. On November 19, 2015, the Congestion Management Program Technical Advisory Committee (CMP TAC) recommended participating in the project. On November 30, 2015 the Congestion Management

and Environmental Quality Committee (CMEQ) recommended participating in the project. Lastly, on December 10, 2015, the C/CAG Board of Directors reviewed and approved participating in the project.

Since December 2015, C/CAG staff has been in contact with UC PATH and Caltrans District 4 on a regular basis. On February 3, 2016, C/CAG staff was informed that Phase 2 of the Ramp Metering Pilot Project was on hold due to a change in objectives, scope of work, and contract issues at Caltrans Headquarters (HQ).

On February 25, 2016, C/CAG staff was informed that Caltrans had changed this project into a statewide research only based project. UC PATH would only gather existing data for analysis and omit the San Mateo field implementation project component. Caltrans District 4 confirmed that the results from this study would be used to help achieve the new objective of developing statewide ramp metering policies and standards. Phase 2 will be conducted over the course of a year, from approximately July 2016 to July 2017.

Caltrans HQ is currently working with other Caltrans Districts and UC PATH to refine the project objectives and the scope of work at this time. C/CAG staff expects to receive updates from Caltrans and will keep the committees and board informed on an as-needed basis.

## **C/CAG AGENDA REPORT**

Date: March 17, 2016  
To: Congestion Management Program Technical Advisory Committee (TAC)  
From: John Hoang  
Subject: Review and recommend approval of the Fiscal Year 2016/17 Transportation Fund for Clean Air (TFCA) County Projects

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

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### **RECOMMENDATION**

That the TAC review and recommend approval of the Fiscal Year 2016/17 Transportation Fund for Clean Air (TFCA) County Projects.

### **FISCAL IMPACT**

\$1,277,039.76 (Admin. - \$53,039.76; Projects - \$1,224,000.00)

### **SOURCE OF FUNDS**

Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) County Program Manager Funds from vehicle registration fee generated within San Mateo County.

### **BACKGROUND**

At the January 18, 2016 meeting, the TAC recommended approval of the Fiscal Year 2016/17 TFCA Expenditure Plan in the amount of \$1,279,674.76. The proposed program included funds set aside for program administration as well as proposed allocations for the SamTrans BART Shuttles, Commute.org Voluntary Trip Reduction Program, and a new Alternative Fuel Vehicles project. The TAC requested that staff also consider charging stations, arterial management and bicycle related projects when developing the final program. In addition, the CMEQ Committee also emphasized a focus on alternative fuel charging stations. With the C/CAG Board's approval of the Expenditure Plan in February, staff began developing more definition for the alternative fuel vehicles project as well as exploring other projects, as suggested by the TAC.

In the initial proposed program budget for FY 2016/17, the allocation amount for the BART Shuttles was set at \$200,000 (a reduction from \$601,000 in FY 2015/16) in order to meet the cost effectiveness requirements. After further discussion with SamTrans and BAAQMD staff, it was determined that in order to meet the cost effectiveness, the TFCA funds for this project needed to be reduced even further to \$109,000.

Staff reached out to SamTrans again to explore other potential projects that would qualify for TFCA funds. SamTrans offered up two potential projects for consideration, described as follows:

- 1) San Carlos Community Shuttle - The new community shuttle service would provide circulator services for 3 square miles of residential neighborhoods that lack transit and provide fixed route connections to access downtown and shopping centers in San Carlos and Belmont as well as provide convenient services for three schools that currently lack any transit options. The total project cost is \$325,720 with \$162,860 in TFCA funds.
- 2) New bike racks on SamTrans buses – The project will install new bicycle racks on 318 SamTrans buses. The new racks will replace the current racks and will have additional capacity to carry more bicycles. The total project cost is \$422,600 with \$160,128 in TFCA funds.

It will be the responsibility of SamTrans to assure that the cost effectiveness is met for these new projects.

With regards to the alternative fuel vehicles, further discussions with BAAQMD staff suggests that since there are programs currently available at the regional level through the BAAQMD that also provides funding for alternative fuel vehicles, it may be better use of county funds not to duplicate the regional programs instead we should consider funding other types of projects. For alternative fuel charging stations, regional programs are also available to the cities, however, it was suggested that the county program may consider focusing on charging stations strategically installed along corridors such as US 101, Hwy 1, and I-280. Staff recommends deferring the alternative fuel charging station project to FY 2017/18 to allow for more time to develop a comprehensive implementation guidelines to meet cost effective criteria.

The remaining funds in the amount of \$267,012 would be applied towards arterial management specifically to help fund expansion of the Smart Corridor into the City of South San Francisco. The project will include upgrading signal controllers and installing new signal system software, closed circuit television cameras, and trailblazer signage along designated Smart Corridor routes.

The revised FY 2016/17 Program and projects recommendation are indicated below. Please note that the total fund amount was corrected based on revised calculations.

	January 2016 Proposal	Revised Proposal
Administration	\$54,674.76	\$53,039.76
Commuter.org	\$525,000	\$525,000
Alternative Fuel Vehicles	\$500,000	\$0
SamTrans - BART Shuttle	\$200,000	\$109,000
SamTrans – San Carlos Shuttle (New)	n/a	\$162,860
SamTrans – Bike racks on Buses (New)	n/a	\$160,128
Smart Corridor Expansion (New)	n/a	\$267,012
Total funds obligated	\$1,279,674.76	\$1,277,039.76
Total funds anticipated	\$1,279,674.76	\$1,277,039.76
Balance	\$0	\$0

**ATTACHMENTS**

None

## C/CAG AGENDA REPORT

Date: March 17, 2016  
To: Congestion Management Program Technical Advisory Committee (TAC)  
From: John Hoang  
Subject: Review and recommend approval of the Measure M 5-Year Implementation Plan (Fiscal Year 2017-2021) Framework

(For further information or response to questions, contact John Hoang at 650-363-4105)

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### **RECOMMENDATION**

That the review and recommend approval of the Measure M 5-Year Implementation Plan (Fiscal Year 2016-2021) Framework.

### **FISCAL IMPACT**

Approximately \$6.7 million annually

### **SOURCE OF FUNDS**

Measure M - \$10 Vehicle Registration Fee (VRF)

### **BACKGROUND**

The C/CAG sponsored Measure M; approved by the voters of San Mateo County in 2010, impose an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County for transportation-related traffic congestion and water pollution mitigation programs. It was estimated that Measure M would generate approximately \$6.7 million annually and \$167 million total over the 25-year period between May 2011 and May 2036. Per the Expenditure Plan, 50% of the net proceeds will be allocated to cities/County for local streets and roads and 50% will be used for Countywide Transportation Programs such as transit operations/senior mobility, intelligent transportation system (ITS)/Smart Corridors, safe routes to school, and stormwater pollution prevention.

In March 2011, the C/CAG Board approved the initial 5-Year Implementation Plan for FY 2011-2016. The Plan, which was amended in May 2012, provided an estimate of funds that would be allocated to the jurisdictions for local streets and roads as well as established allocation percentages for administration and the countywide transportation programs. The allocations for the Countywide Transportation Programs were originally derived based on anticipated needs and estimated implementation cost to fund each respective programs and projects, annually and over the 5-Year implementation period. It was intended that the Countywide Transportation Programs be re-evaluated at the end of five (5) to determine whether the initial funding level (allocations) was adequate or whether adjustments are needed based on the actual expenditures incurred over the 5-Year period.

The assumption for the FY 2017-2021 Implementation Plan estimates that revenue will remain at \$6.7 million annually, although actual revenue will vary yearly. The proposed allocation scenario is shown below:

Category / Programs	FY 2011-2016 Allocation	Proposed FY2017-2021		
		Allocation	Annual Revenue (Million)	5-Year Revenue (Million)
• Program Administration	Up to 5%	Up to 5%	\$0.34	\$1.7
• Local Streets and Roads	50% of net revenue	50% of net revenue	\$3.18	\$15.9
• Transit Operations and/or Senior Transportation*	22%	20%	\$1.27	\$6.4
• Intelligent Transportation System (ITS) and Smart Corridors*	10%	12%	\$0.76	\$3.80
• Safe Routes to Schools (SRTS)*	6%	6%	\$0.38	\$1.90
• National Pollutant Discharge Elimination System (NPDES)/ Municipal Regional Permit (MRP)*	12%	12%	\$0.76	\$3.80
		Total	\$6.70	\$33.5

\* Countywide Transportation Programs (50% of net revenue)

Priorities and changes considered for the FY 2017-2021 Implementation Plan are as follows:

- **Administration:** Currently, for budgeting purposes, 5% is taken off the top before allocations are made to the Local Streets and Roads and the Countywide Programs. For the new Plan going forward, adjustments to the administration allocation will be made at the beginning of each fiscal year to minimize the accumulation of unspent funds so that funds can be redistributed to the programs more effectively.
- **Transit Operations/Senior Mobility:** Recommend a decrease in allocation percentage from 22% to 20%. The original 5-Year Implementation Plan allocated 22% in this category in anticipation of senior mobility pilot projects. Those projects did not come to fruition during 2011-2016 therefore funds in this category was directed only to RediWheels.
- **ITS/Smart Corridor:** Recommend an increase in allocation percentage from 10% to 12%. Funds in this category have been primarily used for design and construction of the Smart Corridor project. Previously funding available for the Smart Corridor, which included TLSP and STIP, has been exhausted. The current project, which is almost complete, is located from I-380 to the Santa Clara County line and includes local arterials connecting US 101 and SR 82 (El Camino Real). With the

first phase of the Smart Corridor is near completion, some of the funds will be budgeted for Smart Corridor maintenance activities. Additional funds will also be used to implement the next phase of the project with the expansion to other cities and corridors, as needed, to deploy ITS elements including signage and close circuit cameras, and upgrading signal systems in cities as needed. Funds will also be made available for other arterial management related projects to be defined.

- SRTS: Recommend no change in allocation. Currently, the funds are used as matching funds to the Safe Routes to School federal funds that C/CAG receives from the region. The majority of the allocation has been spent on non-infrastructure projects such as outreach, education, encouragement, and evaluation. For the new Plan, it is proposed that the funds be used for infrastructure improvements related to enhancing safety and accessibility for school children walking or biking to and from schools. Typical projects may include crosswalks, sidewalk, signals, signage, and other to be identified by the cities in coordinate with school sites. It is proposed that this fund be combined with the unspent AB1546 Countywide NPDES funds and be used for integrated safe routes to school and stormwater pollution prevention types of projects.

Based on feedback received from the TAC and CMEQ Committee, a draft Measure M 5-Year Implementation Plan (FY 2017-2021) will be developed and presented to the TAC.

#### **ATTACHMENTS**

None.

## C/CAG AGENDA REPORT

Date: March 17, 2016

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

From: Sandy Wong, C/CAG Executive Director

Subject: Review and recommend approval of the Proposed One Bay Area Grant 2 (OBAG 2) Framework

(For further information, contact Jean Higaki at 650-599-1462 or [jhigaki@smc.gov](mailto:jhigaki@smc.gov))

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### **RECOMMENDATION**

That the CMP TAC review and recommend approval of the of the Proposed One Bay Area Grant 2 (OBAG 2) Framework.

### **FISCAL IMPACT**

None

### **SOURCE OF FUNDS**

Federal funds allocated by MTC via OBAG 2 include Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program (STP) funds.

### **BACKGROUND**

On November 18, 2015, MTC and ABAG adopted Resolution 4202 outlining and approving the OBAG 2 Grant Program. OBAG 2 is composed of two fund sources, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) and covers (five years) FY 2017/18 through FY 2021/22. General highlights of the adopted OBAG 2 program and jurisdictional eligibility requirements are attached.

MTC OBAG 2 policy allows CMAs the flexibility to invest in various transportation categories, such as Local Streets and Roads Preservation, Bicycle and Pedestrian Improvements, Transportation for Livable Communities, Planning, and outreach activities. Below is the proposed funding and framework for the following programs:

#### Local Street and Roads (LSR) Maintenance and Rehabilitation

It is proposed to direct \$10 million towards the Local Streets and Roads Preservation Program for the preservation of local streets and roads on the federal-aid system.

In 2006 Local Streets and Roads was subject to a competitive call for projects. In 2010 funding was allocated on a formula basis utilizing a combination of estimated funds from the American Recovery and Reinvestment Act (ARRA) stimulus and estimates from the future funding cycle. This process also facilitated a State-Local Partnership Program (SLPP) fund exchange which enabled smaller projects to proceed under a state only process.

Under OBAG 2 the proposal is to direct \$10 mil towards the Local Streets and Roads program. In using a distribution formula, based 50% on population and 50% on lane miles, six jurisdictions would not meet MTC's minimum grant requirement of \$250,000.

Because of this, the current proposal is to allocate funding to the 15 larger jurisdictions and aggregate the remaining funds (\$851,000), making it available to the 6 smaller jurisdictions on a competitive basis. The competition will set project minimums and maximums at \$250,000 and \$400,000, respectively. See the attached proposed funding scenario.

Local Streets and Roads Preservation Program project sponsors will need to fulfill a few more requirements such as having a current Pavement Management Program certification and participation in the Highway Performance Monitoring System (HPMS).

### Bicycle and Pedestrian Improvement Program

It is proposed to direct \$5,955,000 for competition in the Bicycle and Pedestrian Improvement Program to fund a wide range of bicycle and pedestrian improvements.

Improvements are intended to address air pollution reduction and support bicycle/ pedestrian commuter needs. Projects should not serve exclusively recreational trips. Improvements could include Class I, II and III bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks, ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation. Bicycle and pedestrian projects may be located on or off the federal-aid highway system.

C/CAG staff will develop applications, screening requirements, and scoring criteria for this program in the next few months. The C/CAG BPAC will score projects for the Bicycle/Pedestrian Improvements Program and make a final recommendation to the C/CAG Board.

### Transportation for Livable Communities

It is proposed to direct \$5,955,000 for competition in the Transportation for Livable Communities Program to fund a wide range improvements and facilities that support and promote alternative transportation modes rather than the single-occupant automobile.

Project improvements are intended to support community based transportation projects that reduces air pollution in downtown areas, commercial cores, high-density neighborhoods, and transit corridors. A wide range of improvements include but are not limited to transit station improvements (plazas, station access, pocket parks, and bicycle parking), Bicycle and pedestrian "complete street" improvements, and multi-modal streetscape improvements. Projects must be able to support alternative transportation modes (no landscape only projects).

C/CAG staff will develop applications, screening requirements, and scoring criteria for this program in the next few months. It is proposed that the Transportation for Livable Communities (TLC) scoring panel, composed of staff from the San Mateo County Transportation Authority, San Mateo County Transit District, and C/CAG will perform the initial scoring of projects in the TLC Program. The TLC scoring panel's recommendations will be forwarded to the TAC and CMEQ for final recommendation to the C/CAG Board.

### Safe Routes to School (SRTS)

It is proposed to direct \$2,394,000 towards the Safe Routes to School Program. In previous cycles Safe Routes to School was a separate program from OBAG 1 and funding was directed entirely to the County Office of Education (COE) for administration. C/CAG also directed approximately \$1.2 million in Measure M funding to augment COE's implementation of the SRTS program focused on non-infrastructure projects and consisting of education and outreach to schools throughout the County.

For OBAG 2 it is proposed that SRTS program funds be directed to COE to continue their program but also to facilitate and develop infrastructure project proposals in coordination with city staff. However, the next 5 year Measure M portion of the SRTS funds will focus on infrastructure projects to be integrated with C/CAG vehicle license fee (VLF) storm water funds.

The redirecting Measure M funding towards infrastructure projects would remove funding barriers associated with integrating programs and eliminate the need to follow the Federal Aid process. A call for infrastructure projects will be developed and introduced after adoption of the Measure M expenditure plan.

### Planning and Outreach

Consistent with OBAG 1 it is proposed to direct \$4,650,000 towards the Congestion Management Agency (CMA) Planning and Outreach.

CMA planning and outreach program provides staff support at the county level for programming, monitoring and outreach activities delegated by MTC to the CMAs. These include but are not limited to development of the RTP/ SCS, development of PDA Growth strategies, developing calls for projects, assistance with the programming and delivery of federal aid projects. It is proposed to keep consistent funding levels for Planning and Outreach from the last cycle as well as account for a 2.5 % augmentation per year which is consistent with previous STP/ CMAQ cycles of funding. This would result in \$4.65 mil for five fiscal years 2017/2018 through 2021/2022.

### Federal-Aid Secondary (FAS) Program

It is proposed to direct \$892,000 to the County in the Federal-Aid Secondary (FAS) program, per state statute.

Under OBAG 1, the Safe Routes to School and the Federal-Aid Secondary (rural roads) programs were provided to San Mateo County outside of the OBAG umbrella. MTC has shifted these programs under the OBAG 2 process.

California statute provides minimum levels to counties for the maintenance of rural county roads under the FAS program. Guaranteed minimum FAS funding amounts are determined by California's Federal-Aid Secondary Highway Act (California Code 2200-2214), therefore it is proposed to program \$892,000 to the County for a rural county road maintenance project. FAS funding is not subject to the minimum PDA investment requirement.

## Public Outreach

C/CAG will be expected to inform stakeholders and the public about the opportunities for public comment on project ideas and to “assist” community –based organizations, communities of concern, and any other underserved community interested in having project submitted for funding.

To comply with outreach requirements, C/CAG plans on utilizing committee and board meetings to allow for public input. C/CAG will target the September BPAC meeting and October board meeting to host public workshops regarding funding opportunities and to solicit project ideas, to adhere to MTC outreach policy. Staff also intends to perform additional outreach in the form of informational mailings to community based organizations.

As C/CAG is not a potential project sponsor, staff may need to direct/ refer any public entities, with project ideas, to partner with a local jurisdiction (Cities/ County).

## Flexibility to reprogram funds

Although project sponsors are always encouraged to propose larger projects (over match) and develop “alternative bid items” occasionally un-obligated funds are left on the table by jurisdictions due to non-eligible work items or cost savings. This ultimately results in funds being lost from the County. It is proposed that C/CAG staff be given the authority to move unobligated and cost saving funds between projects in order to avoid the loss of transportation funding from the County.

## **ATTACHMENTS**

1. OBAG 2 Eligibility and Requirements
2. Proposed funding scenario for Local Streets and Roads Preservation Program

## OBAG 2 Eligibility and Requirements

### Highlights of the MTC OBAG 2 adopted proposal:

- OBAG 2 allows CMAs the flexibility to invest in various transportation categories, such as Local Streets and Roads Preservation, Bicycle and Pedestrian Improvements, Transportation for Livable Communities, Planning, and outreach activities.
- During OBAG 1 the Safe Routes to School and the Federal-Aid Secondary (rural roads) programs were provided to San Mateo County outside of the OBAG umbrella. MTC has shifted these programs under the OBAG 2 process.
- For San Mateo County, 70% of all funds must be spent in Priority Development Areas (PDAs), however Safe Routes to School is not subject to the PDA spending requirement.
- Projects can count towards a PDA if it connects or provides proximate access to a PDA. The definition of “proximate access to a PDA” will be proposed as a separate item.
- Pedestrian and bike project eligibility will be expanded to not be limited to the regional bike network.
- Minimum OBAG 2 grant size for this county is \$250,000. All project funds must be rounded to the thousands for programming.
- Each jurisdiction must identify and maintain a single point of contact for the implementation of all FHWA projects from inception to project close-out.
- Per MTC Resolution No. 3036 Request for obligation deadlines are November 1 of the prior program year in order to obligate funds by January 31 of the program year (e.g. if program year is 2018 delivery deadline is November 1, 2017.)

### Eligibility Requirements

In order to be eligible for any funding related to the OBAG 2 funding, a jurisdiction must comply with the following requirements:

*Complete Street Requirements* - 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.

*Housing Element Requirement* - Agencies must have housing elements adopted by the California Department of Housing and Community Development (HDC) by May 31, 2015. Agencies must continue to submit the annual housing Element Report to HCD to remain eligible for funding.

*Anti-Displacement Requirement* - MTC has directed their staff to develop anti-displacement policy recommendation and return to the commission in spring 2016 with a recommendation.

As of February 2016, all jurisdictions in San Mateo County are in compliance with the Complete Streets and Housing Element requirements.

**San Mateo C/CAG**  
**OBAG 2 Local Streets and Roads Formula Distribution Proposal**

**\$10,000,000 in LSR**  
**\$10,000,000**

(Distribution based 50% on population and 50% on road miles)

CITY / COUNTY	ROAD MILES	% OF MILES	POPULATION DOF	% OF POPULATION	% OF TOTAL ALLOCATION	Hypothetical Formula (round to 1,000)	Proposed Distribution (Rounded to 1,000)
Atherton	50.99	3.07%	6,935	0.92%	2.00%	\$200,000	<b>Compete</b>
Belmont	64.17	3.86%	26,748	3.55%	3.71%	\$371,000	<b>\$371,000</b>
Brisbane	26.20	1.58%	4,541	0.60%	1.09%	\$109,000	<b>Compete</b>
Burlingame	84.60	5.09%	29,890	3.97%	4.53%	\$453,000	<b>\$453,000</b>
Colma	6.52	0.39%	1,480	0.20%	0.29%	\$30,000	<b>Compete</b>
Daly City	112.11	6.75%	105,810	14.05%	10.40%	\$1,040,000	<b>\$1,040,000</b>
East Palo Alto	45.49	2.74%	29,137	3.87%	3.30%	\$330,000	<b>\$330,000</b>
Foster City	44.78	2.70%	32,390	4.30%	3.50%	\$350,000	<b>\$350,000</b>
Half Moon Bay	26.73	1.61%	12,051	1.60%	1.60%	\$160,000	<b>Compete</b>
Hillsborough	82.48	4.97%	11,420	1.52%	3.24%	\$324,000	<b>\$324,000</b>
Menlo Park	97.34	5.86%	33,273	4.42%	5.14%	\$514,000	<b>\$514,000</b>
Millbrae	51.52	3.10%	22,898	3.04%	3.07%	\$307,000	<b>\$307,000</b>
Pacifica	91.90	5.53%	38,551	5.12%	5.33%	\$533,000	<b>\$533,000</b>
Portola Valley	43.07	2.59%	4,527	0.60%	1.60%	\$160,000	<b>Compete</b>
Redwood City	153.22	9.23%	81,838	10.87%	10.05%	\$1,005,000	<b>\$1,005,000</b>
San Bruno	79.38	4.78%	44,409	5.90%	5.34%	\$534,000	<b>\$534,000</b>
San Carlos	86.78	5.23%	29,449	3.91%	4.57%	\$457,000	<b>\$457,000</b>
San Mateo	196.22	11.82%	101,429	13.47%	12.64%	\$1,264,000	<b>\$1,264,000</b>
South San Francisco	124.83	7.52%	66,193	8.79%	8.15%	\$815,000	<b>\$815,000</b>
Woodside	51.56	3.11%	5,539	0.74%	1.92%	\$192,000	<b>Compete</b>
SM County (Urban)	140.58	8.47%	64,615	8.58%	8.52%	\$852,000	<b>\$852,000</b>
<b>Total</b>	<b>1,660.47</b>	<b>100.00%</b>	<b>753,123</b>	<b>100.00%</b>	<b>100.00%</b>	<b>\$10,000,000</b>	<b>\$9,149,000</b>

Sources:

- Road Miles Information:  
<http://www.dot.ca.gov/hq/tsip/hpms/datalibrary.php>
- Population Information:  
<http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php>

**\$851,000**  
**For competition among shaded agencies**

## C/CAG AGENDA REPORT

Date: March 17, 2016

To: C/CAG Congestion Management Program Technical Advisory Committee (CMPTAC)

From: Sandy Wong, Executive Director

Subject: Receive information regarding the Caltrans' Project Study Report-Project Development Support (PSR-PDS) Work Plan

(For further information, contact Jean Higaki at 650-599-1462 or [jhigaki@smcgov.org](mailto:jhigaki@smcgov.org))

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### RECOMMENDATION

That the CMP TAC will receive information regarding the Caltrans' Project Study Report-Project Development Support (PSR-PDS) Work Plan for the upcoming fiscal years. This item is informational only.

### FISCAL IMPACT

None

### SOURCE OF FUNDS

Not Applicable

### BACKGROUND

Caltrans is currently in the process of developing a work plan for Project Study Report-Project Development Support (PSR-PDS) documents. C/CAG has been requested to provide Caltrans with a list of San Mateo County's PSR-PDS projects to be worked on over the upcoming state fiscal years (16/17, 17/18, and 18/19) so that Caltrans can be resourced to perform the work.

C/CAG staff is soliciting local jurisdictions for projects that are expected to go through the Caltrans PSR-PDS process in the next few fiscal years. Project sponsors should submit projects that that fit the following criteria:

- Project is located on a State Highway system and
- Project cost is over \$1,000,000 or
- Projects are controversial in nature (environmental or design issues)

Please be aware that project sponsors will be expected to execute an agreement with Caltrans to reimburse them for oversight.

Jurisdictions with new projects are requested to fill out the attached spreadsheet with information for each project and return to C/CAG staff by **April 1, 2016**. Please contact Eliza Yu ([eyu@smcgov.org](mailto:eyu@smcgov.org)) if you have any questions.

#### **ATTACHMENTS**

1. To be handed out at meeting.