

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AGENDA

The next meeting of the
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)
will be as follows.

Date: Thursday, May 26, 2016

7:00 p.m.

Place: San Mateo City Hall
330 West 20th Avenue
San Mateo, California
Conference Room C

PLEASE CALL ELLEN BARTON (599-1420) IF YOU ARE UNABLE TO ATTEND.

- | | | | | |
|----|--|--------------------------------------|-------|-------|
| 1. | Call To Order | Action
(Colapietro) | | |
| 2. | Public Comment On Items Not On The Agenda | Limited to 3 minutes
per speaker. | | |
| 3. | Minutes of the February 25, 2015 Meeting | Action
(Colapietro) | Pages | 1-3 |
| 4. | Review and recommend approval of a request for reallocation of FY 13/14 TDA Article 3 Funds for \$108,820 for Pedestrian and Bicycle Improvements to Woodlands Neighborhood for the City of East Palo Alto | Action
(Colapietro) | Page | 5-10 |
| 5. | Review and recommend approval of a request for reallocation of FY 13/14 TDA Article 3 Funds for \$46,220 for the Safe Routes to School Improvement Project for the City of Redwood City | Action
(Colapietro) | Page | 11-14 |
| 6. | Receive the Board Adopted One Bay Area Grant 2 (OBAG 2) Framework | Information
(Higaki) | Page | 15-20 |
| 7. | Review and recommend approval of the definition of “proximate access” as it relates to Priority Development Areas (PDAs) in the One Bay Area Grant 2 (OBAG 2) Program | Action
(Higaki) | Page | 21-24 |

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- | | | | | |
|-----|---|-----------------------------|------|-------|
| 8. | Review and recommend approval of the scoring criteria for the One Bay Area Grant 2 (OBAG 2) Bicycle and Pedestrian Improvement Program (BPIP) | Action
(Higaki) | Page | 25-32 |
| 9. | Member Communications | Information
(Colapietro) | | |
| 10. | Adjournment | Action | | |

NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

Other enclosures/Correspondence

- None

If you have any questions regarding the C/CAG Bicycle and Pedestrian Advisory Committee Meeting Agenda, please contact Ellen Barton at (650) 599-1420 or e-mail ebarton@smcgov.org.

NOTE: Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact the C/CAG Administrator at 650 599-1406, five working days prior to the meeting date.

The following BPAC meeting will be held on Thursday August 25th, 2016.

**City/County Association of Governments
of San Mateo County (C/CAG)**

**Bicycle and Pedestrian Advisory Committee (BPAC)
Meeting Minutes
February 25, 2015**

Members present:

Marge Colapietro	Marina Fraser
Don Horsley	Karen Ervin
Karyl Matsumoto	Daina Lujan
Jeffrey Tong	Matthew Self
Ken Ibarra	Ann Schneider
Rob Lawson	Gary Pollard

Members absent:

Eric Reed

Public Attendees:

Emma Shlaes, Silicon Valley Bicycle Coalition.
Lawrence Henriquez, City of South San Francisco
Rob Lawson, Resident of Burlingame

Staff Attending:

Ellen Barton, C/CAG
Tom Madalena, C/CAG

1. Call to Order

Chair Horsley called the meeting to order at 7:00 pm.

The three newly-appointed members introduced themselves:

- Rob Lawson is a resident of Burlingame and uses a bicycle regularly for transportation and recreation.
- Ann Schneider is a Councilmember for Millbrae and is interested in expanding the walking and bicycling network.
- Gary Pollard is a Councilmember for Foster City and is interested in improving the quality of the network of walking and bicycling infrastructure.

2. Public Comment On Items Not On the Agenda

There were no public comments.

3. Minutes of the October 22, 2015 Meeting

Member Colapietro requested clarification on the status of the One Bay Area Grant Program (OBAG) included in item 6 of the October meeting minutes. The draft OBAG guidelines have been released but they have not been finalized.

Motion: Vice-Chair Colapietro moved/member Fraser seconded approval of the October 22, 2015 minutes. Motion carried unanimously.

4. Nominate and elect a BPAC Chairperson and Vice-Chairperson

The committee nominated and voted to elect Member Colapietro to serve as Chairperson.

Motion: Member Ervin moved/Member Self seconded the nomination of Member Colapietro as Chairperson. Motion carried unanimously.

The committee nominated and voted to elect Member Fraser to serve as Vice-Chairperson

Motion: Member Lujan moved/Member Horsley seconded the nomination of Member Fraser as Vice-Chairperson. Motion carried unanimously.

5. Review and recommend approval of a request for reallocation of FY 13/14 TDA Article 3 Funds for Comprehensive Bicycle and Pedestrian Plan for City of Belmont

The committee members voted to approve a reallocation of TDA Article 3 funds for the City of Belmont in order to allow the City to coordinate the completion of the Bicycle and Pedestrian Master Plan with the downtown Belmont Specific Plan. Member Schneider requested clarification on the process to ensure that projects funded through a competitive process are completed in a timely manner. Staff noted that the BPAC approves the application guidelines and that C/CAG generally supports the jurisdictions to complete the projects that are awarded funding.

Motion: Member Horsley moved/member Schneider seconded approval of the request for reallocation. Motion carried unanimously.

6. Review and recommend approval of a request for reallocation of FY 13/14 TDA Article 3 Funds for Bay to Transit Trail Phase 1 Project for City of San Mateo

The committee members voted to approve a reallocation of TDA Article 3 funds for the City of San Mateo in order to allow the City to complete the acquisition of the required easement on a segment on federal land that had been improperly documented. Staff from the City of San Mateo reported that the easement agreement is expected to be finalized by the end of 2016.

Motion: Member Fraser moved/member Horsley seconded approval of the request for reallocation. Motion carried unanimously.

7. Update on the statewide and regional Active Transportation Program – Cycle 3 Grant Program Call for Projects

Staff reported that the third call for projects for the Active Transportation Program is expected to be issued on March 30, 2016. The total amount available is estimated to be \$230 million statewide. The funds will be available in 2019. Members discussed the criteria for disadvantaged communities and the opportunities to use funds for planning or non-infrastructure as well as construction.

8. Presentation on Door Zone Bike Lanes

Former BPAC member Julia Dzierwa presented information about bicycle lane design and width standards to address the potential for people on bicycles to collide with suddenly opened car doors. Presentation materials were posted to the website.

9. Proposed BPAC meeting calendar for 2016

The committee voted to approve the meeting calendar for 2016

Motion: Member Horsley moved/member Lujan seconded approval of the 2016 BPAC meeting calendar. Motion carried unanimously.

10. Member Communications

Staff reported that Andrew Boone has resigned from the committee due to change of address to an out-of-county location.

11. Adjournment

Motion: Member Ibarra moved/Member Lujan seconded the motion to adjourn the meeting. Approved unanimously. The meeting adjourned at 8:45 pm.

C/CAG AGENDA REPORT

Date: May 26, 2016

To: Bicycle and Pedestrian Advisory Committee (BPAC)

From: Ellen Barton

Subject: Review and recommend approval of a request for reallocation of FY 13/14 Transportation Development Act (TDA) Article 3 Funds for Pedestrian and Bicycle Improvements to Woodlands Neighborhood for the City of East Palo Alto

(For further information or questions contact Ellen Barton at 599-1420 or ebarton@smcgov.org)

RECOMMENDATION

That the BPAC review and recommend approval of a request for reallocation of FY 13/14 Transportation Development Act (TDA) Article 3 Funds for Pedestrian and Bicycle Improvements to Woodlands Neighborhood for the City of East Palo Alto.

FISCAL IMPACT

None.

SOURCE OF FUNDS

TDA Article 3 Funds are derived from the following sources:

- Local Transportation Funds (LTF), derived from a ¼ cent of the general sales tax collected statewide
- State Transit Assistance fund (STA), derived from the statewide sales tax on gasoline and diesel fuel.

BACKGROUND/DISCUSSION

The City of East Palo Alto was awarded TDA Article 3 funds for FY 13/14 in the amount of \$108,820 for the construction of sidewalks and bicycle lanes to close gaps in the Woodland neighborhood and along University Avenue. The City has proceeded with preparing plans however delays have resulted in coordination with related projects nearby. The project design will be more effective if coordinated with the new Pedestrian Overcrossing (POC) at Highway 101 at Newell Road and West Bayshore Road.

The coordination with the POC is expected to be completed in 2017, while the deadline for completion of the TDA Article 3 funds is June 30, 2016.

TDA Article 3 Program guidelines require that the funds be expended within three years or be rescinded. For the FY 13/14 TDA Article 3 Program the expiration date for the funds is June 30, 2016.

The City of East Palo Alto has requested a time extension for the grant funds to ensure that the Woodland Neighborhood pedestrian and bicycle improvements align with the new pedestrian overcrossing.

Staff recommends approval to reallocate the \$108,820 to the FY 2015/16 TDA Article 3 Program, which will enable the City of East Palo Alto to retain the funds. With approval, staff will coordinate with the Metropolitan Transportation Commission for the reallocation of funds. The reallocation will provide that the funds will become part of the FY 15/16 allocation which will then have an expiration date of June 30, 2018.

ATTACHMENTS

- Request Letter from City of East Palo Alto Public Works



CITY OF EAST PALO ALTO

Public Works Department - Engineering Division

1960 Tate Street, East Palo Alto, CA 94303

Tel. No. 650.853.3189, Fax. No. 650.853.3179

April 14, 2016

Ms. Sandy Wong
City/County Association of Government
San Mateo County
555 County Center, 5th floor
Redwood City, CA 94063

Subject: Request for Reallocation of TDA Article 3 Funds Allocated for Pedestrian and Bicycle Improvements to access the Woodland Neighborhood in East Palo Alto

Dear Ms. Wong:

On May 28, 2014, the Metropolitan Transportation Commission (MTC) approved an allocation of Transportation Development Act (TDA) funds to the City of East Palo Alto for FY 2013-14 in the total amount of \$108,820. The purpose of which these funds are allocated is to close gaps in the sidewalks between the Woodland neighborhood and University Avenue, which is the most heavily used thoroughfare accessing the neighborhood. It includes constructing new sidewalks and bicycle lanes, and striping intersections, as identified below.

- Filling gaps in the sidewalk to create a continuous sidewalk from the University Avenue Bridge along Woodland and Scofield Avenues to Cooley Avenue;
- Placing markings that outline a bicycle in the roadway, commonly referred to as shared use markings (sharrows), to designate a bicycle path along Woodland and Scofield Avenues or, alternatively, adding a solid white line to accommodate a four foot wide bicycle lane, such as currently exists on University Avenue, if the roadway is wide enough to conform with the Santa Clara Valley Transportation Authority's Bicycle Technical Guidelines which were adopted by the City in 2011; and
- Striping the three-way intersections at Scofield Ave and Capitol Ave, and Scofield Ave and Circle Drive.

Since receiving the grant, the City has proceeded with preparing the plans for the improvements. However, the work was delayed as more coordination work was needed between this project and a larger nearby pedestrian overcrossing project (POC) over 101 (Attachment 1). The City analyzed the pedestrian and bicycle improvements needs from University Avenue to the new POC structure at Newell Road along Clarke Ave and West Bayshore Road. Coordination between the two projects was essential to ensure improvements will provide the best design and enhance pedestrian/bicycle accessibility and safety in the Woodland Neighborhood. The POC Project is in

the final environmental and design phase and will include improvements to enhance pedestrian and bicycle safety along West Bayshore Road/Newell Road Intersection.

Due to the delay in finalizing the design work, the City would like to request that the TDA Article 3 funds in the amount of \$108,820 be reallocated in the following three year cycle (2016-2018) in order to complete the design and construct the improvements within a year.

Thank you for your considering the City's time extension request. If you have any questions, please contact me at 650-853-3189 or by e-mail at kfallaha@cityofepa.org.

Sincerely,



Kamal Fallaha, P.E.
Public Works Director /City Engineer
City of East Palo Alto

Attachments:

Cc:

Sean Charpentier, ACM, City of East Palo Alto
Brenda Olwin, Finance Director

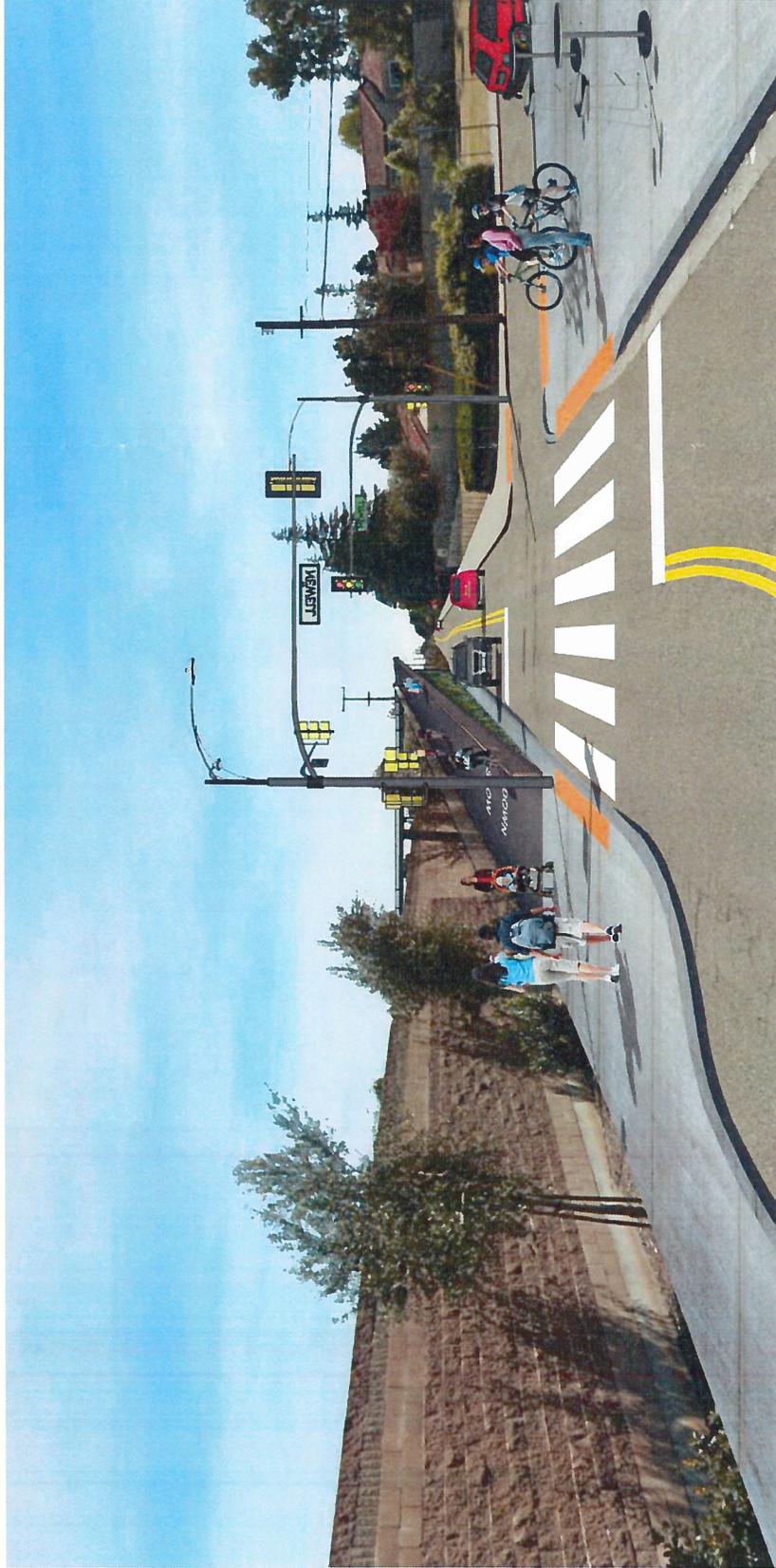


Figure 5-12: Conceptual rendering of the proposed southern ramp of Alignment 2A, with a narrowed West Bayshore Road and new traffic signal and pedestrian crossing at Newell Road.

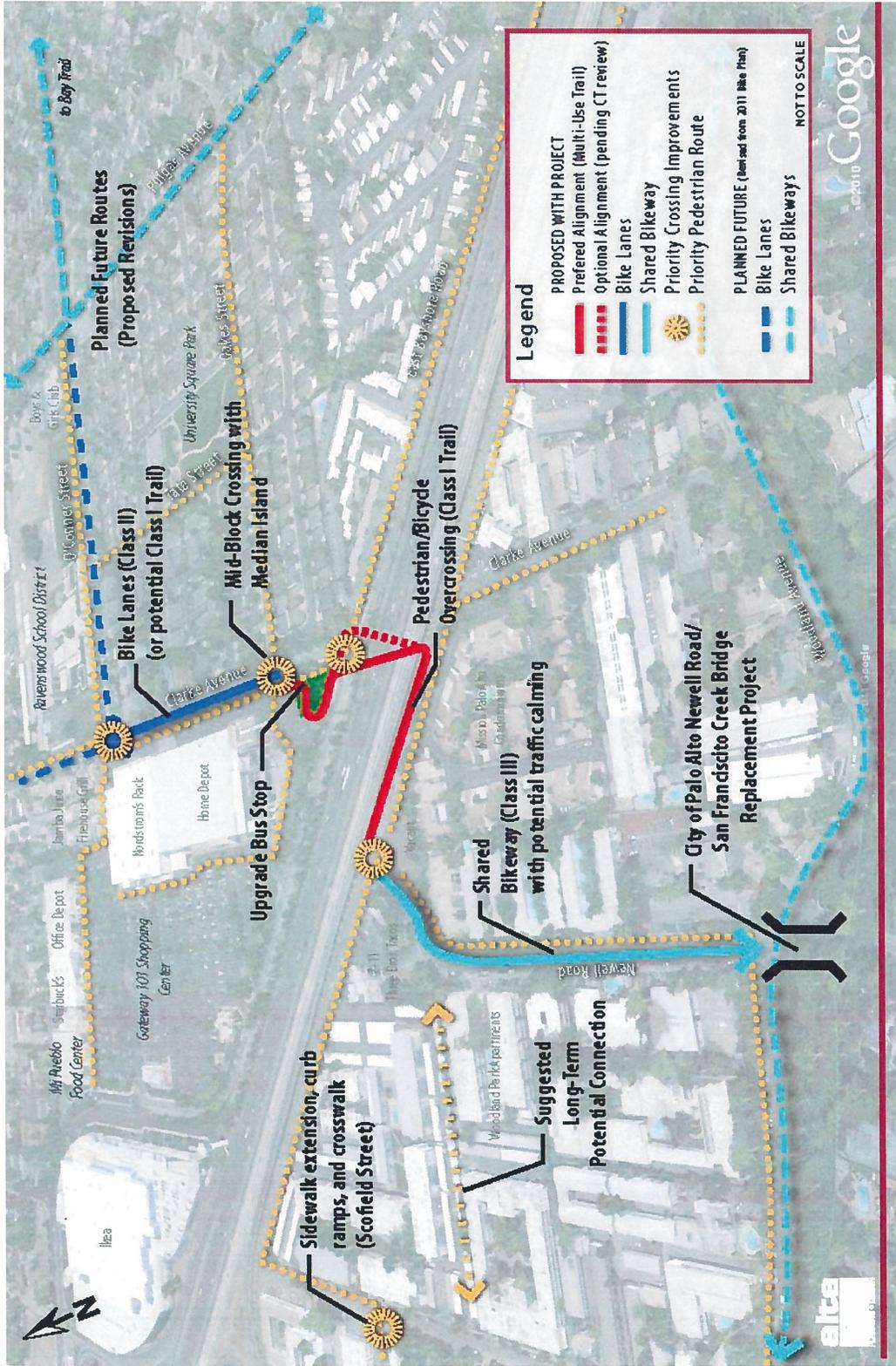


Figure 5-11: Priority bicycle and pedestrian improvement opportunities associated with the proposed Highway 101 Overcrossing Project.

C/CAG AGENDA REPORT

Date: May 26, 2016
To: Bicycle and Pedestrian Advisory Committee (BPAC)
From: Ellen Barton
Subject: Review and recommend approval of a request for reallocation of FY 13/14 Transportation Development Act (TDA) Article 3 Funds for \$46,220 for the Safe Routes to School Improvement Project for the City of Redwood City

(For further information or questions contact Ellen Barton at 599-1420 or ebarton@smcgov.org)

RECOMMENDATION

That the BPAC review and recommend approval of a request for reallocation of FY 13/14 Transportation Development Act (TDA) Article 3 Funds for \$46,220 for Safe Routes to School Improvement Project for the City of Redwood City.

FISCAL IMPACT

None.

SOURCE OF FUNDS

TDA Article 3 Funds are derived from the following sources:

- Local Transportation Funds (LTF), derived from a ¼ cent of the general sales tax collected statewide
- State Transit Assistance fund (STA), derived from the statewide sales tax on gasoline and diesel fuel.

BACKGROUND/DISCUSSION

The City of Redwood City was awarded TDA Article 3 funds for FY 13/14 in the amount of \$46,220 for the Safe Routes to School Improvement Project. The City has successfully applied for additional grant funding for completion of design and construction. The project will advertise for construction in June and the estimated completion date is December 2016 or January 2017.

TDA Article 3 Program guidelines require that the funds be expended within three years or be rescinded. For the FY 13/14 TDA Article 3 Program the expiration date for the funds is June 30, 2016.

The City of Redwood City has requested a time extension for the grant funds to enable the City to complete construction of the project.

Staff recommends approval to reallocate the \$46,220 to the FY 2015/16 TDA Article 3 Program, which will enable the City of Redwood City to retain the funds. With approval, staff will coordinate

with the Metropolitan Transportation Commission for the reallocation of funds. The reallocation will provide that the funds will become part of the FY 15/16 allocation which will then have an expiration date of June 30, 2018.

ATTACHMENTS

- Request Letter from City of Redwood City Public Works

COMMUNITY DEVELOPMENT
DEPARTMENT



1017 Middlefield Road
P.O. Box 391
Redwood City, CA 94064
Telephone: 650.780.7380
Facsimile: 650.780.7309
www.redwoodcity.org

TRANSMITTED VIA EMAIL

May 2, 2016

Ms. Sandy Wong
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Subject: Request for Reallocation of TDA Article 3 Funds to Safe Routes to School Improvement Project

Dear: Ms. Wong:

In December 2013, the Metropolitan Transportation Commission (MTC) approved a FY 13/14 allocation of the Transportation Development Act (TDA) Article 3 funds to the City of Redwood City (City) for the Safe Routes to School Improvement Project in the amount of \$46,220.

Since award of the TDA funding in June 2014, the City successfully applied for additional grant funding to finance the project and completed the design. The City plans to advertise the project for construction this month and to award a 6-month construction contract in June. Based on our schedule, the City is requesting that the TDA Article 3 funds in the amount of \$46,220 be reallocated to the following three-year cycle (2016-2018) to ensure that construction can be completed before the grant funds expire.

Thank you for considering the City's time extension request. If you have any questions, please contact me at (650)780-7372 or by email at jmanzi@redwoodcity.org.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jessica Manzi".

Jessica Manzi
Senior Transportation Coordinator

cc: Ellen Barton, C/CAG of San Mateo County

C/CAG AGENDA REPORT

Date: May 26, 2016
To: C/CAG Bicycle and Pedestrian Advisory Committee (BPAC)
From: Sandy Wong, C/CAG Executive Director
Subject: Receive the Board Adopted One Bay Area Grant 2 (OBAG 2) Framework
(For further information, contact Jean Higaki at 650-599-1462 or jhigaki@smcgov.org)

RECOMMENDATION

That the C/CAG BPAC receive the Board adopted 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.

The proposed OBAG 2 framework proposal was presented to the Congestion Management Program Technical Advisory Committee (CMP TAC) on April 21, 2016 and the Congestion Management and Environmental Quality Committee (CMEQ) on April 25, 2016 respectively. The C/CAG Board adopted the following framework at the May 12, 2016 meeting.

Local Street and Roads (LSR) Maintenance and Rehabilitation

Direct \$11,068,000 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 direct \$11,068,000 towards the Local Streets and Roads program. MTC has a minimum grant size of \$250,000 however there is provision that “*CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their County CMA Program meets the county minimum grant amount threshold.*” In using a distribution formula, based 50% on population and 50% on lane miles, the Town of Colma would not meet MTC’s minimum grant requirement of \$100,000.

Utilizing the \$100,000 provision, the current proposal is to allocate funding under a formula basis with the exception to augment the Town of Colma by \$68,000 to meet the minimum \$100,000. See the attached proposed funding scenario. Because the federal aid process has costly and time consuming administrative process, C/CAG staff urges jurisdictions with grants under \$250,000 to consider directing their share towards non-infrastructure projects. Other suggestions would be to perform joint projects with neighboring jurisdictions or using funds in combination with other federal aid project grants.

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

Direct \$5,421,000 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 and present it to the BPAC committee. 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

Direct \$5,421,000 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 and present it to the CMP TAC and CMEQ. 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 CMP TAC and CMEQ for final recommendation to the C/CAG Board.

Safe Routes to School (SRTS)

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 SRTS program funds will 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 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, Congestion Management Plan (CMP) updates, Countywide Transportation Planning, 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

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 C/CAG will 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 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. 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

(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%	\$220,000	\$220,000
Belmont	64.17	3.86%	26,748	3.55%	3.71%	\$408,000	\$408,000
Brisbane	26.20	1.58%	4,541	0.60%	1.09%	\$120,000	\$120,000
Burlingame	84.60	5.09%	29,890	3.97%	4.53%	\$499,000	\$499,000
Colma	6.52	0.39%	1,480	0.20%	0.29%	\$32,000	\$100,000
Daly City	112.11	6.75%	105,810	14.05%	10.40%	\$1,144,000	\$1,144,000
East Palo Alto	45.49	2.74%	29,137	3.87%	3.30%	\$363,000	\$363,000
Foster City	44.78	2.70%	32,390	4.30%	3.50%	\$385,000	\$385,000
Half Moon Bay	26.73	1.61%	12,051	1.60%	1.60%	\$177,000	\$177,000
Hillsborough	82.48	4.97%	11,420	1.52%	3.24%	\$357,000	\$357,000
Menlo Park	97.34	5.86%	33,273	4.42%	5.14%	\$565,000	\$565,000
Millbrae	51.52	3.10%	22,898	3.04%	3.07%	\$338,000	\$338,000
Pacifica	91.90	5.53%	38,551	5.12%	5.33%	\$586,000	\$586,000
Portola Valley	43.07	2.59%	4,527	0.60%	1.60%	\$176,000	\$176,000
Redwood City	153.22	9.23%	81,838	10.87%	10.05%	\$1,105,000	\$1,105,000
San Bruno	79.38	4.78%	44,409	5.90%	5.34%	\$587,000	\$587,000
San Carlos	86.78	5.23%	29,449	3.91%	4.57%	\$503,000	\$503,000
San Mateo	196.22	11.82%	101,429	13.47%	12.64%	\$1,391,000	\$1,391,000
South San Francisco	124.83	7.52%	66,193	8.79%	8.15%	\$897,000	\$897,000
Woodside	51.56	3.11%	5,539	0.74%	1.92%	\$211,000	\$211,000
SM County (Urban)	140.58	8.47%	64,615	8.58%	8.52%	\$936,000	\$936,000
Total	1,660.47	100.00%	753,123	100.00%	100.00%	\$11,000,000	\$11,068,000

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>

Highly encourage small jurisdictions to merge projects
Encourage merging into any competitive call application (B/P or TLC)

C/CAG AGENDA REPORT

Date: May 26, 2016

To: C/CAG Bicycle & Pedestrian Advisory Committee (BPAC)

From: Jean Higaki, Transportation System Coordinator

Subject: Review and recommend approval of the definition of “proximate access” as it relates to Priority Development Areas (PDAs) in the One Bay Area Grant 2 (OBAG 2) Program

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

RECOMMENDATION

That the BPAC review and recommend approval of the definition of “proximate access” as it relates to Priority Development Areas (PDAs) in the One Bay Area Grant 2 (OBAG 2) Program.

FISCAL IMPACT

None

SOURCE OF FUNDS

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

BACKGROUND

On November 18, 2015, MTC and ABAG adopted Resolution 4202 approving the OBAG 2 Grant Program. The guidelines for PDAs have remained the same from OBAG 1 to OBAG 2:

- 70% of OBAG 2 funds must be spent on PDAs within San Mateo County
- Projects can count towards a PDA if it connects or provides “proximate access” to a PDA
- The Congestion Management Agency (CMA) may define how a project meets a “proximate access to PDAs” in considering the PDA investment target.

Per MTC Resolution 4202, MTC has provided CMAs guidance in applying the definition of proximate access to PDAs (see below):

Defining proximate access to PDAs: The CMAs may determine that a project located outside of a PDA provides proximate access to the PDA, and thus counts towards the county’s minimum PDA investment target. The CMA is required to map these projects along with the associated PDA(s) and provide a policy justification for designating the project as supporting a PDA through proximate access. This information should assist decision makers, stakeholders, and the public in evaluating the impact of the investment on a nearby PDA, to determine whether or not the investment should be credited towards the county’s PDA minimum investment target.

It is proposed to keep the same definition of “proximate access” that was vetted through the C/CAG committees and adopted by the C/CAG Board under OBAG 1. By meeting any one of the six categories below, a project would meet the definition of proximate access to a PDA. The proposed six categories are:

1. The project provides direct access to a PDA (ex. a road, sidewalk, or bike lane that leads directly into a PDA); or
2. The project is within ½ mile radius of a PDA boundary; or
3. The project is located on a street that hosts a transit route, which directly leads to a PDA; or
4. The project is located within ½ mile of one or more stops for two or more public or shuttle bus lines, or within ½ mile of a rail or regional transit station, that is connected to a PDA; or
5. The project provides a connection between a Transit Oriented Development (TOD), as defined by C/CAG and a PDA. (A TOD is previously defined by C/CAG as permanent, high-density residential housing with a minimum density of 40 units per net acre, located within 1/3 mile from a Caltrain or BART station or on a frontage parcel of the El Camino Real/Mission Street in San Mateo County); or
6. The project is a bicycle/pedestrian facility that is included in an adopted bicycle/pedestrian plan within San Mateo County and is part of a network that leads to a PDA.

The latest PDA boundary delineation map can be found at: http://gis.mtc.ca.gov/interactive_maps/.

ATTACHMENTS

1. MTC’s Examples of Proximate Access Areas from OBAG 1

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

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

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

C/CAG AGENDA REPORT

Date: May 26, 2016

To: C/CAG Bicycle and Pedestrian Advisory Committee (BPAC)

From: Sandy Wong, Executive Director

Subject: Review and recommend approval of the scoring criteria for the One Bay Area Grant 2 (OBAG 2) Bicycle and Pedestrian Improvement Program (BPIP).

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

RECOMMENDATION

That the C/CAG BPAC review and recommend approval of the scoring criteria for the One Bay Area Grant 2 (OBAG 2) Bicycle and Pedestrian Improvement Program (BPIP).

FISCAL IMPACT

Not applicable.

SOURCE OF FUNDS

Federal funds allocated by the Metropolitan Transportation Commission (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 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.

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.

On May 12, 2016 the C/CAG Board adopted the funding Framework for the One Bay Area Grant 2 (OBAG 2) in San Mateo County. That funding framework dedicated \$5,421,000 to the Bicycle and Pedestrian Improvement Program (BPIP).

Bicycle and Pedestrian Improvement Program (BPIP)

\$5,421,000 will be directed 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, III, and IV 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.

Attached are proposed applications, screening requirements, and scoring criteria for this program. The C/CAG BPAC will score projects for the Bicycle/Pedestrian Improvements Program and make a final recommendation to the C/CAG Board.

Screening Requirements and Scoring Criteria

Because the funding is federal CMAQ allocated through MTC Resolution 4202, the project is subject to all Federal, State, and Regional requirements and deadlines. Projects must also follow all the Federal Highway Administration (FHWA), Caltrans Local Assistance, and MTC delivery procedures.

MTC requires a minimum of 70% of all OBAG 2 funds to be invested in ABAG recognized Priority Development Areas (PDAs). This means that after projects are ranked, projects will be funded as ranked by keeping the running totals of PDA versus non-PDA funds. If non-PDA funds are exhausted first, projects in PDAs may continue to get funded as ranked until the PDA funds are exhausted. It may result in lower scoring PDA projects, being funded over higher scoring non-PDA projects. Projects deemed “in proximate access” to a PDA count as investments in a PDA.

MTC requires that at least half of all OBAG 2 funds be submitted for construction obligation by January 31, 2020. Remaining OBAG 2 funds must be submitted for construction obligation by January 31, 2023. Preliminary Engineering (PE) funds are expected to be obligated in the first year of programming (January 31, 2018). Projects that cannot meet this deadline should not apply for OBAG 2 funding.

Congestion Management Agencies (CMAs) must demonstrate compliance with MTC’s Resolution 4202 by screening and evaluating projects using specific factors. MTC guidelines requires that CMAs develop evaluation criteria for projects that place an emphasis on supporting projects in PDAs with high housing growth, projects that support multi-modal access, projects located in Communities of Concern (COC), projects in affordable housing PDAs, mitigation projects in PDAs that overlap with Air District “Community Air Risk Evaluation (CARE)” Communities, and anti-displacement criteria. MTC is in the process of developing an anti-displacement policy which will be incorporated into this program.

Project Selection Process

Project sponsors may not apply to both the TLC and BPIP for the same project. Project sponsors should review the program goals and typical project types associated with each program and submit an application for the most suitable program. Applications will be screened for duplication. Project sponsor may combine their OBAG 2 Local Streets and Roads (LSR) project with a BPIP project; however it will not count as “match” in an application as both funds sources are Federal.

In order to prevent the concentration of OBAG 2 funds to any one jurisdiction, staff is proposing a maximum award amount of \$1 million per project and a maximum award amount of \$1.5 million per jurisdiction among both the BPIP and TLC programs. Minimum grant size for this program is \$250,000.

Below is the tentative schedule for the BPIP program. This schedule is subject to change as it is dependent upon adoption of the anti-displacement requirements currently being developed by MTC:

Call for Projects approved by the Board	August 2016
Call for Projects Issued to the Agencies/ Public	August 2016
Workshop held for project applicants	September 2016
Application due date	October 2016
Screening of applications	Nov/ Dec 2016
BPAC Sponsor Presentations	Jan/Feb 2017
BPAC Project Funding Recommendation	March/ April 2017
Project list approved by the Board	May 2017
Project list to MTC	June 2017
Project submissions due in FMS	Late Summer 2017

ATTACHMENTS

1. OBAG 2 Eligibility and Requirements
2. C/CAG OBAG2 Call for Projects Draft Screening Criteria
3. C/CAG OBAG2 Draft Scoring Criteria for BPIP
4. MTC OBAG2 Housing Formula Factors and Distribution Within County

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 summer 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.

C/CAG OneBayArea Grant 2 (OBAG 2) Screening Requirements Fiscal Years 2017/2018 – 2021/2022	
Overall OBAG 2 Requirements	MTC OBAG 2 Overall Program Goals Requirements and Minimum Screening Requirements
MTC OBAG Program Goals	MTC's funding approach to integrate the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. MTC OBAG program goals are intended to reward local agencies that accept housing allocations through the Regional Housing Need Allocation (RHNA) process, produce housing, and target project investments to the region's Priority Development Areas (PDAs).
70% of OBAG Funds spent in PDAs	MTC requires a minimum of 70% of all OBAG funds be invested in ABAG approved Priority Development Areas (PDAs) or in proximate access to PDAs. Safe Routes to School is not subject to this requirement.
Timely Use of Funds	Countywide, half of all OBAG funds must be submitted for construction obligation by January 31, 2020. All remaining OBAG funds must be submitted for construction obligation by January 31, 2023. Non-infrastructure projects and Preliminary Engineering (PE) phases are expected to be programmed and obligated in the first program year.
Minimum Screening Requirements	
CMAQ fund source	Project must be for new or expanded transportation project. Maintenance projects are not allowed. Local Streets and Roads is funded through STP fund sources.
Construction Phase	Project cannot be a design only project. Project funds may cover some design cost but project must include a fully funded construction phase. Non-infrastructure projects (e.g. Educational and Outreach) are federally categorized as a construction phase.
Map project location in relation to a PDA	All project locations must be mapped. Projects not located directly in a PDA must show where project is located in proximity to a PDA. See attached definition of "proximate access to a PDA". See scoring criteria for further information.
Online Complete Street Checklist	The MTC Complete Streets online checklist must be completed for each project application.
MTC OBAG 2 Checklist for Local Compliance	Applicant agency is required to fill out and submit the MTC OBAG 2 Checklist for Local Compliance with MTC Resolution No. 4202
Minimum Local Match	Federally required 11.47% of total project cost in local funds (non-federal cash match). For capital improvement projects, fully funding with design with local funds towards overall project match (toll credits) is highly encouraged.
Local Match Limitations	No "In-kind" match allowed. For capital improvement projects, fully funding with design with local funds towards overall project match (toll credits) is highly encouraged.
Single Point of Contact	Every recipient of OBAG 2 funds will need to identify a single point of contact for the implementation of all FHWA administered funds within that agency. This person must have sufficient knowledge in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out.
Eligible Applicants	Federally recognized local agencies in San Mateo County (e.g. Cities, County, San Mateo County Transportation Authority, San Mateo County Transit District) and entities with existing executed Master Agreements with Caltrans Local Assistance.
Minimum/ Maximum Grant Size	Minimum \$250,000 per project. Maximum \$1,000,000 per project. Maximum allowable grant funds per jurisdiction is \$1,500,000 (for BPIP and TLC combined).
Housing Element	Applicant agency is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-22 RHNA prior to June 30, 2016. The agency's annual housing Housing Element Report must be submitted to HCD each year through the end of the OBAG 2 program (FY 22) in order to be eligible for funding.
Complete Streets Resolution or Letter	Applicant agency must have an MTC approved complete streets policy resolution no later than December 31, 2016. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008 after January 1, 2010.

**C/CAG OneBayArea Grant (OBAG) Scoring Criteria
Fiscal Years 2017/2018 – 2021/2022
Bicycle/Pedestrian Improvement Program**

Program Goals	<ul style="list-style-type: none"> • Encourage active transportation. • Build out the bicycle and pedestrian network. • Reduce vehicle trips. 	
Eligible Types of Projects	<ul style="list-style-type: none"> • New construction and major reconstructions of paths, tracks, or areas for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. • Permanent bicycle racks. • Other improvements include bulb outs, sidewalk widening, cross walk enhancements, audible signal modification, mid-block crossings, pedestrian street lighting, pedestrian medians and refuges. • Signal modification for bicycle detection. • Secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas • Outreach and educational programs. <p>* Note: Fund source is intended to reduce vehicle trips and must not fund exclusively recreational projects. Facility hours of operations must reasonably support bicycle/ pedestrian needs during commute hours.</p>	
Fund Source		
CMAQ fund source	Project must be for new or expanded transportation project. Maintenance projects are not allowed.	
Scoring Criteria		Maximum Score
Location in relation to a Priority Development Area	Projects are located in a PDA or in Proximity to a PDA (Note: MTC mandates that 70% of all OBAG funds are to be located in a PDA or in proximate access to a PDA) (In a PDA =10pts, In proximate access to a PDA =5pts)	10
RHNA/ Housing Production	Jurisdiction formula based on MTC OBAG distribution factors, which is based on population, RHNA, and housing production.	1 to 5
Location in a BAAQMD CARE Communities	If project is in a BAAQMD defined CARE community or freight transportation center and improvements are consistent with the Air District's Planning Healthy Places guidelines.	0-2
Community of Concern	Project location in relation to Communities of Concern (COC) as defined by MTC or locally identified as part of Community based Transportation Plans. Project is identified in one of the Community Based Transportation Plans developed in San Mateo County or the Countywide Transportation Plan for Low Income Communities. (Project is in a CBTP -10pts, Project is located in a COC -5pts)	10
Affordable Housing	Located in a PDA that has affordable housing preservations or creation strategies and community stabilization policies.	5
User Benefit	<ul style="list-style-type: none"> Project has a high need (2 points) Project is a safety project (3 points) Project is expected to have high use (3 points) Project is expected to have a high return on investment (2 points) Project meets the intent and goals of the program (4 points) 	14
Planning	Project is listed in an adopted planning document (e.g. bike plan, pedestrian plan, or area planning document).	5
Connectivity/ Improves Transportation Choices	<ul style="list-style-type: none"> Project connects or improves access to housing/ jobs/ "high quality" transit (4 points) Project connects a gap in a bicycle or pedestrian network. (4 points) Project encourages multi modal access with a "complete streets" approach. (4 points) Project is located in or near dense job centers, in proximity to transit, and housing with reduced parking requirements and travel demand Management (TDM) programs or Project improves transportation choices for all income levels (2 points) 	14
Support	Project has council approval and community support.	10
Match Funds	Project exceeds the minimum match for the project (11.47-20% -2pts, 21-30%-5pts, 30%-40 -7 pts, 40%+- 10pts)	10
Readiness	Project is free of Right of Way complications (project has secured encroachment permits, or is entirely on city property)	5
	Project has secured all regulatory agency permits (e.g. BCDC, RWQCB, CCC, USFWS)	5
	Project is 100% designed (1-5)	5

Scoring Criteria		Maximum Score
RHNA/ Housing Production	Jurisdiction formula based on MTC OBAG distribution factors, which is based on population, RHNA, and housing production.	1 to 5

Jurisdiction	Points
Atherton	1
Belmont	1
Brisbane	1
Burlingame	1
Colma	1
Daly City	4
East Palo Alto	2
Foster City	2
Half Moon Bay	1
Hillsborough	1
Menlo Park	2
Millbrae	1
Pacifica	2
Portola Valley	1
Redwood City	5
San Bruno	4
San Carlos	1
San Mateo	5
South San Francisco	3
Woodside	1
San Mateo County Unincorporated	3

Basis for San Mateo County Share of OBAG funding
50% 2014 Population
12% Housing 2007-2014 RHNA Very Low, Low and Moderate Income
8% Housing 2007-2014 RHNA
12% Housing 2007-2014 Housing Production
18% Housing 2007-2014 Housing Production for Very Low, Low and Moderate Income