

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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September 12, 2016

Dear Public Works Directors,

On May 12, 2016 the C/CAG adopted the One Bay Area Grant 2 (OBAG 2) framework that direct \$11,068,000 towards the Local Streets and Roads (LSR) Preservation Program for the preservation of local streets and roads on the federal-aid system. Attached is the formula distribution of the LSR program funds for each jurisdiction. This letter is to inform you of documentation requirements needed in order to approve and program your projects.

Because the federal aid administrative process is costly and time consuming, C/CAG staff urges jurisdictions with grants under \$250,000 to consider directing their share towards non-infrastructure projects, consider performing joint combined fund projects with neighboring jurisdictions, or consider combining funds with other federal aid project grants.

The C/CAG Board will need to approve a listing of all proposed LSR projects prior to programming with MTC. The following documentation will be needed from your agency by **November 18, 2016**:

1. Resolution of Local Support – Template available at <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2> or <http://ccag.ca.gov/obag-2-call-for-projects/>
2. Programming Excel Template filled out with project name, location, description of work and funding information. (see attached example) – Template is available at: <http://ccag.ca.gov/obag-2-call-for-projects/>
3. One Bay Area Grant (OBAG 2) Checklist for Local Compliance with MTC Resolution No. 4202 filled out and signed. Checklist can be found at: <http://ccag.ca.gov/obag-2-call-for-projects/>
4. Complete Streets Checklist (online application) filled out. Application can be found at: http://completestreets.mtc.ca.gov/external_user_sessions/new
5. Street Saver Report showing Scenarios - Section Remaining Life for proposed project – StreetSaver link is at: <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/fix-it-first/local-streets-and-roads-1>. See example report at:
6. Sketch map of project locations showing relations to PDAs. If not in a PDA describe if the project meet one or more of the 6 definitions of proximate access to a PDA (see definitions below). A link to maps of Bay Area PDAs can be found at: http://gis.mtc.ca.gov/interactive_maps/ or <http://ccag.ca.gov/obag-2-call-for-projects/>
7. Updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years. Link to the Caltrans and FHWA HPMS system can be found at: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>

When identifying project locations and type of work please be aware of the eligibility requirements for specific LSR project types listed below:

- **Pavement Rehabilitation:** All pavement rehabilitation projects, including projects with pavement segments with a Pavement Condition Index (PCI) below 70, must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's Pavement Management Program (PMP).
- **Preventive Maintenance:** Only projects where pavement segments have a PCI of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's PMP must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.
- **Non-Pavement:** Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements and features that bring the facility to current standards.
- **Federal-Aid Eligible Facilities:** Federal-aid highways as defined in 23 U.S.C. 101(a)(6) are eligible for local streets and roads preservation funding. A federal-aid highway is a "functionally classified" public road that is not classified as a rural minor collector or local road (residential) or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding. Functional Classification maps of roadways can be found here: http://dot.ca.gov/hq/tsip/hseb/crs_maps/index.php or use "Caltrans Earth" at <http://earth.dot.ca.gov/> (works only on Internet Explorer)

Activities that are not eligible for funding include:

- Air quality non-exempt projects (unless granted an exception by MTC staff)
- New roadways
- Roadway extensions
- Right of way acquisition for future expansion
- Operations
- Routine maintenance
- Spot application
- Enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to current standards or implementing complete streets elements)
- Any pavement application not recommended by the PMP unless otherwise allowed above

70% of all OBAG 2 funds must be either spent in a PDA. Projects can count towards a PDA if it connects or provides “proximate access” to a PDA. 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 one 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/.

Please submit your project materials to us by no later than **November 4, 2016**. If you have any questions, please feel free to contact me directly at jhigaki@smcgov.org or (650) 599-1462.

Thank you,

Jean Higaki
Transportation System Coordinator
San Mateo City/County Association of Governments

San Mateo C/CAG
OBAG 2 Local Streets and Roads Preservation Program

**Board Approved
Distribution on
8/11/16**

CITY / COUNTY	(Rounded to 1,000)
Atherton	\$240,000
Belmont	\$446,000
Brisbane	\$131,000
Burlingame	\$546,000
Colma*	\$100,000
Daly City	\$1,252,000
East Palo Alto	\$398,000
Foster City	\$421,000
Half Moon Bay	\$193,000
Hillsborough	\$390,000
Menlo Park	\$619,000
Millbrae	\$370,000
Pacifica	\$641,000
Portola Valley	\$192,000
Redwood City	\$1,209,000
San Bruno	\$643,000
San Carlos	\$550,000
San Mateo	\$1,522,000
South San Francisco	\$982,000
Woodside	\$231,000
SM County (Urban)	\$1,024,000
Total	\$12,100,000

* Increased to minimum allowed grant size.

Highly encourage small jurisdictions under \$250,000 to merge projects
Encourage merging into any competitive call project (BPIP or TLC)