

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*

AGENDA

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Date: Thursday, August 25, 2016

7:00 p.m.

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

- | | | | | |
|----|--|--------------------------------------|-------|-------|
| 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 May 26, 2016 Meeting | Action
(Colapietro) | Pages | 1-4 |
| 4. | Receive a presentation on the San Mateo County Safe Routes to School Program for School Year 2015-2016 | Information
(Lacap) | | |
| 5. | Recommendation on modifying the field tours for bicycle and pedestrian grant programs | Action
(Madalena) | Page | 5 |
| 6. | Receive the revision to the One Bay Area Grant 2 (OBAG 2) Framework | Information
(Higaki) | Pages | 6-8 |
| 7. | Receive the Board approved definition of “proximate access” as it relates to Priority Development Areas in the One Bay Area Grant 2 (OBAG 2) Program | Information
(Higaki) | Pages | 9-11 |
| 8. | Review and recommend approval of the One Bay Area Grant 2 (OBAG 2) Bicycle and Pedestrian Improvement Program (BPIP) Call for Projects | Action
(Higaki) | Pages | 12-31 |
| 9. | Recommendation on the proposed Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Program schedule for FY 16/17 | Action
(Madalena) | Pages | 32-33 |

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|-----|---|-----------------------------|------|----|
| 10. | Review and approval of the 2017 BPAC Meeting Calendar | Action
(Colapietro) | Page | 34 |
| 11. | Member Communications | Information
(Colapietro) | | |

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 Eliza Yu at (650) 599-1453 or e-mail eyu@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, October 27th, 2016.

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

Bicycle and Pedestrian Advisory Committee (BPAC)

Meeting Minutes

May 26, 2016

Members Present:

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

Members absent:

Eric Reed	Daina Lujan
Gary Pollard	

Public Attendees:

Emma Shlaes, Silicon Valley Bicycle Coalition
Christian Hammack, Redwood City

Staff Attending:

Ellen Barton, C/CAG
Tom Madalena, C/CAG
Eliza Yu, C/CAG
Jean Higaki, C/CAG

1. Call to Order

Chair Colapietro called the meeting to order at 7:08 pm.

2. Public Comment on Items Not on the Agenda

There were no public comments.

3. Minutes of the February 25, 2016 Meeting

Chair Colapietro called for a motion to approve the meeting minutes.

Motion: Member Schneider moved/member Fraser seconded approval of the February 25, 2016 minutes. Motion carried unanimously.

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

Chair Colapietro requested a motion to approve a reallocation of TDA Article 3 funds for the City of East Palo Alto.

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

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

The members of the committee considered the request to reallocate TDA Article 3 funds for the City of Redwood City. Christian Hammack from the City of Redwood City responded to a question from Member Schneider that the reason for the delay was due to reduced staff resources that resulted in a need for additional time for outreach.

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

6. Receive the Board Adopted One Bay Area Grant 2 (OBAG 2) Framework

The OBAG 2 program provides funding to Congestion Management Agencies to pay for local streets and roads, Bicycle and Pedestrian Improvement Program (BPIP), Transportation for Livable Communities (TLC), and Safe Routes to Schools. The program framework was approved by the C/CAG Board at its meeting on May 12, 2016. Allocations of the Local Streets and Roads funds will be made on a programmatic basis, rather than through a competitive application process.

There will be a competitive call for projects for the BPIP and TLC funds. The scoring process includes a requirement that projects be within proximate access to a transit corridor. The call for projects will be subject to the timing of the Metropolitan Transportation Commission (MTC) finalization of an anti-displacement policy, expected to be issued in July.

Member Self requested clarification on whether projects should be submitted to both the BPIP and TLC competitive calls. Jurisdictions are advised to apply to one of the two categories rather than both, choosing the funding category that best fits the project based on scoring criteria.

Member Schneider encouraged BPAC members to inform their respective city staff of the opportunity.

Member Tong requested confirmation that small cities remain eligible for local streets and roads funds. J. Higaki confirmed that cities with low populations and low lane mileage receive a fair

share.

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

The OBAG 2 guidelines require that 70% of the funds awarded must be within proximate access to a PDA. In San Mateo County, many of the PDAs are located along a narrow corridor. C/CAG has adopted a definition of Proximate Access to ensure that projects from the majority of member jurisdictions remain eligible for funding.

Chair Colapietro requested a motion to approve the definition.

Motion: Member Horsley moved/member Schneider seconded approval of the definition. Motion carried unanimously.

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

The OBAG 2 funds are subject to federal requirements such that the screening criteria cannot be changed locally. There is flexibility on the weighting of the different scoring categories. The BPAC members reviewed the criteria and weighting as provided in the meeting materials.

Member Schneider requested clarification on the anti-displacement policy. Metropolitan Transportation Commission (MTC) is considering methods to prevent the reduction of affordable housing supply through conversions or development. The effect of the policy will not be clear until adopted by MTC.

Member Schneider requested clarification on the requirement for fully-funded construction. Projects that are selected for funding will be requested to provide a resolution of local support committing funding for completion of construction. Federal funds can be used only for projects that result in construction (not for “design only”).

Member Horsley requested clarification about the rural roads program. The County is guaranteed a certain level of funding that must be used on rural roads and maintenance. The program benefits San Mateo County because of the relatively low ratio of urban roads.

Chair Colapietro requested that a “save the date” for the project site tour be sent to the BPAC members three or four months prior to the tour, to ensure good attendance.

Member Schneider requested clarification whether elected officials who are members of the BPAC must recuse themselves from scoring if their jurisdiction submits a project for the competitive call. Elected officials are not required to recuse themselves from scoring.

Motion: Member Schneider moved/member Ibarra seconded approval of the scoring criteria.

Motion carried unanimously.

9. Member Communications

Member Fraser reported that the City of San Mateo has launched a new bike share system using technology that allows bikes to be parked more flexibly than other kiosk-based bike share systems. The City of San Mateo encourages other San Mateo County jurisdictions to consider implementing this system in order to create a larger network.

Ellen Barton reported that MTC has issued a call for Letters of Interest from jurisdictions interested in applying for funds to start a bike share program.

Member Self reported that the City of Redwood City has voted not to fund continuation of the Bay Area Bike Share system after the June 30, 2016 termination of the pilot program. The system will expand in San Francisco, San José, and in the East Bay area as a privately-owned and operated company.

Member Matsumoto reported that the City of South San Francisco is setting up a process for development applications to come before the BPAC for review prior to City Council review.

Member Self reported that Redwood City has been awarded the Bronze level Bicycle Friendly Community designation by the League of American Bicyclists.

Chair Colapietro reported that Bike to Shop Day was well supported by 12 businesses in Millbrae and many more around the county.

Tom Madalena introduced Eliza Yu, a Transportation Projects Specialist at C/CAG, who will staff the BPAC as Ellen Barton now works for the County of San Mateo Office of Sustainability.

Ellen Barton reported that Bike to Work Day participation increased 17% over 2015 levels and Bike to Shop Day in San Mateo County increased business participation by 30% in 2015. San Mateo County was awarded the Bronze level Bicycle Friendly Community designation from the League of American Bicyclists.

10. Adjournment

Chair Colapietro called for a motion to adjourn.

Motion: Member Ibarra moved/member Self seconded approval of the motion to adjourn. Motion carried unanimously.

C/CAG AGENDA REPORT

Date: August 25, 2016
To: Bicycle and Pedestrian Advisory Committee (BPAC)
From: Tom Madalena
Subject: Recommendation on modifying the field tours for bicycle and pedestrian grant programs
(For further information please contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the BPAC review and approve an option to modify the field tours for bicycle and pedestrian grant programs.

FISCAL IMPACT

The fiscal impact includes C/CAG and jurisdiction staff time.

SOURCE OF FUNDS

Not applicable

BACKGROUND

C/CAG staff would like to recommend modifying the field tours requirement for the bicycle and pedestrian grant programs. Below are two alternatives C/CAG staff would like the BPAC to consider for approval.

- A. Tour projects when there is a minimum of 50% of BPAC members who RSVP. If the 50% minimum is not met, the field tours will be canceled. This may also require two separate Saturday field tours in order to have enough time to visit proposed projects.
- B. Expand the project sponsor's presentation and encourage the inclusion of videos to be submitted as part of the application process in lieu of field tours.

C/CAG AGENDA REPORT

Date: August 25, 2016

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

From: Jean Higaki, C/CAG Transportation Systems Coordinator

Subject: Receive the Board approved 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 C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) receive the Board approved 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.

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

Under OBAG 1, the definition of “proximate access” with six categories was vetted through the C/CAG committees and adopted by the C/CAG Board.

At the May 26, 2016 meeting, the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) recommended approval of the OBAG 1 adopted definition.

On June 16, 2016, the Congestion Management Program Technical Advisory Committee (CMP TAC) recommended approval of the adopted OBAG 1 definition with a recommended modification to the second category. The CMP TAC recommended raising the ½ mile radius of a PDA boundary to 1 mile.

On June 27, 2016 the C/CAG Congestion Management & Environmental Quality Committee (CMEQ) recommended approval of the definition of proximate access as modified by the CMP TAC and shown above.

On August 11, 2016 the C/CAG Board approved the definition of proximate access to a PDA with modifications recommended by the CMP TAC and CMEQ as shown below.

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 ~~half~~ 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.

ATTACHMENTS

1. MTC Examples of Proximate Access from OBAG 1

MTC Examples of Proximate Access From OBAG 1

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: August 25, 2016

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

From: Jean Higaki, C/CAG Transportation Systems Coordinator

Subject: Receive the revision to the 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 Bicycle and Pedestrian Advisory Committee (BPAC) receives the revision to the One Bay Area Grant 2 (OBAG 2) Framework.

FISCAL IMPACT

None

SOURCE OF FUNDS

Federal funds are 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.

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 proposed framework at the May 12, 2016 meeting.

Subsequent to the C/CAG Board's adoption of the framework, the federal Fixing America's Surface Transportation (FAST) Act provided an additional \$72 million in STP/ CMAQ funds to the region (MTC). MTC in turn has proposed that \$32 million be distributed to the counties based on the OBAG 2 county distribution formula.

C/CAG will receive an additional \$2.69 million for the county share. On August 11, 2016 the Board adopted the following revisions to the OBAG 2 framework.

	Board Approved on 5/12/16	Board Approved on 8/11/16
Local Street and Roads (LSR) Maintenance and Rehabilitation*	\$11M	\$12.1M
Planning and Outreach	\$4.6M	\$5.08M
Transportation for Livable Communities (TLC)	\$5.4M	\$5.9M
Bicycle and Pedestrian Improvement Program (BPIP)	\$5.4M	\$5.9M
Safe Routes to School (SRTS)	\$2.3M	\$2.6M
Federal-Aid Secondary (FAS) Program (required by statute)	\$892,000	\$892,000

* See attachment for revised LSR details.

Eligibility Requirements

Anti-Displacement Requirement – When MTC adopted Resolution 4202 in November 2015, MTC staff was directed to develop anti-displacement policy recommendations. On July 27, 2016 the MTC adopted the following requirement in order to be eligible for OBAG 2 funds:

“All cities and counties must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.”

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.

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

ATTACHMENTS

1. Funding for OBAG 2 Local Streets and Roads Preservation Program

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

CITY / COUNTY	Board Approved Distribution on 5/12/16 (Rounded to 1,000)	Board Approved Distribution on 8/11/16 (Rounded to 1,000)
Atherton	\$220,000	\$240,000
Belmont	\$408,000	\$446,000
Brisbane	\$120,000	\$131,000
Burlingame	\$499,000	\$546,000
Colma*	\$100,000	\$100,000
Daly City	\$1,144,000	\$1,252,000
East Palo Alto	\$363,000	\$398,000
Foster City	\$385,000	\$421,000
Half Moon Bay	\$177,000	\$193,000
Hillsborough	\$357,000	\$390,000
Menlo Park	\$565,000	\$619,000
Millbrae	\$338,000	\$370,000
Pacifica	\$586,000	\$641,000
Portola Valley	\$176,000	\$192,000
Redwood City	\$1,105,000	\$1,209,000
San Bruno	\$587,000	\$643,000
San Carlos	\$503,000	\$550,000
San Mateo	\$1,391,000	\$1,522,000
South San Francisco	\$897,000	\$982,000
Woodside	\$211,000	\$231,000
SM County (Urban)	\$936,000	\$1,024,000
Total	\$11,068,000	\$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 application (B/P or TLC)

C/CAG AGENDA REPORT

Date: August 25, 2016

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

From: Jean Higaki, C/CAG Transportation Systems Coordinator

Subject: Review and Recommend Approval of the One Bay Area Grant 2 (OBAG 2) Bicycle and Pedestrian Improvement Program (BPIP) Call for Projects.

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

RECOMMENDATION

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

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

The previous version of the OBAG 2 BPIP scoring criteria was reviewed and recommended for approval on May 26, 2016. However, on July, 27, 2016 the MTC Commission required the CMAs to develop specific scoring criteria related to housing and anti-displacement policies enacted by local jurisdictions for projects in PDAs. As a result, staff will be developing scoring criteria over the next few weeks to present at the September Board meeting.

On November 18, 2015, MTC and ABAG adopted Resolution 4202 outlining and approving the One Bay Area Grant 2 (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.

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

Subsequent to the C/CAG Board’s adoption of the framework, the federal Fixing America’s Surface Transportation (FAST) Act provided additional STP/ CMAQ funds resulting in an additional \$2.69 million for the county share. On August 11, 2016 the C/CAG Board adopted the revised OBAG 2 framework. The revised framework would increase the BPIP allocation amount from \$5,421,000 to \$5,926,000.

Bicycle and Pedestrian Improvement Program (BPIP)

\$5,926,000 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 the revised screening requirements and scoring criteria for this program.

Below is the tentative schedule for the BPIP program:

Action	Tentative Dates
Call for Projects approved by the Board	September 8, 2016
Call for Projects Issued to the Agencies/ Public	Mid - September 2016
Workshop held for project applicants	Last week September 2016
Application due date	November 18, 2016
Screening of applications	November 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

Committee Review and New Changes

A previous version of scoring criteria for the BPIP program was presented to the BPAC on May 26, 2016. The BPAC recommended approval of the scoring criteria as presented.

On July 27, 2016, the MTC Commission adopted revisions to the project selection requirements for the county program that requires the CMAs to adopt a specific scoring methodology for selecting projects within PDAs or Transit Priority Areas (TPAs) that rewards jurisdictions “with the most effective housing anti-displacement policies.”

Two options are being presented for consideration by the BPAC to address the anti-displacement scoring methodology requirement. These two options are highlighted in the attached scoring criteria table.

The MTC Commission also approved a change to the Congestion Management Compliance Checklist which in turns resulted in a minor change to the Location in a BAAQMD CARE Communities criterion. The change is as follows:

- Modify Location in a BAAQMD CARE Communities criterion from “If project is in a BAAQMD defined CARE community or freight transportation center **and or** improvements are consistent with the Air District's Planning Healthy Places guidelines”

ATTACHMENTS

1. OBAG 2 Eligibility and Requirements
2. Preservation Strategies/ Community Stabilization Policy (examples)
3. BPIP Draft Scoring Criteria
4. BPIP Draft Application
5. BPIP Call for Projects Announcement

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:

Anti-Displacement Requirement – When MTC adopted Resolution 4202 in November 2015, MTC staff was directed to develop anti-displacement policy recommendations. On July 27, 2016 the MTC adopted the following requirement in order to be eligible for OBAG 2 funds:

“All cities and counties must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.”

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.

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

Preservation Strategies/ Community Stabilization Policy (examples)

Dedicated affordable housing or actions to prevent or mitigate displacement of existing tenants due to escalating rents

- 1 Just Cause Eviction Ordinance
- 2 Rent Stabilization or Rent Control
- 3 Rent review board and/or mediation
- 4 Mobile Home Rent Control
- 5 SRO (Single-Room Occupancy) Preservation
- 6 Condominium Conversion Regulations
- 7 Foreclosure Assistance
- 8 Locally Required Relocation Assistance (all Federal projects have relocation requirement)
- 9 Minimum Lease Terms for rentals
- 10 Voluntary (“Good Behavior”) Rent Program
- 11 Rental Repair and Rehabilitation Program
- 12 Landlord-Tenant Fair Housing Counseling
- 13 Tenant Anti-Harassment Policies
- 14 Source of Income Non-Discrimination Ordinance

“Transit priority area” means “an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.”

“Major transit stop” means “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” Other relevant definitions are contained in the new Public Resource Code Section 21099.

**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 or improvements implement "Best Practices" as identified by the Air District's Planning Healthy Places guidelines. (0-2)	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 or serves a COC -5pts)	10
Affordable Housing	Located in a PDA that has affordable housing preservation or creation strategies and community stabilization policies. (1-5) Project is located in a PDA or Transit Priority Area (TPA) that has affordable housing preservation strategies and/ or community stabilization policies. (1-2 policies = 2 pts, 3-6 policies = 3 pts, 7-9 policies = 4 pts, 10-14 policies = 5 pts) or (1-2 policies = 4 pts, 3-6 policies = 6 pts, 7-9 policies = 8 pts, 10-14 policies = 10 pts) drop support from 10 pts to 5 pts	5 Option 1 (1-5) Option 2 (1-10)
User Benefit	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	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 Option 1 - (1-10) Option 2 - (1-5)
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

C/CAG ONE BAY AREA GRANT 2 PROGRAM (OBAG 2)
Bicycle Pedestrian Improvement Program (BPIP)
APPLICATION FOR FISCAL YEARS 2017/2018 - 2021/2022

Section 1: General Project Information

1) General Project Information

Sponsor Agency:

Implementing Agency:

Funds Requested
Minimum \$250,000
Maximum \$1,000,000:

Note:

- Maximum amount that can be awarded per project is \$1,000,000.
- The maximum allowable grant fund per jurisdiction is \$1,500,000 (for BPIP and TLC combined).

2) Single point of contact for all Federal Aid projects in your agency:

Name:

Title:

Agency:

Phone Number:

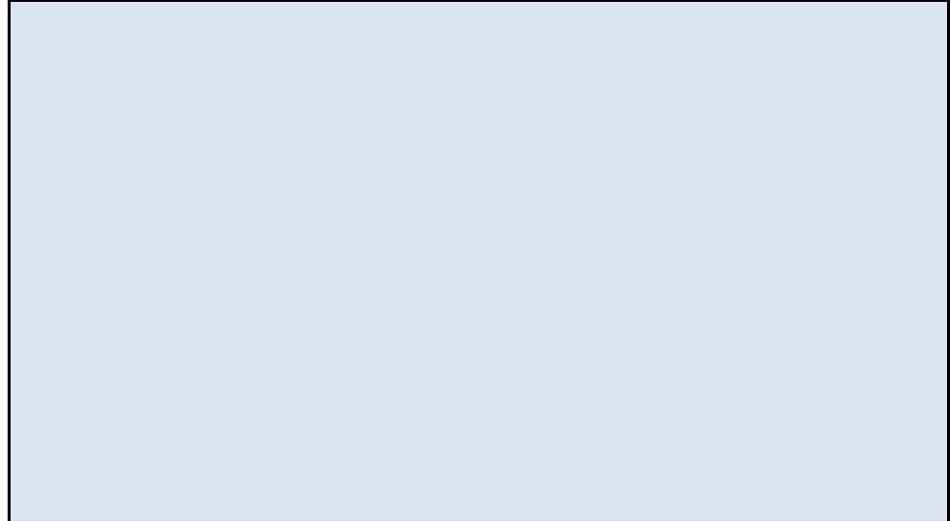
Email Address:

Section 2: Project Description

Project
Description:



Project
Location/Limits:
*(Include streets,
cross streets,
and project
limits, as
appropriate)*



Section 3: Screening Requirements

1) **Required attachment for all capital projects, map(s) that include the following elements (Please limit size to 11x17):**

- Project location in relation to an ABAG approved Priority Development Area (PDA). Include the PDA name and map the ABAG PDA boundary. Include measurements if supporting a “proximate access” claim.
- If project meets the definition of “proximate access” to a PDA, show details on a map and describe how it meets the definition on Question 4.
- Attach a proposed project sketch or conceptual layout. For example; a location indicator map may be more appropriate for a pedestrian countdown signal head project while a conceptual layout is applicable for a trail or bike lane installation. If multiple types of improvements are proposed throughout the project limits (e.g. a combination of Class 1 and Class 3 bicycle facilities), clearly indicate the limits of each type of improvement on the map.

- Differentiate existing and new facilities, as applicable (e.g. bikeways, sidewalks, crosswalks, traffic signals, etc.) If this project is closing a gap, clearly illustrate how the project will achieve this.
- Show nearby transit facilities, activity centers and regional connectors (to the extent feasible).

2) Required for all projects, fill out Complete Streets online project and checklist information at

http://completestreets.mtc.ca.gov/external_user_sessions/new

- Create and fill out information for a new project
- Create and fill out information for a new checklist. Associate new checklist to the newly created project.

What is the inputted Project Name?

What is the inputted Checklist Name?

3) Required for all projects, fill out and attach the “One Bay Area Grant (OBAG 2) Checklist for Local Compliance with MTC Resolution No. 4202” found at <http://ccag.ca.gov/obag-2-call-for-projects/>.

- Yes – The checklist is attached.
- No – The checklist will be completed prior to C/CAG approval of award.

4) Is this project located within the boundary of an ABAG approved PDA?

- Yes – Project location is shown relative to PDA on the required map.
- No

a. If not, is this project within proximate access to an ABAG approved PDA?

- Yes – Please see attached definition of “proximate access to a PDA” and include documentation that supports this claim on attached map.

Indicate how the project meets at least one of the definition of proximity to a PDA:

No

Note: MTC mandates that 70% of all funds are to be located in a PDA or in proximate access to a PDA.

5) Project Cost by Phase

Please fill in the funding table below.

	Requested OBAG Funds	Indicate Local Cash Match and/ or Toll Credits (minimum 11.47%)	Other Project Funds	Total Project Funds
Preliminary Engineering				
Construction Capital				
Construction Support				
Total				

Is this still a viable project if partially funded? Please explain below.

- Yes
- No

Describe the source of "Other Project Funds":

Section 4: Scoring Criteria

1) Is project in a BAAQMD defined CARE community or freight transportation center? See <http://www.baaqmd.gov/plans-and-climate/community-air-risk-evaluation-care-program>

Yes

No

a) Do improvements implement “Best Practices” as identified by the Air District's Planning Healthy Places guidelines? See http://www.baaqmd.gov/~media/files/planning-and-research/planning-healthy-places/php_may20_2016-pdf.pdf?la=en

Describe the “Best Practices” utilized.

2) Is this project identified in a Community Based Transportation Plan developed in San Mateo County or in the Countywide Transportation Plan for Low Income Communities? See <http://mtc.ca.gov/our-work/plans-projects/other-plans/community-based-transportation-plans> or <http://cqaq.ca.gov/programs/transportation-plans/>

Yes

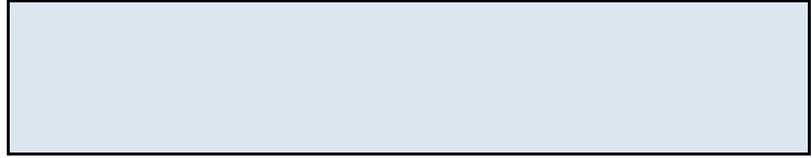
If yes, please site the planning document and strategy number

No

a) Is this project located in or does this project serve a Community of Concern (COC) as defined by MTC or locally identified as part of Community Based Transportation Plans? See <http://mtc.maps.arcgis.com/home/webmap/viewer.html?webmap=6395becf-f0324b7c9aa2887cc46ada11>

- Yes

Please describe how this projects serves a COC or the CBTP community

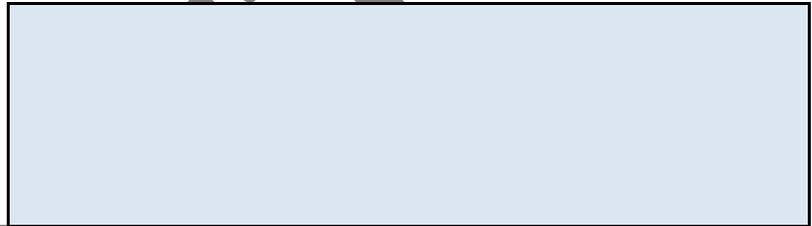


- No

3) Is this project located in a PDA or TPA that has affordable housing preservations strategies and/ or community stabilization policies?

- Yes

If yes, please list the policies in place and provide verification (e.g. web links or ordinance/ resolution numbers).

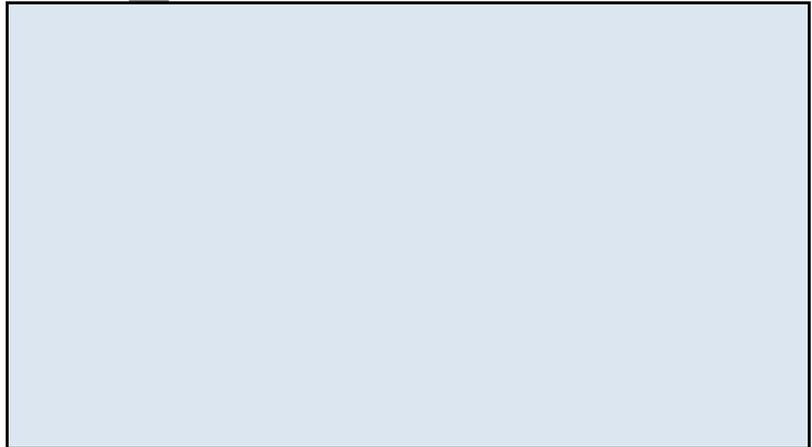


- No

4) Describe the user benefit of the proposed project.

Describe the following:

- Project need
- Expected use
- Expected return on investment.



a) Is this project a safety project?

Yes

If yes, please describe/substantiate the safety problem to be addressed.

No

Describe how the project meets the goals and intent of the program

5) Is this project identified in an adopted planning document (e.g. bike plan, pedestrian plan, or other area planning document)?

Yes

If yes, please provide the plan names, adopted date, and page number. Provide a web link if available.

No

6) Does this project provide connectivity or improve transportation choices?

Describe how the project improves access to housing/ jobs/ high quality transit.

Describe how the project addresses a gap in a bicycle or pedestrian network.

Describe how the project encourages multi modal access with a "complete streets" approach.

Please describe if the project is located in dense job centers, near transit, or near housing with reduced parking requirements or travel demand management (TDM) programs? And/ or describe how the project improves transportation choices for all income levels?

7) Does this project have local community support and/ or council approval?

- Yes – Attach any supporting documentation (e.g. letters of support).

If yes, please describe the community involvement and/ or evidence of local support.

- No

8) Readiness

Is this project located entirely within the sponsor's right of way? Is the project expected to need utility relocations?

- Yes
- No

If no, please list if any permits and/ or easements been identified and/or acquired?

Is this project near the coast, bay front, refuge, or other environmentally sensitive areas? Does this project require agreements with other jurisdictions or regulatory agencies? Is the project's schedule dependent on the progress of another project?

Yes

If yes, list expected studies/ permits or environmental issues? Describe any project dependencies.

No

Is this project designed?

Yes

If yes, indicate and substantiate status (e.g. 35%, 65%, 90%). Indicate if the design has been reviewed by Caltrans design or Caltrans permit office.

No

9) Please input the project schedule

	Date
Planning Complete	
Environmental Studies	
NEPA and CEQA Approval	
R/W Certification	
Complete PS&E	
Obtain E-76 from Caltrans	
Ready to Advertise	
Contract Award	

Note: Half of all OBAG2 funds must be submitted for construction obligation by January 31, 2020. All Preliminary Engineering (PE) and non-infrastructure funds must be programmed and obligated no later than January 31, 2018. All remaining OBAG2 funds must be submitted for construction obligation by January 1, 2023.

DRAFT

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

One Bay Area Grant 2 (OBAG 2) Program Call for Projects Bicycle Pedestrian Improvement Program (BPIP) Fiscal Years 2017/2018 -2021/2022 Issued September 12, 2016

The San Mateo City/County Association of Governments (C/CAG) is pleased to announce a Call for Bicycle Pedestrian Improvement Program (BPIP) projects under Metropolitan Transportation Commission's (MTC) One Bay Area Grant 2 (OBAG 2) Program.

The BPIP Program is a component of OBAG 2. For the Fiscal Year 2017/2018 - 2021/2022 there is a total of \$5,926,000 in Federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds available on a competitive basis for this program.

The minimum grant amount is set at \$250,000. The maximum grant amount per project is \$1,000,000. The maximum amount that can be allocated per agency is \$1,500,000 for both the Transportation for Livable Communities (TLC) and the BPIP combined. Project applicants are limited to Caltrans recognized Local Public Agencies (LPAs) in San Mateo County such as Cities and Towns, the County of San Mateo, the San Mateo County Transit District (SamTrans), the Peninsula Corridor Joint Powers Board (JPB) or the San Mateo County Transportation Authority (SMCTA). For a listing of eligible local agencies see: <http://www.dot.ca.gov/dist4/ola/contact/sm.pdf>.

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 TLC project; however it will not count as "match" in an application as both funds sources are Federal.

Bicycle and Pedestrian Improvement Program (BPIP)

The Bicycle and Pedestrian Improvement Program (BPIP) support bicycle and pedestrian projects in San Mateo County. This program is designed to build upon and enhance the San Mateo County bicycle network and pedestrian environment to encourage the use of active transportation such as walking or bicycling. The goal of this program is to continue to build out bicycle and pedestrian improvements to better connect San Mateo County to local destinations and the multimodal transportation network. This program aims to improve air quality by

reducing vehicle trips and projects must not be exclusively recreational in nature as they should be commute oriented as required for eligibility for federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds.

The BPIP is intended to address air pollution reduction and support bicycle/ pedestrian commuter needs. Projects should not serve exclusively recreational trips. The BPIP may fund a wide variety of bicycle and pedestrian improvements such as 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.

There will be approximately \$5,926,000 available in the Bicycle and Pedestrian Improvement Program.

Proximate Access to Priority Development Areas (PDA)

MTC requires that a minimum of 70% of all OBAG funds be invested in Priority Development Areas (PDAs). A project lying outside the limits of a PDA may count towards the minimum if it directly connects to or provides proximate access to a PDA.

The following definition of “proximate access to a PDA” for OBAG was approved by the C/CAG Board of Directors on August 11, 2016. 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 (ie. a road, sidewalk, or bike lane that leads directly into a PDA); or
2. The project is within one mile 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 station 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.

Jurisdiction and Project Requirements

Selected projects will be subject to federal, state, and regional delivery requirements as noted in MTC Resolution No. 3606.

- Jurisdiction must be in compliance with the Regional Project Funding Delivery Policy requirements at the time of project application.
- Jurisdiction must comply with all FHWA and Caltrans Local Assistance and MTC project delivery and reporting requirements.
- Every recipient of funds will need to identify a current single point of contact (SPOC) for the implementation of all FHWA administered funds within that jurisdiction. 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.
- Jurisdiction must provide a minimum FHWA required local match of 11.47%.
- 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)
- Jurisdiction is to submit a “resolution of local support” prior to programming. The template for the resolution of local support can be found at: http://mtc.ca.gov/sites/default/files/Resolution_Local_Support.docx
- Jurisdiction is to input project information into the MTC Fund Management System (FMS) project application no later than August 15, 2017.

Please see the attached C/CAG OBAG 2 Call for Projects Guidelines for eligibility, program goals, screening requirements, and scoring criteria. Adhere to the information stated in the scoring criteria in your application. Applications should be no more than 20 pages. Please submit **16 hard copies** (one reproducible) and 1 electronic copy. Applications must be completed using the Microsoft Word project application form posted at http://www.ccag.ca.gov/Call4prj_rfp.html.

Applications are due by **November 18, 2016 by 5:00 p.m.** Please send your hard copies to:

Jean Higaki, C/CAG
555 County Center, 5th Floor
Redwood City, CA 94063

Additional information regarding regional OBAG requirements and policies can be found at: http://mtc.ca.gov/sites/default/files/RES-4202_approved_0.pdf.

For any questions regarding the OBAG2 program or application process, please contact Jean Higaki at 650-599-1462 or jhigaki@smcgov.org.

C/CAG AGENDA REPORT

Date: August 25, 2016
To: Bicycle and Pedestrian Advisory Committee (BPAC)
From: Tom Madalena
Subject: Recommendation on the proposed Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Program schedule for FY 16/17

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the BPAC review and recommend approval of the proposed Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Program schedule for FY 16/17.

FISCAL IMPACT

There is approximately \$1,100,000 available for the Transportation Development Act Article 3 Program Call for Projects for the FY 16/17 cycle. The TDA Article 3 Fund Estimate for FY 16/17 is \$752,752. The available amount as of July 2016 also includes interest, revenue adjustments and projected carryover from prior fiscal years.

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

TDA Article 3 funds are made available through State of California funds and are distributed by the Metropolitan Transportation Commission (MTC) to C/CAG on a formula basis annually. C/CAG acts as the program administrator in San Mateo County and issues a “call for projects” for eligible bicycle and pedestrian projects. This funding is available for bicycle and pedestrian projects in San Mateo County with the cities, the County of San Mateo and joint powers agencies operating in San Mateo County being eligible applicants.

The amount of available TDA Article 3 funds available for this call is approximately \$1,100,000. Staff recommends issuing the call for projects for these TDA funds during Fall of 2017.

In a typical program cycle, a call for projects would be issued around November and the application, evaluation, project selection and approval process would be completed by April, a five month process. C/CAG would then submit the annual program of projects to the Metropolitan Transportation Commission (MTC) for approval and allocation of funds generally occurs in the June/July timeframe.

Historically these call for projects have occurred both annually and biennially. Due to the upcoming timeline for the OBAG 2 call for projects, it is recommended that the TDA Article 3 call for projects be deferred until Fall of 2017. Additionally, given that the BPAC is the evaluation panel for both the OBAG 2 and TDA Article 3 funding sources there are challenges with administering both processes in the same time period. C/CAG staff is also cognizant of the timing of other bicycle and pedestrian funding sources such as of the State of California Active Transportation Program (ATP), which is currently underway for the ATP Cycle 3 and is expected to be finalized by March of 2017.

Staff recommendation is to defer the TDA call at this time and have the TDA Article 3 funds rolled over to the following fiscal year. Should the BPAC concur with the staff recommendation, the detailed schedule for the Fall 2017 TDA Article 3 call for projects will be brought forward to the BPAC around Spring of 2017.

C/CAG AGENDA REPORT

Date: August 25, 2016
To: C/CAG Bicycle & Pedestrian Advisory Committee (BPAC)
From: Eliza Yu
Subject: Review and Approval of the 2017 BPAC Meeting Calendar
(For further information, contact Eliza Yu at 650-599-1453 or eyu@smcgov.org)

RECOMMENDATION

That the BPAC review and approve the 2017 BPAC Meeting Calendar.

BACKGROUND/DISCUSSION

The scheduled meetings shall be held on the fourth Thursday of the month, unless otherwise noted below. The proposed schedule for meetings in 2017 will be as follows:

Time: 7:00-9:00 p.m.

Location: San Mateo City Hall

Conference Room C

330 West 20th Avenue
San Mateo, California 94403

January 26

February 23

March 23

April 27

May 25

June 22

July 27

August 24

September 28

October 26

November (off)

December (off)