

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park  
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

**1:15 p.m., Thursday, August 18, 2011**  
**San Mateo County Transit District Office<sup>1</sup>**  
**1250 San Carlos Avenue, Second Floor Auditorium**  
**San Carlos, California**

### TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

- |   |               |              |
|---|---------------|--------------|
| 1. Public comment on items not on the Agenda (presentations are customarily limited to 3 minutes).  | Porter/Hurley | No materials |
| 2. Issues from the last C/CAG Board meeting (August 2011): <ul style="list-style-type: none"><li>• Approved – Contract amendment with Mokhtari Engr. for an additional \$150,000 and one year extension to manage the Smart Corridor project</li><li>• Approved – Contract amendment with the Alliance for \$70,000 for the Regional Ridesharing and Bicycling Program activities.</li><li>• Approved – Contract with Iteris for \$129,740 for design and contract with LSA for \$45,365 for environmental documents for the Smart Corridor (South)</li><li>• Approved – Contract amendments with various cities and the Alliance for \$645,982 for the CRP shuttle services for FY12.</li><li>• Approved – Agreement with SamTrans for \$527,000 for FY12 TFCA shuttles</li><li>• Approved – Agreement with Hara Software for \$200,000 for climate action planning</li><li>• Approved – Agreement with the Alliance for \$414,000 (TFCA) and \$512,000 (CRP) for the Countywide Voluntary Trip Reduction Program</li><li>• Approved – FY12 TDA Art. 3 Program for \$1,138,972</li></ul> | Hoang         | No materials |
| 3. Approval of the Minutes from July 21, 2011   | Hoang         | Page 1-2     |
| 4. Review and recommend approval of the Draft 2011 Congestion Management Program (CMP) and Monitoring Report (Action)   | Hoang         | Page 3-7     |
| 5. Review and recommend approval of the Draft 2012 State Transportation Improvement Program (STIP) for San Mateo County (Action)  | Higaki        | Page 8-10    |
| 6. Travel Model Use Protocol (Information)  | Kott          | Page 11-14   |
| 7. C/CAG response to the MTC "OneBayArea Grant- Cycle 2 STP/CMAQ Funding" proposal. (Information Only)  | Higaki        | Page 15-18   |
| 8. Regional Project and Funding Information (Information)   | Higaki        | Page 19-23   |
| 9. Executive Director Report  | Napier        | No materials |
| 10. Member Reports  | All           |              |

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<sup>1</sup> For public transit access use SamTrans Bus lines 390, 391, 292, KX, PX, RX, or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue. Driving directions: From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

2011 TAC Roster and Attendance								
No.	Member	Agency	Jan	Feb	Mar	Apr	May	Jun
1	Jim Porter (Co-Chair)	San Mateo County Engineering	x	x		x		x
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x	x	x	x	x	x
3	Randy Breault	Brisbane Engineering	x	x	x	x	x	x
4	Syed Murtuza	Burlingame Engineering	x	x	x	x	x	x
5	Bill Meeker	Burlingame Planning			x			
6	Lee Taubeneck	Caltrans	x				x	x
7	Sandy Wong	C/CAG	x	x	x	x	x	x
8	Robert Ovadia	Daly City Engineering	x	x	x			x
9	Tatum Mothershead	Daly City Planning	x	x	x	x		x
10	Ray Towne	Foster City Engineering	x	x	x	x	x	
11	Mo Sharma	Half Moon Bay		x		x	x	x
12	Chip Taylor	Menlo Park Engineering	x	x	x	x		x
13	Ron Popp	Millbrae Engineering	x		x	x	x	x
14	Van Ocampo	Pacifica Engineering	x	x			x	
15	Peter Vorametsanti	Redwood City Engineering	x	x	x	x	x	x
16	Klara Fabry	San Bruno Engineering	x	x	x	x		x
17	Larry Patterson	San Mateo Engineering	x	x		x	x	
19	Steve Monowitz	San Mateo County Planning		x				
20	Dennis Chuck	So. San Francisco Engineering	x	x	x	x	x	x
21	Kenneth Folan	MTC						

**TECHNICAL ADVISORY COMMITTEE (TAC)  
FOR THE  
CONGESTION MANAGEMENT PROGRAM (CMP)**

**July 21, 2011  
MINUTES**

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, San Carlos, 4<sup>th</sup> Floor Dining Room. Co-chair Porter called the meeting to order at 1:15 p.m. on Thursday, July 21, 2011.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: John Hoang – C/CAG; Jean Higaki – C/CAG; Richard Napier – C/CAG; Tom Madalena – C/CAG; Jim Bigelow – C/CAG CMEQ; Steve Taylor - Jacobs

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

None.

**2. Issues from the last C/CAG and CMEQ meetings.**

As indicated on the Agenda.

**3. Approval of the Minutes from May 19, 2011.**

Approved.

**4. Review and recommend approval of the funding recommendations for provision of Congestion Relief Program shuttle services from July 1, 2011 to June 30, 2012**

It was confirmed that the total award amount was less than the available funds. Item approved.

**5. Review and provide comment on the MTC “OneBayArea Grant – Cycle 2 STP/CMAQ Funding” proposal**

Jean Higaki and Sandy Wong presented on the item, including MTC’s alternative framework to integrate the region’s federal transportation program with land use and housing policies. Notes were not recorded for this discussion.

**6. Review and recommend approval of the Draft 2011 Congestion Management Program (CMP) and Preliminary Monitoring Results**

Since the draft report and monitoring results were not provided to the Committee in a timely manner to allow for adequate review, it was determined that this item would be provided as an informational item for this meeting and be brought back to the August 18, 2011 meeting for recommendations.

John Hoang presented that there was one deficient roadway segment and no intersection deficiencies. It was noted that for this year’s update, C/CAG is incorporating the information from the new CCAG/VTA Bi-County Transportation Planning Model. Steve Taylor (consultant) provided a presentation on the collection of travel time data using GPS.

**7. Update on the schedule for Southbound I-280 on-ramp metering between Daly City and San Bruno**

Sandy Wong indicated that the metering lights along southbound I-280 between Daly City and San Bruno will be turned during the morning commute beginning August 30, 2011.

**8. Regional Project and Funding Information**

Jean Higaki presented the information. With regards to Caltrans and PSRs, Caltrans currently do not have any obligations for developing PSRs.

**9. Executive Director Report**

Richard Napier, Executive Director, indicated that the OneBayArea Grant draft will be provided to the cities. Napier also thanked all cities and the County for supporting the reauthorization of C/CAG.

**10. Member Reports**

None.

End of Meeting.

# C/CAG AGENDA REPORT

**Date:** August 18, 2011  
**To:** CMP Technical Advisory Committee (TAC)  
**From:** John Hoang  
**Subject:** Review and recommend approval of the Draft 2011 Congestion Management Program (CMP) and Monitoring Report

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

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## **RECOMMENDATION**

That the CMP TAC review and recommend approval of the Draft 2011 Congestion Management Program (CMP) and Monitoring Report

## **FISCAL IMPACT**

It is not anticipated that the changes in the 2011 document will result in any increase in the current fiscal commitment that C/CAG has made to the Program.

## **BACKGROUND/DISCUSSION**

This item was presented at the July 21, 2011 and is brought back to the August TAC meeting with an updated draft 2011 CMP and full Monitoring Report.

### ***Overview***

Every two years, C/CAG as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP). The Draft 2011 CMP (attached to this report) includes updated information and changes from the adopted 2009 CMP. The majority of the document is unchanged from the 2009 CMP. Updated and new texts are shown as underlined in the document (deleted or superseded text are shown as strike through). Some key updates are highlighted as follows:

- Updated Chapter 5 – Trip Reduction and Travel Demand Element
  - Reflects the current Transportation Demand Element (TDM) and Transportation System Management (TSM) measures.
- Updated Chapter 7 – Deficiency Plan Guidelines
  - Reflects updated 2011 monitoring results and San Mateo County Congestion Relief Plan (CRP).
- Chapter 8 – Seven Year Capital Improvement Program

- Reflects the “preliminary draft” 2012 State Transportation Improvement Program (STIP) project list.
- Updated Chapter 9 – Database and Travel Model
  - Includes new write up for the CCAG/VTA Bi-County Travel Demand Model
- Updated Chapter 11 – Vehicle Registration Fee (VRF) Program
  - Reflects current \$4 VRF program totals as well as the addition of the new Measure M (\$10 VRF).
- Appendices that were updated includes the following:
  - Appendix F - 2011 CMP Monitoring
  - Appendix I - Land Use Guidelines and Compliance Monitoring (Program Compliance List)
  - Appendix K - Checklist for Modeling Consistency for the CCAG/VTA Bi-County Model
  - Appendix M – Measure M Implementation Plan

In addition to the above updates, the Metropolitan Transportation Commission (MTC) also provided guidance for consistency and compatibility with the Regional Transportation Plan (RTP). The proposed additional information recommend by MTC for inclusion in the CMP includes:

- A description of the new regional coordinated land use and transportation planning process as directed through SB 375
- An updated Travel Demand Modeling Checklist that recognizes the new regional tour-based model and updates to the model consistency requirements
- Reference to the newly released Highway Capacity Manual 2010 as a regionally consistent option for analysis of level of service
- Reference to the Bay Area 2010 Clean Air Plan as adopted by the Bay Area Air Quality Management District
- Reference to the revision in statutes to enable cities and counties to enforce Parking Cash-Out (Section 43845 of the Health and Safety Code); and
- Updates to the table noting achievement of the Transit Oriented Development (TOD) requirements by Res. 3434 transit extension projects

***2011 Traffic Level of Service and Performance Monitoring***

C/CAG is also required to measure the roadway segments and intersections on the Congestion Management Program roadway network to determine the change in LOS from one period to the next. As part of the 2011 CMP update, C/CAG has retained Jacobs Engineering Group to monitor the roadway segments and intersections on the Congestion Management Program roadway network. As a result of this monitoring, C/CAG is required to determine what location(s), if any, has (have) exceeded the LOS standard that was established by C/CAG in 1991.

In determining conformance with the LOS standards, C/CAG can exclude traffic impacts attributable to the following:

- Interregional travel.

- Construction, rehabilitation, or maintenance of facilities that impact the system.
- Freeway ramp metering.
- Traffic signal coordination by the state or multi-jurisdictional agencies.
- Traffic generated by the provision of low-income and very low income housing.
- Traffic generated by high-density residential development or mixed-use development (half of the mixed use development must be used for high density residential) within one-fourth mile of a fixed rail passenger station.

If, after applying the above exclusions, a deficient location is identified; the C/CAG Travel Demand Forecasting Model would be used to determine the origins of the traffic at the deficient locations to determine which jurisdictions must participate in the development of a deficiency plan. A jurisdiction must participate if the traffic it is contributing is greater than ten percent (10%) of the capacity of the deficient location.

To address deficiency plans, C/CAG's San Mateo County Congestion Relief Plan (CRP), originally adopted in 2002, fulfills the requirement of a Countywide Deficiency Plan for all roadway segment and intersection deficiencies identified through the monitoring done for the 1999 through the current Congestion Management Programs. The CRP was reauthorized in 2011 for an additional four years. With the CRP in place, no jurisdiction will be required to develop a deficiency plan as a result of this monitoring report.

In calculating the LOS for the CMP network, C/CAG identifies the deficient locations after deducting for interregional travel (all trips originating outside San Mateo County). Based on the monitoring report and after the exclusions for interregional traffic was applied, one (1) out of the 53 roadway segments exceeded the LOS standard. The segment in violation of the LOS Standard in 2011 is:

- SR 92, I-280 to US 101

The analysis and reductions applied in the 2011 Monitoring used the most recent C/CAG/VTA Bi-County Model with ABAG Projections 2009 to identify traffic volumes for local versus regional origin-destinations for the 2005 base horizon year. It is noted that reductions for the 2001 through 2005 CMP Monitoring Reports were based on the 2000 C/CAG travel demand forecasting model's estimations. For the 2007 and 2009 Monitoring Reports, the reductions were updated based on the updated 2005 C/CAG travel demand forecasting model.

A summary of the number of deficient roadway segments from 1999 to the current CMP is as follows:

Year	No. of Deficiencies	Year	No. of Deficiencies	Year	No. of Deficiencies
1999	10	2005	5	2011	1
2001	9	2007	2		
2003	4	2009	2		

For the sixteen intersections monitored, the 2011 traffic volumes, lane configurations, and signal phasing were used as inputs to the intersection level of service calculations. The 2011 monitoring only used the 2000 Highway Capacity Manual method (average control delay) to calculate the LOS results. Although both the 2000 HCM (average control delay in sec/vehicle) and Circular 212 (volume to capacity ratio) methodologies were used in parallel the past three CMP updates, the Circular 212 method was discontinued for this year. Reductions for inter-regional travel were also applied to the intersection volumes this year.

All 16 CMP intersections were in compliance with the LOS Standard. There were no LOS standard violations for intersections in 2009 also.

A summary of the number of roadway segments and intersections with a LOS F (F designated the worse possible congestion) since the 1999 CMP are as follows:

Year	LOS F*		Year	LOS F*	
	Roadways	Intersections**		Roadways	Intersections**
1999	18	3	2007	14	2
2001	16	1	2009	10	3
2003	13	0	2011	14	2
2005	12	0			

\* Without Exemption

\*\* Majority of intersections monitored are along Route 82 (El Camino Real)

Travel times were also measured for the U.S. 101 corridor between the San Francisco and Santa Clara County Lines. The U.S. 101 corridor was selected because, in addition to mixed-flow lanes, it includes High Occupancy Vehicle (HOV) lanes, bus routes, and passenger rail.

The total travel time for carpools was estimated by adding the travel time in the HOV lanes between the Santa Clara County Line and Whipple Avenue to the travel time in the mixed-flow lanes between Whipple Avenue and the San Francisco County Line. Travel times for bus and passenger rail modes were estimated based on SamTrans and Caltrain published schedules. SamTrans bus route KX operates in the U.S. 101 corridor. This route provides service through San Mateo County from San Francisco to Palo Alto. Travel times were based on the average travel time between County lines during the commute hours. Travel time via Caltrain was calculated in a similar manner.

Travel time for single occupancy and carpool identified as part of the 2011 monitoring indicates an increase of 11 minutes in the southbound (P.M.) and six (6) minutes in southbound (A.M) commute



periods. Results for the 2011 travel time surveys are summarized below.

Average Travel Time in US 101 Corridor (in minutes)																				
<i>(Between San Francisco and Santa Clara County Lines)</i>																				
Mode	AM - Morning Commute Peak Period										PM - Evening Commute Peak Period									
	Northbound					Southbound					Northbound					Southbound				
	2011	2009	2007	2005	2003	2011	2009	2007	2005	2003	2011	2009	2007	2005	2003	2011	2009	2007	2005	2003
Auto - Single Occ.	29	30	26	31	29	34	28	35	38	37	32	33	33	33	39	40	29	30	35	30
Carpool - HOV Lane	28	30	26	30	28	30	26	31	31	29	30	32	31	32	34	35	27	29	32	25
Caltrain (combined local and express)	35	35	35	42	43	31	31	34	42	49	34	34	38	42	49	35	35	34	42	46
SamTrans Route KX	76	79	75	72	68	81	85	78	72	74	81	83	80	79	75	78	89	81	75	72

Regarding transit ridership, for Caltrain, the period from February 2010 to February 2011 indicated an increase of 14.1%. BART reports that for the 3<sup>rd</sup> Quarter of FY 2011, there was an increase of 4.5% and increase of 6.4% for the SFO Extension stations. The final annual total and average weekly transit ridership figures for 2011 are not yet available as of this draft CMP but will be included in the Final CMP.

The complete Monitoring Report is included in Appendix F of the Draft 2011 Congestion Management Program.

***CMP approval schedule (revised)***

<u>Date</u>	<u>Activity</u>
August 18	Draft Report to TAC
August 29	Draft Report to CMEQ
September 8	Draft Report to Board
October 14	Draft 2011 CMP due to MTC
October 20	Final Report to TAC
October 24	Final Report to CMEQ
November 4	MTC performs Consistency Findings
November 10	Final to Board
Nov/Dec	MTC approval of 2012 RTIP

**ATTACHMENT**

- Draft Level of Service and Performance Measure Monitoring Report – 2011
- Draft 2011 San Mateo County Congestion Management Program (CMP)
- Draft 2011 San Mateo County CMP Appendix (*Electronic version only. Hard copy available upon request*)

*(Provided to TAC members only. Public members may contact John Hoang at 650-363-4105 if interested in receiving the document.)*

# C/CAG AGENDA REPORT

**Date:** August 18, 2011

**To:** Congestion Management Technical Advisory Committee (TAC)

**From:** Sandy Wong and Jean Higaki

**Subject:** Review and recommend approval of the Draft 2012 State Transportation Improvement Program (STIP) for San Mateo County.

(For further information or questions contact Sandy Wong at 599-1409 or Jean Higaki at 599-1462)

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## **RECOMMENDATION**

That the Congestion Management Technical Advisory Committee (TAC) review and recommend approval of the Draft 2012 State Transportation Improvement Program (STIP) for San Mateo County.

## **FISCAL IMPACT**

None to the direct C/CAG budget.

## **SOURCE OF FUNDS**

The 2012 State Transportation Improvement Program (STIP) fund will come from State and Federal fund sources.

## **BACKGROUND/DISCUSSION**

C/CAG is the designated agency responsible to develop the regional share of the State Transportation Improvement Program (STIP) for San Mateo County. STIP candidate projects must be consistent with the Regional Transportation Plan as well as the County's Congestion Management Plan. In addition, projects must have an approved Project Study Report (PSR) or PSR Equivalent.

The STIP is a five-year document adopted every two years that displays commitments of transportation funds for improving highway, transit, and other transportation systems. On June 22, 2011, Caltrans presented the draft STIP Fund Estimates for the five-year STIP period (FY 2012/13 through FY 2016/17) to the California Transportation Commission (CTC). The CTC is expected to adopt this estimate at their August 10, 2011 meeting.

The adopted 2010 STIP covered the period between FY 2009/10 through 2014/15. Funds

previously programmed for highway and transit projects as adopted in the 2010 STIP are still committed.

It is expected that San Mateo County will be able to program approximately \$4 mil in FY 15/16 and 8.9 mil FY 16/17. Although counties/regions can request to program these new funds in the earlier years, the CTC will likely push funds to the outer two years of the five-year cycle.

Staff collaborated with the San Mateo County Transportation Authority (SMCTA) and Caltrans staff and recommend the Proposed Draft 2012 STIP as attached. Here are some highlights:

1. The SR 92 Slow Vehicle Lane Improvement project, as programmed in the 2010 STIP, is recommended to be deleted from the 2012 STIP as a cost effective solution for this location has not been identified.
2. Construction phase funds have been added to the US101/Broadway Interchange project, based on project readiness.
3. Construction phase funds for the Willow Interchange has been moved to FY 14/15 to match the project schedule. Design phase funds for this project have been added to FY 12/13.
4. Construction phase funds for the Countywide Intelligent Transportation Systems (ITS) project were moved to FY 13/14 and additional new funds for construction were added in FY 15/16 in anticipation of phased construction.
5. The SR 92 Improvement from I-280 to US 101 is added as a new project. Phase 1 is the improvement of the SR 92/ El Camino Real (SR 82) interchange. Phase 2 is the improvement of the SR 92/ US 101 interchange.
6. Transportation Enhancement (TE) funds continue to be programmed in reserve with the intent to eventually fund a “Grand Boulevard Initiative” complete street project in partnership with the San Mateo County Transit District (SamTrans). On June 9, 2011 the C/CAG Board conceptually approved of investing up to \$2,000,000 in accumulated Transportation Enhancement (TE) funds towards the construction phase of a Complete Street project on the El Camino Real/Mission Street, designed through the SamTrans Tiger II complete streets design case study effort.

Upon approval by the C/CAG Board, the Proposed 2012 STIP for San Mateo County will be forwarded to the Metropolitan Transportation Commission (MTC) for inclusion in the Bay Area regional STIP proposal. If approved by the MTC as scheduled in November 2011, the proposal will be forwarded to the California Transportation Commission (CTC) for approval in December 2011. During the coming months, it is anticipated Bay Area-wide and statewide negotiations will take place regarding the exact amount of funds available for each county in each fiscal year. Staff requests that the C/CAG Board authorize the Executive Director to negotiate with MTC and CTC to make modifications as necessary.

## **ATTACHMENT**

- Proposed Draft Summary of 2012 STIP for San Mateo County

**PROPOSED DRAFT SUMMARY of 2012 STIP FOR SAN MATEO COUNTY**  
(\$1,000's)

Lead Agency	Rte	PPNO	Project	Total	(Info Only) Prior Year	(Info Only) 11-12	12-13	13-14	14-15	15-16	16-17
Caltrans	101	658B	Auxiliary Lanes Segment 1, University to Marsh Road (CMIA)	9,172	9,172						
Caltrans	101	658C	Auxiliary Lanes Segment 2, Embarcadero to University (CMIA)	5,049	5,049						
SMCTA	101	702A	US 101/Broadway Interchange	23,218	4,218			19,000			
Caltrans	82	645C	Menlo Park-Millbrae, interconnect signals, phase 2	7,331	7,331						
SMCTA	102	690A	US 101/Willow interchange reconstruction	28,951	2,509	4,500	1,471 <del>20,471</del>		20,471		
<del>Caltrans</del>	<del>101</del>	<del>669B</del>	<del>SR 92 Slow Vehicle Lane Improvements (grf)</del>	<del>13,563</del>	<del>1,023</del>				<del>12,540</del>		
Caltrans		0700C	Aux Lane Landscaping #700B- 2-yr plant establishment	33		33					
SMCTA/ Pacifica	1	632C	SR 1 Calera Parkway - Pacifica	6,900					6,900		
SMCTA/ Pacifica	1	2140H	Hwy 1 San Pedro Creek Bridge Replacement - New project	3,000		3,000					
San Mateo	92/82	New	SR 92 Improvements from I-280 to US 101 (construction Phase 1) - New								5,000
SM C/CAG	92	New	SR 92 Improvements from I-280 to US 101 (environmental Phase 2) - New							2,411	
SM C/CAG	VAR	2140E	Countywide ITS Project	7,033			<del>1,977</del>	1,977	5,056		
SM C/CAG	VAR	2140F	Smart Corridor Segment (TLSP)	10,000	10,000						
SM C/CAG	VAR	2140F	Smart Corridor Segment (STIP)	11,000	11,000						
			<b>SUBTOTAL - HIGHWAY (2012/13 thru 2016/17)</b>	<b>82,865</b>							
JPB		2140J	CalTrain San Bruno Ave Grade Separation (HSRCSA)	19,203	19,203						
BART		1003J	Daly City BART station improvement, elevator, lighting	900		200	700				
			<b>SUBTOTAL - PTA ELIGIBLE (2012/13 thru 2016/17)</b>	<b>900</b>							
SM C/CAG			TE Reserve	5,964	200	1,000	<del>1,000</del>	745	2,490	1,146	1,128
SM County			TE funded - County of San Mateo Bike lane (C/CAG TOD commitment)	200	200						
San Bruno			TE funded - City of San Bruno ECR median (C/CAG TOD commitment)	779	779						
Half Moon Bay			TE funded - City of Half Moon Bay, Rte 1 landscaping	223	223						
Brisbane			TE funded - City of Brisbane Bayshore bike lane	803	803						
MTC		2140	Planning, programming, and monitoring	382		60	60	62	64	67	69
SM C/CAG		2140A	Planning, programming, and monitoring	2,418		690	353	353	355	205	462
			<b>Grand Total:</b>	<b>79,283</b>		<b>9,483</b>	<b>2,584</b>	<b>21,392</b>	<b>35,336</b>	<b>3,829</b>	<b>6,659</b>

# C/CAG AGENDA REPORT

**Date:** August 18, 2011  
**To:** Technical Advisory Committee (TAC)  
**From:** Joseph Kott  
**Subject:** Protocol for Travel Model Use

(For further information please contact Joseph Kott at 599-1453)

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## **RECOMMENDATION**

This is an information-only item.

## **FISCAL IMPACT**

Maintenance of the C/CAG – VT A travel model is funded in the C/CAG 2011012 budget.

## **BACKGROUND/DISCUSSION**

In partnership with VTA, C/CAG has transitioned to a new travel simulation and forecast computer model. On May 19, 2011, the TAC received and discussed a staff report on prospective procedures for use of the C/CAG – VTA Travel Model. This is an update of that report.

C/CAG will use the new C/CAG – VTA Travel Model for countrywide transportation planning within San Mateo County, including the Countywide Transportation Plan 2035 and future corridor studies. The model will also be available for use in preparation of general plans, specific plans, area plans, environmental impact reports, and the like at the municipal and county level.

C/CAG has pre-qualified three travel model consultants to actually run the new C/CAG – VTA Travel Model on an on call basis. Other consultants may provide modeling inputs and request model outputs from one of our three pre-qualified firms as well as from VTA. Any application of the C/CAG - VTA Travel Model in San Mateo County must be authorized by C/CAG staff (typically on a pro forma basis) prior to the work being done by one of our pre-qualified on-call travel model consultants.

There is no fee for authorization to apply the C/CAG – VTA model if requested by or under the auspices of a local government or agency belonging to C/CAG. Developers and others who do not belong to C/CAG will be assessed a \$2,000 fee for authorization. The attached Authorization To Use The C/CAG/VTA San Mateo County Travel Model with accompanying information sheet provides detail on the conditions for use of the C/CAG – VTA Travel Model (Attachment A).

**ATTACHMENT A**

**AUTHORIZATION TO USE THE C/CAG-VTA**

**SAN MATEO COUNTY TRAVEL MODEL**

The \_\_\_\_\_ (agency or developer – “Requesting Entity”) is hereby authorized to use the San Mateo County travel simulation and forecast model (“C/CAG - VTA Travel Model”) for the following purpose:

Name of Project:

\_\_\_\_\_

Project: Description:

\_\_\_\_\_

Project Duration: \_\_\_\_\_

Requesting Entity Contact Person for this Request:

\_\_\_\_\_

Office Address:

\_\_\_\_\_

Office Phone Number:

Work E-Mail Address:

\_\_\_\_\_

\_\_\_\_\_

Signature:

Date:

\_\_\_\_\_

\_\_\_\_\_

Requesting Entity has commissioned \_\_\_\_\_ as a technical consultant to conduct the transportation modeling analysis.

Consultant Contact Person for this Request:

\_\_\_\_\_

Office Address:

\_\_\_\_\_

Office Phone Number:

Work E-Mail Address:

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The “Requesting Entity” or its consultant may enter into a contract with the consulting firms pre-approved by C/CAG to run the model.

Nothing herein is intended to serve as, nor shall be deemed to specify or determine, the confidentiality of any of the data input to or obtained through the application of the C/CAG-VTA Travel Model pursuant to Consultant’s third party contractual arrangements. The confidentiality of any such data, including whether or not such data is a public record, is to be determined in accordance with applicable law and the provisions of those contractual arrangements.

C/CAG Approval to Use Travel Model:

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C/CAG

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Date

**AUTHORIZATION TO USE SAN MATEO COUNTY MODEL  
INFORMATION**

C/CAG member Agencies and Planning Partners, including the San Mateo County Transit District (Samtrans), the San Mateo County Transportation Authority, and the Peninsula Joint Powers Authority (JPB) may request authorization for use of the C/CAG - VTA Travel Model at no charge.

In the event a developer requests authorization to use the model there is a \$4,000 fee.

Use of the Travel Model is restricted to San Mateo County locations only and must receive prior authorization from C/CAG. C/CAG pre-approved, specific travel simulation and forecast model consulting firms to run the C/CAG - VTA Travel Model.

Other consulting firms may submit input, request output, and analyze results of model runs conducted by the pre-approved travel demand simulation and forecast model consulting firms. However, the C/CAG-VTA Travel Model can only be run by one of the authorized modeling firms. Therefore, it will be necessary to enter into a contract with one of the pre-approved consulting firms to run the C/CAG-VTA Travel Model. As of July 1, 2011 these include Dowling, AECOM, Cambridge Systematics, and VTA.

Consulting firms pre-approved to run the VTA - C/ CAG Travel Model:

**AECOM**

William A. Woodford  
3101 Wilson Blvd., Suite 400  
Arlington, VA 22201  
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**Cambridge Systematics**

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**Dowling Associates, Inc.**

Damian Stefanakis  
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Oakland, California, 94612, USA  
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**Valley Transportation Authority**

George A. Naylor  
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San Jose, CA 95134  
Phone 408 321-5763; e-mail: George.naylor@vta.org



# C/CAG AGENDA REPORT

**Date:** August 18, 2011

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

**From:** Jean Higaki, Transportation System Coordinator

**Subject:** C/CAG response to the MTC "OneBayArea Grant- Cycle 2 STP/CMAQ Funding" proposal. (Information Only)

(For further information or questions contact Jean Higaki at 650-599-1462 or Sandy Wong at 650-599-1409)

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## **RECOMMENDATION**

C/CAG response to the MTC "OneBayArea Grant- Cycle 2 STP/CMAQ Funding" proposal. (Information Only)

## **FISCAL IMPACT**

None.

## **SOURCE OF FUNDS**

N/A

## **BACKGROUND/DISCUSSION**

On July 8, 2011 the Metropolitan Transportation Commission (MTC) staff released their "OneBayArea Grant" proposal to the joint MTC Planning Committee and Association of Bay Area Governments (ABAG) Administrative Committee for public review and discussion.

On July 21, staff presented this proposal to the C/CAG TAC with a request for comments. The attached letter was prepared, based on feedback received at the meeting, and presented for C/CAG approval at the August 11, 2011 board meeting.

## **ATTACHMENTS**

1. Draft August 12, 2011 letter from C/CAG to MTC commenting on the draft OneBayArea Grant Proposal

# 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*

August 12, 2011

Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Attention: Steve Heminger, Executive Director

Subject: One Bay Area Grant Proposal

Dear Mr. Heminger;

I appreciate the opportunity to review and provide input to your initial release of the OneBayArea Grant proposal dated July 8, 2011. I wanted to share some additional thoughts and suggestions regarding the One Bay Area Grant Proposal.

While I appreciate the deletion of hard limits between programs as per Cycle 1, I still have major concerns about the 70% requirement of funds spent in a PDA. I would reiterate that it is important to stay focused on the policy you want implemented and not be distracted by too many specific project details.

With this in mind, I would like to propose the following changes to your proposal with supporting arguments:

1. I would propose that Local Streets and Roads (LS&R) funding be exempt from the 70% minimum requirement.
  - MTC should honor its “Fix It First” principle. Applying the 70% PDA rule to the LS&R fund would undo the “Fix It First” principle as relatively few federal aid eligible roads are located in a PDA. Most roads that are located in the PDA are either under state jurisdiction or are already well maintained. Forcing percentage of work in the PDA will only lead to rework on already well performing roads while letting the rest of the system deteriorate to a point of requiring very expensive repairs. Local agencies are in the best position to determine where roadway maintenance funds should be focused in their jurisdictions.

- The C/CAG Board adopted a funding commitment for Local Streets and Roads in February 2010 that included both Cycle 1 and Cycle 2 funds for Local Streets and Roads program. Most of the road projects funded under Cycle 1 were in jurisdictions with PDA's. However, Cycle 2 commitments were made to many (8 out of 14 jurisdictions) without PDAs. This C/CAG Board decision was reported to MTC on April 1, 2010. C/CAG must follow through with those commitments made for Cycle 2 funding.
2. The "Priority Development Area (PDA) Minimum Section", under the "Distribution Formula for the OneBayArea Grant," should be revised as follows (additions in *italics*, deletions in ~~strikethrough~~):

2. Priority Development Area(PDA) Minimum Range: Require ~~that at least 70%~~ *a range of 50%-75%* of funding be spent on projects in *support of* Priority Development Areas....

- Regarding the Regional Bicycle program (RBP), Transportation for Livable Communities (TLC) program, and Safe Routes to School (SR2S), there are few route segment that can be located completely in the footprint of a PDA. If MTC's real objective is to encourage the use of alternative modes of transportation it would be more productive to allow for projects that support PDAs as well as alternative transportation to and from employment areas or other transit systems. Improvements such as pedestrian and bike improvements are not really useful nor utilized if it is limited to the housing development areas and cannot connect people to work or to key destinations.
  - Although we can strive to meet 70% of projects in a PDA, it is very unlikely that our jurisdictions will be able to produce enough projects in PDAs to utilize the available funds in the time frame required. Often projects located in a PDA, by the nature of the location and type of project, require long timeframes to develop and deliver, and do not fit well with the typical two year funding cycle timeframes.
3. The "Supportive Local Transportation and Land-Use Policies", under "Performance and Accountability," should be revised as follows (additions in *italics*, deletions in ~~strikethrough~~):

Supportive Local Transportation and Land-Use Policies: Staff recommends that local agencies be required to ~~have at least two~~ *report on the adoption status* of the following four policies ~~adopted in order to be eligible for~~ *that have been accomplished as a result of the Cycle 2 grant funds*:...

4. The "Approved Housing Element", under "Performance and Accountability," should be revised as follows (additions in *italics*, deletions in ~~strikethrough~~):

Approved Housing Element: Any ~~Also, a HCD approved housing element consistent with RHNA/SB375 law is a proposed condition for any jurisdiction receiving Cycle 2 OneBayArea grants~~ *must submit a report regarding the status of the adoption of one of*

*the following:...*

- I believe that the Performance and Accountability should remain a performance and accountability and not an eligibility requirement.
- It is acceptable to request that local jurisdictions adopt bicycle/ pedestrian and complete streets policies but it should not be specified to be as part of a “general plan” which is generally not revised for many years and entails a very long process to modify. The intent is that a jurisdiction is in the process of adopting multimodal supporting policies.

Your consideration of these comments in developing One Bay Area Grant is appreciated. If there are any questions please contact Richard Napier at 650 599-1420.

Sincerely,

Richard Napier  
Executive Director  
City/ County Association of Governments

# C/CAG AGENDA REPORT

**Date:** August 18, 2011  
**To:** C/CAG CMP Technical Advisory Committee (TAC)  
**From:** Jean Higaki, Transportation System Coordinator  
**Subject:** Regional Project and Funding Information  
  
(For further information or questions contact Jean Higaki at 650-599-1462)

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## **RECOMMENDATION**

This is an informational item.

## **FISCAL IMPACT**

None.

## **SOURCE OF FUNDS**

N/A

## **BACKGROUND/DISCUSSION**

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

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

Caltrans provides policy and procedural guidance to Caltrans and local agency staff for the management of Inactive Obligations at:  
[http://www.dot.ca.gov/hq/LocalPrograms/DLA\\_OB/office-bulletins/ob11-03.pdf](http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/office-bulletins/ob11-03.pdf)

- CalRecycle Grant - The Department of Resources Recycling and Recovery (CalRecycle) will offer more than \$10 million in competitive grants this fall to cities and counties to encourage use of technologies or products containing recycled California scrap tires.

The Tire-Derived Product Grant Program provides up to \$150,000 to purchase products made from recycled tires. Applications are expected to be released Aug. 17, 2011, and will be due Sept. 28, 2011.

The Rubberized Pavement Grant Program-formerly called the Rubberized Asphalt Concrete (RAC) Grant Program-provides up to \$375,000 for RAC and rubberized chip seal projects. Applications are scheduled to be released Sept. 14, 2011, and will be due Oct. 25, 2011.

The Tire-Derived Aggregate Grant Program provides up to \$350,000 (proposed) for the use of tire-derived aggregate as an alternative to conventional lightweight aggregates in civil engineering projects. Applications are expected to be released Sept. 28, 2011, and will be due Nov. 16, 2011.

To find out more go to CalRecycle's grants:

<http://www.calrecycle.ca.gov/Tires/Grants/>

When the applications are released, apply online at:

<http://www.calrecycle.ca.gov/Grants/GMS/>

To sign up for grant announcements via their listserv go to:

<http://www.calrecycle.ca.gov/Listservs/>

## **ATTACHMENTS**

1. Inactive Project List generated on 7/13/2011

Quarterly Review of Inactive Obligations  
 Local, State Administered Locally Funded and Rail Projects  
 (Review Period 04/01/2011- 06/30/2011)

Updated on 07/13/2011		Inactive Projects (Review period: 04/01/2011-06/30/2011)																
Project No	LOOK AHEAD	Agency Action Required	State Project No	Prefix	District	County	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Program Codes	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal	3-Tier Criteria	Project No
6002005	INACTIVE	No Federal funds remain. Proceed with project closure or submit justification to request project to remain open to District by 08/22/2011.	04928164L	CMLMA	04	ALA	Alameda	FREMONT BART STATION & COLISEUM BART STATION , TRANSIT CENTER IMPROVEMENTS	5/9/2008	7/1/1996	5/9/2008	3BC0,3AZ0	\$ 886,706.00	\$ 785,000.00	\$ 785,000.00	\$ -	TIER 3	6002005
6273045	INACTIVE	Invoice being processed by Caltrans. Monitor for progress.	043A9208L	CML	04	ALA	Alameda County Congestion Management Agency	I-880: MARINA TO HEGENBERGER I/C'S , IMPLEMENT HOV LANES.	5/26/2010	12/19/2007	5/26/2010	L40R,L400,L230	\$ 7,806,000.00	\$ 7,780,000.00	\$ 6,781,000.00	\$ 999,000.00	TIER 1	6273045
5057035	3 MONTH	Submit invoice to District by 08/22/2011.	04925836L	VPPL	04	ALA	Berkeley	SEE COMMENTS, UPGRADE PARKING METERS	9/8/2010	9/8/2010		L880	\$ 2,250,000.00	\$ 1,800,000.00	\$ -	\$ 1,800,000.00	TIER 1	5057035
5053009	6 MONTH	Submit invoice to District.	04923157L	RPSTPL	04	ALA	Livermore	ON I-580, 1-MILE EAST OF AIRWAY BLVD. , NEW I/C AND ROAD RE-ALIGNMENT	10/21/2009	6/1/1999	10/21/2009	Q920,Q240,Q230,33C0	\$ 13,165,657.00	\$ 10,914,000.00	\$ 10,860,061.79	\$ 53,938.21	TIER 2	5053009
46Y1001	6 MONTH	Submit invoice to District.	04925278L	ER	04	ALA	Oakland	SKYLINE BLVD. NEAR SNAKE RD. , ROADWAY REPAIRS	11/10/2009	8/7/2009	11/10/2009	09T0	\$ 1,092,652.00	\$ 1,092,652.00	\$ 912,605.18	\$ 180,046.82	TIER 2	46Y1001
6057012	INACTIVE	Submit invoice or justification to District by 08/22/2011.	04925411L	HPLUL	04	ALA	Port Of Oakland	MARTINEZ SUBDIVISION RAIL CORRIDOR MP-15 , INTER-REGIONAL RAIL INTERMODALSTUDY	4/17/2009	4/17/2009		H660	\$ 150,000.00	\$ 150,000.00	\$ -	\$ 150,000.00	TIER 2	6057012
6000014	6 MONTH	Submit invoice to District.	040U8601L	RPSTPL	04	ALA	San Francisco Bay Area Rapid Transit District	VARIOUS BART AERIAL STRUCTURES IN OAKLAND , SEISMIC RETROFIT	12/14/2010	6/12/2001	12/14/2010	Q240,L240,H240	\$ 27,566,009.00	\$ 23,301,127.00	\$ 21,272,404.24	\$ 2,028,722.76	TIER 1	6000014
6000044	3 MONTH	Submit invoice to District by 08/22/2011.	04925621L	STPLZ	04	ALA	San Francisco Bay Area Rapid Transit District	I-238 TO HAYWARD STATION, SR-92, INDUSTRIAL BLVD, ALAMEDA CREEK AND UPRR, SEISMIC RETROFIT OF BART STRUCTURES, FREMONT LINE	9/21/2010	9/21/2010		L240	\$ 31,374,000.00	\$ 6,951,376.00	\$ -	\$ 6,951,376.00	TIER 1	6000044
6000045	3 MONTH	Submit invoice to District by 08/22/2011.	04925623L	STPLZ	04	ALA	San Francisco Bay Area Rapid Transit District	SAN LEANDRO, HAYWARD AND FREMONT, SEISMIC RETROFIT-BART A-LINE STATIONS	9/21/2010	9/21/2010		L240	\$ 40,131,000.00	\$ 2,526,646.00	\$ -	\$ 2,526,646.00	TIER 1	6000045
6000047	3 MONTH	Submit invoice to District by 08/22/2011.	04925625L	STPLZ	04	ALA	San Francisco Bay Area Rapid Transit District	18TH STREET IN OAKLAND TO ASHLAND AVENUE IN HAYWARD/FREMONT, SEISMIC RETROFIT-AERIAL STRUCTURES	9/21/2010	9/21/2010		L240	\$ 77,996,000.00	\$ 10,648,389.00	\$ -	\$ 10,648,389.00	TIER 1	6000047
6000049	3 MONTH	Submit invoice to District by 08/22/2011.	04925646L	STPLZ	04	ALA	San Francisco Bay Area Rapid Transit District	IN WEST OAKLAND, SEISMIC RETROFIT OF BART FACILITIES	9/21/2010	9/21/2010		L240	\$ 12,725,109.00	\$ 913,421.00	\$ -	\$ 913,421.00	TIER 1	6000049
5300005	3 MONTH	Submit invoice to District by 08/22/2011.	04923487L	STPLH	04	CC	Brentwood	BRENTWOOD BLVD. (SR4) FROM PINE TO 2ND STREET , CURVE RECONSTRUCTION	9/9/2010	8/31/2000	9/9/2010	Q240,Q210	\$ 875,490.63	\$ 780,867.87	\$ 146,480.21	\$ 634,387.66	TIER 1	5300005
5135033	3 MONTH	Invoice returned to Agency. Resubmit to District by 08/22/2011.	04924719L	CML	04	CC	Concord	CONCORD BLVD: FARM BUREAU RD TO SIXTH ST , SIDEWALK, CURB RAMPS, BIKE LANES	9/9/2010	5/27/2009	9/9/2010	L400	\$ 1,084,171.00	\$ 820,000.00	\$ 1,645.00	\$ 818,355.00	TIER 1	5135033
5928024	6 MONTH	Submit invoice to District. No Federal funds remain. Proceed with project closure or submit justification next quarter to request project to remain open.	04928132L	BRLS	04	CC	Contra Costa County	BETHEL ISLAND ROAD AT DUTCH SLOUGH , BRIDGE REPLACEMENT / BR.NO.28C-0031	12/21/2010	5/13/1996	12/21/2010	Q100,H240,H1C0,1180	\$ 21,686,500.00	\$ 17,647,000.00	\$ 16,959,511.22	\$ 687,488.78	TIER 1	5928024
5928065	3 MONTH	Submit invoice to District by 08/22/2011.	04073744L	RPSTPLE	04	CC	Contra Costa County	RELIEZ VALLEY ROAD-GRAYSON ROAD TO CEMETERY , CONSTRUCT AC PEDESTRIAN PATH	7/14/2008	9/8/2006	7/14/2008	H220	\$ 342,000.00	\$ 302,772.00	\$ 302,772.00	\$ -	TIER 3	5928065
5928080	3 MONTH	Submit invoice to District by 08/22/2011.	04924625L	STPL	04	CC	Contra Costa County	STONE VALLEY ROAD- FROM DANVILLE BOULVARD , ROADWAY REHAB / OVERLAY / ADA RAMPS	9/9/2009	12/15/2006	9/9/2009	L230	\$ 609,432.00	\$ 539,530.00	\$ 329,969.04	\$ 209,560.96	TIER 2	5928080
5928101	3 MONTH	Invoice being processed by Caltrans. Monitor for progress.	04925706L	BPMP	04	CC	Contra Costa County	VARIOUS BRIDGES THROUGHOUT CONTRA COSTA COUNTY, BRIDGE DECK METHACRYLATE TREATMENT	7/6/2010	7/6/2010		Q120,H1C0	\$ 1,134,847.00	\$ 1,004,108.00	\$ -	\$ 1,004,108.00	TIER 1	5928101
5434016	3 MONTH	Submit invoice to District by 08/22/2011.	04924770L	HPLUL	04	CC	Danville	CAMINO TASSAJARA & CROW CANYON RD. TO E. TOWN , CONSTR. PED. WALKWAY & BIKEPATH	9/9/2010	8/22/2007	9/9/2010	LY10,HY10	\$ 1,311,092.00	\$ 719,921.00	\$ 197,936.00	\$ 521,985.00	TIER 1	5434016
6075016	6 MONTH	Submit invoice to District.	04925840L	HPLUL	04	CC	East Bay Regional Park District	LAFAYETTE - MORAGA TRAIL BETWEEN FOYE DRIVE AND CANYON ROAD, RECONSTRUCT AC TRAIL	10/20/2010	10/20/2010		LY10,HY10	\$ 976,007.00	\$ 627,000.00	\$ -	\$ 627,000.00	TIER 1	6075016
4433010	6 MONTH	Submit invoice to District. No Federal funds remain. Proceed with project closure or submit justification to request project to remain open to District by 08/22/2011.	04924546L	ER	04	CC	Lafayette	ON PLEASANT HILL RD. IN CITY OF LAFAYETTE , EMERGENCY OPENNING	11/12/2008	11/27/2007	11/12/2008	ER60	\$ 107,355.00	\$ 97,380.00	\$ 49,609.15	\$ 47,770.85	TIER 3	4433010
5137032	INACTIVE	Submit invoice to District by 08/22/2011.	04924185L	STPL	04	CC	Richmond	RICHMOND BART ST MACDONALD AVE AND 16TH ST. , IMPROVEMENT BUS SHELTER & PARKING	5/13/2008	12/14/2004	5/13/2008	H230	\$ 120,989.00	\$ 8,853.00	\$ 8,853.00	\$ -	TIER 3	5137032
6000046	6 MONTH	Invoice returned to Agency. Resubmit to District.	04925624L	STPLZ	04	CC	San Francisco Bay Area Rapid Transit District	BART RICHMOND LINE STATIONS , SEISMIC RETROFIT	12/14/2010	9/24/2009	12/14/2010	L240	\$ 6,695,000.00	\$ 5,927,084.00	\$ 343,799.17	\$ 5,583,284.83	TIER 1	6000046

Quarterly Review of Inactive Obligations  
Local, State Administered Locally Funded and Rail Projects  
(Review Period 04/01/2011- 06/30/2011)

Updated on 07/13/2011		Inactive Projects (Review period: 04/01/2011-06/30/2011)																
Project No	LOOK AHEAD	Agency Action Required	State Project No	Prefix	District	County	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Program Codes	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal	3-Tier Criteria	Project No
5232008	INACTIVE	Submit invoice or justification to District by 08/22/2011.	04924607L	STPL	04	MRN	Corte Madera	CORTE MADERA AVE. IN CORTE MADERA, CA , NEW SIDEWALK AND DRAINAGE, RET WALL	6/23/2009	3/6/2007	6/23/2009	L240	\$ 129,549.00	\$ 80,000.00	\$ 5,186.97	\$ 74,813.03	TIER 2	5232008
5277014	3 MONTH	Submit invoice to District by 08/22/2011.	04923917L	STPL	04	MRN	Fairfax	CENTER BLVD. ---PACHECO TO PASTORI IN FAIRFAX. , OVERLAY, SW, CURB/GUTTER, LANDSCAPE	7/14/2008	7/11/2002	7/14/2008	Q230,L400,L230	\$ 894,615.00	\$ 792,000.00	\$ 790,026.84	\$ 1,973.16	TIER 3	5277014
5277023	3 MONTH	Submit invoice to District by 08/22/2011.	04924875L	NMTPL	04	MRN	Fairfax	SAN RAFAEL FAIRFAX CORRIDOR , BIKE & PED CIRCULATION STUDY	8/5/2009	5/28/2008	8/5/2009	LN20	\$ 150,000.00	\$ 150,000.00	\$ 93,857.84	\$ 56,142.16	TIER 2	5277023
5277025	3 MONTH	Submit invoice to District by 08/22/2011.	04925508L	BRLO	04	MRN	Fairfax	MEADOW WAY BRIDGE OVER SAN ANSELMO CREEK , REPLACE 1 LANE BR. WITH 1 LANE BR.	9/16/2010	7/16/2009	9/16/2010	L1C0	\$ 796,000.00	\$ 704,699.00	\$ 6,617.62	\$ 698,081.38	TIER 1	5277025
5927065	6 MONTH	Submit invoice to District.	04925303L	NMTPL	04	MRN	Marin County	IN MARIN CO. PILOT BIKE PROGRAM, BIKE STALLS & PARKING	11/12/2009	7/28/2008	11/12/2009	LN20	\$ 82,500.00	\$ 82,500.00	\$ 20,000.00	\$ 62,500.00	TIER 2	5927065
5113009	6 MONTH	Invoice being processed by Caltrans. Monitor for progress.	04925316L	NMTPL	04	MRN	Mill Valley	6 LOCATIONS IN MILL VALLEY, CON OF PATH, STAIRS SIGNS	10/26/2010	9/23/2008	10/26/2010	LN20	\$ 983,800.00	\$ 983,800.00	\$ 146,955.00	\$ 836,845.00	TIER 1	5113009
5361020	INACTIVE	Submit invoice or justification to District by 08/22/2011.	04924855L	NMTPL	04	MRN	Novato	SOUTH NOVATO BLVD. TO ENFRONTE ROAD IN NOVATO, CA, BUILD BIKE PATH ALONG THE STATE R/W. (TC)	6/17/2010	6/17/2010		LN20,L220	\$ 1,916,002.00	\$ 1,700,000.00	\$ -	\$ 1,700,000.00	TIER 1	5361020
6411001	6 MONTH	Submit invoice to District.	04925851L	ISTDEML	04	MRN	Sonoma Marin Area Rail Transit District	RR ROUTE FROM LARKSPUR TO SONOMA COUNTY., IMPROVE RR CROSSINGS ALONG THE SMART ROUTE	12/13/2010	12/13/2010		3680	\$ 12,138,005.00	\$ 9,710,404.00	\$ -	\$ 9,710,404.00	TIER 1	6411001
6411002	6 MONTH	Submit invoice to District.	04925853L	ISTDEML	04	MRN	Sonoma Marin Area Rail Transit District	SMART ROUTE IN MARIN SONOMA COUNTIES, MECHANICAL & ELECTRICAL SYSTEM IMPROVEMENTS	12/13/2010	12/13/2010		3680	\$ 1,424,020.00	\$ 1,139,216.00	\$ -	\$ 1,139,216.00	TIER 1	6411002
6084083	3 MONTH	Submit invoice to District by 08/22/2011.	04924135L	STPL	04	MULT	Metropolitan Transportation Commission	URBANIZED BAY AREA CMA PLANNING FOR 2003/04	7/30/2008	8/20/2003	7/30/2008	Q230,3480	\$ 5,764,152.00	\$ 5,103,000.00	\$ 5,095,835.69	\$ 7,164.31	TIER 3	6084083
6084165	3 MONTH	Invoice being processed by Caltrans. Monitor for progress.	04925800L	CML	04	MULT	Metropolitan Transportation Commission	SAN FRANCISCO BAY AREA, CLIMATE INITIATIVES EVALUATION AND ADMINISTRATION	8/11/2010	8/11/2010		L40E	\$ 4,000,000.00	\$ 4,000,000.00	\$ -	\$ 4,000,000.00	TIER 1	6084165
6000035	6 MONTH	Invoice returned to Agency. Resubmit to District.	04925262L	STPLZ	04	MULT	San Francisco Bay Area Rapid Transit District	BART WEST OAKLAND STATION , SEISMIC RETROFIT	11/18/2010	6/27/2008	11/18/2010	L240	\$ 2,840,734.00	\$ 2,514,900.00	\$ 1,570,863.35	\$ 944,036.65	TIER 1	6000035
6000040	6 MONTH	Invoice returned to Agency. Resubmit to District.	04925432L	STPLZ	04	MULT	San Francisco Bay Area Rapid Transit District	WEST OAKLAND AERIAL STRUCTURES, SEISMIC RETROFIT	10/26/2010	6/23/2009	10/26/2010	L240	\$ 21,683,996.00	\$ 7,221,222.00	\$ 1,154,108.07	\$ 6,067,113.93	TIER 1	6000040
6000042	6 MONTH	Invoice returned to Agency. Resubmit to District.	04925619L	STPLZ	04	MULT	San Francisco Bay Area Rapid Transit District	SF TO DALY CITY, M-LINE AERIAL STRUCTURES, SEISMIC RETROFIT	12/14/2010	9/24/2009	12/14/2010	L240	\$ 16,715,810.00	\$ 3,268,991.00	\$ 526,309.08	\$ 2,742,681.92	TIER 1	6000042
6000043	3 MONTH	Submit invoice to District by 08/22/2011.	04925620L	STPLZ	04	MULT	San Francisco Bay Area Rapid Transit District	IN THE CITIES OF OAKLAND AND BERKELEY, SEISMIC RETROFIT-R-LINE NORTH AERIALS	9/21/2010	9/21/2010		L240	\$ 35,875,000.00	\$ 5,429,545.00	\$ -	\$ 5,429,545.00	TIER 1	6000043
5042049	6 MONTH	Invoice being processed by Caltrans. Monitor for progress.	04925408L	ESPL	04	NAP	Napa	1) SHURTLEFF AVE: SEVILLE DR - SHETLER AVE; 2, REHABILITATION/RESURFACING	10/14/2010	7/16/2009	10/14/2010	C230	\$ 1,706,752.00	\$ 1,706,752.00	\$ 1,033,152.96	\$ 673,599.04	TIER 1	5042049
5921048	6 MONTH	Invoice returned to Agency. Resubmit to District.	04925642L	ESPL	04	NAP	Napa County	SILVERADO TRAIL: DEER PARK RD - 3000 FT N/O H, ASPHALT OVERLAY	12/4/2009	12/4/2009		C250	\$ 361,060.00	\$ 361,060.00	\$ -	\$ 361,060.00	TIER 2	5921048
5005087	3 MONTH	Invoice returned to Agency. Resubmit to District by 08/22/2011.	04924688L	HPLUL	04	SCL	San Jose	COYOTE CREEK TRAIL (SR237 TO STORY RD) , BIKE/PED TRAIL	9/9/2010	7/3/2008	9/9/2010	LY10,HY10	\$ 1,647,500.00	\$ 1,317,999.00	\$ 560,160.31	\$ 757,838.69	TIER 1	5005087
5005097	6 MONTH	Submit invoice to District.	04925544L	SRTSL	04	SCL	San Jose	MINIDOKA AVE SIDEWALK IMPROVEMENT, PEDESTRIAN ORIENTED IMPROVEMEN	12/14/2010	7/16/2009	12/14/2010	LU20	\$ 746,000.00	\$ 746,000.00	\$ 124,126.41	\$ 621,873.59	TIER 1	5005097
5937170	3 MONTH	Submit invoice to District by 08/22/2011.	04925842L	VPPPL	04	SCL	Santa Clara County	STANFORD UNIVERSITY, ITS HIGH PRIORITY PARKING PRICING	9/9/2010	9/9/2010		L880	\$ 2,947,500.00	\$ 2,358,000.00	\$ -	\$ 2,358,000.00	TIER 1	5937170
6264016	6 MONTH	Submit invoice to District.	040A8308L	STPL	04	SCL	Santa Clara Valley Transportation Authority	152/156 INTERCHANGE IMPROVEMNTS , CONSTRUCT FLYOVER(W/B152 - S/B156) BORREGAS AVENUE BRIDGES OVER US101 & SR237 , TWO BIKE/PEDESTRIAN BRIDGES	11/9/2010	1/27/2006	11/9/2010	LY10,L240,HY10,H 240	\$ 24,375,114.00	\$ 14,769,040.00	\$ 13,679,998.86	\$ 1,089,041.14	TIER 1	6264016
5213026	3 MONTH	Submit invoice to District by 08/22/2011.	04441208L	CML	04	SCL	Sunnyvale San Francisco County Transportation Authority	YERBA BUENA ISLAND EASTSIDE WESTBOUND ON & OFF RAMP, RECONST EXISTING WB ON & OFF RAMP ON EAST OF YBI	7/9/2009	6/22/2007	7/9/2009	L400	\$ 7,464,283.00	\$ 1,895,000.00	\$ 1,677,643.43	\$ 217,356.57	TIER 2	5213026
6272023	3 MONTH	Invoice being processed by Caltrans. Monitor for progress.	043A6408L	BRLS	04	SF	San Francisco County Transportation Authority	BAYSHORE BLVD FROM NORTHERN CITY LIMITS TO VALLEY DRIVE, INSTALL CLASS 2 BIKE PATH	8/20/2010	8/20/2010		L1CE	\$ 4,500,000.00	\$ 3,983,850.00	\$ -	\$ 3,983,850.00	TIER 1	6272023
5376010	3 MONTH	Invoice being processed by Caltrans. Monitor for progress.	04925775L	RPSTPLE	04	SM	Brisbane		8/4/2010	8/4/2010		H220	\$ 573,932.00	\$ 508,102.00	\$ -	\$ 508,102.00	TIER 1	5376010



Quarterly Review of Inactive Obligations  
Local, State Administered Locally Funded and Rail Projects  
(Review Period 04/01/2011- 06/30/2011)

Updated on 07/13/2011		Inactive Projects (Review period: 04/01/2011-06/30/2011)																
Project No	LOOK AHEAD	Agency Action Required	State Project No	Prefix	District	County	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Program Codes	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal	3-Tier Criteria	Project No
6014006	INACTIVE	Invoice returned to Agency. Resubmit to District by 08/22/2011.	04099858L	HP21L	04	SM	San Mateo County Transit District	EL CAMINO REAL FR NOOR AND SYLAN, MEDIAN LANDSCAPE AND IRRIGATIO	4/20/2009	4/20/2009		LY10	\$ 453,871.00	\$ 282,000.00	\$ -	\$ 282,000.00	TIER 2	6014006
6014011	6 MONTH	Submit invoice to District.	04099928L	HP21L	04	SM	San Mateo County Transit District	MISSION ST FR JDALY BLVD TO PARKVIEW AVE, PEDESTRIAN IMPROVEMENTS	11/11/2010	11/11/2010		LY10, HY10	\$ 1,669,784.00	\$ 700,000.00	\$ -	\$ 700,000.00	TIER 1	6014011
5132028	3 MONTH	Submit invoice to District by 08/22/2011.	04924450L	STPL	04	SOL	Fairfield	PITTMAN RD. AND SUISUN VALLEY RD. , AC OVERLAY	7/11/2008	8/1/2006	7/11/2008	L240	\$ 496,592.00	\$ 426,000.00	\$ 400,000.00	\$ 26,000.00	TIER 3	5132028
5132031	3 MONTH	Submit invoice to District by 08/22/2011.	04074204L	RPSTPLE	04	SOL	Fairfield	STREET/DOWNTOWN FAIRFIELD , PEDESTRIAN SAFETY IMPROVEMENT ALLISON AND ULATIS DRIVES INTERSECTION , INTERMODAL TRANSP. STATION	7/1/2009	4/26/2007	7/1/2009	H220	\$ 463,800.00	\$ 309,855.00	\$ 196,406.47	\$ 113,448.53	TIER 2	5132031
5094048	3 MONTH	Invoice returned to Agency. Resubmit to District by 08/22/2011.	04925310L	CML	04	SOL	Vacaville	INTERSECTION , INTERMODAL TRANSP. STATION	8/31/2010	6/5/2009	8/31/2010	L400	\$ 6,682,178.00	\$ 3,028,000.00	\$ 2,210.18	\$ 3,025,789.82	TIER 1	5094048
5027013	INACTIVE	Submit invoice or justification to District by 08/22/2011. No federal funds remain. Proceed with project closure or submit justification to request project to remain open to District by 08/22/2011.	04925407L	CML	04	SON	Healdsburg	HEALDSBURG FOSS CREEK , BIKE AND PED PATHWAY	4/17/2009	4/17/2009		L400	\$ 169,000.00	\$ 149,000.00	\$ -	\$ 149,000.00	TIER 2	5027013
5920051	INACTIVE	Submit invoice or justification to District by 08/22/2011.	04928619L	STPLZ	04	SON	Sonoma County	PENA CREEK & W. DRY CREEK ROAD, SEISMIC RETROFIT (REPLACE BRIDGE)	5/29/2008	4/1/1998	5/29/2008	33D0	\$ 50,000.00	\$ 44,265.00	\$ 44,265.00	\$ -	TIER 3	5920051
5920056	INACTIVE	Submit invoice or justification to District by 08/22/2011.	04923147L	STPLZ	04	SON	Sonoma County	WOHLER RD. AT MARKWEST CR. BR # 20-0139, REPLACE BRIDGE, LOCAL SEISMIC (TC)	5/29/2008	3/1/1999	5/29/2008	Q110, L11E	\$ 865,000.00	\$ 712,000.00	\$ 128,000.00	\$ 584,000.00	TIER 1	5920056
5920059	3 MONTH	Submit invoice to District by 08/22/2011.	04071764L	STPLZ	04	SON	Sonoma County	SONOMA CREEK BR. @ BOYES BLVD (BR.20C-0262) , BRIDGE REPLACEMENT	9/15/2009	9/3/1996	9/15/2009	Q110, L1CE	\$ 987,369.00	\$ 789,895.00	\$ 398,899.26	\$ 390,995.74	TIER 2	5920059
5920092	3 MONTH	Submit invoice to District by 08/22/2011. No Federal funds remain. Proceed with project closure or submit justification next quarter to request project to remain open.	04924107L	BRLS	04	SON	Sonoma County	IN SONOMA COUNTY AT WATMAUGH RD BRIDGE , BRIDGE REPLACEMENT	7/9/2009	7/9/2009		L1C0	\$ 500,000.00	\$ 442,650.00	\$ -	\$ 442,650.00	TIER 2	5920092
1425002	3 MONTH	Submit invoice to District by 08/22/2011. No Federal funds remain. Proceed with project closure or submit justification next quarter to request project to remain open.	04191892/9	ER	04	SF		SF, SR-101, LILY ST. TO TURK ST. , STRUCTURAL REPAIR	9/12/2008	4/1/1991	9/12/2008	830	\$ 1,307,570.00	\$ 1,242,191.83	\$ 1,242,191.83	\$ -	TIER 3	1425002