

AGENDA

The next meeting of the
Congestion Management & Environmental Quality (CMEQ) Committee
will be as follows.

Date: Monday, July 30, 2007 3:00 p.m. to 5:00 p.m.
Place: San Mateo City Hall
330 West 20th Avenue, San Mateo, California
Conference Room C (across from Council Chambers)

PLEASE CALL SANDY WONG (599-1409) IF YOU ARE UNABLE TO ATTEND.

- | | | | |
|----|---|---|----------------------|
| 1. | Public Comment On Items Not On The Agenda | Presentations are limited to 3 minutes. | 3:00 p.m.
5 mins. |
|----|---|---|----------------------|

CONSENT AGENDA

- | | | | |
|----|----------------------------------|--------------------|-----------------------------------|
| 2. | Minutes of May 21, 2007 meeting. | Action (O'Connell) | Pages 1-3
3:05 p.m.
5 mins. |
|----|----------------------------------|--------------------|-----------------------------------|

REGULAR AGENDA

- | | | | |
|----|--|---------------------------|---------------------------------------|
| 3. | San Mateo County Transportation Authority Strategic Plan Update | Potential Action (Hurley) | Presentation
3:10 p.m.
20 mins. |
| 4. | Recommend approval on Final Housing Needs Study | Action (Napier) | Page 4
3:30 p.m.
15 mins. |
| 5. | Review and recommend approval of the Draft 2007 Congestion Management Program (CMP) and Monitoring Report | Action (Hoang) | Pages 5-8
3:45 p.m.
15 mins |
| 6. | Recommendation for approval of the AB1546 Countywide Traffic Congestion Management Program for Intelligent Transportation System (ITS) projects. | Action (Hoang) | Pages 9-15
4:00 p.m.
10 mins |
| 7. | Update on the Senior Mobility program. | Information (Goodrich) | Presentation
4:10 p.m.
25 mins |
| 8. | Update on C/CAG 3 rd Cycle Transit Oriented Development (TOD) Incentive Program | Information (Napier/Wong) | Pages 16-18
4:35 p.m.
10 mins |
| 9. | Member comments and announcements. | Information (O'Connell) | 4:45 p.m.
5 mins. |

10. Adjournment and establishment of next meeting date. Action (O'Connell) 4:50 p.m.

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.

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

Other enclosures/Correspondence - None

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
COMMITTEE ON CONGESTION MANAGEMENT
AND ENVIRONMENTAL QUALITY (CMEQ)**

**MINUTES
MEETING OF MAY 21, 2007**

At 3:07 p.m., the meeting was called to order by Chair Irene O’Connell in Conference Room B of the San Carlos Library.

Members Attending: Jim Bigelow, Tom Davis, Linda Koelling, Linda Larson, Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Barbara Pierce, Vice-Chair Sepi Richardson, Lennie Roberts, Onnolee Trapp, and ZoeKersteen-Tucker.

Staff/Guests Attending: Richard Napier, Sandy Wong, John Hoang, and Diana Shu (C/CAG Staff), Christine Maley-Grubl (Alliance), Pat Dixon (TA CAC), Richard Cook (SamTrans).

1. Public comment on items not on the agenda.

Chair O’Connell welcome Zoe Kersteen-Tucker, a member of the SamTrans Board of Directors. Ms Kersteen-Tucker is also the Executive Director of the Coastside Land Trust.

CONSENT AGENDA

2. Minutes of March 26, 2007 meeting.

Member Matsumoto stated that she did not receive a copy of the PowerPoint presentation regarding Infrastructure Bond Funding Opportunities. Sandy Wong said she will resend that to all members.

Motion: To approve the Minutes of the March 26, 2007 meeting. Matsumoto/Pierce, approved, unanimous.

REGULAR AGENDA

3. AB 1546 Countywide Congestion Management Program – Traffic Congestion Mitigation Recommendation.

Action on this item was pulled because the Technical Advisory Committee (TAC) did not recommend approval on this item. Instead, it was being sent back to the subcommittee for more work. Sandy Wong stated that the issues being sent back to subcommittee are 1) maximum of \$200K per jurisdiction; 2) intersection traffic volume of “TBD” needs to be pre-defined.

Chair O’Connell asked CMEQ members to provide any comments/input they may have for consideration by the subcommittee as they go back to work. CMEQ members had a short discussion on the maximum dollar amount per jurisdiction. While a lower maximum of \$100K may allow more jurisdictions to receive the grant, a higher maximum of \$200K would permit bigger projects to move forward.

4. Local Transportation (Shuttle Services).

Sandy Wong reported on this item for Tom Madalena who was on vacation. It was reported that the recommended funding amounts for all projects are the same as the requested amount except for the Redwood City project. The difference between the recommended amount and the requested amount for this project was covered by the Lifeline program funds. Sandy also reported that the Technical Advisory Committee (TAC) has requested quarterly ridership reports. CMEQ members expressed appreciation in the TAC's interest in receiving ridership reports and asked that any available best practices be brought forward for sharing in the future.

Motion: Recommend approval of funding for the provisions of Congestion Relief Program Shuttle Services for a total cost not to exceed \$667,965 from July 1, 2007 through June 30, 2008, Bigelow/Davis, Unanimous.

5. Recommend approval of staff to work with local jurisdictions and transportation agencies to provide candidate project information for the MTC Regional Transportation Plan (RTP) update.

Sandy Wong reported that MTC has initiated the process to update of the Regional Transportation Plan (RTP) for the Bay Area. MTC is working with partner agencies to develop goals for the RTP. The goals stated in the current RTP are: Safe and Well-Maintained System, Reliability, Access to Mobility, Livable Communities, Clean Air, and Efficient Freight Travel. For the RTP update, MTC will add the two new goals: Transportation Security and Emergency Management; and Managing Global Warming.

As part of the RTP update process, MTC requested each county to submit projects (via the respective Congestion Management Agencies) for performance measure modeling by July 27, 2007. For this submittal, only big projects that are not included in the current 2005 RTP need to be submitted. There will be opportunity later to submit a complete list of projects after financial projections are made.

CMEQ members raised the question of funding for BART projects in San Mateo county being taken over by BART. Richard Napier stated that San Mateo county is still responsible for its share of BART systemwide projects. He will obtain further information on this issue. CMEQ members also stated that it's important that money put in transit project will indeed increase transit ridership

Member Lempert informed the group of the Focusing Our Vision (FOCUS) effort of the Joint Policy Committee (JPC). The JPC, consists of ABAG, MTC, BCDC, and the Air District, is in the process of identifying Priority Development Areas (PDA) where development should take place. There will be funding such as bond funds associated with PDAs. However, it's unclear at this point as to what and how much funds will be available. Richard Napier added that it will be on the next C/CAG Board agenda for approval of an application for PDA be submitted for the El Camino Real corridor for the length of San Mateo County.

Motion: Recommend approval of staff to work with local jurisdictions and transportation agencies to provide candidate project information for the MTC Regional Transportation Plan update, and be cognizant of what was discussed, Bigelow/Richardson, Unanimous.

(Information: After this meeting but before the June 14th C/CAG Board meeting, MTC postponed the deadline to submit projects towards the end of this calendar year.)

6. Initial draft of the C/CAG 2007/08 Budget and fees (information).

Richard Napier, C/CAG Executive Director, reported on the 2007/08 C/CAG Budget. It will include a 5% increase in member agency dues. The increase has been sent to member agencies a few times, there should be no surprise. He then provided a brief overview and status of the various program budgets.

Chair O'Connell thanked Richard for all his effort in providing help to cities on this item.

7. Support for Senate Bill (SB) 286 (Lowenthal and Dutton), Transportation Bonds: Implementation (information).

Diana Shu reported on the status of SB 286 (Lowenthal) which proposes to establish procedures for the allocation of up to \$2 billion of bond proceeds for Local Street and Road improvements from the Transportation Bond Act. This bill will authorize the allocation of funds, upon appropriation by the Legislature, in two cycles over a period of four years. The first two-year cycle will be no later than January 1, 2008 and the second cycle be no later than January 1, 2010. Further, it will authorize the allocation of 50% of the \$2 billion in the first cycle.

8. Member comments and announcements.

Member Lempert announced that Howard Goode will make a presentation on Dumbarton Rail tomorrow at the Menlo Park City Council meeting. She encouraged everyone to attend to show support.

Member Matsumoto said she will miss the June CMEQ meeting.

Richard Napier announced that Sandy Wong has been promoted to the Deputy Director position at C/CAG.

Member Bigelow thanked CMEQ members for their support on the Dumbarton Rail project.

9. Adjournment and establishment of next meeting date.

Since the C/CAG Board does not meet in July, a June or July CMEQ meeting will work equally well to get items ready for the August C/CAG Board meeting. Members decided that the next CMEQ meeting will be on June 25, 2007.

At 4:25 p.m., the meeting was adjourned.

C/CAG AGENDA REPORT

Date: July 30, 2007
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Richard Napier
Subject: Recommend approval of the Final Housing Needs Study

(For further information please contact Richard Napier at 599-1420 or Sandy Wong at 599-1409)

The Final Draft of the Housing Needs Study Report will be mailed to CMEQ members, under separate cover, as soon as it becomes available.

C/CAG AGENDA REPORT

Date: July 30,2007

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: John Hoang

Subject: Review and recommend approval of the Draft 2007 Congestion Management Program (CMP) and Monitoring Report

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

RECOMMENDATION

That the CMEQ recommend approval of the Draft 2007 Congestion Management Program (CMP) and Monitoring Report for San Mateo County

FISCAL IMPACT

It is not anticipated that the changes in the 2007 document will result in any increase in the current fiscal commitment that C/CAG has made to the Program.

BACKGROUND/DISCUSSION

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). 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. This is a report card on whether the roadway system is improving or getting worse.

As part of the 2007 CMP update, C/CAG has retained Fehr & Peers Transportation Consultants 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. Deficient locations are determined after deducting the traffic attributable to:

- 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 is 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. On February 14, 2002, C/CAG adopted the San Mateo County Congestion Relief Plan that fulfills the requirement of a Countywide Deficiency Plan for all roadway segment and intersection deficiencies identified through the monitoring done for the 1999, 2001, 2003, 2005, and 2007 Congestion Management Programs. In February 2007, the Congestion Relief Plan was reauthorized for an additional four years. Therefore no jurisdiction will be required to develop a deficiency plan as a result of this monitoring report.

2007 Traffic Monitoring Analysis

Based on the monitoring report and after the exclusions for interregional traffic has been applied, two of the 53 roadway segments exceeded the LOS standard. This compares with one deficient segment in 1997 and eight deficient segments in 1999, nine deficient segments in 2001 and four deficient segments in 2003, and five deficient segments in 2005.

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 Monitoring Report, the reductions were updated based on the updated 2005 C/CAG travel demand forecasting model. The reductions applied in the 2007 Report are different than from past years.

The complete Monitoring Report is included in Appendix F of the Draft Congestion Management Program for 2007. The two roadway segments in violation of the LOS Standard in 2007 are:

- SR 1, San Francisco County Line to Linda Mar Boulevard
- SR 84, Willow Street to University Avenue

Both of the segments indicated above were also in violation in 2005. The following roadway segment that violated the LOS Standard in 2005 were found not to be in violation in 2007:

- SR 35, I-280 to SR 92
- SR 92, I-280 to US 101
- I-280, SR 1 (south) to San Bruno Avenue

For the sixteen intersections monitored, the 2007 traffic volumes, lane configurations, and signal phasings were used as inputs to the intersection level of service calculations. No reductions for inter-regional travel were applied to the intersection volumes. There were no LOS standard violations for intersections in 2007.

In 2005, in addition to utilizing the Circular 212 methodology, the 2000 Highway Capacity Manual (2000 HCM) was also used in parallel to calculate a second set of LOS results. The 2007 Monitoring Report continued to utilize both methods, however, the results obtained from the 2000 HCM were used to compare changes in LOS.

In general, the following are some observations from the data contained in the report. These observations are based on the total traffic. The exclusions for determining deficiencies are not considered in these observations.

- From 1997 to 1999 there was an increase in traffic at 24 locations and a decrease at 18 locations.
- From 1999 to 2001 there was an increase in traffic at 13 locations and a decrease at 14 locations.
- From 2001 to 2003 there was an increase in traffic at 6 locations and a decrease at 19 locations.
- From 2003 to 2005 there was an increase in traffic at 17 locations and a decrease at 11 locations.
- From 2005 to 2007 there was an increase in traffic at 15 locations and a decrease at 11 locations.
- From 1997 to 2007 there was an increase in traffic at 36 locations and a decrease at 14 locations.
- The number of LOS F (F designated the worse possible congestion) roadway segments has gone from 6 in 1995, to 8 in 1997, to 18 in 1999, to 16 in 2001, to 13 in 2003, to 12 in 2005, to 14 in 2007.
- The number of LOS F intersections has gone from 4 in 1995, to 4 in 1997, to 3 in 1999, to 1 in 2001, to none in 2003 and 2005, to 2 in 2007. The majority of intersections that were monitored were 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. Results are summarized in Table 3 below.

Table 3																
Average Travel Time in U.S. 101 Corridor (in minutes)¹																
Mode	AM ²								PM ³							
	Northbound				Southbound				Northbound				Southbound			
	2007	2005	2003	2001	2007	2005	2003	2001	2007	2005	2003	2001	2007	2005	2003	2001
Single-Occupant Auto	26	31	29	27	35	38	37	49	33	33	39	31	30	35	30	26
Carpool	26	30	28	25	31	31	29	38	31	32	34	31	29	32	25	25
Caltrain (Local & express)	35	42	43	44	34	42	49	48	38	42	49	49	34	42	46	45
SamTrans Route KX	75	72	68	66	78	72	74	76	80	79	75	75	81	75	72	71
Notes:																
¹ Between San Francisco and Santa Clara County Lines.																
² Morning commute period.																
³ Evening commute period.																

Travel time surveys were also conducted for the HOV lanes on U.S. 101, which currently extend from the Santa Clara County Line to Whipple Avenue. 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.

ATTACHMENT

1. Draft Congestion Management Program (CMP) for 2007 for San Mateo County
(Provided to CMEQ members only. Public members may contact John Hoang at 650-363-4105 if interested in receiving the document.)

C/CAG AGENDA REPORT

Date: July 30, 2007
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Richard Napier
Subject: Recommendation for approval of the AB1546 Countywide Traffic Congestion Management Program for Intelligent Transportation System (ITS) projects
(For further information contact John Hoang at 363-4105)

RECOMMENDATION

That the CMEQ recommends for approval the AB1546 Countywide Traffic Congestion Management Program for ITS projects

FISCAL IMPACT

Approximately \$1.25M of the net revenue collected between July 2005 and December 2008 for the Traffic Congestion Management component of AB1546.

SOURCE OF FUNDS

Funds for these projects are collected from the Vehicle License Fees (VLF) through the AB1546 Program.

BACKGROUND/DISCUSSION

Assembly Bill 1546 (AB1546) imposes an annual fee of up to four dollars (\$4) on motor vehicles registered in San Mateo County to fund traffic congestion management and stormwater pollution prevention programs. The collection of the fees began on July 1, 2005 and terminates on January 1, 2009, unless the program is reauthorized by legislation. Fifty percent of the revenue is allocated to individual jurisdictions within San Mateo County and fifty percent is allocated to C/CAG for Countywide projects (25% for traffic congestion management and 25% for stormwater pollution prevention).

Current Countywide Traffic Congestion Management related projects include the development and implementation of hydrogen shuttles and fueling stations and development of the traffic incident management plan. At the January 2007 TAC meeting, it was recommended that staff convene a subcommittee to explore other potential projects to be implemented.

A subcommittee was formed consisting of Parviz Mokhtari, Ruben Nino, Larry Patterson, Mo Sharma, and Sandy Wong. The subcommittee considered several potential projects to mitigate traffic congestion and resulted with recommendations for upgrading traffic signal controllers and upgrading traffic detection systems with closed circuit television (CCTV) cameras. In addition to facilitating the management of traffic, the proposed traffic control and monitoring upgrades

will also be key infrastructures in the development of an integrated countywide ITS program to improve inter-jurisdictional traffic management.

This item was initially presented at the May 2007 TAC and CMEQ meetings and comments and suggestions were received. The subcommittee reconvened and refined the application and project selection process. The revised AB1546 Countywide Traffic Congestion Management Program for ITS projects are described in the attached document.

ATTACHMENT

AB1546 – Countywide Traffic Congestion Mitigation Program - ITS Projects

AB1546 - Countywide Traffic Congestion Management Program

Intelligent Transportation System (ITS) Projects

Revised 6/13/07

Overview

The AB1546 imposes an annual motor Vehicle License Fee of four dollars (\$4) in San Mateo County to fund traffic congestion and stormwater pollution prevention programs for the period of July 1, 2005 to December 31, 2008. The net total of the funds collected are allocated to the following programs:

- 25% - Local Cities/County Stormwater Pollution Prevention
- 25% - Local Cities/County Traffic Congestion Management
- 25% - Countywide Stormwater Pollution Prevention
- 25% - Countywide Traffic Congestion Management

Budget

Revenue collected under the Countywide Traffic Congestion Management programs currently fund Hydrogen Shuttle/Stations and Traffic Incident Management. It is proposed that these funds are also used for ITS related projects for upgrading traffic signal controllers and traffic detection systems. The projects and anticipated funding amounts are summarized as follows:

Countywide Traffic Congestion Management	FY 2005/06	FY2006/07	FY2007/08	Jul-Dec 2008	TOTAL
REVENUE					
• AB 1546	\$600,000	\$600,000	\$600,000	\$300,000	\$2.1M
PROJECT BUDGET (Expenditure)					
• Hydrogen Shuttle / Stations	\$250,000	\$125,000	\$125,000	-	\$500,000
• Traffic Incident Management	\$100,000	\$100,000	\$100,000	\$50,000	\$350,000
• ITS (Signal, CCTV)	\$250,000	\$375,000	\$375,000	\$250,000	\$1.25M

Approximate amounts

Project Description

The two types of projects eligible for funding include:

- Signal Control Upgrade (*approx. \$10-15K per controller*)
 - Signal controller upgrades is the replacement of current older controller cabinets with the new Model 170, 2070 or comparable model.
- Video Detection System Upgrade (*approx. \$35-40K per intersection*)
 - Video detection system upgrade is the installation of new Closed Circuit Television (CCTV) cameras on traffic signals to replace the in-pavement detection loops. A video detection system assumes an industry standard camera system and associated equipments for all approaches of an intersection.

Application Process

There will be a one time “Call for Projects”, anticipated in September 2007. The total available funds of \$1.25M will be awarded to projects on a competitive basis. Jurisdictions will be able to apply for funding to reimburse ITS projects performed up to December 31, 2008. All projects are required to be completed (installation of ITS units) by December 31, 2008.

The maximum award amount a jurisdiction can receive has been established at \$200,000. There are no local match requirements. Estimated cost for a Signal Controller upgrade is \$10-15K per controller and for a Video Detection System upgrade is \$35-40K per intersection. Based on these estimates, jurisdictions can either apply for up to a maximum of thirteen (13) Signal Controllers, five (5) Video Detection Systems or a combination of both elements with a combined total of up to a maximum of \$200,000.

There will not be a predetermined dollar amount breakdown between the two project types. The total number of funded projects and maximum award amount per project is scalable and will be determined based on the total number of applications and type of projects received, total dollar amount requested, and the final project ranking and recommendations. The Selection Committee will consider all factors when establishing the final project recommendations. Since this is a competitive process, there are no guarantees that a jurisdiction will receive funding.

Project Selection

Jurisdictions will be required to submit the following project information as part of the application.

- For Signal Controller Upgrades
 - Identify intersecting streets names and roadway classification
 - Provide Total Intersection Peak Hour Volume (i.e., Peak hour traffic volume on each approach of the intersection)
 - Indicate age of the in-place controller that will be replaced
- For Video Detection Upgrades
 - Identify intersection street names and roadway classification
 - Provide Total Intersection Peak Hour Volume (i.e., Peak hour traffic volume on each approach of the intersection)

Projects will be scored using the “Scoring and Prioritization” table below.

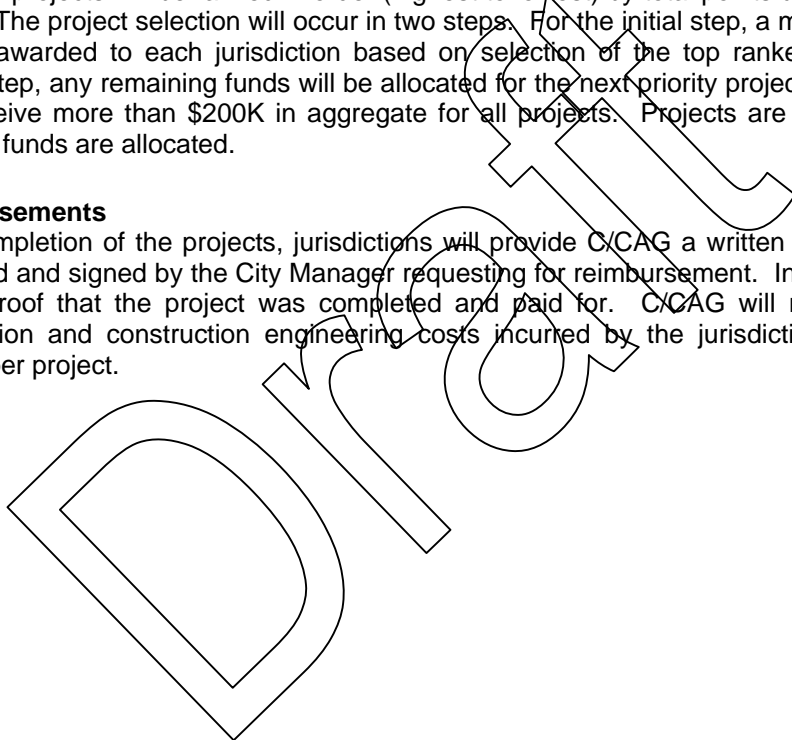
Project Type	Points	Maximum Points	
1. SIGNAL CONTROLLER UPGRADE			
Location			
• Arterial/Arterial	6	18	
• Arterial/Collector	4		
• Collector/Collector	2		
Total Intersection Peak Hour Volume			
• Top 20%	6		
• Middle 40%	4		
• Bottom 40%	2		
Years in Service			
• > 15	6		
• 10 to 15	4		
• < 10	2		

2. VIDEO DETECTION SYSTEM UPGRADE		12
Location		
• Arterial/Arterial	6	
• Arterial/Collector	4	
• Collector/Collector	2	
Total Intersection Peak Hour Volume		
• Top 20%	6	
• Middle 40%	4	
• Bottom 40%	2	

Proposed projects will be ranked in order (highest to lowest) by total points under the two “Project Types”. The project selection will occur in two steps. For the initial step, a maximum of \$100,000 may be awarded to each jurisdiction based on selection of the top ranked projects. For the second step, any remaining funds will be allocated for the next priority projects and no jurisdiction shall receive more than \$200K in aggregate for all projects. Projects are selected until all the available funds are allocated.

Reimbursements

Upon completion of the projects, jurisdictions will provide C/CAG a written notice on jurisdiction letterhead and signed by the City Manager requesting for reimbursement. Included with the letter will be proof that the project was completed and paid for. C/CAG will reimburse the actual construction and construction engineering costs incurred by the jurisdiction up to the award amount per project.



AB 1546
COUNTYWIDE TRAFFIC CONGESTION MITIGATION PROGRAM
INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PROJECTS
APPLICATION

JURISDICTION:	
TOTAL AMOUNT REQUESTED: <i>(Maximum award amount of \$200,000 per jurisdiction)</i>	\$
CATEGORY / PROJECT TYPE: <i>(Please check applicable boxes)</i>	
Intelligent Transportation System (ITS)	<input type="checkbox"/> Signal Controller Upgrade
	<input checked="" type="checkbox"/> Video Detection System Upgrade

1. SIGNAL CONTROLLER UPGRADE <i>(Model 2070 or comparable)</i>			
Number of Units Requested:		Upgrade Unit Cost:	\$
Total Amount Requested:			\$
List units to be replaced in order of priority <i>(add additional lines or page as needed, maximum 13 locations)</i>			
No.	Location (e.g., Street name, intersection, roadway classification)	Intersection Volume*	Years in Service
1			
2			
3			
4			
5			

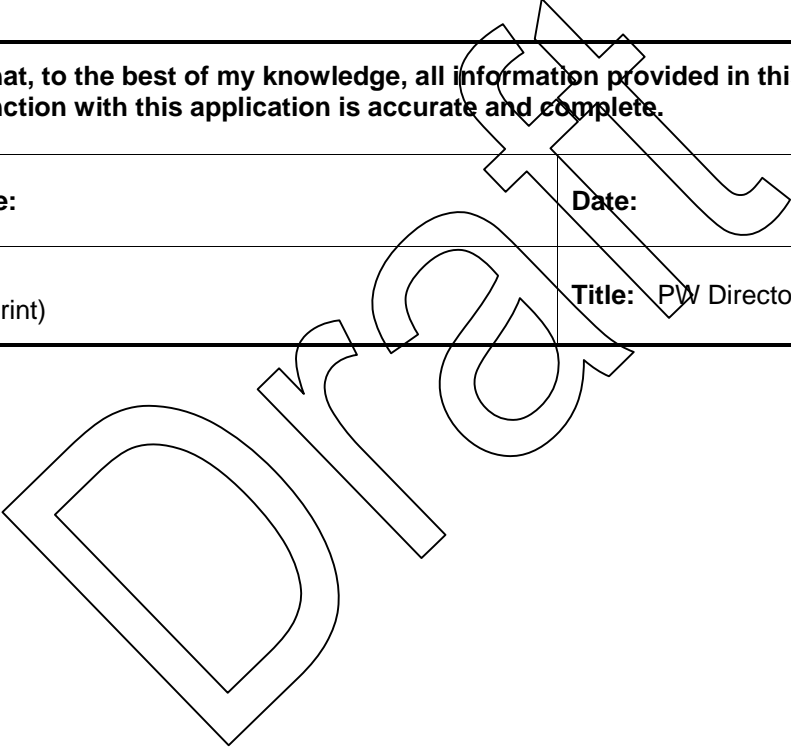
* Attach diagram to show peak hourly traffic volumes in each approach of the intersection.

2. VIDEO DETECTION SYSTEM UPGRADE <i>(A system incl. 4 CCTV cameras per intersection)</i>			
Number of Systems Requested:		Upgrade System Cost:	\$
Total Amount Requested:			\$
List systems to be replaced in order of priority <i>(add additional lines or page as needed, maximum 5 locations)</i>			
No.	Location (e.g., Street name, intersection, roadway classification)	Intersection Volume*	
1			
2			
3			
4			
5			

* Attach diagram to show peak hourly traffic volumes in each approach of the intersection.

CONTACT INFORMATION	
Name1:	Name2:
Phone1:	Phone2:
Email1:	Email2:

I attest that, to the best of my knowledge, all information provided in this application and in conjunction with this application is accurate and complete.	
Signature:	Date:
Name: (Please Print)	Title: PW Director / City Engineer



C/CAG AGENDA REPORT

Date: July 30, 2007
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Richard Napier
Subject: Update on C/CAG 3rd Cycle Transit Oriented Development (TOD) Incentive Program

(For further information please contact Sandy Wong at 599-1409)

RECOMMENDATION

That the CMEQ receive the update on the C/CAG 3rd cycle Transit Oriented Development (TOD) incentive program.

FISCAL IMPACT

This is no fiscal impact in receiving this update. Funding for the TOD program has been included in the adopted C/CAG budget.

SOURCE OF FUNDS

The funding sources include the State Transportation Improvement Program, Surface Transportation Program, and Transportation for Livable Communities.

BACKGROUND/DISCUSSION

The objective of this program is to encourage high-density housing (greater than 40 units per acre) within 1/3 of a mile of a BART or Caltrain station. For eligible housing projects, C/CAG will make a commitment to program the incentive funds to a transportation project identified by the sponsor if the housing is built within two years.

During the 3rd cycle of this program, a total of 14 projects were approved for the Transit Oriented Development Housing Incentive Program Initiative. These projects collectively include 2192 Bedrooms of which 727 will be affordable to low and moderate-income households. Based on the number of bedrooms approved there will be \$1,182 available for each bedroom built and an additional \$148 available for each affordable bedroom built.

Approved TOD housing projects must be under construction by May 12, 2007 in order for sponsoring jurisdictions to be eligible to receive transportation funds. Five (5) out of the 14

approved TOD projects were reported by sponsors as “Not Under Construction”. Staff is working with sponsors of the remaining nine project sponsors to program the transportation projects, upon final confirmation of program requirements. The nine projects will have a total of 2215 bedrooms including 681 affordable bedrooms.

ATTACHMENT

Summary of 3rd Cycle TOD program.

Summary of 3rd Cycle TOD Program					
	Housing Project	Transportation Project	Date Request	Total Bedrooms	Affordable Bedrooms
Burlingame	California Murchison Project	Not Under Construction.	\$0	38	3
Daly City	Landmark Plaza Development	Mission Street pedestrian improvement	\$229,020	190	30
Daly City	American Baptist Homes of the West	ADA ramps	\$54,530	41	41
Menlo Park	O'Brien at Derry Lane	Not Under Construction.	\$0	231	35
Millbrae	Belamor	Pedestrian crossing of ECR at Victoria Ave to Caltrain station.	\$320,332	266	40
Redwood City	Walnut Street Condominiums	Not Under Construction.	\$0	30	N/A
Redwood City	Montgomery Villas	Sidewalk program.	\$163,590	123	123
San Bruno	Paragon Apartments (Archstone San Bruno 2)	ECR streetscape	\$383,132	316	65
San Bruno	Village at the Crossing	ECR streetscape	\$396,340	298	298
San Bruno	San Bruno Plaza	Not Under Construction.	\$0	51	8
San Carlos	1000 El Camino Real	Crosswalks, traffic calming devices, and landscaping along ECR and Caltrain station.	\$181,886	151	23
San Mateo	Palm Residences	Delaware street bike lane.	\$37,086	31	3
San Mateo	Delaware Place	Not Under Construction.	\$0	280	28
SSF	SSF BART Station Transit Village	BART Linear Park phases II & III.	\$177,012	146	30
			\$1,942,928		