

# 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, January 15, 2015**  
**San Mateo County Transit District Office<sup>1</sup>**  
**1250 San Carlos Avenue, 2<sup>nd</sup> 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 meetings (Jan. 2015): <ul style="list-style-type: none"><li>• Approved – Amendment to the agreement with MTC for a one year time extension, at no cost, to conduct traffic analysis for Express Lanes on US 101 from Santa Clara Co. Line to I-380</li><li>• Approved – Amendment to the agreement with MTC for a one year time extension, at no cost, for development of ramp metering implementation plans on US 101 in San Mateo County</li><li>• Approved – Appointment of Jeff Moneda (Foster City) to the TAC and Stormwater Committee</li></ul> |               | No materials |
| 3.  | Approval of the minutes from November 20, 2014  | Hoang         | Page 1-3     |
| 4.  | Development of the Measure A Highway CIP and Next Highway Call for Projects (information)   | TA Staff      | No materials |
| 5.  | Review and recommend approval of the funding recommendation for the Bayshore Technology Park shuttle for FY 2014/2015 and FY 2015/2016 in an amount of \$94,182 in Measure A Transportation funds through the San Mateo County Shuttle Program Joint Call for Projects and of the agreement between C/CAG and the San Mateo County Transportation Authority in an amount not to exceed \$38,000 (Action)  | Madalena      | Page 4-7     |
| 6.  | Review and recommend approval of the C/CAG Priority Development Area Parking Policy Technical Assistance Program list of projects (Action)  | Abrazaldo     | Page 8-10    |
| 7.  | Receive results of commercial speed data (INRIX) evaluation for the Congestion Management Program level of service and performance monitoring (Information)   | Hoang         | Page 11-12   |
| 8.  | Review and recommend approval of the Fiscal Year 2015/16 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County (Action)  | Hoang         | Page 13-15   |
| 9.  | Review and recommend approval of projects to be funded by the Metropolitan Transportation Commission (MTC) under the Cycle 4 Lifeline Transportation Program for a total amount of \$4,414,272 (Action)   | Higaki        | Page 16-18   |
| 10. | Regional Project and Funding Information (Information)  | Higaki        | Page 19-26   |
| 11. | Executive Director Report   | Wong          | No materials |
| 12. | Member Reports  | All           |              |

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<sup>1</sup> For public transit access use SamTrans Bus lines 260, 295, 390, 391, KX 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.

2014 TAC Roster and Attendance								
No.	Member	Agency	Feb	Mar	Apr	Jul	Sep	Nov
1	Jim Porter (Co-Chair)	San Mateo County Engineering	x	x				
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x	x	x	x	x	x
3	Afshin Oskoui	Belmont Engineering	x	x	x	x	x	x
4	Randy Breault	Brisbane Engineering	x	x	x	x	x	x
5	Syed Murtuza	Burlingame Engineering	x	x	x	x	x	x
6	Bill Meeker	Burlingame Planning						
7	VACANT	Caltrans						
8	Sandy Wong	C/CAG	x	x	x	x	x	x
9	Brad Donohue	Colma Engineering	n/a	n/a	n/a		x	x
10	John Fuller	Daly City Engineering	x	x	x	x		x
11	Tatum Mothershead	Daly City Planning	x				x	x
12	Mo Sharma	Half Moon Bay Engineering	x	x	x	x		x
13	Paul Willis	Hillsborough Engineering	x	x			x	x
14	Jesse Quirion	Menlo Park Engineering	n/a	n/a	n/a	n/a	x	
15	Chip Taylor	Millbrae Engineering	n/a	n/a	n/a	n/a	x	x
16	Van Ocampo	Pacifica Engineering	x	x	x	x	x	
17	Jessica Manzi	Redwood City Engineering	n/a	n/a	n/a	n/a	x	x
18	Jimmy Tan	San Bruno Engineering	n/a	n/a	n/a	n/a	x	x
19	Jay Walter	San Carlos Engineering	x	x		x		x
20	Brad Underwood	San Mateo Engineering	n/a	n/a	n/a	n/a	n/a	x
21	James Hinkamp	San Mateo County Planning	n/a	n/a	n/a	x	x	
22	Brian McMinn	South San Francisco Engineering	x	x	x	x	x	x
23	Billy Gross	South San Francisco Planning	n/a	n/a	n/a	x	x	x
24	Paul Nagengast	Woodside Engineering		x		x		x
25	Kenneth Folan	MTC						

# CONGESTION MANAGEMENT PROGRAM (CMP) TECHNICAL ADVISORY COMMITTEE (TAC)

November 20, 2014

## MINUTES

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, 2<sup>nd</sup> Floor Auditorium, San Carlos, CA. Co-chair Hurley called the meeting to order at 1:15 p.m. on Thursday, November 20, 2014.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Jim Bigelow - C/CAG CMEQ; Joel Slavitt – TA; Joel Slavitt – TA; Pete Rasmussen – TA; Theresa Romell – MTC; Ashley Henderson – LCA; Ellen Barton – San Mateo County; Jean Higaki, Wally Abrazaldo – C/CAG; and others not noted

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

None

**2. Issues from the last C/CAG Board meeting.**

As noted on Agenda.

**3. Approval of the Minutes from September 18, 2014.**

Approved.

**4. Receive an update on the TA Strategic Plan**

Joel Slavitt, SMCTA Manager, provided an informational update on the planning efforts for the Measure A Strategic Plan 2014-2019. Since presenting to the TAC in July and separate discussions in August, The TA presented the draft framework to the TA Board in October and subsequently released the draft for public comments on October 10<sup>th</sup> with the final adoption is planned for December 4<sup>th</sup>.

In summary, many TAC members commented that there should not be any additional complete streets related requirement on the money that is allocated to the cities. Cities primarily use the funds for street maintenance. Cities should be able to apply funds to complete streets if they choose to but there should not be any additional restrictions. Also, there should be provisions to use the money where it is most needed within the parameters of the Strategic Plan.

**5. Provide input on the framework of the Alternative Fuel Readiness Plan for San Mateo County**

Ashley Henderson from Life Cycle Associates presented the development of the Alternative Fuel Readiness Plan. Inputs and comments were as follows:

- Member Murtuza asked about the end product of the Plan, whether it would be a document that is a resource for the cities or would it be a document that needs to be adopted by the cities. Response was that the document will be a resource for cities and cities are not required to adopt the Plan.
- Member Breault indicated that it would be helpful to engage with the CEC and PGE to ascertain utility providers' concerns regarding impacts to system and time of day power

- usage. The ability to add a second utility meter in residential homes will be needed. It was requested that staff work with CPUC to develop time of day usage rates for electric vehicles.
- Member Walter request that the plan identify potential opportunities for cities to partner with the private sector and other cities and public agencies. Also consider siting factors of potential charging facilities.
  - Member McMinn inquired about the timing of the project and also whether carbon footprints for the vehicle fleet or operational costs will be taken into consideration. Response was that this may be outside scope of project.
  - Member Underwood mentioned that San Mateo received a \$2.45 million grant from the CEC to construct a CNG fueling facility.
  - Member Nagengast indicated that the CEC sited a hydrogen fueling station to be located in Woodside. Currently Woodside does not currently have codes to address construction of alternate fuel facilities.
  - Member Sharma request engaging users that have large fleets, and getting inputs.
  - It was also requested that staff consider reaching out to SamTrans.
  - A questions was raised was about an Executive Order had a goal of 1 million vehicles by 2020. Do we know how many fuel cell vehicles are currently in operation? Response was that there was about 100,000 BAV.

#### **6. Receive information on Pavement Condition Index (PCI) Score**

Theresa Romell, Principal Analyst for MTC, presented information on the MTC PCI Report for San Mateo County Jurisdictions, pointing out that Half Moon Bay had the most improved PCI score for 2013. Romell also presented on regional pavement quality and statewide needs assessment efforts. Comments and discussions were as follows:

- Member Walter asked about MTC's awareness of competing interest (complete streets, bike/ped, etc.) for funds designated for streets and roads. Also, what about green streets? Co-chair Hurley added that MTC staff that deal with complete streets are not responsive to cities requests. Response is that the MTC LS&R group is aware of the issues but need help and support from the cities to advocate for local streets and roads issues.
- Member Willis inquired about the status of regarding requirement of incorporating complete streets element in the general plan. Member Wong added that MTC had requested a general plan update status for all cities in San Mateo County.
- Member Sharma indicated that we need more effort in advocating for a State gas tax increase to provide more funds for local streets maintenance.
- MTC is working on analyzing PCIs and needs within a PDA.
- Member Breault indicated that MTC is not adequately addressing the LSR needs

#### **7. Provide input on C/CAG's comment letter to OPR on the Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743**

Wally Abrazaldo presented on the draft comment letter. Comments were as follows:

- Member Taylor asked whether thresholds of significance were identified and whether mitigation measures are precluded.
- Member Murtuza requested to add a comment to address correcting existing deficiencies and obtain exemptions for operational correction from VMT.
- Member Walter asked whether comments from the ITE letter were incorporated in the CCAG letter and also suggested that cities should also send in letters on their own.

**8. Receive an update on the US 101 Ramp Metering Project**

Jean Higaki reported that ramp meters on northbound US 101 between SR 92 and the SF County Line were turned on as follows: November 4<sup>th</sup> - constant green; Nov. 12<sup>th</sup> – begin cycling during the PM peak period from 3 to 8 p.m.; Nov. 18<sup>th</sup> – begin cycling during the AM peak period from 6 to 10 p.m.. TAC runs performed on the 1<sup>st</sup> day of the PM peak period shows a travel time savings of 3 to 4 minutes.

**9. Receive information on the US 101 Express Lanes Feasibility Study**

This item was removed from the agenda.

**10. Regional Project and Funding Information**

Jean Higaki provided handouts including information on the MTC delivery plan and list of inactive projects.

**11. Executive Director Report**

Sandy Wong, Executive Director, reported that based on State adopted definition, the only cities in San Mateo that has community of concerns in the context of cap and trade dollars is Daly City and East Palo Alto. Wong indicated that she and Jean Higaki attended a post ATP workshop to discuss improvements to the program and that there will be another round of funding. Wong mentioned that she and Co-chair Hurley attended Focus on the Future meeting with the Bay Area Council and there were interest in the 101 corridor.

**12. Member Reports**

Member Sharma reported that there is now a Class IV Bike Track alternative for bicycles.

Meeting adjourned.

# C/CAG AGENDA REPORT

**Date:** January 15, 2015

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

**From:** Tom Madalena

**Subject:** Review and recommend approval of the funding recommendation for the Bayshore Technology Park shuttle for FY 2014/2015 and FY 2015/2016 in an amount of \$94,182 in Measure A Transportation funds through the San Mateo County Shuttle Program Joint Call for Projects and of the agreement between C/CAG and the San Mateo County Transportation Authority in an amount not to exceed \$38,000

(For further information or questions contact Tom Madalena at 599-1460)

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## **RECOMMENDATION**

That the CMP TAC review and recommend approval of the funding recommendation for the Bayshore Technology Park shuttle for FY 2014/2015 and FY 2015/2016 in an amount of \$94,182 in Measure A Transportation funds through the San Mateo County Shuttle Program Joint Call for Projects and of the agreement between C/CAG and the San Mateo County Transportation Authority in an amount not to exceed \$38,000.

## **FISCAL IMPACT**

C/CAG will enter into a funding agreement with the TA to share in the cost of the shuttle for a total cost to C/CAG of \$38,000.

## **SOURCE OF FUNDS**

The recommended source of funds for the Bayshore Technology Park shuttle is the San Mateo County Transportation Authority (SMCTA) Measure A Program and up to \$38,000 in C/CAG Congestion Relief Program funds.

The overall funding for the San Mateo County Shuttle Program for FY 2014/2015 and FY 2015/2016 is as follows.

	SMCTA	C/CAG
Total available	\$6,000,000	\$1,000,000
Previously allocated	\$5,711,414	\$923,266

Funding to support the shuttle programs will be derived from the Congestion Relief Plan adopted by C/CAG and includes \$1,000,000 in funding (\$500,000 for FY 14/15 and \$500,000 for FY

15/16). The SMCTA Measure A Program will provide approximately \$6,000,000 for the two-year funding cycle.

### **BACKGROUND/DISCUSSION**

At the May 8, 2014 Board of Directors meeting the Board approved the shuttle funding allocation for the San Mateo County Shuttle Program for FY 14/15 and FY 15/16. At the time of the May Board meeting the Bayshore Technology Park Shuttle was deferred for funding at the request of the project sponsor, the Alliance, so that they could work out service overlaps with the Joint Powers Board (JPB) Caltrain Bridgepark Shuttle.

The Alliance submitted a revised application and staff from both the TA and C/CAG have determined that the Bayshore Technology Park shuttle is now eligible for funding. The revised application has been recommended for approval by the Shuttle Evaluation Panel. The revised application now includes a service plan that was developed in coordination with JPB operation staff which resulted in modifications to both shuttle routes.

This shuttle will be funded directly by the San Mateo County Transportation Authority (SMCTA). The SMCTA Board of Directors approved funding the Bayshore Technology Park Shuttle on January 8, 2015. In order to keep the funding split equitable between the two agencies, the intent is to have the TA fund the shuttle project sponsor and for C/CAG and the TA to enter in a funding agreement in which C/CAG will reimburse the TA in an amount not to exceed \$38,000.

This item will be presented to the C/CAG Board of Directors at the February 12, 2015 Board meeting for review and approval.

### **ATTACHMENTS**

- Exhibit A- San Mateo County Shuttle Program Funding Recommendation FY 2014/2015 & FY 2015/2016
- Exhibit B – San Mateo County Shuttle Program Performance

**Exhibit A - San Mateo County Shuttle Program Funding Recommendation FY 2014/2015 & FY 2015/2016**

Sponsor	Shuttle Name	Primary Service Area	New or Existing	Service Type	Total Cost	Requested Allocation	Proposed Fund Source	Total Matching Funds	Percent Matching Funds	Private Sector Match
Alliance	North Foster City	Foster City	Existing	Commuter	\$429,318	\$160,994	Measure A	\$268,324	63%	yes, 25%
Alliance	South San Francisco BART	South San Francisco	Existing	Commuter	\$897,991	\$224,498	Measure A	\$673,493	75%	yes, 32%
Alliance	Seaport Centre Caltrain	Redwood City	Existing	Commuter	\$227,896	\$113,948	Measure A	\$113,948	50%	yes, 50%
Alliance	North Burlingame	Burlingame	Existing	Commuter	\$244,355	\$122,177	Measure A	\$122,178	50%	yes, 50%
Alliance	Brisbane/Crocker Park BART/Caltrain	Brisbane	Existing	Commuter/Community	\$775,335	\$465,201	Measure A	\$310,134	40%	yes, 20%
Alliance	Redwood City Midpoint Caltrain	Redwood City	Existing	Commuter	\$232,547	\$174,410	Measure A	\$58,137	25%	yes, 25%
Alliance	Centennial Towers	South San Francisco	Existing	Commuter	\$232,548	\$116,274	Measure A	\$116,274	50%	yes, 50%
Alliance	South San Francisco Caltrain	South San Francisco	Existing	Commuter	\$511,604	\$383,703	Measure A	\$127,901	25%	yes, 25%
Alliance	South San Francisco Ferry	South San Francisco	Existing	Commuter	\$429,319	\$279,057	Measure A	\$150,262	35%	yes, 10%
<b>Alliance</b>	<b>Bayshore Technology Park</b>	<b>Redwood Shores</b>	<b>New</b>	<b>Commuter</b>	<b>\$188,363</b>	<b>\$94,182</b>	<b>Measure A / C/CAG</b>	<b>\$94,182</b>	<b>50%</b>	<b>yes, 50%</b>
East Palo Alto	East Palo Alto Caltrain	East Palo Alto	New	Commuter/Community	\$662,760	\$489,268	Measure A	\$173,492	26%	no
Foster City	Foster City Mid-day	Foster City	New	Community	\$380,000	\$285,000	Measure A	\$95,000	25%	no
JPB	Sierra Point	South San Francisco	Existing	Commuter	\$309,000	\$46,300	Measure A	\$262,700	85%	yes, 68%
JPB	Genentech/Gateway - Main	South San Francisco	Existing	Commuter	\$510,800	\$92,000	Measure A	\$418,800	82%	yes, 82%
JPB	Bayside/Burlingame	Burlingame	Existing	Commuter	\$218,700	\$131,200	Measure A	\$87,500	40%	yes, 25%
JPB	Lincoln Centre	San Mateo/Foster City	Existing	Commuter	\$293,000	\$175,800	Measure A	\$117,200	40%	yes, 25%
JPB	Mariners Island	San Mateo/Foster City	Existing	Commuter	\$293,000	\$175,800	Measure A	\$117,200	40%	yes, 25%
JPB	Pacific Shores	Redwood City	Existing	Commuter	\$376,800	\$226,100	Measure A	\$150,700	40%	yes, 25%
JPB	Bridge Park	Redwood Shores	Existing	Commuter	\$293,000	\$175,800	Measure A	\$117,200	40%	yes, 25%
JPB	Broadway/Millbrae	Burlingame	Existing	Commuter	\$264,400	\$198,400	Measure A	\$66,000	25%	no
JPB	Electronic Arts	Redwood Shores	Existing	Commuter	\$309,900	\$124,000	Measure A	\$185,900	60%	yes, 50%
JPB	Campus Drive	San Mateo	Existing	Commuter	\$237,000	\$142,200	Measure A	\$94,800	40%	yes, 25%
JPB	Oracle	Redwood Shores	Existing	Commuter	\$376,800	\$226,100	Measure A	\$150,700	40%	yes, 25%
JPB	Clipper	Redwood Shores	Existing	Commuter	\$246,100	\$147,700	Measure A	\$98,400	40%	yes, 25%
JPB	Belmont/Hillsdale	Belmont	Existing	Commuter	\$218,700	\$164,100	Measure A	\$54,600	25%	no
JPB	Bayshore/Brisbane	Brisbane/Daly City	Existing	Commuter/Community	\$455,600	\$341,700	Measure A	\$113,900	25%	no
JPB	Norfolk	San Mateo	Existing	Commuter	\$237,000	\$142,200	Measure A	\$94,800	40%	yes, 25%
Menlo Park	Willow Road	Menlo Park	Existing	Commuter	\$339,505	\$254,112	C/CAG	\$85,393	25%	yes, 4%
Menlo Park	Marsh Road	Menlo Park	Existing	Commuter	\$330,846	\$248,001	C/CAG	\$82,845	25%	yes, 4%
Menlo Park	Mid-day	Menlo Park	Existing	Community	\$448,875	\$337,313	C/CAG	\$111,562	25%	yes, 8%
Menlo Park	Shoppers	Menlo Park	Existing	Community	\$111,795	\$83,840	C/CAG	\$27,955	25%	yes, 10%
Pacifica	Pacifica Weekend Community	Pacifica	Existing	Community	\$140,600	\$105,450	Measure A	\$35,150	25%	yes, 11%
South San Francisco	South San Francisco East-West Community	South San Francisco	New	Commuter/Community	\$376,045	\$282,034	Measure A	\$94,011	25%	no

<b>Subtotals:</b>	\$11,599,502	\$6,728,862	\$4,870,641	42%
<b>TA Measure A Local Shuttle Program Allocation:</b>		\$5,805,596		
<b>C/CAG Local Transportation Services Shuttle Program Allocation:</b>		\$923,266		
<b>Total TA-C/CAG Shuttle Funding Allocation:</b>		\$6,728,862		
<b>Total Funding Available for FY2015 &amp; 2016 shuttle Call for Projects:</b>		\$7,000,000		



Exhibit B - San Mateo County Shuttle Program Performance

	Sponsor	Shuttle Name	Primary Service Area	Service Type	FY2014 Costs, Expenses & Percent Match				FY2014 Performance Metrics			
					Total Operating Costs	SMC Shuttle Program Funds Expended	Total Matching Funds Expended	Percent Matching Funds	Total Passengers	Op. Cost/ Passenger	SMC Shuttle Program Cost/ Passenger	Passengers/ Service Hr
1	Burlingame	North Burlingame Shuttle	Burlingame	commuter	\$114,414	\$57,207	\$57,207	50%	15,275	\$7.49	\$3.75	8.77
2	East Palo Alto	Community #1 (Caltrain) <sup>2</sup>	East Palo Alto	community	\$141,501	\$86,999	\$54,501	39%	33,069	\$4.28	\$2.63	18.45
3	East Palo Alto	Community #3 (Midtown) <sup>1</sup>	East Palo Alto	community	\$47,258	\$27,423	\$19,835	42%	4,765	\$9.92	\$5.76	9.40
4	East Palo Alto	Community #4 (Redwood City) <sup>1</sup>	East Palo Alto	community	\$76,665	\$49,351	\$27,315	36%	4,110	\$18.65	\$12.01	4.28
5	Daly City	Daly City Bayshore Circulator <sup>1</sup>	Daly City	commuter/ community	\$79,069	\$15,814	\$63,255	80%	4,524	\$17.48	\$3.50	3.64
6	Pacifica	Weekend Community Shuttle	Pacifica	community	\$59,134	\$44,351	\$14,784	25%	2,819	\$20.98	\$15.73	6.53
7	Alliance	Brisbane Crocker Park Shuttle	Brisbane	commuter	\$255,585	\$102,234	\$153,351	60%	91,526	\$2.79	\$1.12	19.19
8	Alliance	Seaport Centre Shuttle	Redwood City	commuter	\$111,479	\$55,740	\$55,740	50%	25,984	\$4.29	\$2.15	16.72
9	Alliance	South SF BART Shuttle	South San Francisco	commuter	\$437,166	\$113,883	\$323,284	74%	47,791	\$9.15	\$2.38	7.53
10	Alliance	South SF Caltrain Shuttle	South San Francisco	commuter	\$249,384	\$187,038	\$62,346	25%	28,412	\$8.78	\$6.58	7.85
11	Alliance	South SF Centennial Tower	South San Francisco	commuter	\$112,347	\$56,173	\$56,173	50%	8,633	\$13.01	\$6.51	5.22
12	Alliance	South SF Ferry Terminal	South San Francisco	commuter	\$176,757	\$114,892	\$61,865	35%	14,259	\$12.40	\$8.06	5.54
13	JPB	Bayshore/Brisbane	Brisbane/Daly City	community	\$200,831	\$148,298	\$52,533	26%	27,404	\$7.33	\$5.41	7.91
14	JPB	Belmont/Hillsdale	Belmont	commuter	\$92,351	\$68,116	\$24,235	26%	17,622	\$5.24	\$3.87	12.75
15	JPB	Broadway/Millbrae	Burlingame	commuter	\$119,036	\$87,686	\$31,350	26%	47,958	\$2.48	\$1.83	27.67
16	JPB	Burlingame Bayside	Burlingame	commuter	\$93,439	\$30,979	\$62,460	67%	50,518	\$1.85	\$0.61	34.98
17	JPB	Campus (Hillsdale)	San Mateo	commuter	\$104,459	\$54,664	\$49,795	48%	23,079	\$4.53	\$2.37	15.04
18	JPB	East Palo Alto Community #2	East Palo Alto	commuter	\$131,573	\$95,912	\$35,660	27%	48,844	\$2.69	\$1.96	25.27
19	JPB	Fashion Island (EA)	Redwood Shores	commuter	\$129,442	\$28,295	\$101,147	78%	39,849	\$3.63	\$0.71	29.21
20	JPB	Gateway/Genentech	South San Francisco	commuter	\$237,705	\$24,670	\$213,035	90%	34,628	\$6.86	\$0.71	15.09
21	JPB	Lincoln Centre	Foster City	commuter	\$128,550	\$58,125	\$70,425	55%	37,634	\$3.42	\$1.54	22.89
22	JPB	Mariners Island	San Mateo/Foster City	commuter	\$137,343	\$66,644	\$70,699	51%	38,777	\$3.54	\$1.72	21.57
23	JPB	Norfolk (Hayward Park)	San Mateo	commuter	\$102,646	\$52,350	\$50,297	49%	9,501	\$10.80	\$5.51	6.16
24	JPB	Oracle	Redwood Shores	commuter	\$173,016	\$90,312	\$82,703	48%	31,125	\$5.56	\$2.90	13.85
25	JPB	Pacific Shores	Redwood City	commuter	\$169,770	\$60,767	\$109,003	64%	67,146	\$2.53	\$0.90	31.48
26	JPB	Redwood Shores (Bridge Park)	Redwood Shores	commuter	\$128,615	\$43,681	\$84,934	66%	38,245	\$3.36	\$1.14	23.50
27	JPB	Redwood Shores (Clipper)	Redwood Shores	commuter	\$106,498	\$60,360	\$46,138	43%	23,663	\$4.50	\$2.55	15.13
28	JPB	Sierra Point	Brisbane/South San Francisco	commuter	\$147,135	\$19,680	\$127,455	87%	19,447	\$7.57	\$1.01	15.56
29	Menlo Park	Marsh	Menlo Park	commuter	\$147,061	\$116,178	\$30,883	21%	31,977	\$4.60	\$3.63	37.01
30	Menlo Park	Willow	Menlo Park	commuter	\$105,083	\$78,812	\$26,271	25%	24,334	\$4.32	\$3.24	45.91
31	Menlo Park	Midday	Menlo Park	community	\$171,750	\$112,205	\$59,545	35%	23,708	\$7.24	\$4.73	10.68
32	Menlo Park	Shoppers	Menlo Park	community	\$34,499	\$31,739	\$2,760	8%	2,401	\$14.37	\$13.22	23.09
33	Redwood City	Climate Best Express <sup>2</sup>	Redwood City	community	\$105,416	\$52,708	\$52,708	50%	6,065	\$17.38	\$8.69	3.87
34	Redwood City	Midpoint Caltrain Shuttle	Redwood City	commuter	\$100,179	\$60,108	\$40,072	40%	37,643	\$2.66	\$1.60	26.18
Totals					\$4,727,153	\$2,353,394	\$2,373,760	50%	962,735			

Footnotes

- 1) All shuttles were in operation for the duration of Fiscal Year 2014 (from 7/1/13 through 6/30/14), with the following exceptions:
  - East Palo Alto #3 and #4 shuttles were discontinued by the sponsor at the end of February 2014.
  - Daly City Bayshore Circulator Shuttle service started 1/6/14
- 2) The Redwood City Climate Best Express and the East Palo Alto #1 Shuttles were discontinued by their sponsors at the end of Fiscal Year 2014.

## C/CAG AGENDA REPORT

Date: January 15, 2015

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

From: Wally Abrazaldo, Transportation Programs Specialist

Subject: Review and recommend approval of the C/CAG Priority Development Area Parking Policy Technical Assistance Program list of projects

(For further information or response to questions, contact Wally Abrazaldo at 650-599-1455)

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### **RECOMMENDATION**

That the C/CAG CMP TAC review and recommend approval of the C/CAG Priority Development Area (PDA) Parking Policy Technical Assistance Program list of projects.

### **FISCAL IMPACT**

The list of projects recommended by the scoring panel accounts for \$97,000 of the \$342,000 that the C/CAG Board of Directors directed toward the C/CAG PDA Parking Policy Technical Assistance Program.

### **SOURCE OF FUNDS**

The C/CAG PDA Parking Policy Technical Assistance Program is funded by a combination of Federal Surface Transportation Program (STP) funds and local Congestion Relief Plan funds.

### **BACKGROUND**

In October 2014, the C/CAG Board of Directors approved the establishment of a PDA Parking Policy Technical Assistance Program with \$302,000 in funds that remained from the C/CAG PDA Planning Program and \$40,000 in local matching funds from the C/CAG Congestion Relief Plan Fund. The aim of the program is to provide consultant technical support to jurisdictions in San Mateo County to complete planning projects that facilitate the implementation of parking management strategies supportive of the vision for growth and development in PDAs. Potential activities include the preparation of parking management plans, zoning code updates, technical studies and analyses, and parking policy implementation plans.

C/CAG issued a call for projects for the program on October 10, 2014, and applications were due on December 1, 2014. Two application workshops were held on October 28, 2014 and November 7, 2014. Staff received two applications from the City of San Carlos and the City of South San Francisco, totaling \$157,000 in technical assistance requested. The City of San Carlos proposed a study to assist in establishing a residential permit parking program, and the City of South San Francisco proposed a study of the city's downtown parking district.

A scoring panel made up of staff from C/CAG, the Metropolitan Transportation Commission, SamTrans, and the City of San Mateo reviewed and scored the two applications in late December.

After a review of the two applications, the project submitted by the City of South San Francisco was recommended for technical assistance under the program. Members of the scoring panel expressed several concerns about the application from the City of San Carlos, including a lack of budget information and a need to consider alternative parking management strategies to address the described problem. The scoring panel recommended that these concerns be communicated to the City of San Carlos to allow staff to submit another application if desired.

Staff will move forward and develop an on-call list of qualified consultants to provide technical assistance to projects awarded through the program. Projects will be issued to qualified consultants on a task order basis. Given that the program is undersubscribed, the technical assistance available under the program will be readvertised, and jurisdictions in the county may continue to submit applications to C/CAG until program funding is depleted. If the scoring panel recommendation is approved by the C/CAG Board of Directors, a total of \$245,000 will remain available under the program.

#### **ATTACHMENTS**

- C/CAG PDA Parking Policy Technical Assistance Program Recommended Project List

**C/CAG PDA Parking Policy Technical Assistance Program  
Recommended Project List**

<b>Jurisdiction</b>	<b>Project</b>	<b>Amount of Technical Assistance Requested</b>	<b>Scoring Panel Recommendation</b>	<b>Notes/ Comments</b>
City of San Carlos	Residential Permit Parking Program for the Railroad Corridor PDA and Environs, Including the Greater East San Carlos Neighborhoods	\$60,000	\$0	<ul style="list-style-type: none"> <li>• Need additional budget information</li> <li>• Consider alternative parking management strategies in study</li> <li>• Demonstrate additional support</li> </ul>
City of South San Francisco	City of South San Francisco Downtown Parking District Study	\$97,000	\$97,000	
<b>Total</b>		<b>\$157,000</b>	<b>\$97,000</b>	

## C/CAG AGENDA REPORT

Date: January 15, 2015  
To: Congestion Management Program Technical Advisory Committee (CMP TAC)  
From: John Hoang  
Subject: Receive results of commercial speed data (INRIX) evaluation for the Congestion Management Program level of service and performance monitoring

(For further information or response to questions, contact John Hoang at 650-363-4105)

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### **RECOMMENDATION**

That the CMP TAC receives results of commercial speed data (INRIX) evaluation for the Congestion Management Program level of service and performance monitoring

### **FISCAL IMPACT**

\$25,000

### **SOURCE OF FUNDS**

Federal Surface Transportation Program (STP) Planning Grant

### **BACKGROUND**

C/CAG, as the Congestion Management Agency (CMA) for San Mateo County, is required to measure the roadway Level of Service (LOS) and conduct other activities to determine compliance with the Congestion Management Program (CMP). The CMP roadway system that is monitored includes 16 intersections and 53 roadway segments and is updated biennially with the last update completed in 2013. The next CMP update will be performed in 2015.

With the C/CAG Board approval in June 2014, staff retained a consultant to perform an evaluation of INRIX data (commercial speed data) for potential use in future CMP roadway network LOS monitoring. The study compared the INRIX data to the floating car data collected from the 2013 LOS monitoring.

#### *LOS Monitoring for Roadway Segments – Current practice*

Historically, roadway LOS for the CMP network is determined by a combination of two data collection methods. The first method, used for freeways, includes conducting travel time surveys using a floating car which are primarily performed on freeway segments. C/CAG transitioned to the use of Global Positioning System (GPS) technology in 2011 integrated in a geographic information system (GIS) to monitor LOS. Travel time runs would typically be conducted during the morning (7 a.m. – 9 a.m.) and afternoon (4 p.m. – 7 p.m.) peak periods on all applicable roadway segments; runs were only conducted on Tuesdays, Wednesdays, or Thursdays. A minimum of five (5) runs would be made in each direction during each peak period. During the travel time runs, GPS equipment recorded position and time at one-second intervals. The 2013 travel time runs were conducted between March 14 and May 1, 2013.

The second method, used for arterials and conventional highways, involves collecting traffic volume data using machine counts. Traffic volume counts are collected at CMP intersections and street segments by laying tubes across the roadway over a three-day (72-hour) period to determine number of vehicles per hour. The LOS is evaluated based on the volume to capacity ratio (V/C) dependent on the local free-flow speed, cross section, number of lanes, % no-passing zones, and functional classification.

#### Commercial Speed Data

INRIX is a provider of GPS probe-based traffic data, which is commercial speed data aggregated from various sources equipped with GPS including road sensors, fleet and delivery vehicles as well as transit vehicles. The large volume of resulting traffic speed data that is made available includes real-time flow and historical archived information. The Metropolitan Transportation Commission (MTC) recently started utilizing the INRIX data as part of the San Francisco Bay Area's 511 Program and has made the INRIX data available to the CMAs at no cost. The San Francisco County Transportation Authority and the Alameda County Transportation Commission have performed analysis for their respective counties on the feasibility of using private commercial data as a substitute for floating vehicles for monitoring the CMP network LOS. Other CMAs have either evaluated or are also exploring the use of the data for future LOS monitoring.

#### Assessment of INRIX Data for LOS

Analyzing and validating the INRIX dataset included performing a "ground truth" of the INRIX dataset by comparing archive dataset to the 2013 travel time runs for the same time period. This involved using the data from MTC for the representative periods as were performed with the travel time runs for each respective route. The steps in evaluating the INRIX data involved obtaining the raw INRIX Traffic Messaging Channel (TMC) location data, relating the data to the CMP segments by a linear reference system and conflating a sufficient portion of the CMP network to determine its usefulness as a data source. This assessment provides a general result of the applicability and usefulness of the INRIX dataset as a potential replacement data source looking forward to the 2015 CMP monitoring update.

#### Conclusions

As part of the evaluation, 59 directional CMP segments were compared, 37 of which are freeway segments and 22 are on SR 82. The results of the comparison on the freeway and arterials include an average difference of 4.2% for freeways and 4.3% on SR 82.

The potential use of INRIX data in the next CMP update may take the following into consideration:

- Utilize a 12-month INRIX travel speed dataset for a period ending May 1, 2015 for the freeway network in place of the five (5) travel time runs.
- Continue to use volume based LOS as the primary performance measure for the arterial and rural routes.
- Annually evaluate the coverage, sample size, and saturation of data from INRIX for the non-freeway CMP roadway for possible transition in future CMP updates.

In addition to the CMP, a larger commercial speed dataset may also enable more robust analyses of LOS for longer period of time, temporal variation (time of year, month by month, day of week, time of day) and various other performance measures (duration of congestion, buffer index, travel time index, travel time reliability, etc.) currently not calculated due to limited data being collected.

#### **ATTACHMENTS**

None

## C/CAG AGENDA REPORT

Date: January 15, 2015

To: Congestion Management Program Technical Advisory Committee (TAC)

From: John Hoang

Subject: Review and recommend approval of the Fiscal Year 2015/16 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County

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

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### **RECOMMENDATION**

That the that the TAC review and recommend approval of the Fiscal Year 2015/16 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

### **FISCAL IMPACT**

\$1,128,240.41 (Admin. - \$54,940.41; Projects - \$1,073,300)

### **SOURCE OF FUNDS**

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the Transportation Fund for Clean Air (TFCA) funds and are used to implement projects to reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds, and for San Mateo County, C/CAG has been designated as the overall Program Manager to receive the funds.

### **BACKGROUND**

C/CAG, as the Program Manager for the TFCA funds, has allocated the TFCA funds for projects operated by SamTrans and the Peninsula Traffic Congestion Relief Alliance (Commute.org) for the past several years. Funds provided to SamTrans help fund the SamTrans Shuttle Program for the BART shuttles which provide peak commute period shuttle service from BART stations to employment sites in San Mateo County. Funds provided to Commute.org help fund the Countywide Voluntary Trip Reduction Program, which is a program that provides incentives to reduce single occupant vehicle trips as well as shuttle program management and includes carpool incentives, vanpool incentives, school pool incentives and a "Try Transit Program". Commute.org also manages shuttles on behalf of member cities.

The following program guidelines would continue to be in effect for the Fiscal Year 2015/16 Program.

Overall Programs:

- Cost Effectiveness, as defined by the Bay Area Air Quality Management District (BAAQMD), will be used as screening criteria for all projects. Projects must show a cost effectiveness of less than \$90,000 per ton of reduced emissions based upon the TFCF funds allocated in order to be considered.

Shuttle Projects:

- Shuttle projects are defined as the provision of local feeder bus or shuttle service to rail and ferry stations and airports.
- All shuttles must be timed to meet the rail or ferry lines being served.
- C/CAG encourages the use of electric and other clean fuel vehicles for shuttles.
- All vehicles used in any shuttle/feeder bus service must meet the applicable California Air Resources Board (CARB) particulate matter standards for public transit fleets. This requirement has been made by the BAAQMD and is applicable to the projects funded by the Congestion Management Agencies.

The estimated administration budget is \$54,940.41 (approx. 5%) with the remaining \$1,073,300 proposed to be distributed to SamTrans and Commute.org. Similar to the previous seven program TFCF funding cycles, it is recommended that 56% of the available project funds is provided to SamTrans and 44% of the funds provided to Commute.org for the FY 2015/16 TFCF Program allocation.

It is recommended that the SamTrans Shuttle Program receive an allocation of \$601,000 (56% of available funds) for its current shuttle program. This funding recommendation shall be contingent upon SamTrans submitting an acceptable work plan for use of the funds.

It is also recommended that the Commute.org receive an allocation of \$472,300 (44% of available funds). The funds allocated for Commute.org will be subjected to the submission of an acceptable work plan for use of the funds. These funds will be combined with C/CAG Congestion Relief Plan funds for the Countywide Voluntary Trip Reduction Program.

A summary of the recommended C/CAG TFCF Program for Fiscal Year 2015/16 is shown below:

Administration	\$54,940.41
SamTrans	\$601,000
Commute.org	\$472,300
Total funds obligated	\$1,128,240.41
Total funds anticipated	\$1,128,240.41
Balance	\$0



TFCA funding distribution for the past three years are as follows:

<i>Agency</i>	<i>Project</i>	<i>2012/13</i>	<i>2013/14</i>	<i>2014/15</i>
C/CAG	Administration	\$47,781	\$52,526	\$53,337
SamTrans	Employer Based Shuttle Projects	\$554,400	\$566,000	\$582,000
Commute.org	Countywide Voluntary Trip Reduction Program	\$435,600	\$445,000	\$457,500
Totals		\$1,037,781	\$1,063,526	\$1,092,837

**ATTACHMENTS**

None

## C/CAG AGENDA REPORT

Date: January 15, 2015

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

From: Jean Higaki, Transportation System Coordinator

Subject: Review and recommend approval of projects to be funded by the Metropolitan Transportation Commission (MTC) under the Cycle 4 Lifeline Transportation Program for a total amount of \$4,414,272

(For further information or response to questions, contact Jean Higaki at 650-599-1462)

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### **RECOMMENDATION**

That the TAC review and recommend approval of the projects to be funded by the Metropolitan Transportation Commission (MTC) under the Cycle 4 Lifeline Transportation Program for a total amount of \$4,414,272.

### **FISCAL IMPACT**

\$2,469,130 in State Transit Assistance (STA), \$1,230,533 in Proposition 1B Funds, and \$714,609 in Job Access and Reverse Commute (JARC (5307)) funds, for a total of \$4,414,272.

### **SOURCE OF FUNDS**

The State and Federal funding sources include State Transit Assistance (STA), Proposition 1B Funds (Prop 1B), and Job Access and Reverse Commute (JARC) 5307 funds.

### **BACKGROUND**

The Lifeline Transportation Program is a Metropolitan Transportation Commission (MTC) program that C/CAG administers for San Mateo County. The purpose of the program is to fund projects, identified through the community-based transportation planning (CBTP) process, which improves the mobility of low-income residents. A call for projects was issued on October 24, 2014 and applications were due on December 5, 2014.

Per MTC guidelines, Proposition 1B funds will be issued directly to transit agencies. C/CAG concurrence is required to ensure the transit proposed project is consistent with the Lifeline Program objectives. JARC funds were open to competition only to transit agencies, due to the rigorous reporting requirements and the inability of passing through funds by a recognized transit agency. STA funds were open to public agencies and non-profits who obtained written concurrence from a recognized transit agency willing to pass through funds.

For this 4<sup>th</sup> Cycle, six applications were received requesting STA funding. STA funding was under subscribed with \$2,364,704 being requested and approximately \$2,469,130 available. No applications were received requesting JARC funds.

C/CAG staff organized a selection committee composed of Juda Tolmasoff from the County Legislative Office, Joel Slavit from San Mateo County Transit District, Jessica Osborne from the San Mateo County Health Systems, John Ford from the Peninsula Traffic Congestion Relief Alliance, and Wally Abrazaldo from C/CAG. This selection committee convened on December 18, 2014 to finalize scoring of the applications.

Under the program guidelines, C/CAG may elect to allocate some or all of their STA and/or JARC funds directly to transit operators for Lifeline transit operations within the county. Because the STA is undersubscribed, staff recommends that the remaining funds be directed towards the proposed lifeline transit operation projects (Route 17 and/ or SamCoast). There is a slight possibility that a small amount of additional STA funds may be made available to the lifeline program. Should that occurs, staff recommends directing those funds toward the same projects to be consistent with program guidelines.

Staff consulted with SamTrans and MTC staff regarding the remaining unsubscribed JARC 5307 funds. It is recommended to direct the funds to SamTrans for general bus procurement, as the majority of SamTrans bus riders are low income.

The funding recommendation will be presented to the CMEQ committee and the C/CAG Board for approval in February. Once approved, the recommendation will be sent to MTC for adoption in late April 2015.

For JARC funds, project sponsors will request funding directly from the Federal Transit Administration. For Prop 1B funds, transit agencies will request allocation to MTC for allocation by the state. For STA funds, pass through funding agreements will be executed between SamTrans and the project sponsor as required. As program administrator, C/CAG staff will be responsible for reviewing quarterly reports and will review STA invoices submitted by the project sponsors, prior to reimbursement by SamTrans.

## **ATTACHMENTS**

1. Proposed Cycle 4 Lifeline Transportation Program

## Lifeline Transportation Program Cycle 4 Funding Recommendation

Agency	Project	STA funds 95%	JARC funds (Transit)	Prop 1B (SamTrans)	Total \$ To Be Funded	Total \$ Requested	Comments/ Concerns
Human Services Agency	San Mateo County Transportation Assistance for Low-Income Residents-Cycle 4	\$350,000			\$350,000	\$350,000	
SamTrans	Operating Support for Fixed Route 17 Service	\$500,000			\$500,000	\$500,000	
Menlo Park	Menlo Park Midday Shuttle	\$354,100			\$354,100	\$354,100	
SamTrans	Operating Support for SamCoast Service	\$300,900			\$300,900	\$300,900	
Daly City	Daly City Bayshore Shuttle	\$559,704			\$559,704	\$559,704	
Outreach	Mobility Management/ Transportation Voucher Program	\$300,000			\$300,000	\$300,000	
SamTrans	Fixed Route Bus Procurement		\$714,609		\$714,609		JARC recommendation in consultation with MTC and SamTrans staff.
SamTrans	Fixed Route Bus Procurement			\$1,230,533	\$1,230,533	\$1,230,533	Prop 1B to be allocated directly to transit operators, per MTC guidelines.
SamTrans*	Lifeline transit operations (to be directed towards Fixed Route 17 operations and/ or SamCoast operations)				\$104,426		Unsubscribed STA. Per MTC guidelines, JARC and STA may be allocated directly to transit operators for lifeline transit operations and are not subject to competition.

Available Source \$	\$2,469,130	\$714,609	\$1,230,533	\$4,414,272	\$3,595,237
<b>Sum of awarded funds</b>	\$2,364,704	\$714,609	\$1,230,533	\$4,414,272	
Unsubscribed \$	\$104,426	\$0	\$0	\$0	

\* Should additional STA (5%) be made available it will be directed to SamTrans for lifeline transit operations.

## C/CAG AGENDA REPORT

Date: January 15, 2015  
To: C/CAG CMP Technical Advisory Committee (TAC)  
From: Jean Higaki, Transportation System Coordinator  
Subject: Regional Project and Funding Information.

(For further information or response to questions, contact Jean Higaki at 650-599-1462)

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### RECOMMENDATION

Regional Project and Funding Information

### FISCAL IMPACT

None.

### SOURCE OF FUNDS

N/A

### BACKGROUND

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 their policy for the management of Inactive Obligations at:  
<http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/FHWA%20FY14%20Inactive%20Guidance%20Letter.pdf>
- Calls for Projects – The following is a listing of program “calls for projects” that are either currently advertised or that will be advertised in the near future:
  - Active Transportation Program – CTC is presenting the draft guidelines for comment. It is estimated that a call for projects will be issued in late March 2015.
- 2015 MTC delivery plan – Attached is the MTC is delivery plan for FHWA-administered funds in the FFY 2014/15. Any projects that are listed in FFY 2014-15, that miss the delivery deadline (Jan 2015) may be penalized.

- Miscellaneous MTC/ Federal Aid Announcements

**New MTC Deadlines for Complete Streets and Housing Element**

On December 17, 2014 the MTC Commission extended deadlines for OBAG 2 local compliance policies. See Attachment.

**ATTACHMENTS**

1. Caltrans Inactive list generated on 1/06/15
2. MTC Draft Annual Obligation Plan For FFY 2014-15
3. Email update from MTC and Complete Streets Compliance status

Inactive Obligations  
Local, State Administered/Locally Funded and Rail Projects

Updated on 01/06/2015

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	State Project No	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5029027	Inactive	Submit invoice to District by 02/20/2015	0400021108L	Redwood City	VARIOUS BRIDGES IN CITY OF REDWOOD CITY, PREVENTATIVE MAINTENANCE	2/14/2014	6/22/2011	2/14/2014	2/14/2014	30,000.00	26,559.00	12,911.12	13,647.88
5029032	Inactive	Submit invoice to District by 02/20/2015	0414000103L	Redwood City	MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK, BRIDGE PREVENTATIVE MAINTENANCE	3/21/2014	3/21/2014		3/21/2014	26,250.00	23,239.00	0	23,239.00
5196030	Inactive	Invoice returned to agency. Resubmit to District by 02/20/2015	04924505L	Daly City	MISSION STREET, PEDESTRIAN IMPROVEMENTS	3/19/2014	8/1/2006	3/19/2014	3/19/2014	2,864,426.00	2,295,300.00	1,881,014.92	414,285.08
5438011	Inactive	Submit invoice to District by 02/20/2015	0400021118L1	East Palo Alto	BAY ROAD: CLARKE/ILLINOIS TO COOLEY LANDING (BAY TRAIL), ROAD WIDEN, RESURFACE, STREETScape, BIKE LANE	3/13/2014	4/4/2012	3/13/2014	3/13/2014	1,206,250.00	1,064,000.00	182,789.66	881,210.34
6014011	Inactive	Invoice returned to agency. Resubmit to District by 02/20/2015	04099928L	San Mateo County Transit District	MISSION ST FR JDALY BLVD TO PARKVIEW AVE, PEDESTRIAN IMPROVEMENTS	3/13/2014	11/11/2010	3/13/2014	3/13/2014	1,669,784.00	700,000.00	544,294.44	155,705.56
5029030	Future	Submit invoice to District by 05/20/2015	0412000272L1	Redwood City	CHARTER ST BETWEEN STAMBAUGH AND SPRING, CROSSWALK, BULB OUT, CURB RAMP	5/19/2014	4/26/2012	5/19/2014	10/10/2014	577,293.00	577,293.00	11,093.82	566,199.18
5196038	Future	Submit invoice to District by 05/20/2015	0414000098L	Daly City	CALLAN BLVD: HICKEY BLVD TO WEMBLEY DR AND KING DR: VERDUCI DR TO GELLERT BLVD, ROAD RESURFACING	6/8/2014	6/8/2014		10/10/2014	892,702.00	562,000.00	0	562,000.00
5267015	Future	Invoice returned to agency. Resubmit to District by 05/20/2015	04925879L	San Carlos	OLD COUNTY RD, EAST SAN CARLOS, BIKE PATH, SIDEWALK WIDEN, LANDSCAPE	6/10/2014	1/11/2011	6/10/2014	6/10/2014	3,280,034.00	2,221,000.00	884,611.22	1,336,388.78
5267020	Future	Submit invoice to District by 05/20/2015	0414000255L	San Carlos	ON EL CAMINO REAL (SR82) FROM BUSH ST TO ARROYO AVE, PED LIGHT, TREE PLANT, SIDEWALK IMPROVE, MEDIAN	4/27/2014	4/27/2014		12/15/2014	585,631.00	479,677.00	0	479,677.00
5350020	Future	Submit invoice to District by 05/20/2015	0414000311L	Pacifica	LINDA MAR BLVD BETWEEN DE SOLO DR TO ADOBE DR, PAVEMENT REHABILITATION	6/8/2014	6/8/2014		8/20/2014	508,695.00	431,000.00	0	431,000.00
5390005	Future	Submit invoice to District by 05/20/2015	0414000258L	Portola Valley	ALPINE RD, CORTE MADERA RD, AND PORTOLA RD, ASPHALT OVERLAY	4/27/2014	4/27/2014		4/27/2014	324,635.00	224,000.00	0	224,000.00
6014005	Future	Submit invoice to District by 05/20/2015	04924619L	San Mateo County Transit District	EL CAMINO REAL, PE - MEDIAN LANDSCAPING/IRRIGA	6/3/2014	4/15/2007	6/3/2014	6/3/2014	1,097,325.00	877,860.00	723,709.94	154,150.06
6014015	Future	Submit invoice to District by 05/20/2015	0414000282L	San Mateo County Transit District	EL CAMINO REAL GRAND BLVD, STREETScape IMPROVEMENT	5/16/2014	5/16/2014		5/16/2014	412,552.00	365,232.00	0	365,232.00
22X0001	Future	Submit invoice to District by 05/20/2015	0413000406L	Portola Valley	5500 BLOCK OF ALPINE ROAD, STITCH PIER 62" LENGTH AT 30' DEEP	5/15/2014	5/15/2014		5/15/2014	295,000.00	261,164.00	0	261,164.00

Metropolitan Transportation Commission

OBAG Obligation Status Report

Fiscal Years: FY 14/15

January 07, 2015

County	Sponsor	Project Name	System	Mode	Project Type	Purpose	Phase	TIP ID	Status	Fund Code	Fed Project ID	Appn FY	Prog FY	Program Amount	Obligation Date	Obligation Amount	Balance Remaining
<b>San Mateo County</b>																	
San Mateo	Belmont	Belmont Pavement Reconstruction Program	LOCAL ROAD	AUTO	PAVEMENT	MAINT/REHAB	CON	SM-130007	ACTIVE	STP-T4-2-OBAG		0	2015	534,000			534,000
San Mateo	Menlo Park	Menlo Park-Various Streets Bike /Ped Improvements	LOCAL ROAD	BIKE/PED	PAVEMENT	SYSTMGMT	CON	SM-130008	ACTIVE	CMAQ-T4-2-OBAG		2015	2015	797,000			797,000
San Mateo	Redwood City	Redwood City Various Streets Overlay	LOCAL ROAD	AUTO	PAVEMENT	MAINT/REHAB	CON	SM-130002	ACTIVE	STP-T4-2-OBAG		2015	2015	548,000			548,000
San Mateo	San Carlos	San Carlos Streetscape and Ped Improvments	STATE HWY	BIKE/PED	ENHANCEMENTS	EXPANSION	CON	SM-130012	ACTIVE	CMAQ-T4-2-OBAG		2015	2015	725,000			725,000
San Mateo	San Mateo	North Central Pedestrian Improvement Program	LOCAL ROAD	BIKE/PED	SIDEWALK	SYSTMGMT	CON	SM-110064	ACTIVE	CMAQ-T4-2-OBAG		0	2015	1,000,000			1,000,000
San Mateo	San Mateo	Mount Diablo Ave. Rehabilitation	LOCAL ROAD	AUTO	PAVEMENT	MAINT/REHAB	CON	SM-130004	ACTIVE	STP-T4-2-OBAG		0	2015	270,000			270,000
San Mateo	San Mateo Co	Semicircular Rd Bicycle / Ped Access Improvements	LOCAL ROAD	BIKE/PED	SIDEWALK	SYSTMGMT	CON	SM-130015	ACTIVE	CMAQ-T4-2-OBAG		2015	2015	320,000			320,000
<b>San Mateo County Totals</b>														4,194,000		0	4,194,000



## Jean Higaki - Fwd: FW: December 2014 Commission Action: OneBayArea Grant Program Update

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**From:** Jean Higaki

**Subject:** Fwd: FW: December 2014 Commission Action: OneBayArea Grant Program Update

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**From:** Craig Goldblatt

**Sent:** Friday, January 02, 2015 4:09 PM

**To:** Adam Crenshaw; Amber Crabbe; Amin Surani; Anne Richman; Anthony Adams; Bob Macaulay; Brad Beck; Celeste Fiore; David Chan; Eliot Hurwitz; Hisham Noeimi; Jacki Taylor; Janet Adams; Kate Miller; Kenneth Kao; Marcella Rensi; Maria Lombardo; Matthew Todd; Robert Guerrero; Ross McKeown; 'Sandy Wong'; Seana Gause;

seonjoo.kim@sfcta.org

**Cc:** Gillian Adams; Doug Johnson; Sean Co; Therese Trivedi

**Subject:** December 2014 Commission Action: OneBayArea Grant Program Update

Dear CMA Programming Staff:

This e-mail is to provide an update on the Metropolitan Transportation Commission's action on December 17, 2014, to extend deadlines for OBAG 2 local compliance policies and to add funding for an additional fiscal year (FY 2016-17) for OBAG 1 to address a projected federal funding shortfall and maintain critical ongoing commitments. The staff report can be downloaded at

[http://apps.mtc.ca.gov/meeting\\_packet\\_documents/agenda\\_2327/3c\\_OBAG\\_Program\\_Funding\\_Status\\_Reso-4035.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2327/3c_OBAG_Program_Funding_Status_Reso-4035.pdf)

1. **Local Compliance Policies:** In order to be eligible for the next cycle of funding, OBAG originally required jurisdictions to update general plan circulation and housing elements by January 31, 2015, to comply with the California Complete Streets Act of 2008 and to reflect the most recent Regional Housing Need Allocation (RHNA) commitments respectively. On December 17, 2014, the Commission approved the following extensions to these deadlines:
  - Extend the deadline for housing element certification by 120 days from January 31, 2015 to May 31, 2015. This aligns the deadline with the 120-day grace period provided by the California Department of Housing and Community Development (HCD). Under State law, if the grace period is exceeded, a jurisdiction will need to update its housing element on a four-year rather than eight-year cycle to address RHNA. Along with providing more time, HCD certification is retained as the compliance milestone, the same used for OBAG 1. ABAG has sent out separate guidance to the jurisdictions on meeting this requirement and will be tracking compliance moving forward working directly with HCD.
  - Extend the deadline for circulation element adoption to meet Complete Streets Act of 2008 by one year from January 31, 2015 to January 31, 2016. MTC staff discussed this requirement at length with the Active Transportation Working Group (ATWG) in September and December 2014. In addition to providing jurisdictions additional time to meet this requirement, it allows additional discussion to take place with the jurisdictions, advocates, and other stakeholders during the development of OBAG 2 over the next year to clarify this requirement moving forward.

**Documentation Request:** Currently there are two paths to meeting the Complete Streets Act requirement in the context of the OBAG program. The first is an amendment to the circulation element of a jurisdiction's general plan, which would be demonstrated by a staff report / resolution adopting the circulation element update that includes language about complying with the Complete Streets Act. The

second is a “self-certification” that provides a verification that the current policies in the circulation element already meet the law. A demonstration of compliance is a signed letter from a jurisdiction’s manager / administrator / legal counsel stating that the general plan already complies. CMAs are asked to collect this documentation. The CMAs should already be aware which jurisdictions are affected by this requirement based on the survey we conducted in November 2014 with the CMAs assistance, which is attached for reference. Finally, rather than receiving documentation from jurisdictions on a piecemeal basis over the next year, MTC will be contacting CMAs next fall to assess progress and to collect documentation.

2. **Addition of a Fifth Year to the Current OBAG Cycle:** To guarantee existing OBAG project/program commitments, the Commission adopted an additional year (FY 2016-17) of funding in order to alleviate the revenue shortfall faced by the program. The remaining balance is sufficient to continue funding for critical ongoing programs such as planning and operations at diminished annual funding levels. Those commitments are laid out in the staff report located at [http://apps.mtc.ca.gov/meeting\\_packet\\_documents/agenda\\_2327/3c\\_OBAG\\_Program\\_Funding\\_Status\\_Reso-4035.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2327/3c_OBAG_Program_Funding_Status_Reso-4035.pdf). Of particular interest to CMAs is additional funding for CMA planning activities and Safe Routes to School Programs. Note that these funds are available in FY 2016-17. However if needed sooner, per the Regional Project Delivery Policy Guidance (Resolution 3606), there is an opportunity in the preceding years after February 1 to advance funding on a first-come-first-serve basis pending the availability of obligation authority. Next Steps to access the funding follow:

- **CMA Planning Activities:** MTC is in the process of revising the TIP to include these funds. MTC will contact CMAs in the fall of 2015 to amend our funding agreements to add the funds and extend the duration of the MTC/CMA agreement.
- **Regional Safe Routes to Schools Program:** Refer to the memo provided previously for this program for eligibility and documentation requirements: [http://www.mtc.ca.gov/funding/STPCMAQ/RSR2S\\_Guidelines.pdf](http://www.mtc.ca.gov/funding/STPCMAQ/RSR2S_Guidelines.pdf) Before including funds in the TIP, the CMAs will need to provide a board action stating how these funds are to be used. Additionally a resolution of local support will be required if funds are used to implement a new non-infrastructure program (i.e. new contract) or a new infrastructure project. It would be appreciated, if you contact me to discuss how you plan to use these funds before decisions are made by a CMA board.

Thank you for your continued support in administering the OBAG Program in your respective counties. Please contact me if you wish to discuss this update.

Craig

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Jurisdiction	Resolution / Ordinance	General Plan Amendment	General Plan Self-Cert	Expected GP Compliance Date	Comments
<b>Marin</b>					
Marin County		x	x		
Belvedere		x			
Corte Madera		x			
City of Fairfax	x	x			
Larkspur					TBD - under evaluation
Mill Valley	x	x			
City of Novato	x	x			
Town of Ross	x	x		Dec-14	
Sausalito			x		
San Anselmo					TBD - under evaluation
City of San Rafael			x		
City of Tiburon	x	x		Dec-14	
<b>Napa</b>					
American Canyon	x	x			
Calistoga	x	x			
Napa County	x			Jul-15	GP update in process
City of Napa			x		
St. Helena	x			Jul-15	GP update in process
Yountville	x			Mar-15	GP update in process
<b>San Francisco</b>					
City of San Francisco			x		
<b>San Mateo</b>					
San Mateo County	x		x		
Atherton	x			Mid 2015	GP update in process
Belmont	x			End 2015	GP update in process
Brisbane		x	x	Early 2015	GP update in process
Burlingame	x				No plans for GP update
Colma	x	x			
Daly City	x	x			
East Palo Alto	x			Mar-15	GP update in process
Foster City	x			Mar-15	GP update in process
Half Moon Bay	x	x			
Hillsborough	x			2016?	GP update budgeted
Menlo Park	x		x	Mar-16	GP update in process
Millbrae	x		*	Jan-15	may self-certify with legal letter if update not in time
Pacifica	x			Feb-15	GP update in process
Portola Valley			x		
Redwood City			x		
San Bruno	x				No plans for GP update
San Carlos	x		x		

Expected GP					
Jurisdiction	Resolution / Ordinance	General Plan Amendment	General Plan Self-Cert	Compliance Date	Comments
San Mateo			x		
South San Francisco	x			Spring 2015	GP update in process
Woodside			x		