

C/CAG

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

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

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

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

<http://www.dot.ca.gov/dist4/ola/contact/sm.pdf>.

Project sponsors may not apply to both the TLC and BPIP for the same project. Project sponsors should review the program goals and typical project types associated with each program and submit an application for the most suitable program. Applications will be screened for duplication. Project sponsor may combine their OBAG 2 Local Streets and Roads (LSR) project with a TLC project; however it will not count as "match" in an application as both funds sources are Federal.

Bicycle and Pedestrian Improvement Program (BPIP)

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

The BPIP may fund a wide variety of bicycle and pedestrian improvements such as Class I, II III, and IV bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks,

ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation. Bicycle and pedestrian projects may be located on or off the federal-aid highway system.

This program is intended to address air pollution reduction by reducing vehicle trips and supporting bicycle/ pedestrian commuter needs. Projects must not be exclusively recreational in nature as they should be commute oriented as required for eligibility for federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds.

BPAC Field Reviews

In lieu of a project field review, project sponsors are encouraged to submit a field video (up to 5 minute maximum) with the application. This field video is not required but may improve a project score. The field video should show the project location and highlight issues and how the project will address those issues. This video will not take the place of the BPAC project presentation and should not be included in the BPAC project presentation.

The BPAC has also requested that jurisdictions limit the number of BPIP applications to two per jurisdiction.

Proximate Access to Priority Development Areas (PDA)

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

The following definition of “proximate access to a PDA” for OBAG was approved by the C/CAG Board of Directors on August 11, 2016. By meeting any one of the six categories below, a project would meet the definition of proximate access to a PDA. The proposed six categories are:

1. The project provides direct access to a PDA (ie. a road, sidewalk, or bike lane that leads directly into a PDA); or
2. The project is within one mile of a PDA boundary; or
3. The project is located on a street that hosts a transit route, which directly leads to a PDA; or
4. The project is located within ½ mile of one or more stops for two or more public or shuttle bus lines, or within ½ mile of a rail station or regional transit station, that is connected to a PDA; or
5. The project provides a connection between a Transit Oriented Development (TOD), as defined by C/CAG, and a PDA. (A TOD is previously defined by C/CAG as permanent high-density residential housing with a minimum density of 40 units per net acre, located within 1/3 mile from a Caltrain or BART station or on a frontage parcel of the El Camino Real/Mission Street in San Mateo County.); or
6. The project is a bicycle/pedestrian facility that is included in an adopted bicycle/ pedestrian plan within San Mateo County and is part of a network that leads to a PDA.

Jurisdiction and Project Requirements

Selected projects will be subject to federal, state, and regional delivery requirements as noted in MTC Resolution No. 3606. (http://mtc.ca.gov/sites/default/files/MTC_Res_3606.pdf)

- Jurisdiction must be in compliance with the Regional Project Funding Delivery Policy requirements at the time of project application.
- Jurisdiction must comply with all FHWA and Caltrans Local Assistance and MTC project delivery and reporting requirements.
- Every recipient of funds will need to identify a current single point of contact (SPOC) for the implementation of all FHWA administered funds within that jurisdiction. This person must have sufficient knowledge in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out.
- Jurisdiction must provide a minimum FHWA required local match of 11.47%.
- Request for obligation deadlines are November 1 of the prior program year in order to obligate funds by January 31 of the program year (e.g. if program year is 2018 delivery deadline is November 1, 2017)
- Jurisdiction is to submit a “resolution of local support” prior to programming. The template for the resolution of local support can be found at: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>
- Jurisdiction is to input project information into the MTC Fund Management System (FMS) project application no later than August 15, 2017.

The C/CAG OBAG 2 Call for Projects Guidelines, program goals, screening requirements, and scoring criteria are available at <http://ccag.ca.gov/obag-2-call-for-projects/>. Adhere to the information stated in the scoring criteria in your application. Applications should be no more than 20 pages. Please submit **16 hard copies** (one reproducible) and 1 electronic copy (disk or flash drive). Applications must be completed using the Microsoft Word project application form posted at <http://ccag.ca.gov/obag-2-call-for-projects/>.

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

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

Applicant Workshop

C/CAG Staff will be holding an Applicant Workshop to guide jurisdictions through the application process and the Federal/ Regional programming and delivery requirements. The workshop will be held on:

Thursday, September 29, 2016
10:30 a.m. – 12:00 noon
San Mateo County Transit District Office in the Second Floor Auditorium
1250 San Carlos Avenue
San Carlos, CA

Additional information from MTC regarding regional OBAG 2 requirements and policies can be found at: http://mtc.ca.gov/sites/default/files/RES-4202_approved_0.pdf.

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