

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

**1:15 p.m., Thursday, August 18, 2016
San Mateo County Transit District Office¹
1250 San Carlos Avenue, 2nd 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 (August): | Hoang | No materials |
| <ul style="list-style-type: none">• Approved – Contract with Kimley-Horn to provide Smart Corridor Signal System Maintenance Support for \$189,000 over three years• Approved – Agreement with SMCTA for the development of performance measures in support of the Highway Program for \$18,000• Approved – Definition of “proximate access” as it relates to PDAs in the OBAG 2 Program• Received – Information on the OBAG 2 BPIP call for projects• Received – Information on the OBAG 2 TLC Program call for projects | | |
| 3. Approval of the minutes from June 16, 2016 | Hoang | Page 1-2 |
| 4. Review and recommend approval of a revised One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) Program Call for Projects (Action) | Higaki | Page 3-23 |
| 5. Receive the revision to the One Bay Area Grant 2 (OBAG 2) Framework (Information) | Higaki | Page 24-26 |
| 6. Receive an update of the San Mateo Countywide Transportation Plan Development (Information) | Hoang | Page 27-28 |
| 7. Regional Project and Funding Information (Information) | Yu | Page 29-33 |
| 8. Executive Director Report | Wong | No materials |
| 9. Member Reports | All | |

¹ 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.

2016 TAC Roster and Attendance						
No.	Member	Agency	Jan	Mar	Apr	Jun
1	Jim Porter (Co-Chair)	San Mateo County Engineering		x		x
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x	x	x	x
3	Afshin Oskoui	Belmont Engineering	x	x	x	x
4	Randy Breault	Brisbane Engineering		x	x	x
5	Syed Murtuza	Burlingame Engineering	x	x	x	x
6	Bill Meeker	Burlingame Planning				
7	Sandy Wong	C/CAG	x	x	x	x
8	Brad Donohue	Colma Engineering	x			x
9	John Fuller	Daly City Engineering		x	x	x
10	Tatum Mothershead	Daly City Planning	x			x
11	Jeff Moneda	Foster City Engineering	x	x	x	x
12	Paul Willis	Hillsborough Engineering	x	x	x	x
13	Peykan Abbassi	Half Moon Bay	n/a	n/a	n/a	x
14	Justin Murphy	Menlo Park Engineering	x	x	x	x
15	Ray Chan	Millbrae Engineering	n/a	n/a	n/a	x
16	Van Ocampo	Pacifica Engineering	x		x	
17	Jessica Manzi	Redwood City Engineering	x	x	x	x
18	Jimmy Tan	San Bruno Engineering	x	x		x
19	Jay Walter	San Carlos Engineering	x	x	x	x
20	Brad Underwood	San Mateo Engineering	x	x	x	x
21	Brian McMinn	South San Francisco Engineering	x	x	x	x
22	Billy Gross	South San Francisco Planning	x	x	x	x
23	vacant	MTC	n/a	x		
24	vacant	Caltrans				

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

**June 16, 2016
MINUTES**

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices located at 1250 San Carlos Avenue, 2nd Floor Auditorium, San Carlos, CA. Co-chair Porter called the meeting to order at 1:15 p.m. on Thursday, June 16, 2016.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Jean Higaki, John Hoang, Eliza Yu – C/CAG; and other attendees not noted.

1. Public comment on items not on the agenda.

None.

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

Approved.

3. Approval of the Minutes from April 21, 2016.

Approved.

4. Receive a presentation on the Mobility As A Service (MaaS) Project

Steve Raney, Joint Venture Silicon Valley, provided a presentation on opportunities and challenges to addressing commute mode shift for traffic congestion relief and reduction in vehicle miles traveled. Potential solutions include a Fair Value Commuting concept that consist of the integration of enterprise commute trip reduction software with smartphone mobility aggregation, viability of pricing as a motivation for mode shift, availability of new commute options, as well as overcoming systematic obstacles.

5. Review and recommend approval to provide funds to County of San Mateo 2016 Aerial Imagery and LiDAR Data Acquisition Project in an amount not to exceed \$100,000

John Hoang presented on the recommendation to provide funding assistance to County of San Mateo for the Imagery project. By C/CAG's participation in this project, all cities and the County will be able to access the new images at no cost. It was also clarified that other agencies, including the Transportation Authority, will be able to access the images at no cost also. The final amount to be provided to the County will be based on the final cost. The County's RFP is anticipated to be released July 5 with a project start date of early September. C/CAG funds for this project will be programmed for FY16/17.

6. Review and recommend approval of the definition of "proximate access" as it relates to Priority Development Areas (PDAs) in the One Bay Area Grant 2 (OBAG 2) Program

Jean Higaki presented on the proposed "proximate access" definition of which a project would need to meet at least one of the six categories: 1) provides direct access to PDA, 2) located within ½ mile radius of PDA, 3) located on street with transit service that leads directly to a PDA, 4) located within ½ mile of 1+ stops for 2+ public or shuttle bus line, or within ½ mile of a rail or transit station connected to PDA, 5) provides connection between TOD, and 6) is a bicycle/pedestrian facility included in an adopted plan and part of a network leading to a PDA.

The recommendation was for approval with modification to Item No. 2, raising the ½ mile radius to 1 mile, siting the first and last mile issue. It was requested that staff research information to support the recommendation.

7. Review and recommend approval of the scoring criteria for the One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) Program

Jean Higaki presented on the scoring criteria for the OBAG 2 TLC Program. The TAC recommended approval of the criteria with the following modifications:

- Add a larger point range to the location in relation to a PDA criterion relative to distance from a PDA (e.g. ¼ mi, ½ mi, 1 mi, versus within in a PDA and within proximate access to a PDA.
- Reduce the Community of Concern criterion to 5 points and increase the user benefit criterion by 5 points.
- Reduce the Support criterion to 5 points and increase the design criterion by 5 points.
- Modify the match fund criterion to be a sliding scale versus point ranges.

8. Regional Project and Funding Information

Eliza Yu provided information on the FHWA inactive projects as listed on the Caltrans' site, project delivery deadlines with the ATP allocation requests, the HSIP call for projects, and the PMP Certification status.

9. Executive Director Report

Sandy Wong, Executive Director, reported that Jean, Joe, and she have spent much time on the US 101 managed lane project, which has achieved a significant milestone. Joe Hurley, co-chair reported that the Project Initiation Documents for the 101 managed lanes project was approved. In addition, the private sector will be contributing \$3M towards the project.

10. Member Reports

None.

Meeting adjourned.

C/CAG AGENDA REPORT

Date: August 18, 2016

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

From: Sandy Wong, Executive Director

Subject: Review and Recommend Approval of the One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) Program Call for Projects.

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

RECOMMENDATION

That the C/CAG CMP TAC review and recommend approval of One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) Program Call for Projects.

FISCAL IMPACT

Not applicable.

SOURCE OF FUNDS

Federal funds allocated by the Metropolitan Transportation Commission (MTC) via OBAG 2 include Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program (STP) funds.

BACKGROUND

The previous version of the OBAG 2 TLC scoring criteria has been reviewed by the TAC on June 16, 2016. However, on July, 27, 2016 the MTC Commission required the Congestion Management Agencies (CMAs) to develop specific scoring criteria related to housing and anti-displacement policies enacted by local jurisdictions for projects in PDAs. In addition, the MTC adopted an anti-displacement requirement which is described on the attached "OBAG 2 Eligibility and Requirements."

On November 18, 2015, MTC and ABAG adopted Resolution 4202 outlining and approving the OBAG 2 Grant Program. OBAG 2 is composed two fund sources, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) and covers (five years) FY 2017/18 through FY 2021/22.

On May 12, 2016 the C/CAG Board adopted the funding Framework for the One Bay Area Grant 2 (OBAG 2) in San Mateo County. That funding framework dedicated \$5,421,000 to the Transportation

for Livable Communities (TLC) Program.

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

Transportation for Livable Communities (TLC)

\$5,926,000 will be directed for competition in the TLC Program to fund a wide range improvements and facilities that support and promote alternative transportation modes rather than the single-occupant automobile.

TLC project improvements are intended to support community based transportation projects that reduces air pollution in downtown areas, commercial cores, high-density neighborhoods, and transit corridors. A wide range of improvements include but are not limited to transit station improvements (plazas, station access, pocket parks, and bicycle parking), Bicycle and pedestrian "complete street" improvements, and multi-modal streetscape improvements. Projects must be able to support alternative transportation modes (no landscape only projects). Projects must result in a capital improvement and cannot be planning only.

Attached are the revised screening requirements and scoring criteria for this program.

Below is the tentative schedule for the TLC program:

Action	Tentative Dates
Call for Projects approved by the Board	September 8, 2016
Call for Projects Issued to the Agencies/ Public	Mid - September 2016
Workshop held for project applicants	Last week September 2016
Application due date	November 18, 2016
Screening of applications	November 2016
Selection panel meeting	January 2017
Project list presented to CMP TAC	March/ April 2017
Project list presented to CMEQ	March/ April 2017
Project list approved by the Board	May 2017
Project list to MTC	June 2017
Project submissions due in FMS	Late Summer 2017

Committee Review

A previous version of scoring criteria for the TLC program was presented to the Congestion Management Program Technical Advisory Committee (CMP TAC) on June 16, 2016. The CMP TAC recommended approval of the scoring criteria with recommended modifications.

The scoring criteria modified by the CMP TAC were presented to the C/CAG Congestion Management & Environmental Quality Committee (CMEQ) on June 27, 2016. The CMEQ committee further revised the scoring criteria.

New Changes

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

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

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

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

ATTACHMENTS

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

OBAG 2 Eligibility and Requirements

Highlights of the MTC OBAG 2 adopted proposal:

- OBAG 2 allows CMAs the flexibility to invest in various transportation categories, such as Local Streets and Roads Preservation, Bicycle and Pedestrian Improvements, Transportation for Livable Communities, Planning, and outreach activities.
- During OBAG 1 the Safe Routes to School and the Federal-Aid Secondary (rural roads) programs were provided to San Mateo County outside of the OBAG umbrella. MTC has shifted these programs under the OBAG 2 process.
- For San Mateo County, 70% of all funds must be spent in Priority Development Areas (PDAs), however Safe Routes to School is not subject to the PDA spending requirement.
- Projects can count towards a PDA if it connects or provides proximate access to a PDA. The definition of “proximate access to a PDA” will be proposed as a separate item.
- Pedestrian and bike project eligibility will be expanded to not be limited to the regional bike network.
- Minimum OBAG 2 grant size for this county is \$250,000. All project funds must be rounded to the thousands for programming.
- Each jurisdiction must identify and maintain a single point of contact for the implementation of all FHWA projects from inception to project close-out.
- Per MTC Resolution No. 3036 Request for obligation deadlines are November 1 of the prior program year in order to obligate funds by January 31 of the program year (e.g. if program year is 2018 delivery deadline is November 1, 2017.)

Eligibility Requirements

In order to be eligible for any funding related to the OBAG 2 funding, a jurisdiction must comply with the following requirements:

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

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

At this time the resolution requirement shall not apply to charter cities unless and until a final court decision is rendered that charter cities are subject to the provisions of the Act.

Complete Street Requirements - Jurisdictions that have not updated their circulation element after 2010 to meet the State’s Complete Streets Act requirements will need to adopt a complete streets resolution

per the MTC model used for OBAG 1, if they have not already done so.

Housing Element Requirement - Agencies must have housing elements adopted by the California Department of Housing and Community Development (HDC) by May 31, 2015. Agencies must continue to submit the annual housing Element Report to HCD to remain eligible for funding.

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

Preservation Strategies/ Community Stabilization Policy (examples)

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

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

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

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

C/CAG OneBayArea Grant (OBAG) Scoring Criteria Fiscal Years 2017/2018 – 2021/2022 Transportation For Livable Communities (TLC) Program		
Program Goals	<ul style="list-style-type: none"> • Create enjoyable and safe multi modal experiences. • Facilitate multi modal mobility. • Enhance connections between alternative modes of transportation. • Enhancements that support community based transportation that brings vibrancy to downtown areas, commercial cores, high density neighborhoods, and transit corridors. <p>Note: TLC projects must facilitate multimodal transportation (e.g. no landscape only projects)</p>	
Eligible Types of Projects	<ul style="list-style-type: none"> • Streetscape improvements such as improved sidewalks, street furniture and fixtures, pedestrian scaled lighting, way finding signage, landscaping, and bicycle pedestrian treatments that focus on high-impact, multi-modal improvements. Project must contain multi-modal elements (no beautification/ landscape only projects). • Complete streets improvements such as bulb outs, sidewalk widening, cross walk enhancements, audible signal modification, mid-block crossings, pedestrian street lighting, pedestrian medians and refuges. • Transit station improvements (plaza, station access, bike parking), transit access projects (connecting housing to jobs and mixed land use to transit). • Transportation Demand Management project such at car sharing, vanpooling coordination and information, and Clipper related projects. <p>Note: TLC projects must facilitate multimodal transportation</p>	
Fund Source		
CMAQ fund source	Project must be for new or expanded transportation project. Maintenance projects are not allowed.	
Scoring Criteria		Maximum Score
Location in relation to a Priority Development Area	Projects are located in a PDA or in Proximity to a PDA (Note: MTC mandates that 70% of all OBAG funds are to be located in a PDA or in proximate access to a PDA) (In a PDA =10pts, within 1/4 mi of a PDA=8pts , within 1/2 mi of a PDA = 5pts, within 1 mi of a PDA or in proximate access to a PDA = 2pts)	10
RHNA/ Housing Production	Jurisdiction formula based on MTC OBAG distribution factors, which is based on population, RHNA, and housing production. (1-5)	5
Location in a BAAQMD CARE Communities	If project is in a BAAQMD defined CARE community or freight transportation center or improvements implement "Best Practices" as identified by the Air District's Planning Healthy Places guidelines. (0-2)	2
Community of Concern	Project location in relation to Communities of Concern (COC) as defined by MTC or locally identified as part of Community based Transportation Plans. Project is identified in one of the Community Based Transportation Plans developed in San Mateo County or the Countywide Transportation Plan for Low Income Communities. (Project is in a CBTP or Countywide Transportation Plan for Low Income Communities = 5pts, Project is located in or serves a COC = 3pts)	5
Affordable Housing	Located in a PDA that has affordable housing preservation or creation strategies and community stabilization policies. (1-5) 'Project is located in a PDA or Transit Priority Area (TPA) that has affordable housing preservation strategies and/ or community stabilization policies. (1-2 policies = 2 pts, 3-6 policies = 3 pts, 7-9 policies = 4 pts,10-14 policies = 5 pts) or	5 Option 1 (1-5) Option 2 (1-10)
User Benefit	Project has a high need (3 points) Project is a safety project (4 points) Project is expected to have high use (4 points) Project is expected to have a high return on investment (3 points) Project meets the intent and goals of the program (5 points)	19
Planning	Project is listed in an adopted planning document (e.g. bike plan, pedestrian plan, station area plan, transit plan, or other area planning document). (1-5)	5
Connectivity/ Improves Transportation Choices	Project connects or improves access to housing/ jobs/ "high quality" transit (4 points) Project connects a gap in a bicycle or pedestrian network. (4 points) Project encourages multi modal access with a "complete streets" approach. (4 points) Project is located in or near dense job centers, in proximity to transit, and housing with reduced parking requirements and travel demand Management (TDM) programs or Project improves transportation choices for all income levels (4 points)	16
Support	Project has council approval and/ or community support. (1-5)	5
Match Funds	Project exceeds the minimum match for the project (11.47% minimum) - (1-10)	10
Readiness	Project is free of Right of Way complications (project has secured encroachment permits, or is entirely on city property). (1-4)	4
	Project has secured all required regulatory agency permits (e.g. BCD, RWQCB, CCC, USFWS). (1-4)	4
	Project is designed (0-100%). (1-10)	10 Option 1 - (1-10) Option 2 - (1-5)

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

C/CAG ONE BAY AREA GRANT 2 PROGRAM (OBAG 2)
Transportation for Livable Communities
(TLC) Program

APPLICATION FOR FISCAL YEARS 2017/2018 - 2021/2022

Section 1: General Project Information

1) General Project Information

Sponsor
Agency:

Implementing
Agency:

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

Note:

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

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

Name:

Title:

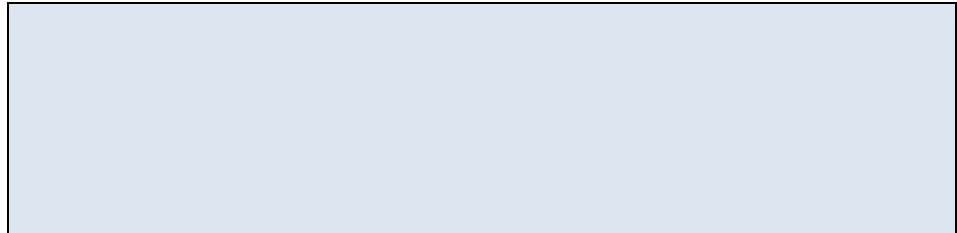
Agency:

Phone
Number:

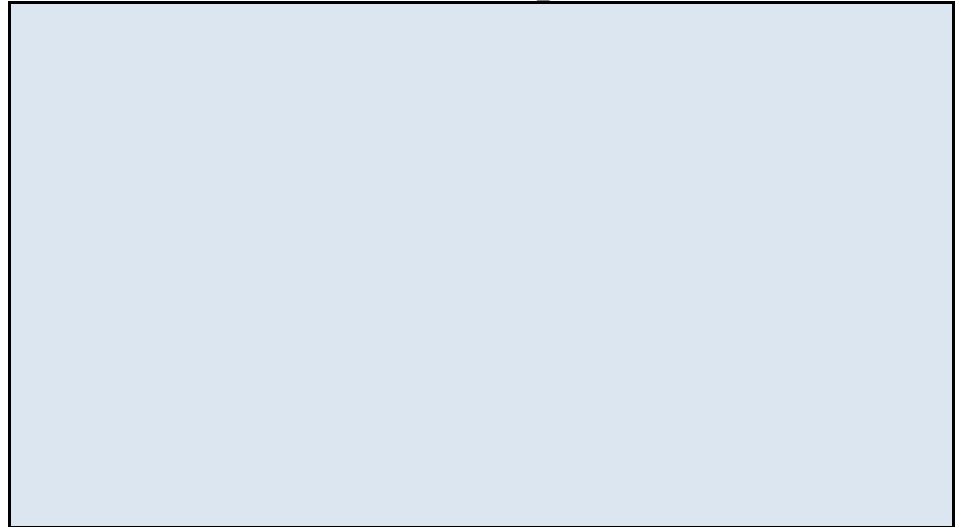
Email
Address:

Section 2: Project Description

Project
Description:



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



Section 3: Screening Requirements

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

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

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

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

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

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

What is the inputted
Project Name?

What is the inputted
Checklist Name?

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

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

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

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

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

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

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

☐ No

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

5) Project Cost by Phase

Please fill in the funding table below.

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

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

☐ Yes

☐ No

Describe the source of "Other Project Funds":

Section 4: Scoring Criteria

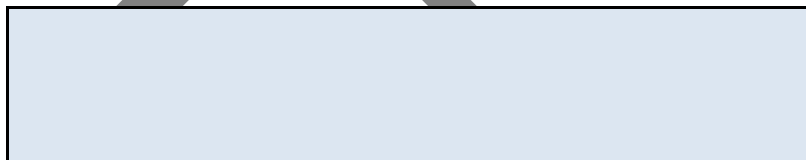
- 1) Is project in a BAAQMD defined CARE community or freight transportation center? See <http://www.baaqmd.gov/plans-and-climate/community-air-risk-evaluation-care-program>

☐ Yes

☐ No

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

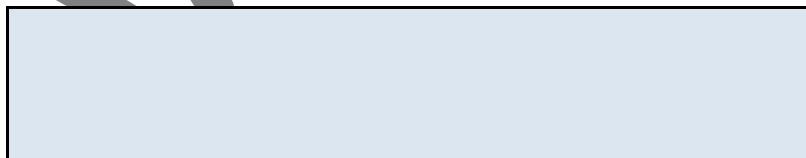
Describe the “Best Practices” utilized.



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

☐ Yes

If yes, please site the planning document and strategy number

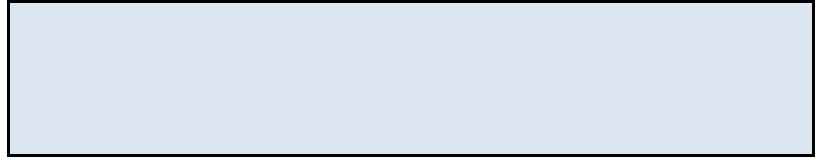


☐ No

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

☐ Yes

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

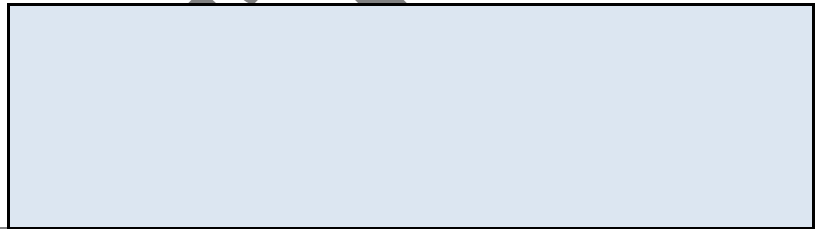


☐ No

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

☐ Yes

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



☐ No

4) Describe the user benefit of the proposed project.

Describe the following:

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



a) Is this project a safety project?

☐ Yes

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

☐ No

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

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

☐ Yes

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

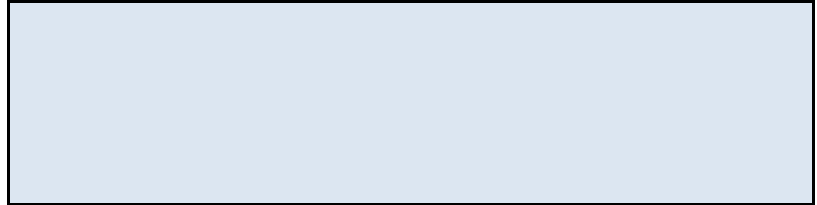
☐ No

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

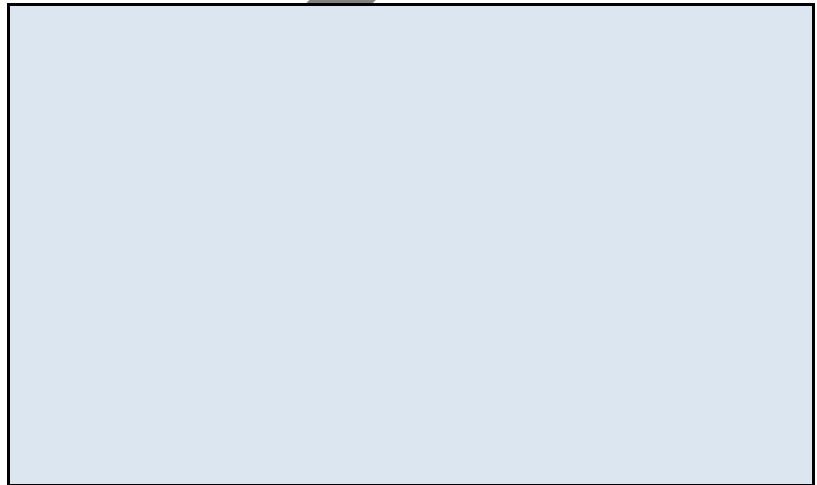
Describe how the project improves access to housing/ jobs/ high quality transit.

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

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



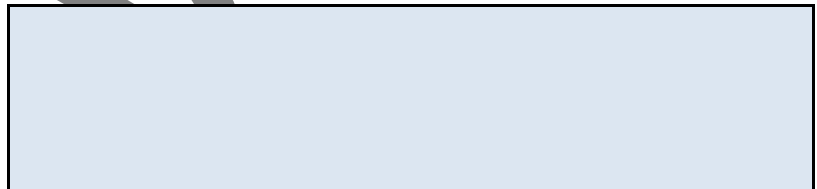
Please describe if the project is located in dense job centers, near transit, or near housing with reduced parking requirements or travel demand management (TDM) programs? And/ or describe how the project improves transportation choices for all income levels?



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

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

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



- ☐ No

8) Readiness

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

- ☐ Yes
☐ No

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

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

☐ Yes

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

☐ No

Is this project designed?

☐ Yes

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

☐ No

9) Please input the project schedule

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

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

DRAFT

C/CAG

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

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

One Bay Area Grant 2 (OBAG 2) Program Call for Projects: Transportation for Livable Communities (TLC)

**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 Transportation for Livable Communities (TLC) projects under Metropolitan Transportation Commission's (MTC) One Bay Area Grant 2 (OBAG 2) Program.

The TLC 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 TLC and the Bicycle and Pedestrian Improvement Program (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.

Transportation for Livable Communities (TLC) Program

The TLC Program is a transportation funding program that aims to fund a wide range of improvements and facilities that support and promote alternative transportation modes rather than the single-occupant automobile. The program is intended to support community based transportation projects that will reduce air pollution in downtown areas, commercial cores, high-density neighborhoods, and transit corridors. A wide range of improvements include but are not limited to transit station improvements (plazas, station access, pocket parks, and bicycle parking), Bicycle and pedestrian “complete street” improvements, and multi-modal streetscape improvements. Projects must be able to support alternative transportation modes (no landscape only projects). Projects must result in a capital improvement and cannot be planning only.

The TLC Program helps to construct these amenities in an effort to revitalize public spaces and promote and enhance alternative transportation such that citizens will be more inclined to utilize alternative transportation as a result of the built environment being made safer and more attractive to use. These enhancements should encourage citizens to visit downtowns, retail corridors and transit corridors without the use of the single-occupant automobile.

Proximate Access to Priority Development Areas (PDA)

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

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

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

Jurisdiction and Project Requirements

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

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

Please see the attached C/CAG OBAG 2 Call for Projects Guidelines for eligibility, program goals, screening requirements, and scoring criteria. Adhere to the information stated in the scoring criteria in your application. Applications should be no more than 20 pages. Please submit **6 hard copies** (one reproducible) and 1 electronic copy. Applications must be completed using the Microsoft Word project application form posted at http://www.ccag.ca.gov/Call4prj_rfp.html.

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

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

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

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

C/CAG AGENDA REPORT

Date: August 18, 2016

To: C/CAG Board of Directors

From: C/CAG Congestion Management Program Technical Advisory Committee
(CMP TAC)

Subject: Receive the revision to the One Bay Area Grant 2 (OBAG 2) Framework

(For further information, contact Jean Higaki at 650-599-1462 or jhigaki@smcgov.org)

RECOMMENDATION

That the C/CAG CMP TAC receives the revision to the One Bay Area Grant 2 (OBAG 2) Framework.

FISCAL IMPACT

None

SOURCE OF FUNDS

Federal funds are allocated by MTC via OBAG 2 include Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program (STP) funds.

BACKGROUND

On November 18, 2015, MTC and ABAG adopted Resolution 4202 outlining and approving the OBAG 2 Grant Program. OBAG 2 is composed of two fund sources, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) and covers (five years) FY 2017/18 through FY 2021/22. General highlights of the adopted OBAG 2 program and jurisdictional eligibility requirements are attached.

The proposed OBAG 2 framework proposal was presented to the Congestion Management Program Technical Advisory Committee (CMP TAC) on April 21, 2016 and the Congestion Management and Environmental Quality Committee (CMEQ) on April 25, 2016 respectively. The C/CAG Board adopted the proposed framework at the May 12, 2016 meeting.

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

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

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

* See attachment for revised LSR details.

Eligibility Requirements

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

“All cities and counties must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website:

<http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.”

Complete Street Requirements - Jurisdictions that have not updated their circulation element after 2010 to meet the State’s Complete Streets Act requirements will need to adopt a complete streets resolution per the MTC model used for OBAG 1, if they have not already done so.

Housing Element Requirement - Agencies must have housing elements adopted by the California Department of Housing and Community Development (HDC) by May 31, 2015. Agencies must continue to submit the annual housing Element Report to HCD to remain eligible for funding.

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

ATTACHMENTS

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

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

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

* Increased to minimum allowed grant size.

Highly encourage small jurisdictions under \$250,000 to merge projects
Encourage merging into any competitive call application (B/P or TLC)

C/CAG AGENDA REPORT

Date: August 18, 2016

To: Congestion Management Program Technical Advisory Committee (TAC)

From: John Hoang

Subject: Receive an Update of the San Mateo Countywide Transportation Plan Development

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

RECOMMENDATION

That the TAC receive an update of the San Mateo Countywide Transportation Plan development.

FISCAL IMPACT

\$185,000

SOURCE OF FUNDS

C/CAG Transportation Fund; San Mateo County Transportation Authority (TA); SamTrans

BACKGROUND

Per State legislation, Bay Area counties are authorized to develop Countywide Transportation Plans (CTPs) on a voluntary basis. California Government Codes suggests the content to be included in CTPs, the relationships between the CTP and Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) and between the CTP and the county's Congestion Management Plan (CMP).

The CTP is intended to provide a long-range comprehensive transportation planning document that establishes a framework to systematically address transportation goals and objectives and promote consistency between transportation plans and programs within San Mateo County. The long-range transportation planning context is important given the complexity of the transportation system.

C/CAG adopted its first CTP in 2001 (CTP 2010). The process of updating the CTP was initiated in 2010, in which C/CAG staff worked closely with a Working Group consisting of city planners and other key stakeholders to develop various components of the CTP. C/CAG staff continued efforts to develop the draft CTP in 2012, utilizing materials generated from earlier work. The CTP work was put on hold due to the anticipated update of the Metropolitan Transportation Commission's (MTC's) CTP Guidelines, which was issued in September 2014.

In February 2016, C/CAG executed a Memorandum of Understanding (MOU) with project partners TA and SamTrans to update the San Mateo Countywide Transportation Plan, referred to as the CTP 2040. A Project Team, comprised of key staff from C/CAG, TA, SamTrans, and Caltrain, was established to provide overall guidance and direction to the consultant towards the development of the CTP 2040. In addition to the Project Team, the Congestion Management and Environmental Quality

(CMEQ) Committee, designated as the Policy Advisory Committee (PAC), serves in an advisory role to ensure that the CTP is developed in a comprehensive manner taking into consideration shared goals and varying perspectives.

The CTP 2040 comprises of the following transportation related program areas: Land Use and Transportation Linkage, Roadway System, Bicycle and Pedestrians, Public Transportation, Transportation System Management, Parking, Modal Connectivity, and Goods Movement, as well as financial considerations. Each program areas include specific vision, goals and policies relevant to each area, accordingly.

The Draft CTP is being prepared at this time and the next step will be releasing the document for the public review process. Public outreach events are planned for early October 2016. The CTP 2040 project is anticipated to be completed by the end of the year.

ATTACHMENTS

None

C/CAG AGENDA REPORT

Date: August 18, 2016

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

From: Eliza Yu, Transportation Programs Specialist

Subject: Regional Project and Funding Information

(For further information, contact Eliza Yu at 650-599-1453 or eyu@smcgov.org)

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>

Project Delivery

STIP Allocation Requests - The next CTC meeting date to receive a STIP allocation is October 19-20. Requests for allocation with all documentation are due to Caltrans and MTC by August 22, 2016. Reminder: per MTC Resolution 3606, CTC allocation requests to the CTC/Caltrans for federal funds must be accompanied with a complete and accurate E-76 Request for Authorization (RFA) package so the authorization/ obligation may be processed immediately following CTC action. MTC will not sign off on allocation concurrences for federally funded STIP projects unless the E-76 RFA package is also submitted.

Calls for Projects

None at this time

Miscellaneous MTC/Caltrans Federal Aid Announcements

Pavement Management Program (PMP) Certification – Status of PMP certification status is attached. Jurisdictions without a current PMP certification are not eligible to receive regional funds for local Streets rehabilitation and will have projects removed from the obligation plans until their PMP certification is in good standing. Contact Christina Hohorst, PTAP Manager, via email at chohorst@mtc.ca.gov if you need to update your certification.

ATTACHMENTS

1. Caltrans Inactive Obligation Project List as of July 7, 2016
2. MTC Federal Obligation Status for FY 2015-16, as of July 5, 2016
3. MTC's PMP Certification Status of Agencies within San Mateo County as of July 7, 2016

Updated on
07/07/2016 7/7/2016

Project No.	Status	Agency Action Required	State Project No	Prefix	County	Agency	Description	FHWA Deobligation Deadline	Latest Date	Authorization Date	Last Expenditure Date	Federal Funds	Expenditure Amt	Unexpended Bal
6272024	Inactive	Submit invoice to District by 08/20/2016	04925825L	STPLZ	SF	San Francisco County Transportation Authority	WB ON-RAMP TO BAY BRIDGE, 15METERS W OF BR TO 47METERS W OF BR, SEISMIC ANALYSIS AND RETROFIT STRATEGY	9/9/2016	9/10/2015	9/10/2010	9/10/2015	\$307,490	\$197,609	\$109,881
6272028	Future	Submit invoice to District by 11/20/2016	04925829L	STPLZ	SF	San Francisco County Transportation Authority	TREASURE ISLAND RD, VIADUCT,0.4KM WEST OF BAY BR, 391M W OF BR TO 430M W OF BR, SEISMIC ANALYSIS AND RETROFIT STRATEGY	10/27/2016	10/28/2015	9/10/2010	10/28/2015	\$703,068	\$541,305	\$161,763
6272030	Future	Submit invoice to District by 11/20/2016	04925830L	STPLZ	SF	San Francisco County Transportation Authority	TREASURE ISLAND RD, VIADUCT, 0.3KM W OF BAY BR, 275M W OF BR TO 300M W OF BR, SEISMIC ANALYSIS AND RETROFIT STRATEGY	10/27/2016	10/28/2015	9/10/2010	10/28/2015	\$155,745	\$152,499	\$3,246
6272032	Future	Submit invoice to District by 11/20/2016	04925832L	STPLZ	SF	San Francisco County Transportation Authority	TREASURE ISLAND RD, VIADUCT,0.3KM W OF BAY BR, 350M W OF BR TO 390M W OF BR, SEISMIC ANALYSIS AND RETROFIT STRATEGY	10/27/2016	10/28/2015	9/10/2010	10/28/2015	\$269,407	\$244,375	\$25,032
5268018	Future	Submit invoice to District by 11/20/2016	0414000346L	CML	SM	Belmont	OLD COUNTY RD. FR RALSTON AVE TO SAN CARLOS CITY LIMITS INSTALL: PAVEMENT MARKERS, SIGNS, SIDEWALKS, DRIVEWAYS FOR BIKE/PED IMPROVEMENTS	11/1/2016	11/2/2015	11/2/2015		\$270,000	\$0	\$270,000
5268019	Future	Submit invoice to District by 11/20/2016	0414000459L	CML	SM	Belmont	RALSTON AVE FROM SOUTH RD TO CHULA VISTA DR INSTALL ADA RAMPS, NEW SIDEWALK, CURB AND GUTTER AND RELOCATE EXISTING RETAINING WALL	11/9/2016	11/10/2015	11/10/2015		\$250,000	\$0	\$250,000
22X0007	Future	Submit invoice to District by 11/20/2016	0414000062L	ER	SM	East Palo Alto	WOODLAND AVE, EMERGENCY OPENING	11/5/2016	11/6/2015	5/29/2015	11/6/2015	\$301,195	\$261,194	\$40,001
5357006	Inactive	Submit invoice to District by 08/20/2016	0400021020L-N	BRLS	SM	Half Moon Bay	MAIN ST AT PILARCITOS CREEK APPROXIMATELY 0.25 MI S OF STATE HIGHWAY 92, REPL OF BRIDGE,WIDENING, ARCHITECHTURAL TREATMENT	9/9/2016	9/10/2015	4/13/2011	9/10/2015	\$997,733	\$380,000	\$617,733
5273025	Future	Submit invoice to District by 11/20/2016	0414000457L	CML	SM	Menlo Park	VALPARAISO AVE, GLENWOOD AVE, EL CAMINO REAL, MIDDLEFIELD RD INSTALL: BIKE LANE, SIGNS, DISPLAY, SIGNALS, PEDESTRIAN PATH	10/28/2016	10/29/2015	10/29/2015		\$498,783	\$0	\$498,783
5226021	Future	Submit invoice to District by 11/20/2016	0415000270L	CML	SM	San Bruno	ON HUNTINGTON AVE BETWEEN BUENA VISTA AND I- 380 OVERPASS INSTALL IRRIGATION AND TREE PLANTING (TC)	11/1/2016	11/2/2015	11/2/2015		\$123,000	\$0	\$123,000
5935062	Inactive	Invoice under review by Caltrans. Monitor for progress.	0412000411L	BPMP	SM	San Mateo County	UNINCORPORATED AREAS OF SAN MATEO COUNTY NEAR MENLO PARK,SAN GREGORIO & PESCADAR, BRIDGE PRECENTATIVE MAINTENANCE	9/14/2016	9/15/2015	3/16/2012	9/15/2015	\$142,551	\$113,534	\$29,017
5333013	Inactive	Submit invoice to District by 08/20/2016	0412000121L	BHLS	SM	Woodside	MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION	9/23/2016	9/24/2015	3/16/2012	9/24/2015	\$95,106	\$84,207	\$10,899
5923024	Inactive	Submit invoice to District by 08/20/2016	04928112L	BRLS	SOL	Solano County	SUISUN VALLEY RD @ SUISUN CREEK, BRIDGE REPLACEMENT, BR. NO. 23C-0077	9/9/2016	9/10/2015	4/15/1996	9/10/2015	\$2,970,530	\$2,914,191	\$56,339
5923106	Inactive	Submit invoice to District by 08/20/2016	0413000171L	HRRRL	SOL	Solano County	17 CURVE LOCATIONS IN SOLANO COUNTY INSTALL GUARDRAILS	9/14/2016	9/15/2015	7/26/2013	9/15/2015	\$198,000	\$17,060	\$180,940
5923083	Future	Invoice under review by Caltrans. Monitor for progress.	04925226L	HPLUL	SOL	Solano County	S GATE TRAVIS AFB-PETERSEN RD: WALTERS-GATE, WIDEN ROADWAY	12/27/2016	12/28/2015	12/17/2009	12/28/2015	\$2,038,883	\$371,269	\$1,667,614
6249026	Future	Submit invoice to District by 11/20/2016	0400021052L	STPCML	SOL	Solano Transportation Authority	COUNTYWIDE - SOLANO COUNTY, SAFE ROUTE TO SCHOOL EDUCATION & RIDESHARING	11/4/2016	11/5/2015	7/20/2011	11/5/2015	\$1,011,000	\$971,000	\$40,000
5032026	Inactive	Invoice returned to agency. Resubmit to District by 08/20/2016	0414000274L	CML	SOL	Suisun City	MAIN ST. FROM LOTZ WAU TO SR12, INCLUDING TRAIN DEPOT BUILDING TRAIN DEPOT RENOVATION AND ACCESS IMPROVEMENT	9/7/2016	9/8/2015	9/8/2015		\$415,000	\$0	\$415,000
5032027	Future	Submit invoice to District by 11/20/2016	0414000290L	HSIPL	SOL	Suisun City	WALTERS RD. AND PINTAIL DRIVE INTERSECTION, NEW TRAFFIC SIGNAL, ADA RAMPS, PAVEMENT MARKINGS,	12/10/2016	12/11/2015	4/27/2014	12/11/2015	\$389,900	\$90,373	\$299,527
5094063	Future	Submit invoice to District by 11/20/2016	0414000328L	CML	SOL	Vacaville	IN THE VININITY OF VACAVILLE HIGH SCHOOL, FOXBORO E. S., VACAVILLE CHRISTIAN H.S SIDEWALK, ADA RAMPS, BIKE PATH,SIGNAGE IMPROVEMENT	11/11/2016	11/12/2015	2/20/2014	11/12/2015	\$343,207	\$66,500	\$276,707
5094062	Future	Submit invoice to District by 11/20/2016	0414000292L	CML	SOL	Vacaville	ALLISON DR. FROM NUT TREE PKWY TO ULATIS CREEK, INSTALL BIKE/PED INFRSTRUCTURE AND MARQUEE SIGN	12/16/2016	12/17/2015	1/16/2014	12/17/2015	\$66,000	\$59,992	\$6,008
5030056	Future	Invoice under review by Caltrans. Monitor for progress.	0412000201L	STPLZ	SOL	Vallejo	SACRAMENTO STREET OH IN THE CITY OF VALLEJO, SEISMIC RETROFIT - REPLACE BRIDGE	12/14/2016	12/15/2015	11/16/2011	12/15/2015	\$708,240	\$162,366	\$545,874

Division of Local Assistance

Highway Bridge Program (HBP)
Status of FFY 15/16 Programmed Projects

District	County	Responsible Agency	Off Federal Aid Highways? (Yes, No, or NHS)	Seismic Bond Funds	Project Description	Federal Aid Project	FFY 15/16 Federal Funds Programmed	Current FFY Funds Obligated	Unobligated Balance	Shaded Means Needs Action	PE Auth Date	R/W Auth Date	CON Auth Date	Date of Last Payment	Comments
04	San Mateo	San Mateo County	Yes	No	BRIDGE NO. 35C0043, SKYLINE BLVD, OVER CRYSTAL SPRINGS DAM/SM C, 0.2 MI S CRYSTAL SPRNG RD. Construct replacement bridge. No added lane capacity. 6/6/2011: Toll credits used for PE & Con.	5935(053)	\$ 10,000,000	\$ 10,000,000	\$ -		07/08/2011		07/01/2015	08/26/2015	4/25/2016 Carol Carkins: E76 process complete.
04	San Mateo	South San Francisco	No	No	BRIDGE NO. 35C0044, S AIRPORT BLVD OVER SAN BRUNO CANAL, NORTH OF NORTH ACCESS RD. Replace existing 7 lane bridge with new 7 lane bridge.	5177(030)	\$ 181,487	\$ 110,662	\$ 70,825		12/13/2012			04/12/2016	4/18/2016 Carol Carkins: E76 process complete.
04	San Mateo	Woodside	No	No	BRIDGE NO. 35C0055, PORTOLA RD OVER ALEMBIQUE CR, 0.25 MI E OF SH 84. Replace existing two lane bridge with two lane bridge to accommodate standard lanes and shoulders.	5333(012)	\$ 221,325	\$ -	\$ 221,325		03/16/2012			04/07/2016	
04	San Mateo	Woodside	No	No	BRIDGE NO. 35C0122, MOUNTAIN HOME RD OVER BEAR CREEK, 0.3 MI S OF S.H. 84. Rehabilitate bridge, widen to accommodate standard lanes and shoulders. No added lane capacity.	5333(013)	\$ 265,590	\$ -	\$ 265,590		03/16/2012			09/24/2015	
04	San Mateo	Woodside	No	No	BRIDGE NO. 35C0123, KINGS MOUNTAIN RD OVER WEST UNION CREEK, 0.05 MI E TRIPP RD. Rehabilitate bridge, widen to accommodate standard lanes, shoulders and bike lane. No added lane capacity	5333(014)	\$ 247,884	\$ -	\$ 247,884		03/16/2012			04/07/2016	
04	San Mateo	Woodside	No	No	BRIDGE NO. 35C0190, OLD LA HONDA ROAD OVER DRAINAGE SWALE, 0.1 MI. W. OF PORTOLA RD. Replace existing two-lane bridge with a new two-lane bridge.		\$ 274,443		\$ 274,443						
04	Santa Clara	Santa Clara County	NHS	No	BRIDGE NO. 37C0028, CURTNER AVE, OVER CURTNER AVE, AT CURTNER AVE. Bridge preventive maintenance. No added capacity.	5937(155)	\$ 260,794	\$ 260,794	\$ 0		06/17/2010		12/14/2015	05/26/2015	12/28/2015 Carol Carkins: E76 process complete.
04	Santa Clara	San Jose	NHS	No	BRIDGE NO. 37C0033, SANTA CLARA ST, OVER COYOTE CREEK, 0.8 MI W OF SH 101. Replace existing 4 lane bridge with new 4 lane bridge	5005(089)	\$ 739,226	\$ -	\$ 739,226		09/02/2009			03/19/2014	
04	Santa Clara	Santa Clara County	NHS	No	BRIDGE NO. 37C0053, SAN TOMAS EXPWY, OVER LOS GATOS CREEK, 0.01 MI N SH 17. Bridge preventive maintenance. No added capacity.	5937(156)	\$ 1,671,727	\$ 1,671,727	\$ 0		06/24/2010		03/01/2016	06/07/2016	3/7/2016 Carol Carkins: E76 process complete.
04	Santa Clara	Santa Clara County	NHS	No	BRIDGE NO. 37C0081, CENTRAL EXPRESSWAY, OVER SAN TOMAS EXPWY, AT SAN TOMAS EXPWY. Bridge preventive maintenance. No added capacity.	5937(158)	\$ 101,677	\$ 101,677	\$ (0)		06/17/2010		12/14/2015	05/26/2015	12/28/2015 Carol Carkins: E76 process complete.
04	Santa Clara	Santa Clara County	Yes	No	BRIDGE NO. 37C0089, SAN ANTONIO VLY RD, OVER ISABEL CREEK, 8.3 MI E KINCAID RD. Replace existing one lane bridge with a two-lane bridge, 1/21/2011: Toll Credits programmed for PE, R/W and CON.	5937(176)	\$ 400,000	\$ 30,000	\$ 370,000		04/27/2011	11/13/2015		05/19/2016	12/1/2015 Carol Carkins: E76 process complete.
04	Santa Clara	Santa Clara County	No	No	BRIDGE NO. 37C0094, UVAS RD, OVER UVAS CREEK, 0.6 MI S/O CROY RD. Replace 2 lane bridge with new 2 lane bridge.	5937(123)	\$ 362,973	\$ 362,973	\$ -		06/03/2009	11/13/2015		05/19/2016	4/4/2016 Carol Carkins: E76 process complete.
04	Santa Clara	Santa Clara County	No	No	BRIDGE NO. 37C0095, UVAS RD, OVER LITTLE UVAS CREEK, 0.2 MI N/O CROY RD. Replace 2 lane bridge with new 2 lane bridge.	5937(124)	\$ 517,901	\$ 35,412	\$ 482,489		06/16/2009	04/11/2016		05/19/2016	4/18/2016 Carol Carkins: E76 process complete.
04	Santa Clara	Santa Clara County	No	No	BRIDGE NO. 37C0096, UVAS RD, OVER LLAGAS CREEK, 1.0 MI N/O OAK GLEN AV. Replace 2 lane bridge with new 2 lane bridge.	5937(106)	\$ 557,739	\$ -	\$ 557,739		11/16/2006	09/16/2015		05/25/2016	
04	Santa Clara	Los Altos	NHS	No	BRIDGE NO. 37C0115, FREMONT AVENUE, OVER PERMANENTE CREEK, NEAR FOOTHILL EXPWY. Project scope has changed to replacement since it is more cost effective. Existing 2-lane bridge will be replace with new 2-lane bridge.	5309(004)	\$ 730,915	\$ 730,915	\$ 0		09/10/2002		03/12/2015	03/08/2016	12/28/2015 Carol Carkins: E76 process complete.
04	Santa Clara	Santa Clara County	Yes	No	BRIDGE NO. 37C0172, NEW AVE, OVER RED FOX CREEK, 1.6 MI N LEAVESLY ROAD. Bridge Replacement 4/5/2010: Toll Credits programmed for PE & Con. 10/3/2011: Toll credits used for R/W. Replace two-lane with two-lane bridge.	5937(182)	\$ 250,000	\$ -	\$ 250,000		03/16/2012			05/19/2016	
04	Santa Clara	Santa Clara County	NHS	No	BRIDGE NO. 37C0182, CENTRAL EXPWY, OVER WOLFE ROAD, CENTRAL EXPRESSWAY. Bridge preventive maintenance. No added capacity.	5937(159)	\$ 32,048	\$ 32,048	\$ (0)		06/17/2010		12/14/2015	05/26/2015	12/28/2015 Carol Carkins: E76 process complete.
04	Santa Clara	Santa Clara County	NHS	No	BRIDGE NO. 37C0198, LAWRENCE EXPWY, OVER SP/UP FRENCH ST SANZENO, 0.25 MI SOUTH KIFER RD. Bridge preventive maintenance. No added capacity.	5937(160)	\$ 960,781	\$ 960,781	\$ (0)		06/24/2010		12/15/2015	05/26/2015	12/28/2015 Carol Carkins: E76 process complete.
04	Santa Clara	Sunnyvale	No	No	BRIDGE NO. 37C0254, MTN VIEW-ALVISO RD, OVER CALABAZAS CREEK, NEAR HWY 237. Replace 2 lane bridge with 2 lane bridge.	5213(040)	\$ 973,830	\$ -	\$ 973,830		09/01/2010			02/24/2016	7/1/2016 Eileen Crawford: Funds Reserved, waiting for transmittal to FHWA.

PMP Certification
July 7, 2016

Expired
Expiring within 60 days
Certified

* "Last Major Inspection" is the basis for certification and is indicative of the date the field inspection was completed.

County	Jurisdiction	Last Major Inspection*	Certified	P-TAP Cycle	Certification Expiration Date
Marin	Ross	8/31/2014	Yes	15	9/1/2016
Marin	San Anselmo	10/31/2014	Yes	15	11/1/2016
Marin	San Rafael	7/31/2014	Yes	17	8/1/2016
Marin	Sausalito	11/30/2014	Yes	15	12/1/2016
Marin	Tiburon	9/30/2015	Yes	16	10/1/2017
Napa	American Canyon	10/31/2013	Pending	17	4/30/2017
Napa	Calistoga	8/31/2014	Yes	17	9/1/2016
Napa	Napa	12/31/2013	Pending	17	4/30/2017
Napa	Napa County	10/31/2013	Pending	17	4/30/2017
Napa	St. Helena	8/31/2014	Yes	15	9/1/2016
Napa	Yountville*	8/31/2014	Yes	15	9/1/2017
San Francisco	San Francisco	4/30/2016	Yes	16	5/1/2018
San Mateo	Atherton	9/30/2014	Yes	17	10/1/2016
San Mateo	Belmont	11/30/2014	Yes	15	12/1/2016
San Mateo	Brisbane	8/31/2014	Yes	17	9/1/2016
San Mateo	Burlingame	1/31/2016	Yes	16	2/1/2018
San Mateo	Colma	9/30/2015	Yes	16	10/1/2017
San Mateo	Daly City	12/31/2014	Yes	17	1/1/2017
San Mateo	East Palo Alto	8/31/2013	Pending	17	4/30/2017
San Mateo	Foster City	8/31/2015	Yes	16	9/1/2017
San Mateo	Half Moon Bay	12/31/2015	Yes	16	1/1/2018
San Mateo	Hillsborough	9/30/2014	Yes	17	10/1/2016
San Mateo	Menlo Park	4/30/2016	Yes	16	5/1/2018
San Mateo	Millbrae	7/31/2014	Yes	15	8/1/2016
San Mateo	Pacifica	7/31/2015	Yes	16	8/1/2017
San Mateo	Portola Valley	9/30/2015	Yes	16	10/1/2017
San Mateo	Redwood City	12/31/2014	Yes	15	1/1/2017
San Mateo	San Bruno	6/30/2015	Yes	16	7/1/2017
San Mateo	San Carlos	8/31/2013	Pending	17	4/30/2017
San Mateo	San Mateo	11/30/2015	Yes	16	12/1/2017
San Mateo	San Mateo County	8/31/2013	Pending	17	4/30/2017
San Mateo	South San Francisco	10/31/2015	Yes	16	11/1/2017
San Mateo	Woodside	10/31/2013	Pending	17	4/30/2017
Santa Clara	Campbell	7/31/2015	Yes	16	8/1/2017
Santa Clara	Cupertino	8/31/2014	Yes	17	9/1/2016
Santa Clara	Gilroy	4/30/2015	Yes	17	5/1/2017
Santa Clara	Los Altos	7/31/2015	Yes	16	8/1/2017
Santa Clara	Los Altos Hills*	6/30/2014	Yes	15	7/1/2017
Santa Clara	Los Gatos	2/29/2016	Yes	16	3/1/2018
Santa Clara	Milpitas	8/31/2014	Yes	15	9/1/2016
Santa Clara	Monte Sereno	5/31/2013	Pending	17	4/30/2017
Santa Clara	Morgan Hill	8/31/2013	Pending	17	4/30/2017