C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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1:15 p.m., Thursday, June 21, 2018 San Mateo County Transit District Office 1 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 meeting (June):	Hoang	No materials
	 Approved – TFCA FYE 2019 Agreements w/ BAAQMD (\$1,141,094), Commute.org (\$600,000) and Samtrans (\$110,000) Approved – Amend. 1 w/ Samtrans for TFCA FYE 2017 for the Bike Racks on Buses project for a time extension to June 30, 2019 Approved – Appointments of Steven Machida (San Carlos) and Norm Dorais (Foster City) to the CMP TAC and Stormwater Committee Approved – Agreement w/ Commute.org for CRP funds in the amount of \$510,000 for FY 18/19 Approved – Grant Writing Technical Assist. Program (GW-TAP) for \$200,000 Approved – Contracts w/ GMA for \$49,130 and Grey-Bowen-Scott for \$39,000 for the GW-TAP Approved – Amend. 1 w/ LCA to provide Alternative Fuel Readiness Plan Outreach Support for \$40,000 for two years Approved – Contract w/ Iteris to provide Smart Corridor ITS Network Monitoring/Maintenance Support for \$112,306 for two years Approved – TDA Art. 3 time extensions to San Mateo and East Palo Alto projects Approved – Cycle 5 Lifeline Transportation Program for \$1,742,843 Approved – FYE 2019 Budget 		
3.	Approval of the minutes from April 19, 2018	Hoang	Page 1-2
4.	Receive Information on U.S. 101 Managed Lanes Toll Operations (Info)	Wong/Higaki	Powerpoint Presentation
5.	Review and recommend approval of funding for the "Optimizing Urban Traffic" in Menlo Park Pilot Project in the amount of \$236,700. (Action)	Hoang	Page 3-7
6.	Provide input on the framework for the update of the Land Use Impact Analysis Program and Transportation Demand Management (TDM) Measures (Action)	Muse	Page 8-20
7.	Regional Project and Funding Information (Information)	Lacap	Page 21-30
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.

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

	2018 TAC Roster and Attendance				
No.	Member	Agency	Jan	Feb	Apr
1	Jim Porter (Co-Chair)	San Mateo County Engineering		x	x
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	X	x	x
3	Robert Ovadia	Atherton Engineering	n/a	n/a	x
4	Afshin Oskoui	Belmont Engineering	X	x	x
5	Randy Breault	Brisbane Engineering			
6	Syed Murtuza	Burlingame Engineering		x	x
7	Sandy Wong	C/CAG		x	
8	Brad Donohue	Colma Engineering	X	x	x
9	John Fuller	Daly City Engineering		x	x
10	Tatum Mothershead	Daly City Planning	X	x	x
11	Norm Dorais	Foster City Engineering	n/a	n/a	n/a
12	Paul Willis	Hillsborough Engineering	X	x	x
13	Maz Bozorginia	Half Moon Bay Engineering	n/a	n/a	x
14	Justin Murphy	Menlo Park Engineering		x	x
15	Khee Lim	Millibrae Engineering	X		x
16	Van Ocampo	Pacifica Engineering	X	x	x
17	Jessica Manzi	Redwood City Engineering	X	x	x
18	Jimmy Tan	San Bruno Engineering	x		x
19	Steven Machida	San Carlos Engineering	n/a	n/a	n/a
20	Brad Underwood	San Mateo Engineering			x
21	Eunejune Kim	South San Francisco Engineering	x	x	
22	Billy Gross	South San Francisco Planning	X	x	
23	Sean Rose	Woodside Engineering	X	x	
24	tbd	MTC			
25	tbd	Caltrans			

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

April 19, 2018 MINUTES

The two hundred forty fourth (244th) 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. Vice Chair Porter called the meeting to order at 1:15 p.m. on Thursday, April 19, 2018.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Steven Machida – San Carlos' Justin Lovell – SSF; Richard Chiu – Daly City; Joel Slavit – TA; Jean Higaki, John Hoang, Sara Muse, Jeff Lacap - C/CAG; and other attendees not signed in.

- **1.** Public comment on items not on the agenda. None.
- 2. Issues from the last C/CAG Board meeting. None.
- **3.** Approval of the Minutes from February 15, 2018. Approved.
- 4. Receive a presentation on the South San Francisco Downtown Parking Study Justin Lovell from the City of South San Francisco presented on the completed project that included studying core, periphery and off-street parking covering 8 sites, 5-7 stories, 900 units, including 12,500+ sf of retail space. Findings were that the core space occupancies exceed 85% with the core spaces along Grand Ave and nearby side streets heavily used, high usage of permit lot spaces, and temporary loss of on-street spaces due to construction activities.

Comments included consideration for TDM and reduced parking for new developments.

5. Review and recommend approval of the project list for funding under the C/CAG and San Mateo County Transportation Authority Shuttle Program for FY 2018/2019 and FY 2019/2020

Joel Slavit, Manager for the San Mateo County Transportation Authority, presented on the Shuttle Program Call for Projects FY 2019/2020, providing a program overview, process for issuing call for projects, project review and evaluation criteria, and funding recommendations. A total of 35 shuttles were recommended for \$10 million of available funding.

Comments and questions were as follows:

Member Murtuza: We should have consistent standards since many new developments will have TDM requirements and will be providing more funding for alternative transportation including more shuttles. We don't want to go too far w/ our requirements but new development will be obligated to implement TDM programs.
 We need to regroup and understand how the TDM programs are working. More

coordination needed to make them more efficient. We can do this for new projects but existing developments may be getting a free ride.

- Member Oskoui: Developers have different TDM requirements that may or may not be for shuttles. We need consistent approaches. We shouldn't throw good money after bad.
- Brad Underwood: Are projects scored based on the benchmarks? We should look at whether we should continue funding shuttles that meet the benchmark. If we take all the bad shuttles out maybe we'll be undersubscribed. Maybe we should have criteria that prioritizes those remaining (that meet the benchmarks. [We already do this]) and those that rise to the funding level and the others drop off. Consider that each city has a different TDM requirement, which may or may not include shuttles.
- Member Manzi: We should increase the standards for private operated shuttles. If they're not meeting the standards they should pay more. We need to increase the % of the private match each year they're not meeting the standards.
- Member Willis: Do we have alternative fuel vehicles in the fleet? Is that part of the criteria? Answer is yes.
- 6. Review and recommend approval of funding for the "Optimizing Urban Traffic" in Menlo Park Pilot Project in the amount of \$236,700

John Hoang, Jennifer Thompson – Executive Director of Sustainable Silicon Valley (SSV), and Jose Iglesias SSV), presented on the proposed pilot project to moderate vehicle speed along Bayfront Expressway and Willow Road within the City of Menlo Park. The technology utilizes an Application (app) and builds on the new signal system deployed as part of the Smart Corridor.

Comments included concerns of sole-sourcing to one vendor, as well as cost, benefit, and expectation of the project. The item was continued and will be brought back at future meeting.

7. Review and recommend approval of projects to be funded by the Metropolitan Transportation Commission (MTC) under the Cycle 5 Lifeline Transportation Program Cycle 5 for a total amount of \$1,742,843

Jeff Lacap presented the Cycle 5 Lifeline projects.

There were no comments. Item passed.

8. Regional Project and Funding Information

Jeff Lacap presented information on the FHWA Policy for inactive projects, PMP Certification, Project Delivery (OBAG 2 Data Request, and other MTC/CTC/Caltrans/Fed Aid information, including the expected release of ATP Cycle 4 on May 17, 2018, and HSIP Cycle 9 in April/May 2018.

There were no comments.

9. Executive Director Report No report.

10. Member Reports

No report.

Meeting adjourned at 2:50 p.m.

C/CAG AGENDA REPORT

Date:	June 21, 2018
To:	Congestion Management Program Technical Advisory Committee (TAC)
From:	John Hoang
Subject:	Review and recommend approval of funding for the "Optimizing Urban Traffic" in Menlo Park Pilot Project in the amount of \$236,700.
	(For further information or questions contact John Hoang at 363-4105)

RECOMMENDATION

That the TAC review and recommend approval of funding for the "Optimizing Urban Traffic" in Menlo Park Pilot Project in the amount of \$236,700.

FISCAL IMPACT

\$236,700 (Total project cost is \$417,900)

SOURCE OF FUNDS

AB 1546 (\$4 Vehicle Registration Fee) – Regional Congestion Management

BACKGROUND

This item was presented to the CMP TAC on April 19, 2018. The Committee elected to continue the discussion at a future meeting.

Sustainable Silicon Valley (SSV), a non-profit organization that collaborates with companies, cities, counties, and research and educational institutions to addresses sustainability issues, along with the urban institute [ui!], a software consulting company specialized providing data driven "smart city" services, seeks to partner with C/CAG on the proposed "Optimizing Urban Traffic" "OUT" in Menlo Park project.

In January 2018, C/CAG was approached by SSV and [ui!] about implementing the proposed project in San Mateo County. Subsequent discussions between SSV, [ui!] along with Caltrans staff and the City of Menlo Park staff determined that there was interest from the agencies about deploying a pilot project within the City of Menlo Park along heavily congested corridors, specifically along the roadways with Smart Corridor equipment.

The project, OUT in Menlo Park, will deploy an innovative "Recommended Speed Assistance" application available for drivers traveling along the project vicinity of Marsh Road and Willow Road northeast of US 101 including Bayfront Expressway between Marsh Road and University Avenue in Menlo Park (see vicinity map below) with real-time recommendations on the optimal

speed to approach each traffic signal to minimize the total amount of stops at intersections. The project area includes nine (9) traffic signals.



Moderating vehicle speed will result in smoother traffic flow, safer driving speeds, and less idling time at intersections while waiting for the light to turn green, ultimately leading to increased safety for pedestrians, bicyclists, and drivers, in addition to resulting in a decreased carbon emissions and air pollution. The project will utilize some of the Smart Corridor equipment and infrastructure, specifically the new traffic signal control system, KITS (Kimley-Horn Integrated Transportation System).

The project involves three phases (Work Package) as described in more detail in the attached Pilot Project OUT in Menlo Park Scope Work, and will involve the partnerships of Caltrans, City of Menlo Park, C/CAG, SSV, and [ui!], as well as Kimley-Horn (KITS).

The total project cost is estimated to be \$417,900 with most of the funds provided by \$236,700 from C/CAG, in-kind match of \$176,200 from [ui!], and in-kind match of \$5,000 from SSV. Minimal staff resources from Caltrans and City of Menlo Park are also anticipated throughout the project.

ATTACHMENTS

- Draft Pilot Project Scope of Work

Pilot project

"OPTIMIZING URBAN TRAFFFIC" IN MENLO PARK

This document is the first draft of a project description. Its main purpose is to clarify the overall project scope and provide an <u>estimation of costs</u>.



Introduction

Background

The C/CAG sponsored San Mateo County Smart Corridor (Smart Corridor) project is a joint effort by C/CAG and the California Department of Transportation (Caltrans) to address traffic congestion on local streets and major state routes in San Mateo County. The operation, management, and maintenance of the street, highway and freeway network are within the jurisdictional responsibilities of several cities as well as the County, Caltrans, and transportation agencies.

The Smart Corridor implements Intelligent Transportation System (ITS) equipment such as an interconnected traffic signal system, close circuit television (CCTV) cameras, trailblazer/arterial dynamic message signs, and vehicle detection system deployed on predefined designated local streets and state routes provide local cities and Caltrans day-to-day traffic management capabilities in addressing recurrent traffic congestion as well as provide Caltrans capabilities for managing the system during non-recurring traffic congestion cause by diverted traffic due to major incidents on the freeway.

The Smart Corridor deployed the new traffic signal control system known as KITS (Kimley-Horn Integrated Transportation System). Deployment of the KITS includes hardware and software as well as uploading of the Smart Corridor incident response plans into the signal controllers. KITS is a proprietary signal system developed by Kimley-Horn.

Building on the Smart Corridor and expanding on the Arterial Management and Traveler Information aspects is desirable.

Proposal overview

The proposal covers three steps of measures that utilize the Smart Corridor infrastructure and adds more elements to optimize traffic flow in Menlo Park, applied to the part of the Menlo street network marked in the following figure (9 traffic lights):



Work package 1: Smartphone based Traffic Light Assistant (TLA) App

The Smart Corridor infrastructure currently does not have the ability to provide individual guidance to drivers, bike riders or pedestrians, however, with new and emerging communication and computer technologies, a new layer of traffic management can provide individual drivers or pedestrians with real-time traffic information via smartphone apps. Recent research and commercial projects are building on navigation systems that have been common for quite some time now to utilize real-time traffic information to further support the efficient movement of people through street networks.

The most important technology utilizing real-time traffic information is termed "traffic light assistance (TLA)." This gives individual drivers a prediction of the timing of a green light for each traffic light that they approach. Either available as a smartphone app or later integrated in the vehicles' dashboards, these TLA apps allow drivers to move more efficiently, with increased ease and peace of mind, while saving fuel. This is achieved by recommending an individually calculated speed based on the driver's distance to the signal and the signal's predicted phases, termed "GLOSA" or Green Light Optimized Speed Advisory.

C/CAG, Caltrans, and the City of Menlo Park seek to be at the forefront of this technology and serve as a national leader by partnering with Urban Integrated to develop a "Recommended Speed Assistance" app for the test area. The app will be based on Urban Integrated's preexisting suite of technology that includes [ui!] UrbanPulse, [ui!] TRAFFIC, and [ui!] ECOMAT.

The benefits provided by the TLA App service are:

- It helps drivers ride efficiently, relax, save fuel
- Finally, if enough drivers are equipped, it results in smoother traffic, less noise, reduced air pollution

• It is the base to provide signal data to automotives and their ADAS systems

The proposed TLA App will be offered as a PoC for a pre-defined test community. The PoC will provide evidence on the quality of the provided data from the ITS and if this allows for the intended service. The pilot phase should be up to twelve months to determine if a productive version of the TLA App should be made available to the public. During the pilot phase, we will verify and negotiate the service level agreement that the ITS have to provide.

Work package 2 (Add-On to WP 1): Dashboard showing specific network indicators

Based on the platform and services implemented for the Traffic Light Assistant App, specific intelligence and dashboards can be added, to provide deep real-time knowledge about traffic in the signalized street network of Menlo park. The Output of this system covers estimations of capacity and other indicators that can only be provided by combining sensor data from the Smart Corridor System with moving data from vehicles in the network (FCD - Floating Car Data), an will be visualized in specifically designed dashboards. Benefits will be:

- Knowledge about degree of saturation at all signals, risk of breakdown of traffic
- Incidents / blockings at traffic lights etc.
- The information allows to trigger management actions in the KITS system during normal and irregular traffic operation situations
- It fully utilizes the existing types of sensors, traffic signals and the potential of the KITS traffic management system in the area of the City of Menlo Park to optimize urban traffic

The dashboard will be based on [ui!] COCKPIT and [ui!] UrbanPulse. We assume to receive the data stream at the expected quality as defined in Work package 1.

Work package 3 (Add-On to WP 2): Specific services and apps

Having all relevant data processed, additional services for citizens and specific interest groups can be implemented easily:

A "Citizen app" can be established that provides relevant traffic information as open data, to inform Menlo Park citizens about traffic and to raise their awareness about their responsibility with regard to traffic in their city.

Dedicated services for companies located in Menlo Park can be designed and offered, either to support their commuters or to help them improve their logistic activities in the community area. These services should be discussed individually withe possible companies in workshop processes.

The outcome of Work package 3 is a consumption model, which allows third parties to use the data either via an App or as a smart service to be consumed by other systems such as logistics and routing systems or navigation systems, to name some examples.

C/CAG AGENDA REPORT

Date:	June 21, 2018
To:	Congestion Management Program Technical Advisory Committee (TAC)
From:	Sara Muse
Subject:	Provide input on the framework for the update of the Land Use Impact Analysis Program and Transportation Demand Management (TDM) Measures
	(For further information or questions, contact Sara Muse at 650-599-1460)

RECOMMENDATION

That the Congestion Management Program TAC provide input on the framework for the update of the Land Use Impact Analysis Program and Transportation Demand Management (TDM) Measures.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A.

BACKGROUND

The Land Use Impact Analysis Program Policy was adopted in 2000 (updated in FY 2004/05) and is included in Appendix I of the 2017 Congestion Management Program (CMP). The policy, attached, provides guidelines for analyzing the impact of land use decisions made by local jurisdictions in San Mateo County. The purpose of the policy is to preserve acceptable performance on the CMP network, and to establish community standards for consistent system-wide transportation review. The policy is implemented during the environmental review process and applies to developments that generate more than 100 peak hour trips on the CMP roadway network. Developers can either reduce the scope of their project, build adequate roadway and/or transit improvements, contribute to a special fund for improvements, or require the developer and all subsequent tenants to implement TDM programs to mitigate new peak hour trips.

Staff plans to update the existing Land Use Impact Analysis Program to reflect current TDM best practices, provide updated performance targets, and standardize an annual survey, monitoring and reporting requirements. There are many changes that have occurred since the policy was adopted in 2000, including car-share, ride-hailing, bike share systems, increased complexity in work schedules, and more.

Land Use Impact Analysis Program Update Framework

The objective of the Land Use Impact Analysis Program update is to develop a TDM Plan for San Mateo County that identifies TDM strategies and programs that increase the efficiency of the transportation system through alternative modes of travel. The update will, in part, focus on aligning the framework with goals laid out in the CMP.

The proposed framework for updating the program includes the following:

- 1. **Best Practices Review** Examine current state of TDM planning and implementation in the region, identify best practices and opportunities for improvement and expansion of TDM programs at the county and community levels, and build an understanding of the impacts and opportunities provided by new mobility and technology innovations.
- 2. Established Approach Prepare an approach to update/revise the Policy, which may include but is not limited to, updated goals and objectives, performance targets, revised point system, trip reduction, or mode-shift targets.
- 3. **Stakeholder Meetings** Hold 2-3 stakeholder meetings over the course of the project to review and provide feedback on the program update. The composition of the stakeholder group is currently being developed.
- 4. **Program Update** Based on established approach and feedback from stakeholders, update the Land Use Impact Analysis Program to possibly include update goals and objectives, defined performance targets, and practical monitoring and reporting requirements, including standardized annual surveys.

ATTACHMENTS

1. Land Use Impact Analysis Program, CMP Appendix I

<u>GUIDELINES FOR IMPLEMENTING THE LAND USE COMPONENT OF THE</u> <u>CONGESTION MANAGEMENT PROGRAM</u>

All land use changes or new developments that require a negative declaration or an Environmental Impact Report (EIR) and that are projected to generate a net (subtracting existing uses that are currently active) 100 or more trips per hour at any time during the a.m. or p.m. peak hour period, <u>must</u> be reported to C/CAG within ten days of completion of the initial study prepared under the California Environmental Quality Act (CEQA). Peak period includes 6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. **Peak hour is defined as the hour when heaviest daily traffic volume occurs and generally occurs during morning and afternoon commute times. Traffic counts are obtained during AM and PM peak periods and the volume from the heaviest hour of AM or PM traffic is used to define peak hour for those time periods. The highest number of net trips resulting from AM or PM peak hour will be used. Net trips are calculated by subtracting trips for existing uses from those generated by the new project.** Although projects that generate less than 100 peak hour trips are not subject to these guidelines, local jurisdictions are strongly encouraged to apply them to all projects, particularly where the jurisdiction has determined that the impacts of the project will have an adverse effect on traffic in that jurisdiction.

These guidelines are not intended to establish a Countywide **threshold** of significance of 100 peak hour trips for CEQA purposes. The determination of what level of traffic results in a significant impact is left in the first instance to the local jurisdiction. These guidelines do contemplate, however, that all trips resulting from projects that are reviewed by C/CAG and fall under these guidelines will be mitigated, whether or not it rises to a level of significance under CEQA.

Local jurisdictions must ensure that the developer and/or tenants will reduce the demand for all new peak hour trips (including the first 100 trips) projected to be generated by the development. The local jurisdiction can select one or more of the options that follow or may propose other methods for mitigating the trips. It is up to the local jurisdiction working together with the project sponsor to choose the method(s) that will be compatible with the intended purpose of the project and the community that it will serve. The options identified in these guidelines are not intended to limit choices. Local jurisdictions are encouraged to be creative in developing options that meet local needs while accomplishing the goal of mitigating new peak hour trips. The additional measures that are not specifically included in these guidelines should be offered for review by C/CAG staff in advance of approving the project. Appeals to the decisions by C/CAG staff will be taken to the full C/CAG Board for consideration.

The Congestion Management Program roadway network includes all state highways and selected principal arterials. When considering land use projects, local jurisdictions may either require that mitigation for impacts to the Congestion Management Program roadway network be finally determined and imposed as a condition of approval of the project, or may conditionally approve such project, conditioned on compliance with the requirements to mitigate the impacts to the Congestion Management Program roadway network. In those instances where conditional approval is given, a building permit may not be issued for the project until the required mitigation is determined and subsequently imposed on the project.

Some of the choices for local jurisdictions include:

- 1. Reduce the scope of the project so that it will generate less than 100 net peak hour trips.
- 2. Build adequate roadway and/or transit improvements so that the added peak hour trips will have no measurable impact on the Congestion Management Program roadway network.
- 3. If a local jurisdiction currently collects traffic mitigation fees, any portion of the fees that are used to mitigate the impacts of the project's traffic on the Congestion Management Program roadway network will count as a credit toward the reduction in the demand for trips required under the Congestion Management Program. The developer may also contribute a one-time only payment of \$20,000 per peak hour trip (including the first 100 trips) to a special fund for the implementation of appropriate transportation demand management system measures at that development. These funds will be used to implement transportation demand management programs that serve the development making the contribution.
- Require the developer and all subsequent tenants to implement Transportation Demand 4. Management programs that have the capacity to fully reduce the demand for new peak hour trips. The developer/tenants will not be held responsible for the extent to which these programs are actually used. The developer shall pay for a monitoring program for the first three years of the development. The purpose of the monitoring program is to assess the compliance of the project with the final TDM plan. The following is a list of acceptable programs and the equivalent number of trips that will be credited as reduced. Programs can be mixed and matched so long as the total mitigated trips is equal to or greater than the new peak hour trips generated by the project. These programs, once implemented, must be on going for the occupied life of the development. Programs may be substituted with prior approval of C/CAG, so long as the number of mitigated trips is not reduced. Additional measures may be proposed to C/CAG for consideration. Also there may be special circumstances that warrant a different amount of credit for certain measures. For example, a developer may elect to contract with the Alliance or another provider of TDM services to meet this requirement. These situations can also be submitted to C/CAG in advance for consideration. It is up to each local jurisdiction to use its best judgment to determine the extent to which certain measures are "reasonable and effective." For example, there will be a point where additional showers will not result in more people riding bicycles or walking to work.
- 5. Adopt Congestion Management Program guidelines for projects within its jurisdiction and submit those guidelines for approval by C/CAG. The local jurisdiction would then apply these guidelines to the appropriate level of project and provide an annual report describing affected projects and guidelines applied. C/CAG would review the jurisdiction's efforts on an annual basis and could require amendments to the jurisdiction's guidelines if the jurisdiction's guidelines were not meeting Congestion Management Program goals.

- 6. Adopt the C/CAG guidelines for application to the appropriate level of project in the jurisdiction, and submit an annual report describing affected projects and guidelines applied. C/CAG would review the jurisdiction's efforts on an annual basis and could require amendments to the jurisdiction's guidelines if the jurisdiction's guidelines were not meeting Congestion Management Program goals.
- 7. Negotiate with C/CAG staff for other acceptable ways to mitigate the trips for specific developments on a case-by-case basis.
- 8. C/CAG recognizes that for retail or special uses appropriate TDM measures may be difficult to implement. Please contact C/CAG to develop appropriate measures for these types of projects.

<u>Transportation</u> <u>Demand</u> <u>Management</u> <u>Measure</u>	Number of Trips Credited	<u>Rationale</u>
Secure bicycle storage	One peak hour trip will be credited for every 3 new bike lockers/racks installed and maintained. Lockers/racks must be installed within 100 feet of the building.	Experience has shown that bicycle commuters will average using this mode one- third of the time, especially during warmer summer months.
Showers and changing rooms.	Ten peak hour trips will be credited for each new combination shower and changing room installed. An additional 5 peak hour trips will be credited when installed in combination with at least 5 bike lockers	10 to 1 ratio based on cost to build and the likelihood that bicycle utilization will increase.
Operation of a dedicated shuttle service during the peak period to a rail station or an urban residential area.	One peak hour trip will be credited for each peak-hour round trip seat on the shuttle. Increases to two trips if a Guaranteed Ride Home Program is also in place.	Yields a one-to-one ratio (one seat in a shuttle equals one auto trip reduced); utilization increases when a guaranteed ride home program is also made available.
Alternatively the development could buy into a shuttle consortium.	Five additional trips will be credited if the shuttle stops at a child-care facility enroute to/from the worksite.	made avanable.

Charging employees for parking.	Two peak hour trips will be credited for each parking spot charged out at \$20 per month for one year. Money shall be used for TDM measures such as shuttles or subsidized transit tickets.	Yields a two -to-one ratio
Subsidizing transit tickets for employees.	One peak hour trip will be credited for each transit pass that is subsidized at least \$20 per month for one year.	Yields a one-to-one ratio (one transit pass equals one auto trip reduced).
	One additional trip will be credited if the subsidy is increased to \$75 for parents using transit to take a child to childcare enroute to work.	
Subsidizing pedestrians/bicyclists who commute to work.	One peak hour trip will be credited for each employee that is subsidized at least \$20 per month for one year.	Yields a one-to-one ratio (One pedestrian/bicyclist equals one auto trip reduced.
Creation of preferential parking for carpoolers.	Two peak hour trips will be credited for each parking spot reserved.	Yields a two-to-one ratio (one reserved parking spot equals a minimum of two auto trips reduced).
Creation of preferential parking for vanpoolers.	Seven peak hour trips will be credited for each parking spot reserved.	Yields a seven-to-one ratio (one reserved parking spot equals a minimum of seven auto trips reduced).
Implementation of a vanpool program.	Seven peak hour trips will be credited for each vanpool arranged by a specific program operated at the site of the development. Increases to ten trips if a Guaranteed Ride Home Program is also in place.	The average van capacity is seven.

Operation of a commute assistance center, offering on site, one stop shopping for transit and commute alternatives information, preferably staffed with a live person to assist building tenants with trip planning.	One peak hour trip will be credited for each feature added to the information center; and an additional one peak hour trip will be credited for each hour the center is staffed with a live person, up to 20 trips per each 200 tenants. Possible features may include: Transit information brochure rack Computer kiosk connected to Internet Telephone (with commute and transit information numbers) Desk and chairs (for personalized trip planning) On-site transit ticket sales Implementation of flexible work hour schedules that allow transit riders to be 15-30 minutes late or early (due to problems with transit or vanpool). Quarterly educational programs to support commute alternatives	This is based on staff's best estimate. Short of there being major disincentives to driving, having an on site TDM program offering commute assistance is fundamental to an effective TDM program.
Survey Employees to examine use and best practices.	Three peak hour trips will be credited for a survey developed to be administered twice yearly	This is based on staff's best estimate with the goal of finding best practices to achieve the mode shift goal.
Implementation of a parking cash out program.	One peak hour trip will be credited for each parking spot where the employee is offered a cash payment in return for not using parking at the employment site.	Yields a one-to-one ratio (one cashed out parking spot equals one auto trip reduced.

Implementation of ramp metering.	Three hundred peak hour trips will be credited if the local jurisdiction in cooperation with CalTrans, installs and turns on ramp metering lights during the peak hours at the highway entrance ramp closest to the development.	This is a very difficult and costly measure to implement and the reward must be significant.
Installation of high bandwidth connections in employees' homes to the Internet to facilitate home telecommuting	One peak hour trip will be credited for every three connections installed. This measure is not available as credit for a residential development.	Yields a one-to- three ratio.
Installation of video conferencing centers that are available for use by the tenants of the facility.	Five peak hour trips will be credited for a center installed at the facility.	This is based on staff's best estimate.
Implementation of a compressed workweek program.	One peak hour trip will be credited for every 5 employees that are offered the opportunity to work four compressed days per week.	The workweek will be compressed into 4 days; therefore the individual will not be commuting on the 5 th day.
Flextime: Implementation of an alternate hours workweek program.	One peak hour trip will be credited for each employee that is offered the opportunity to work staggered work hours. Those hours can be a set shift set by the employer or can be individually determined by the employee.	This is based on staff's best estimate.
Provision of assistance to employees so they can live close to work.	If an employer develops and offers a program to help employees find acceptable residences within five miles of the employment site, a credit of one trip will be given for each slot in the program.	This assumes that a five-mile trip will generally not involve travel on the freeways.

Implementation of a program that gives preference to hiring local residents at the new development site.	One peak hour trip will be credited for each employment opportunity reserved for employees recruited and hired from within five miles of the employment site.	This assumes that a five-mile trip will generally not involve travel on the freeways.
Provision of on-site amenities/accommodat ions that encourage people to stay on site during the workday, making it easier for workers to leave their automobiles at home.	Five peak hour trips will be credited for each feature added to the job site. Possible features may include: banking grocery shopping clothes cleaning exercise facilities child care center	This is based on staff's best estimate.
Provide use of motor vehicles to employees who use alternate commute methods so they can have access to vehicles during breaks for personal use.	Five peak hour trips will be credited for each vehicle provided.	This is based on staff's best estimate.
Provide use of bicycles to employees who use alternate commute methods so they can have access to bicycles during breaks for personal use.	One peak hour trip will be credited for every four bicycles provided.	This is based on staff's best estimate.
Provision of child care services as a part of the development	One trip will be credited for every two child care slots at the job site. This amount increases to one trip for each slot if the child care service accepts multiple age groups (infants=0-2yrs, preschool=3&4 yrs, school-age=5 to 13 yrs).	This is based on staff's best estimate.

Developer/property owner may join an employer group to expand available child care within 5 miles of the job site or may provide this service independently	One trip will be credited for each new child care center slot created either directly by an employer group, by the developer/property owner, or by an outside provider if an agreement has been developed with the developer/property owner that makes the child care accessible to the workers at the development.	This is based on staff's best estimate.
Join the Alliance's guaranteed ride home program.	Two peak hour trips will be credited for every 2 slots purchased in the program.	Experience shows that when a Guaranteed Ride Home Program is added to a TDM program, average ridership increases by about 50%.
Combine any ten of these elements and receive an additional credit for five peak hour trips.	Five peak hour trips will be credited.	Experience has shown that offering multiple and complementary TDM components can magnify the impact of the overall program.
Work with the Alliance to develop/ implement a Transportation Action Plan.	Ten peak hour trips will be credited.	This is based on staff's best estimate.
The developer can provide a cash legacy after the development is complete and designate an entity to implement any (or more than one) of the previous measures before day one of occupancy.	Peak hour trip reduction credits will accrue as if the developer was directly implementing the items.	Credits accrue depending on what the funds are used for.
Encourage infill development.	Two percent of all peak hour trips will be credited for each infill development.	Generally acceptable TDM practices (based on research of TDM practices around the nation and reported on the Internet).

Encourage shared parking.	Five peak hour trips will be credited for an agreement with an existing development to share existing parking.	Generally acceptable TDM practices (based on research of TDM practices around the nation and reported on the Internet).
Participate in/create/sponsor a Transportation Management Association.	Five peak hour trips will be credited.	Generally acceptable TDM practices (based on research of TDM practices around the nation and reported on the Internet).
Coordinate Transportation Demand Management programs with existing developments/ employers.	Five peak hour trips will be credited.	This is based on staff's best estimate.
For employers with multiple job sites, institute a proximate commuting program that allows employees at one location to transfer/trade with employees in another location that is closer to their home.	One peak hour trip will be credited for each opportunity created.	Yields a one-to-one ratio.
Pay for parking at park and ride lots or transit stations.	One peak hour trip will be credited for each spot purchased.	Yields a one-to-one ratio.

Additional Measures for Residential Developments

Develop schools, convenience shopping, recreation facilities, and child care centers in new subdivisions.	Five peak hour trips will be credited for each facility included.	This is based on staff's best estimate.
Provision of child care services at the residential development and/or at a nearby transit center	One trip will be credited for every two child care slots at the develop- ment/transit center. This amount increases to one trip for each slot if the child care service accepts multiple age groups (infants, preschool, school-age).	This is based on staff's best estimate.
Make roads and streets more pedestrian and bicycle friendly.	Five peak hour trips will be credited for each facility included.	This is based on staff's best estimate.
Revise zoning to limit undesirable impacts (noise, smells, and traffic) instead of limiting broad categories of activities.	Five peak hour trips will be credited.	This is based on staff's best estimate.
Create connections for non-motorized travel, such as trails that link dead-end streets.	Five peak hour trips will be credited for each connection make.	This is based on staff's best estimate.
Create alternative transportation modes for travel within the development and to downtown areas - bicycles, scooters, electric carts, wagons, shuttles, etc.	One peak hour trip will be credited for each on-going opportunity created (i.e. five bicycles/ scooters/wagons = five trips, two- seat carts = two trips, seven passenger shuttle = seven trips).	This is based on staff's best estimate.
Design streets/roads that encourage pedestrian and bicycle access and discourage automobile access.	Five trips will be credited for each design element.	This is based on staff's best estimate.
Install and maintain	Five trips will be credited for each	This is based on staff's best

alternative transportation kiosks.	kiosk.	estimate.
Install/maintain safety and security systems for pedestrians and bicyclists.	Five trips will be credited for each measure implemented.	This is based on staff's best estimate.
Implement jitneys/ vanpools from residential areas to downtowns and transit centers.	One trip will be credited for each seat created.	Yields a one-to-one ratio.
Locate residential development within one-third mile of a fixed rail passenger station.	All trips from a residential development within one-third mile of a fixed rail passenger station will be considered credited due to the location of the development.	This is based on staff's best estimate.

The local jurisdiction must also agree to maintain data available for monitoring by C/CAG, that supports the on-going compliance with the agreed to trip reduction measures.

C/CAG AGENDA REPORT

Date:	June 21, 2018
To:	C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC)
From:	Jeff Lacap, Transportation Programs Specialist
Subject:	Regional Project and Funding Information
	(For further information, contact Jeff Lacap at 650-599-1455 or jlacap@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 from 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

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). The current inactive list is attached (Attachment 1). Project sponsors are requested to visit the Caltrans site regularly for updated project status at: <u>http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm</u>

The inactive rate for California in Q2 2018 was 1.9%. Sponsors must continue to do their part to keep this below 2%. Please continue to send in your invoices in a timely matter to Caltrans or let them know of any unanticipated delays to your project.

Pavement Management Program (PMP) Certification

The current PMP certification status listing is attached (Attachment 2). Jurisdictions without a current PMP certification are not eligible to receive regional funds for local streets rehabilitation and will have projects removed from MTC's obligation plans until their PMP certification is in good standing. Contact Christina Hohorst, PTAP Manager, at (415) 778-5269 or chohorst@mtc.ca.gov if you need to update your certification.

Miscellaneous MTC/CTC/Caltrans Federal Aid Announcements

Proposed MTC Annual Obligation Plan Requirements for FY 2018-19

The OBAG 2 obligation status report is attached for your reference (Attachment 3). Under new requirements from MTC, project sponsors wishing to deliver their OBAG STP/CMAQ funded projects in FY 2018-19 must have their Single Point of Contact (SPOC) contact C/CAG Staff (jacap@smcgov.org) and MTC Staff (jsaelee@bayareametro.gov) by Friday, August 31 to have their project added to the FY 2018-19 Annual Obligation plan.

To have your project be programmed into the FY18-19 Annual Obligation Plan, the following is required:

Project sponsors required to deliver a complete, funding obligation Request for Authorization (RFA) package to Caltrans Local Assistance by November 1, 2018 for this upcoming fiscal year. Funds that do not meet the obligation deadline (ie. E-76 must be in hand) of January 31, 2019 are subject to re-programming by MTC. Project sponsors can track the E-76 status of their projects at: http://www.dot.ca.gov/hq/LocalPrograms/E-76-status.php.

Highway Bridge Program (HBP) Training for Local Agencies

Caltrans District 4 is hosting a training session on the Highway Bridge Program on Wednesday July 25, 2018. The session will cover recent policy changes, project prioritization, and everything else bridge related. The last day to sign up is Friday, July 13. Please see Attachment 4 for more information.

ATP Cycle 4

The CTC adopted the ATP Cycle 4 guidelines on May 17, 2018. Applications are due on July 31, 2018.

The Cycle 4 Call for Projects is expected to include about \$37 million is through the regional ATP and \$217 million through the statewide ATP. The funding/programming years are expected to include FY2019-20, FY2020-21, FY2021-22 and FY2022-23 funding years. More information, including guidelines and applications, can be found on the CTC website: <u>http://www.catc.ca.gov/programs/atp/</u>

Local Highway Safety Improvement Program (HSIP) Cycle 9

The Caltrans Local Highway Safety Improvement Program (HSIP) Cycle 9 call for projects is now open. A webinar was held on Wednesday, May 16, 2018 and the presentation is available on the Caltrans website. The application submittal deadline is August 31, 2018. The call for projects is expected to include about \$140 million in HSIP funding with a maximum of \$10 million per agency. See Attachment 5. More information can be found on the Caltrans website: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_nowHSIP.htm

BUILD Transportation Program

The U.S. Department of Transportation (DOT) has published a Notice of Funding Opportunity (NOFO) to apply for \$1.5 billion in discretionary grant funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program. BUILD Transportation grants replace the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. Applications are due by 8:00 PM EDT on July 19, 2018. More information can be found on the US DOT website: https://www.transportation.gov/BUILDgrants

SB 1 Planning Grants

Caltrans is in the process of developing grant guides for FY 2019-20 Senate Bill (SB) 1 Planning Grants. The grants are to encourage local and regional planning that further state goals, including, but not limited to, the goals and best practices cited in the regional transportation plan guidelines adopted by the California Transportation Commission. Final grant guides are anticipated for release in late August, and applications will be due in late October 2018. More information can be found on the Caltrans website: <u>http://www.dot.ca.gov/hq/tpp/grants.html</u>

ATTACHMENTS

- 1. Caltrans Inactive Obligation Project List for San Mateo County as of June 7, 2018
- 2. MTC's PMP Certification Status of Agencies within San Mateo County as of June 11, 2018
- 3. OBAG 2 Obligation Status Report
- 4. Caltrans District 4 Highway Bridge Program (HBP) Training for Local Agencies Announcement
- 5. HSIP Cycle 9 Announcement

ted on 06/07/2018

Project No.	Status	Agency Action Required	State Project No	Prefix	District	County	Agency	Description	Latest Date	Authorizatio n Date	Last Expenditure Date	Last Action Date	Program Codes	Total Cost	Federal Funds	Expenditure Amount	Unexpended Balance
5935075	Inactive	Invoice returned to agency. Contact DLAE.	0417000250L	ATPLNI	4	SM	San Mateo County	SAN MATEO COUNTY: COUNTYWIDE INCLUDING THE UNINCORPORATED AREAS. PROMOTE SAFE AND ACTIVE TRANSPORTATION TO AND FROM SCHOOL	6/15/2017	6/15/2017		6/15/2017	Z301	\$4,036,000.00	\$900,000.00	\$0.00	\$900,000.00
5177037	Inactive	Invoice under review by Caltrans. Monitor for progress.	0417000117L	ATPL	4	SM	South San Francisco	LINDEN AVE FROM CALIFORNIA AVE TO MILLER AVE AND ON SPRUCE AVE FROM MAPLE AVE TO LUX AVE PEDESTRIAN IMPROVEMENTS	4/20/2017	4/20/2017		4/20/2017	M300	\$175,082.00	\$155,000.00	\$0.00	\$155,000.00
5177033	Future	Submit invoice to District by 08/20/2018	0414000209L	CML	4	SM	South San Francisco	EL CAMINO REAL (SR82: PM20.6-20.9) DR CHESTNUT TO ARROYO AVE IMPROVE PED. CROSSINGS, BULB OUT, ADA RAMPS	9/19/2017	1/31/2014	9/19/2017	9/19/2017	Z003,M003	\$1,596,000.00	\$1,000,000.00	\$150,000.00	\$850,000.00
5935062	Future	Submit invoice to District by 08/20/2018	0412000411L	BPMP	4	SM	San Mateo County	UNINCORPORATED AREAS OF SAN MATEO COUNTY NEAR MENLO PARK, SAN GREGORIO & PESCADARO CREEK BRIDGE PREVENTATIVE MAINTENANCE BRIDE#35C0017 & #35C0016	8/25/2017	3/16/2012	8/25/2017	8/25/2017	Z001,M24E,L1C E	\$407,802.00	\$361,027.00	\$142,551.00	\$218,476.00
5102042	Future	Invoice returned to agency. Resubmit to District by 08/20/2018	0413000451L	CML	4	SM	San Mateo	VARIOUS LOCATIONS SOUTH OF CYPRESS AVE, PEDESTRIAN IMPROVEMENTS	8/25/2017	6/19/2013	8/25/2017	8/25/2017	M400,M0E3,M 03E	\$1,680,514.00	\$1,339,924.00	\$1,125,730.62	\$214,193.38
5333017	Future	Submit invoice to District by 08/20/2018	0417000338L	BRLS	4	SM	Woodside	OLD LA HONDA ROAD OVER DRAINAGE SWALE: 0.1 WEST OF PORTOLA RD (BR # 35C0190) BRIDGE REPLACEMENT	7/28/2017	7/28/2017		7/28/2017	Z001	\$225,000.00	\$199,193.00	\$0.00	\$199,193.00
5029034	Future	Submit invoice to District by 08/20/2018	0415000314L	STPL	4	SM	Redwood City	REDWOOD CITY DOWNTOWN, PLANNING STUDY OF SEQUOIA STATION AND STREETCAR	8/17/2017	4/17/2015	8/17/2017	8/17/2017	M23E	\$508,302.00	\$450,000.00	\$280,499.85	\$169,500.15
5177031	Future	Final invoice under review by Caltrans. Monitor for progress.	0413000172L	HSIPL	4	SM	South San Francisco	MISSION RD AND EVERGREEN, INSTALL TRAFFIC SIGNALS	8/22/2017	7/22/2013	8/22/2017	8/22/2017	MS3E,MS30	\$457,800.00	\$310,000.00	\$258,469.55	\$51,530.45

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Project No.	Status	Agency Action Required	State Project No	Prefix	District	County	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Program Codes	Total Cost	Federal Funds	Expenditure Amount	Unexpended Balance
5333014	Inactive	Invoice under review by Caltrans. Monitor for progress.	0412000122L	BHLS	4	SM	Woodside	KINGS MOUNTAIN RD OVER WEST UNION CREEK; 0.05 MI EAST OF TRIPP RD, BRIDGE REHABILITATION	5/2/2017	3/16/2012	5/2/2017	5/2/2017	L1CE	\$135,090.00	\$119,595.00	\$89,663.25	\$29,931.75
5333013	Inactive	Carry over project. Invoice under review by Caltrans. Monitor for progress.	0412000121L	BHLS	4	SM	Woodside	MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION	3/21/2017	3/16/2012	3/21/2017	3/21/2017	L1CE	\$107,428.00	\$95,106.00	\$84,530.46	\$10,575.54
5029024	Future	Submit invoice to District by 08/20/2018	0400021045L- N	BPMP	4	SM	Redwood City	BRIDGE PARKWAY OVER MARINE WORLD LAGOON, PREVENTATIVE MAINTENANCE	8/2/2017	4/13/2011	8/2/2017	8/2/2017	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94
5029025	Future	Submit invoice to District by 08/20/2018	0400021046L- N	BPMP	4	SM	Redwood City	BRIDGE PARKWAY(RIGHT) OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PARKWAY, PREVENTATIVE MAINTENANCE	8/2/2017	4/13/2011	8/2/2017	8/2/2017	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94
5029032	Future	Submit invoice to District by 08/20/2018	0414000103L	BPMP	4	SM	Redwood City	MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK, BRIDGE PREVENTATIVE MAINTENANCE	8/3/2017	3/21/2014	8/3/2017	8/3/2017	M240	\$26,250.00	\$23,239.00	\$562.24	\$22,676.76



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

		Last Major		P-TAP	Certification Expiration
County	Jurisdiction	Inspection*	Certified	Cycle	Date
San Mateo	Atherton	8/31/2016	Yes	19	9/1/2018
San Mateo	Belmont	8/30/2017	Yes	18	9/1/2019
San Mateo	Brisbane	7/31/2016	Yes	19	8/1/2018
San Mateo	Burlingame	1/31/2016	Pending	19	4/30/2019
San Mateo	Colma	8/31/2017	Yes	18	9/1/2019
San Mateo	Daly City	1/31/2017	Yes	17	2/1/2019
San Mateo	East Palo Alto	8/31/2016	Yes	19	9/1/2018
San Mateo	Foster City	2/28/2018	Yes	18	3/1/2020
San Mateo	Half Moon Bay*	12/31/2015	Yes	16	1/1/2019
San Mateo	Hillsborough	9/30/2016	Yes	19	10/1/2018
San Mateo	Menlo Park	4/30/2016	Pending	19	4/30/2019
San Mateo	Millbrae	8/31/2017	Yes	18	9/1/2019
San Mateo	Pacifica	7/31/2015	Yes	19	8/1/2018
San Mateo	Portola Valley	9/30/2015	Pending	19	4/30/2019
San Mateo	Redwood City	12/31/2014	Yes	19	4/30/2019
San Mateo	San Bruno	9/30/2017	Yes	18	10/31/2019
San Mateo	San Carlos	8/31/2016	Yes	17	9/1/2018
San Mateo	San Mateo	11/31/17	Yes	18	12/1/2019
San Mateo	San Mateo County	8/31/2016	Yes	17	9/1/2018
San Mateo	South San Francisco	9/1/2017	Yes	18	9/1/2019
San Mateo	Woodside	10/31/2016	Yes	19	11/1/2018

(*) Indicates One-Year Extension. Note: PTAP awardees are ineligible for a one-year extension during the cycle awarded.

(^) Indicates previous P-TAP awardee, but hasn't fulfilled requirement; must submit certification prior to updating to current P-TAP award status.

Note: Updated report is posted monthly to: http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx

Sponsor	Project Namo	חו פוד	Phase	Fund Code	2017-2018		2018-2019		2019-2020		2020-2021		2021-	2022
oponsor		טו יווי	Filase	Fund Code	CMAQ	STP	CMAQ	STP	CMAQ	STP	CMAQ	STP	CMAQ	STP
Atherton	Atherton - Middlefield Road Class II Bike Lanes	SM-170018	CON	CMAQ-T5-OBAG2-CO					\$251,000					
Belmont	Belmont Pavement Preservation	SM-170043	CON	STP-T5-OBAG2-CO										\$467,000
Belmont	Ralston Avenue Corridor Segment 3	SM-170042	CON	CMAQ-T5-OBAG2-CO							\$1,000,000			
Brisbane	Brisbane - Tunnel Ave Rehabilitation	SM-170019	CON	STP-T5-OBAG2-CO				\$137,000						
Brisbane	Crocker Trail Commuter Connectivity Upgrades	SM-170041	CON	STP-T5-OBAG2-CO										\$885,000
Burlingame	Burlingame Street Resurfacing	SM-170021	CON	STP-T5-OBAG2-CO						\$571,000				
Burlingame	Burlingame: Broadway PDA Lighting Improvements	SM-170020	CON	CMAQ-T5-OBAG2-CO					\$720,000					
Burlingame	Hoover School Area Sidewalk Impvts (Summit Dr.)	SM-170015	PE	CMAQ-T5-OBAG2-CO			\$116,000							
Burlingame	Hoover School Area Sidewalk Impvts (Summit Dr.)	SM-170015	CON	CMAQ-T5-OBAG2-CO							\$584,000			
Caltrain	Caltrain Electrification	SF-010028	CON	CMAQ-T5-OBAG2-CO			\$11,188,000							
CCAG	San Mateo County SR2S Program	SM-110022	CON	CMAQ-T5-OBAG2-CO	\$223,000									
CCAG	San Mateo County SR2S Program	SM-110022	CON	CMAQ-T5-OBAG2-CO- SRTS	\$2,394,000									
Colma	Colma - Mission Road Bike/Ped Improvements	SM-170022	CON	CMAQ-T5-OBAG2-CO					\$625,000					
Daly City	Daly City Pavement Preservation	SM-170023	CON	STP-T5-OBAG2-CO						\$1,310,000				
East Palo Alto	East Palo Alto Citywide Street Resurfacing	SM-170024	CON	STP-T5-OBAG2-CO						\$416,000				
Foster City	Foster City - Pavement Rehabilitation	SM-170025	CON	STP-T5-OBAG2-CO						\$441,000				
Half Moon Bay	Half Moon Bay - Poplar Complete Streets	SM-170013	CON	CMAQ-T5-OBAG2-CO					\$1,202,000					
Hillsborough	Hillsborough Street Resurfacing	SM-170026	CON	STP-T5-OBAG2-CO						\$408,000				
Menlo Park	Menlo Park - Santa Cruz and Middle Avenues Rehab	SM-170027	CON	STP-T5-OBAG2-CO						\$647,000				
Millbrae	Millbrae Street Rehabilitation	SM-170028	CON	STP-T5-OBAG2-CO						\$387,000				
MTC	Regional Planning Activities and PPM - San Mateo	SM-170002	PE	STP-T5-OBAG2-CO				\$1,512,000						
Pacifica	Pacifica - Palmetto Sidewalk Extension	SM-170029	CON	CMAQ-T5-OBAG2-CO					\$330,000					
Pacifica	Pacifica Citywide Curb Ramps	SM-170030	CON	STP-T5-OBAG2-CO						\$400,000				
Pacifica	Pacifica Pavement Rehabilitation	SM-170031	CON	STP-T5-OBAG2-CO						\$671,000				
Portola Valley	Portola Valley Street Preservation	SM-170044	CON	STP-T5-OBAG2-CO								\$201,000		
Redwood City	Redwood City Pavement Preservation	SM-170032	CON	STP-T5-OBAG2-CO						\$1,266,000				
Redwood City	US 101/Woodside Road Class 1 Bikeway	SM-170045	CON	CMAQ-T5-OBAG2-CO							\$948,000			
San Bruno	Huntington Transit Corridor Bike/Ped Improvements	SM-170017	PE	CMAQ-T5-OBAG2-CO			\$122,000							
San Bruno	Huntington Transit Corridor Bike/Ped Improvements	SM-170017	CON	CMAQ-T5-OBAG2-CO							\$792,000			
San Bruno	San Bruno Street Rehabilitation	SM-170033	CON	STP-T5-OBAG2-CO						\$673,000				
San Carlos	Cedar and Brittan Ave Pavement Rehab	SM-170035	CON	STP-T5-OBAG2-CO						\$575,000				
San Carlos	Ped Enhancements Arroyo/Cedar & Hemlock/Orange	SM-170034	CON	CMAQ-T5-OBAG2-CO					\$500,000					
San Carlos	US 101 Holly Pedestrian/Bicycle Overcrossing	SM-150009	CON	CMAQ-T5-OBAG2-CO			\$1,000,000							
San Mateo	Laurie Meadows Ped/Bike Safety Improvements	SM-170039	CON	CMAQ-T5-OBAG2-CO							\$987,000			
San Mateo	San Mateo Street Rehabilitation	SM-170040	CON	STP-T5-OBAG2-CO										\$1,593,000
San Mateo Co	Canada Road and Edgewood Road Resurfacing	SM-170012	PE	STP-T5-OBAG2-CO-FAS		\$90,000								
San Mateo Co	Canada Road and Edgewood Road Resurfacing	SM-170012	CON	STP-T5-OBAG2-CO-FAS				\$802,000						
San Mateo Co	San Mateo Countywide Pavement Maintenance	SM-170014	PE	STP-T5-OBAG2-CO				\$107,000						
San Mateo Co	San Mateo Countywide Pavement Maintenance	SM-170014	CON	STP-T5-OBAG2-CO								\$965,000		
SSF	SSF Grand Boulevard (Phase III)	SM-170016	PE	CMAQ-T5-OBAG2-CO			\$125,000							
SSF	SSF Grand Boulevard (Phase III)	SM-170016	CON	CMAQ-T5-OBAG2-CO							\$875,000			
SSF	SSF Pavement Rehabilitation	SM-170036	CON	STP-T5-OBAG2-CO						\$1,027,000				
Woodside	Woodside Road Rehabilitation	SM-170037	CON	STP-T5-OBAG2-CO						\$242,000				
Woodside	Woodside School Safety Pathway Phase 3	SM-170009	CON	CMAQ-T5-OBAG2-CO			\$136,000							
	San Mateo County Total				\$2,617,000_	\$90,000	\$12,687,000	\$2,558,000	\$3,628,000	\$9,034,000	\$5,186,000	\$1,166,000	\$0	\$2,945,000
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JULY 25, 2018 HBP TRAINING

HBP Guidelines and More...

- Recent Policy Changes
- Project Prioritization
- Bridge Investment Credit (BIC)
- Bridge Preventive Maintenance Program (BPMP)
- Everything else bridge related



111 Grand Avenue Oakland, CA

Auditorium

9:00 A.M. to 4:00 P.M.

Sign up no later than July 13, 2018 by Contacting Jose Reyes at jose.reyes@dot.ca.gov or (510) 286-5233

> Hosted by: HQ HBP & District 4 Local Assistance



Local Highway Safety Improvement Program (HSIP) Cycle 9 Call for Projects

(http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_nowHSIP.htm)

Announcement Date: Monday, April 30, 2018	Application Due Date: Friday, August 31, 2018								
Call Size: Approx. \$140 million to \$160 million of HSIP funds									
Minimum Benefit Cost Ratio (BCR):	Minimum Benefit Cost Ratio (BCR):								
For Common BCR Applications - 3.5									
For High Friction Surface Treatment (HFST)	Set-aside Applications - 2.5								

On Monday, April 30, 2018, Caltrans Division of Local Assistance (DLA) announced Cycle 9 Call for Projects for the Highway Safety Improvement Program (HSIP). The total federal funds available for HSIP Cycle 9 is estimated at approximately \$140 million to \$160 million. The actual funding amount will depend on the delivery of the active HSIP projects by the end of the 2017/2018 Federal Fiscal Year. The application submittal deadline is Friday, August 31, 2018.

This is the first time that all applications will be submitted electronically with no hard copies. Applicants must submit the applications before the deadline. Any submittal after midnight of 8/31/2018 will not be accepted. It is highly recommended that you submit your applications as early as possible after completion. The DLA may start to review the applications prior to the application deadline, so the early-submitted applications might get an opportunity to correct problems, if any. Early submittals will also help the DLA to even the work load and expedite the review process.

Please contact your DLAEs if you have any questions regarding this Call for Projects. For DLAE contact information, go to: <u>http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm</u>. For program guidelines, application form and other useful documents, please follow the link on top.

HSIP Cycle 9 specifics:

There are six application categories (AC's) in HSIP Cycle 9. As shown in the below table, applications under the first two (2) Application Categories are required to have a Benefit Cost Ratio (BCR); while applications under the last four (4) Application Categories are not required to have a BCR.

No.	Application Category/ Statewide Funding Level	Max Amount Per Agency	BCR Required?
AC #1	Common BCR Application (>=75% of HSIP Cycle 9 Funding)	\$10M	Yes
AC #2	Set-aside for High Friction Surface Treatment (<=\$5M)	combined)	Yes
AC #3	Set-aside for Guardrail Upgrades (<=\$20M)	\$1M	No
AC #4	Set-aside for Horizontal Curve Signing (<=\$5M)	\$250K	No
AC #5	Set-aside for Pedestrian Crossing Enhancements (<=\$8M)	\$250K	No
AC #6	Set-aside for Tribes (<=\$2M)	\$250K	No

Summary of Application Categories for HSIP Cycle 9

For a Common BCR Application (AC #1 in the above table), the minimum BCR to be submitted is 3.5. For a Set-aside for High Friction Surface Treatment application (AC #2 in the above table), the minimum BCR to be submitted is 2.5.

- HSIP Analyzer is required to be used for all applications. It is a PDF form based software that streamlines the project cost estimate, safety improvement countermeasure evaluation, crash data input and Benefit Cost Ratio (BCR) calculation. It simplifies the application work by integrating multiple documents that were required in the previous calls for projects. For an application that is not required to have the BCR, the HSIP Analyzer will be used for cost estimate only.
- If an agency has one or more active HSIP projects that are flagged for not meeting delivery milestones, Caltrans will not accept HSIP applications from that agency unless the flags have been resolved prior to the application due date. For delivery requirements and project delivery status, please go to http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm.

See the Application Form Instructions for more details.