

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

1:15 p.m., Thursday, February 21, 2019
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 meeting (Dec 2018/Jan, Feb 2019): | Hoang | No materials |
| <ul style="list-style-type: none">- Approved – Appointment of Sam Bautista from Pacifica to the CMP TAC and Stormwater Advisory Committee- Approved – Endorsement of the San Mateo County Flood and Sea Level Rise Resiliency Agency proposal- Approved – Coop Agmt. Between Caltrans, SMCTA, and CCAG for construction of the US 101 Express Lane (southern segment)- Approved – Contract with CoPlan for CMP Update for \$71,833 and 2019 Highway System Congestion/Safety Performance Assessment for \$46,068- Approve – Direction for the Owner/Operator for the San Mateo County US 101 Express Lanes Project; and direct the Ad Hoc committee members to develop recommendation on the details for a proposed new JPA to assure equality between C/CAG and TA | | |
| 3. Approval of the minutes from November 15, 2018 | Hoang | Page 1-2 |
| 4. Receive a presentation and provide input on construction outreach efforts for the US 101 Express Lanes. (Information) | Scott | Page 3-7 |
| 5. Receive an update on the US 101 express lanes owner/operator issues. (Information) | Higaki | Oral Report |
| 6. Receive and update on the Carpool 2.0 Incentive Program (Information) | Ford | Page 8-9 |
| 7. Review and recommend approval of reallocating \$374,000 from Willow Road to the Haven Avenue Improvement Project in the City of Menlo Park. (Action) | Hoang | Page 10-12 |
| 8. Review and recommend approval of the Fiscal Year 2019/20 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County (Action) | Hoang | Page 13-15 |
| 9. Receive a presentation on the C/CAG Call for Projects and outreach process in response to the Metropolitan Transportation Commission's development of Plan Bay Area 2050 (Information) | Lacap | Page 16-20 |
| 10. Regional Project and Funding Information (Information) | Lacap | Page 21-25 |
| 11. Executive Director Report | Wong | No materials |

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.

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC PARTICIPATION: Public comment is limited to two minutes per speaker. 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.

If you have any questions about this agenda, please contact C/CAG staff: John Hoang (650) 363-4105

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

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

**November 15, 2018
MINUTES**

The two hundred forty-eight (248th) 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 on Thursday, November 15, 2018 at 1:15 p.m.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Betty Seto – DNV GL; April Chan, Joel Slavitt – TA; Jean Higaki, John Hoang, Sara Muse -C/CAG; Sam Bautista – Daly City; Drew – public member; 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 September 20, 2018.

Approved.

(Motion) Member Oskoui; (Second) Member Breault

4. Approval of the Minutes from October 18, 2018.

Approved.

(Motion) Member Breault; (Second) Member Murtuza

5. Receive a presentation and provide comments on the US 101 express lanes operator options and associated implementation outreach efforts

Jean Higaki presented information regarding the selection of an owner operator option between VTA and MTC/BAIFA and outreach efforts associated with the construction of the US 101 express lane. The final decision as to the owner/operator would have to be agreed to by C/CAG and the SMCTA.

Comments and discussion were as follows:

- Questions regarding whether the 2+ HOV option is still under consideration compared with the 3+ HOV would be dealt with at the policy level.
- Question as to how occupancy level would be verified and enforced.
- FasTrak responders will eventually need to be upgraded for users of the express lanes.
- Regarding owner/operator, the bonding capacity of an agency should be considered
- MOU between the respective agencies should be laid out
- Net revenue is anticipated to be 10-20 million
- Consider sharing maintenance cost for asphalt with Caltrans
- There are a lot of questions with no answers and there may not be enough information to make decisions

- Local control needs to consider how risk adverse it would be and identify risk factors
- Locals still need to be involved if going with the MTC/BAIFA option (public comment)
- There will be risks which ever option is chosen
- Going with MTC/BAIFA option will be subject to MTC requirements
- When comparing VTA against MTC, MTC is the larger agency
- MTC has better capacity to bond over CCAG or TA
- If going with MTC, we still need to have a say in what local projects to fund with the net revenue. C/CAG and TA would be still responsible for developing expenditure plans

6. Receive a presentation the Draft San Mateo County Transportation Programs Climate Impact Report

John Hoang introduced the item Betty Seto, from DNV-GL, presented the highlights from the report and goals of reducing GHG emissions by implementing SMCTP 2040 strategies for reducing VMT and implementing next steps in the Alternative Fuels Readiness Plan.

Member Breault requested that additional time be provided for cities to review the document. The comment period was extended to December 7th.

Public member asked that a broader description of non-motorized include scooter.

7. Regional Project and Funding Information

Jean Higaki handed out the November staff report with information on FHWA policy of inactive projects, PMP certification and miscellaneous MTC/CTC/Caltrans federal aid announcements.

8. Executive Director Report

Sandy Wong, C/CAG Executive Director, reported that the 101 Managed Lanes Workshop will be held on Friday at 1 p.m.

9. Member Reports

Vice-chair Porter reported that the Flood Control Committee is considering and assessment of \$1.4 million annual fees from the cities and County, whereas, the County of San Mateo would contribute half, \$700,000, annually and cities responsible for the remaining \$700K annually over the three-year period.

Meeting adjourned.

C/CAG AGENDA REPORT

Date: February 21, 2019

To: Congestion Management Program Technical Advisory Committee (TAC)

From: Sandy Wong, Executive Director

Subject: Receive a presentation and provide input on construction outreach efforts for the US 101 Express Lanes.

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

RECOMMENDATION

That the C/CAG CMP TAC receive a presentation and provide input on construction outreach efforts for the US 101 Express Lanes.

FISCAL IMPACT

This is an information item.

SOURCE OF FUNDS

N/A

BACKGROUND

Caltrans, San Mateo County Transportation Authority (SMCTA), and the City/County Association of Governments of San Mateo County (C/CAG) have been working on the US 101 Express Lane project which will provide continuous managed lanes in the northbound and southbound directions of US 101 in Santa Clara and San Mateo counties from the terminus of the existing high-occupancy vehicle (HOV) lanes in northern Santa Clara County to north of Interstate-380 (I-380).

The project will convert the existing single HOV lane in each direction to a single express lane from approximately Matadero Creek in Palo Alto, Santa Clara County to Whipple Avenue in Redwood City, San Mateo County. A new express lane would be added in each direction from Whipple Avenue to approximately the I-380 interchange in South San Francisco, creating approximately twenty-two (22) miles of managed lanes in each direction. The project limits include allowance for the installation of a new overhead tolling system and signage beginning approximately one mile in advance of the start of the managed lanes in each direction of US 101.

The project will connect to the Santa Clara Valley Transportation Agency's (VTA) proposed express lanes in Santa Clara County in an effort to reduce congestion in the corridor, encourage carpooling and transit use, provide managed lanes for travel time reliability, minimize operational degradation of the general purpose lanes, increase person throughput (the number of people moved), and apply technology and/or design features to manage traffic.

The Project Approval/Environmental Document (PA/ED) was delivered by an integrated Caltrans and SMCTA consultant project delivery team. An Express Lane was the preferred alternative in the environmental document which was finalized and certified by Caltrans in November 2018.

To accelerate delivery, the overall project was divided into a northern and southern segment. On December 5, 2018, the California Transportation Commission (CTC) amended the Solutions for Congested Corridors (SCC) awarded funds to segregate the awarded funds for the two segments.

The southern segment entails converting the existing HOV lane to an express lane. Design for this segment is complete and project limits are from Matadero Creek in Santa Clara County to Whipple Ave. in Redwood City. The CTC allocated the funding for the southern segment at their January 31, 2019 meeting. The southern segment is a Construction Manager/General Contractor (CM/GC) awarded project so the contractor has already been selected. The project is scheduled to start construction in March 2019.

Staff will be looking to the CMP TAC to provide the project team with input regarding outreach associated with the construction of the project.

ATTACHMENTS

1. US 101 Express Lane Factsheet
2. US 101 Express Lane Frequently asked questions

SAN MATEO 101 EXPRESS LANES PROJECT

PROJECT INFORMATION



FACT SHEET

FEBRUARY 2019

Project Limits: Between I-380 in San Bruno and San Antonio Road in Palo Alto

Project Benefits:

- Encourage carpooling and transit use
- Improve travel time and reliability for express lane users
- Increase person throughput (the number of people moved)
- Use modern technology to manage traffic
- Reduce congestion in the corridor
- Make upgrades to pavement and lane striping

Project Partners: Caltrans, San Mateo County Transportation Authority, City/County Association of Governments of San Mateo

Caltrans will build an express lane in each direction on U.S. Highway 101 in San Mateo County. The express lanes will connect to existing carpool lanes at Whipple Avenue, which will then be converted into express lanes themselves creating new continuous express lanes from I-380 in San Bruno to the San Mateo County/Santa Clara County boarder. Overhead tolling signs will be posted from I-380 to San Antonio Road.



PROJECT DETAILS

CONSTRUCTION START:
March 2019

CONSTRUCTION FINISH:
Mid 2022

PROJECT COST:
\$513 Million

CONTRACTOR:
Kiewit

This project will create 22 miles of express lanes in San Mateo County. The express lanes will seamlessly connect to the express lanes being constructed in Santa Clara County. Connecting express lanes in San Mateo and Santa Clara Counties is part of a regional master plan.

For more information go to: www5.dot.ca.gov/d4/101expresslanes/

SAN MATEO 101 EXPRESS LANES PROJECT

HOW EXPRESS LANES OPERATE



HOW DO EXPRESS LANES WORK?

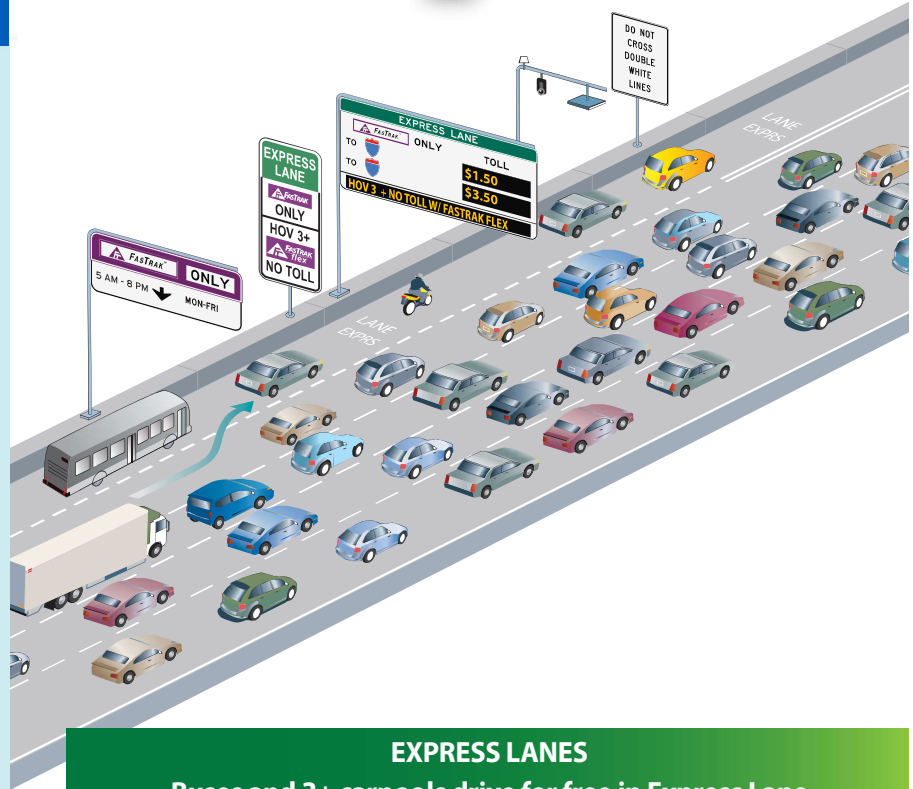
Like a carpool lane, motorists with three or more occupants are permitted unrestricted access to the express lane. After all, getting more people in each vehicle is perhaps the best way to reduce traffic congestion.

But let's say that traffic levels decline and extra space (capacity) appears in the express lane. Wouldn't it be a good idea to allow a few non-carpoolers into the lane if it didn't slow down the carpoolers?

That's how an express lane differs from a carpool lane: It sells the spare capacity in the express lane, when it is available.

Of course, no one wants a sudden influx of vehicles merging into the express lane. But that situation is prevented by setting the proper price for tolls. The operator of the toll system will raise or lower toll prices to encourage or discourage non-carpoolers from entering the lane.

A considerable benefit of an express lane over a carpool lane is that by selling the excess capacity in the express lane, it siphons traffic from the regular lanes, reducing congestion in those lanes.



EXPRESS LANES
 Buses and 3+ carpools drive for free in Express Lane
 Electronic tolls collected by FasTrak
 Tolls vary according to available space in Express Lane

HOW THE PROJECT WILL BE BUILT

To avoid the costly and time-consuming process of buying new right of way, Caltrans designed the project to stay largely within the existing right of way - even while adding a new northbound and southbound lane.

Caltrans will connect the gaps in the right-hand merge lanes to create a continuous lane. Then, the far left lane will be converted into an express lane. The merge lanes will be rebuilt where space allows: everywhere except a segment in Burlingame.

THE PROBLEM



Jobs, housing and population growth continues

From 2011 - 2015, the Bay Area added 500,000 new jobs and 65,000 housing units

By 2040, San Mateo County will see an additional 128,700 new jobs and 60,200 new households

Vehicle trips to grow 4-7% by 2020

No incentive to share a ride

Cars avoid the freeway

Except for the six-mile section south of Whipple Avenue, US 101 in San Mateo lacks a carpool lane, forcing buses and carpoolers to share lanes with solo drivers. An express lane would increase person throughput and create an incentive to use transit or carpool.

SAN MATEO 101 EXPRESS LANES PROJECT

FREQUENTLY ASKED QUESTIONS



FAQ SHEET

FEBRUARY 2019

WHAT IS THE SAN MATEO 101 EXPRESS LANES PROJECT?

The San Mateo 101 Express Lanes Project is a multi-year, multi-agency project initiated to reduce traffic congestion and encourage carpooling and transit use on U.S. 101 on the Peninsula. The project will create 22 miles of express lanes on U.S. 101 from I-380 in San Bruno to the San Mateo County/Santa Clara County border. The San Mateo Express Lanes will then seamlessly connect to the express lanes being constructed in Santa Clara County.

HOW DO EXPRESS LANES WORK?

The San Mateo Express Lanes will prioritize 3+ carpools and buses by always allowing them access to the lanes at no charge. When an express lane is not full with carpools or buses, the excess capacity can be sold to other drivers willing to pay for the time advantage. The first priority in managing the lanes is to keep the traffic moving for carpools and buses. Excess capacity is only sold when it won't harm the travel of those priority vehicles. When capacity is available, dynamic pricing is used to control the demand of paying vehicles. The more capacity that's available, the lower the price. When the lane slows down, non-priority vehicles are prohibited from traveling in the express lanes.

HOW WILL THE PROJECT REDUCE CONGESTION?

The primary goal of the project is to move as many people as possible within the corridor. With the anticipated population growth, there is a need to implement new, innovative solutions to traffic problems. Adding express lanes provides 3+ carpools and buses with travel time savings when compared with the general purpose lanes. Selling excess capacity draws non-priority vehicles out of the general purpose lanes, reducing congestion in these lanes as well in many cases. This will move more people through the corridor without requiring significant right-of-way and without reducing the number of general purpose lanes. A more efficient freeway also encourages traffic to use the freeway instead of city streets. Promoting ridesharing can ultimately reduce congestion on the whole freeway.

HOW LONG WILL CONSTRUCTION LAST?

Construction to convert the existing HOV lanes from Whipple Avenue to San Antonio Road will begin in March 2019. Construction to add a lane from I-380 to Whipple Avenue will begin later in 2019. Construction is projected to end in 2022. During construction, every effort will be made to minimize impacts on existing traffic flow and neighboring communities.

HOW WILL CONSTRUCTION IMPACT ME?

Construction will require nighttime lane closures throughout the corridor. Working at night will minimize impacts on traffic during the day. Construction will include infrequent partial ramp closures and temporary detours to city streets. The project also includes removing and rebuilding some sound walls adjacent to northbound U.S. 101 in the City of San Mateo.

HOW WILL I FIND OUT ABOUT CONSTRUCTION ACTIVITIES?

All lane closures, ramp closures, and construction activities that could disrupt traffic flow will be communicated to the general public directly via social media (i.e. Twitter) and electronic communications (i.e. e-mail and website). Any construction activity with the potential to affect city streets will be communicated directly to city staff as well as to the general public directly via social media and electronic communications. General construction updates will be communicated to city staff quarterly.

WHERE CAN I GET MORE INFORMATION?

Caltrans maintains a project website at www.dot.ca.gov/d4/101expresslanes. Anyone can visit the website and sign up to receive project updates by joining the mailing list. A new website to provide more information about how the express lanes will operate is anticipated later in 2019. A link will be placed on the Caltrans project website when the new site is live.

C/CAG AGENDA REPORT

Date: February 21, 2019
To: Congestion Management Program Technical Advisory Committee (TAC)
From: John Hoang
Subject: Receive an update on the Carpool 2.0 Incentive Program
(For further information or questions, contact John Hoang at 650-363-4105)

RECOMMENDATION

That the TAC receives an update on the Carpool 2.0 Incentive Program.

FISCAL IMPACT

The total cost of the Program is up to \$400,000. C/CAG will provide \$375,000.

SOURCE OF FUNDS

\$25,000 will come from Commute.org and up to \$375,000 will come from C/CAG's Transportation Fund for Clean Air (TFCA) County Program Manager Funds for Fiscal Year (FY) 2018-19.

BACKGROUND

Carpool Program 2.0

At the October 11, 2018, meeting, the C/CAG Board adopted Resolution 18-60 authorizing entering into contract with Commute.org to provide \$375,000 combined with \$25,000 from Commute.org towards the implementation of the Carpool 2.0 Program for San Mateo County.

The Program, named "Carpool 2.0", builds on the success of the "Carpool in San Mateo County" that was implement in FY 2017/18. The program went live in early October 2018. The goal of the Program is to reduce the number of single occupancy vehicles (SOV) on the road and increase usage of carpooling and ridesharing during peak commute periods, focusing on residents of San Mateo County and individuals who work in the County.

The program revolves around rewarding commuters for choosing to carpool to or from San Mateo County and winning up to \$100 in e-gift card rewards. This program is flexible whereas individuals can choose carpoolers using various apps, not just one.

Commute.org staff will provide a powerpoint presentation on the status update of the Carpool 2.0 Program at the meeting.

ATTACHMENTS

1. Carpool Program Flyer



Carpoolers = \$100*

Get Rewarded at Commute.org

*FOR COMMUTES TO/FROM SAN MATEO COUNTY. VISIT COMMUTE.ORG FOR DETAILS. FUNDED BY:



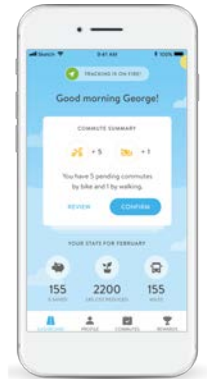
JOIN TODAY AND START CARPOOLING!

C/CAG Carpool 2.0 Rewards Program The Carpool 2.0 program rewards all forms of carpooling, from matching with your co-workers to using carpool apps to find carpool partners. Carpool 2.0 aims to increase local carpool ridership during peak travel periods, therefore reducing single occupancy vehicles, traffic congestion, greenhouse gas (GHG) emissions and the need for parking within San Mateo County. By carpooling, commuters can save time, money, and the environment.

How Does Carpool 2.0 Work? Carpoolers will receive up to **\$100** in e-gift cards and get to choose from 70+ retailers! When carpool trips are tracked through the STAR Commute Tracker app or by connecting a Scoop account to a STAR account (my.commute.org) to auto-track carpool trips, commuters can unlock rewards. For every 10 carpool days tracked, commuters can claim a \$25 e-gift card reward, up to 4 times. Carpool commutes must start or end in San Mateo County to qualify for this reward.

How Do I Receive My Reward? In the Commuter Tracker app or STAR desktop (my.commute.org). Click 'Join Program' under rewards. After every 10 carpool days tracked, click 'Claim' to request reward. Once request is approved, an email will be sent to access reward.

The Program Is Live on STAR! Carpool 2.0 rewards are available now on STAR (my.commute.org)



Commute Tracker or Scoop apps are available for download on iTunes and Google Play



Program Evaluation C/CAG will evaluate the program's impact on commuter behavior and trends by closely monitoring ridership, time of day, origins and destinations of trips (aggregated) and other relevant data.

Program Funding The program is supported by C/CAG local congestion relief fund and funds allocated to C/CAG by the Bay Area Air Quality Management District (BAAQMD) as part of the San Mateo County Program Manager Fund. Rewards will be available until funds are depleted or 12/31/2019.

About C/CAG The City/County Association of Governments of San Mateo County (C/CAG) is the designated Congestion Management Agency (CMA) for San Mateo County responsible for the coordinating, planning, and programming of transportation, land-use, and environmental-related programs and projects. C/CAG provides a cooperative, cost-effective means of responding to countywide planning, transportation and other mandates from the State of California and the Federal Government. The C/CAG Board of Directors consists of representatives elected members of the Council/Board) from each of the 20 cities and the county. For more information please visit www.ccaq.ca.gov

C/CAG AGENDA REPORT

Date: February 21, 2019

To: Congestion Management Program Technical Advisory Committee (TAC)

From: John Hoang

Subject: Review and recommend approval of reallocating \$374,000 from Willow Road to the Haven Avenue Improvement Project in City of Menlo Park.

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

RECOMMENDATION

That the TAC review and recommend approval of reallocating \$374,000 from Willow Road to the Haven Avenue Improvement Project in City of Menlo Park.

FISCAL IMPACT

\$374,000 (Total project cost is \$1,400,000)

SOURCE OF FUNDS

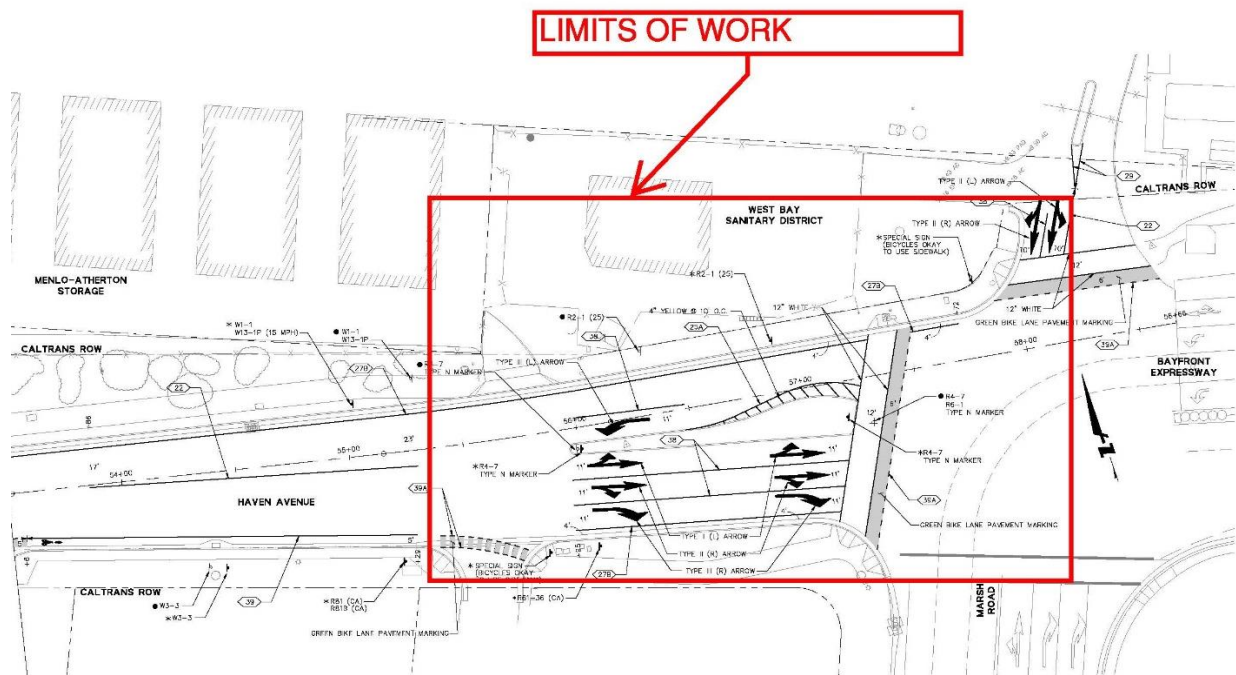
AB 1546 (\$4 Vehicle Registration Fee) – Regional Congestion Management

BACKGROUND

City of Menlo Park Haven Avenue Improvement Project

The City of Menlo Park is proposing to construct roadway improvements along Haven Avenue in Menlo Park. A portion of the proposed improvements which extend along Haven Avenue, include traffic signal modification and roadway geometry reconfiguration to the Marsh Road/Bayfront Expressway/Haven Avenue intersection. This major city intersection serves regional traffic from and to the Dumbarton Bridge, State Highway 101, and areas of the San Mateo County and Redwood City accessed by northern portion of Haven Avenue. The intersection improvements will increase vehicular capacity in a very congested Bay Area corridor, as well as providing safer pedestrian and bicycle accessibility.

The following map identifies the portion of the project that funding is specifically allocated for.



According to City of Menlo Park, the project has completed the design phase and the City is seeking funding for the construction phase. The construction cost for the segment shown above, which is the area with the most impacts to the regional traffic, is approximately \$1.4 million and the City has secured \$830,000 in funding from city and developer funds and is seeking funding assistance from C/CAG to close the funding gap.

Regionally Significant Project

Menlo Park's Haven Avenue project is located within the area of the 2020 Peninsula Gateway Corridor Study. The purpose of the Study, which was a C/CAG led Study that was completed in 2008, was to identify short, medium and long-term options for addressing congestion issues relating to the approaches to the Dumbarton Bridge and Highway 101 between Routes 84 and 85. The objective of the study was to define and evaluate traffic improvements in the study area that address the Study goals which includes: facilitating access; enhancing economic opportunities; optimizing use of existing infrastructure; reducing congestion and local community impacts; and minimizing environmental impacts on sensitive resources. Near-term recommendations from the Study included implementing roadway improvement projects that include Intelligent Transportation System (ITS) and arterial managements and signal improvements.

C/CAG Funding - AB1546 Regional Congestion Management

The C/CAG sponsored Assembly Bill 1546 (AB 1546) imposed an annual motor vehicle registration fee (VRF) of four dollars (\$4) in San Mateo County to fund traffic congestion management and stormwater pollution prevention programs. Collection of the \$4 VRF began July 1, 2005 and ended January 1, 2013. Twenty-five percent of the funds are dedicated to Countywide Traffic Congestion Management. Per Resolutions 12-71 and 14-18, funds were reserved as local match for regionally significant projects for specific projects that addresses regional traffic congestion such as ITS, Smart Corridor, mitigating regional traffic on key corridors and areas of the county between US-101 and the Dumbarton Bridge in the cities of

Menlo Park and East Palo Alto. Specifically, \$700,000 was allocated for the Willow Road Improvement. To date, \$374,000 remains unspent. The City has requested to redirect the funds to the Haven Avenue Improvement project because the Willow Road project was funded by other grants.

The estimated construction cost of the segment of the Haven Avenue project identified above is \$1,400,000. The City of Menlo Park has secured \$830,000 of City and developers funds. It is recommended that C/CAG provide matching funds of \$374,000 from the AB1546 Regional Congestion Management. The City will seek out the remaining balance of the funds to fully fund the project.

ATTACHMENTS

None

C/CAG AGENDA REPORT

Date: February 21, 2019

To: Congestion Management Program Technical Advisory Committee (TAC)

From: John Hoang

Subject: Review and recommend approval of the Fiscal Year 2019/20 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

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

RECOMMENDATION

That the TAC review and recommend approval of the Fiscal Year 2019/20 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

FISCAL IMPACT

The total amount available is \$1,337,939 (Admin. - \$57,939; Projects - \$1,280,000)

SOURCE OF FUNDS

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

BACKGROUND

The BAAQMD County Program Manager Fund Expenditure Plan Guidance for TFCA (Guidance) for Fiscal Year 2020 is utilized for the FY 2019/20 Program. Cost Effectiveness (C-E), as defined in the Guidance, is used as screening criteria for all projects considered for allocation under the TFCA program. For instance, ridesharing projects must result in a C-E of less than \$150,000 per weighted ton of reduced emissions. Existing Shuttle/Feeder bus Service must show a C-E of less than \$200,000 per weighted ton of reduced emissions and alternative fuel vehicles must have a maximum C-E of \$250,000.

For the past several years, C/CAG has allocated the TFCA funds to projects implemented by the San Mateo County Transit District (SamTrans) and Commute.org. Funds provided to SamTrans historically help fund the SamTrans Shuttle Program for the BART shuttles, which provide peak commute period shuttle service from BART stations to employment sites in San Mateo County. Funds provided to Commute.org help fund the Countywide Voluntary Trip Reduction Program, which is a program that provides incentives to reduce single occupant vehicle trips and includes carpool/vanpool/school incentives as well as the addition of the countywide Guaranteed Ride Home program for the upcoming year. Commute.org also manages shuttles on behalf of member cities.

In FY 2018/19, as summarized in the table below, in addition to the Voluntary Trip Reduction Program and SamTrans Shuttle Program, funds were distributed to the C/CAG Countywide Carpooling Incentives Program 2.0. Annual average amount allocated to C/CAG is approximately \$1.1 million.

	TFCA Funds FY 2018/19
Administration	\$56,094
Commute.org - Countywide Voluntary Trip Reduction	\$600,000
SamTrans BART Shuttle	\$110,000
Carpool Incentives Program 2.0	\$375,000
Total	<u>\$1,141,094</u>

FY 2019/20 Funding Recommendations

There is a total of \$1,337,939 available for FY 2019/20. The increase in funding is attributed to rolled over unspent funds from previous cycle, variation in interest rate, and revenue estimate by BAAQMD. The estimated administration budget is \$57,939 (approx. 4.3%, the maximum allowable is 6.25%) with the remaining \$1,280,000 available for projects. For each funding cycle, staff consults with SamTrans and Commute.org to identify projects that are deemed most cost-effective in achieving the TFCA program objectives.

For this cycle, it is recommended that Commute.org receive an allocation of \$600,000 for the Countywide Trip Reduction Program. It is also recommended that the SamTrans Shuttle Program receive an allocation of \$150,000 for the BART Shuttle Program. Commute.org’s amount remains at the same level and SamTrans amount increased by \$40,000. The remaining \$530,000 is recommended to be allocated towards continuing the Carpooling Incentive Program and a new innovative pilot project, to be determined. These funding recommendations are subject to submission of an acceptable work plan and C-E calculations to BAAQMD to qualify for use of the funds.

A summary of the recommended Fiscal Year 2018/19 TFCA County Program Manager fund is shown below:

	<u>TFCA Funds FY 19/20</u>
Administration	\$57,939
Commute.org - Countywide Voluntary Trip Reduction	\$600,000
SamTrans BART Shuttle	\$150,000
Carpool Incentives Program / Innovative Pilot Project	\$530,000
Total	<u>\$1,337,939</u>

ATTACHMENTS

- None.

C/CAG AGENDA REPORT

Date: February 21, 2019

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

From: Jeff Lacap, Transportation Programs Specialist

Subject: Receive a presentation on the C/CAG Call for Projects and outreach process in response to the Metropolitan Transportation Commission's development of Plan Bay Area 2050.

(For further information or questions contact Jeff Lacap at 650-599-1455)

RECOMMENDATION

That the C/CAG CMP TAC receive information on the C/CAG Call for Projects and outreach process in response to the Metropolitan Transportation Commission's development of Plan Bay Area 2050.

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

N/A

BACKGROUND

Metropolitan Transportation Commission (MTC) has initiated the update of its long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/ SCS), to be adopted in the summer of 2021. The RTP/ SCS, also known as Plan Bay Area 2050 will detail how the San Francisco Bay Area's transportation system will be maintained, improved and expanded to the horizon year of 2050. The Plan Bay Area is updated every four (4) years and typically with no mid- term amendment. The last RTP/SCS update was performed in 2017.

Plan Bay Area 2050 is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide housing and transportation choices, and reduce transportation-related pollution in the San Francisco Bay Area.

MTC requests the assistance of each of the nine Bay Area Congestion Transportation Agencies (CTA's) to coordinate project submittals for their county. The purpose of the Plan Bay Area 2050 Call for Projects process is to assemble an array of capacity-expanding, regionally-significant projects and programmatic categories of smaller investments for prioritization in the region's long-range plan. The Plan Bay Area 2050 Call for Projects will build upon Plan Bay Area 2040 (adopted in 2017), the Bay Area's adopted 2019 Transportation Improvement Program (TIP), and MTC Horizon's Request for Transformative Projects.

Project sponsors will have an opportunity to submit projects into two categories:

- New capacity-increasing transportation investments (projects that extend or expand the Bay Area's principal arterial system OR projects that widen roadways to a principal arterial) with costs less than \$1 billion.
- New non-capacity increasing investments exempt from air quality analysis via programmatic categories. MTC is in the process of developing the programmatic categories for these projects.
 - Examples of programmatic categories in the last RTP/SCS cycle included:
 - Bicycle and pedestrian facilities and enhancement
 - Local road safety and security/ Highway safety and security
 - Local streets and roads operations and maintenance
 - Non-capacity increasing local road intersection modifications and channelization (less than ¼ mile).
 - Intelligent transportation system (ITS)
 - Shuttles
 - Travel Demand Management/ Planning
 - Transportation Oriented Development (TOD) and Streetscape improvements.
 - Transportation environmental enhancements
 - Non-capacity increasing traffic operation improvements

Also, MTC is developing thresholds for small capacity increasing projects which could be placed in a programmatic category for smaller operational improvement projects.

It is anticipated that MTC will issue a spreadsheet populated with existing data from the current RTP/SCS, State Transportation Improvement Program (STIP), and TIP. C/CAG staff will ask project sponsors to review and update project information if necessary. This includes any changes to the scope of work, schedule, or revenue sources.

MTC is currently developing an initial target of expected revenues for each county. The total cost of all the projects collected will need to be constrained within this target. Because of this financial constraint, larger projects with longer lead times may be programmed in the outer years of the RTP/SCS with partially funded phases, such as the planning or environmental phases.

MTC will take the projects collected from this call and perform a project performance assessment against three scenarios that will shape a final scenario for Plan Bay Area 2050. In addition, projects included in Plan Bay area 2050 are for planning purposes only, however, projects not listed in the plan or is not determined to fit under a programmatic category cannot compete for Federal, State of California, or regional discretionary funding. In addition, projects that are 100% locally funded and have regional significance must be included in the plan for air quality conformity purposes.

Tentative Schedule and Outreach

MTC is expected to adopt and post its guidance for the call for projects at the end of February 2019. C/CAG anticipates releasing the Call for Projects after the March 14, 2019 C/CAG Board of Directors Meeting. A public hearing is scheduled to be held at the April 29, 2019 CMEQ meeting. A list of submitted projects will be presented to the CMP TAC and CMEQ in May and presented to the C/CAG Board, for an endorsement, in June 2019.

The call for projects will be sent to C/CAG Board members, City Managers, Public Works Directors, Planning Directors, the Congestion Management Program Technical Advisory Committee (CMP TAC), the Congestion Management and Environmental Quality (CMEQ) committee, the Bicycle and

Pedestrian Advisory Committee (BPAC) committee, the San Mateo County Transportation Authority (SMCTA), SamTrans, Caltrain, the Water Emergency Transportation Authority (WETA), BART, the Golden Gate National Recreation Area (GGNRA), and other interested parties. The call for projects announcement will also be posted on the C/CAG website. A workshop for San Mateo County project sponsors is tentatively scheduled in mid-March.

Projects/programs seeking future regional, state or federal funding through the planning horizon year of 2050 for Plan Bay Area 2050 must be submitted for consideration in the adopted plan.

Below is the anticipated schedule showing C/CAG’s process schedule. MTC anticipates that Plan Bay Area 2050 will be adopted in the summer of 2021.

Schedule Task	Date
Review and Solicit Input on Draft Call for Projects Guidance	MTC PTAC: January 2019 Regional RAWG: March 2019
C/CAG Staff Coordination Meeting with SMCTA/SamTrans/JBP	February 2019
MTC Issues Call for Projects Guidance Letter to CTAs	Late February 2019
CMP TAC – Outreach and Process Review	February 21, 2019
CMEQ – Outreach and Process Review	February 25, 2019
C/CAG Board - Outreach and Process Review	March 14, 2019
C/CAG issues a call for projects to all identified project sponsors	March 15, 2019
Workshop for San Mateo County Project Sponsors	Tentatively scheduled for the week of March 18th, 2019
Deadline for Project Sponsors to submit projects to C/CAG	April 10, 2019
CMP TAC – Review of Draft Project List	April 18, 2019
CMEQ – Review of Draft Project List and Public Hearing	April 29, 2019
C/CAG to Finalize List of Projects Based on Sponsor Submittals and Public Hearing	Early May 2019
CMP TAC –Review of the final project list	May 16, 2019
CMEQ – Review of the final project list	May 20, 2019
C/CAG Board –Endorsement of the project list	June 13, 2019
Project Submittals Due to MTC	June 28, 2019
MTC Conducts Project-Level Performance Assessment	Fall 2019

ATTACHMENTS

1. MTC Draft Plan Bay Area 2050: Call for Projects Approach and Overview



Plan Bay Area 2050: Call for Projects Approach and Overview

As the Bay Area begins to transition from *Horizon* to developing *Plan Bay Area 2050* (Plan), MTC/ABAG will request the assistance of each of the nine Bay Area County Transportation Agencies (CTAs) and multi-county project sponsors (e.g., Caltrans, BART, Caltrain) to coordinate the identification of candidate projects/programs for inclusion in the Plan.

The purpose of the *Plan Bay Area 2050* Call for Projects process is to assemble an array of capacity-expanding, regionally-significant projects and programmatic categories of smaller investments for prioritization in the region’s long-range plan. The time horizon of the Plan extends to 2050. All regionally-significant projects requiring federal or state action (e.g. approval of environmental documents) should be submitted during the Call for Projects. The Call for Projects is a component of the region’s long-range planning effort—projects are not awarded funds via this process.

The *Plan Bay Area 2050* Call for Projects will build upon *Plan Bay Area 2040* (adopted in 2017), the Bay Area’s adopted *2019 Transportation Improvement Program*, and *Horizon’s* Request for Transformative Projects.

Detailed information and guidance on the *Plan Bay Area 2050* Call for Projects will be released directly to CTAs and multi-county project sponsors in the coming weeks. The following is an overview of the proposed approach:

Overall	<ul style="list-style-type: none"> ▪ Similar requirements to Plan Bay Area 2040 ▪ Emphasis on identifying regionally-significant, capacity-increasing projects (projects exempt from air quality analysis will be grouped into programmatic categories) ▪ Continued encouragement for engagement with disadvantaged communities ▪ Greater integration to past and current initiatives <ul style="list-style-type: none"> ○ Plan Bay Area 2040 major projects/programs ○ 2019 TIP funded projects/programs ○ Horizon Transformative Projects 	
<i>Specific Tasks</i>		
1. Timeline	<ul style="list-style-type: none"> ▪ Late February 2019 - Kick-off Call for Projects ▪ February and March 2019 - MTC/ABAG staff meet with CTAs and multi-county project sponsors ▪ June 30, 2019 - official submittal deadline 	
2. Identification of Candidate Projects & Programs	What to Submit	<p>Roadway: projects that extend or expand the Bay Area’s principal arterial system OR projects that widen roadways to a principal arterial.</p> <p>Transit: projects that extend or expand the Bay Area’s fixed guideway transit infrastructure (e.g., rail, ferry, BRT), service changes, or fleet expansions.</p>

		<p>Pricing: projects that alter the cost of users of the transportation system (e.g., cordon pricing, tolling, transit fares).</p> <p>Other projects/programs are exempt from air quality analysis and will be included by group listings (i.e., programmatic categories).</p>
	Project Funding Plans	PBA 2050 is required to be a fiscally constrained, meaning project costs cannot exceed forecasted revenues. Therefore, CTAs are asked to submit candidate projects/programs within an initial target of reasonably expected revenues.
	Cost Estimation & Review	Project/program costs should be escalated to the year of expenditure (YOE). MTC/ABAG staff has contracted for consultant assistance in reviewing and estimating major project costs for reasonableness.
	When to Submit	February - June 2019
3. Public Involvement & Outreach	Public Outreach	<p>An effective public outreach and local engagement process should update project information and identify new projects for consideration.</p> <ul style="list-style-type: none"> ▪ Hold at least 1 public meeting; ▪ Document the process; and, ▪ CTAs and multi-county project sponsors should follow best practices as identified in MTC's adopted Public Participation Plan.
	Agency Coordination	CTAs and multi-county project sponsors should work with local jurisdictions, transit operators, etc. to coordinate on the development of their list of candidate projects/programs.
	Title VI Responsibilities	CTAs and multi-county project sponsors should be proactive in engaging with disadvantaged communities and ensure the public outreach process is in compliance with Title VI of the Civil Rights Act of 1964 as described in MTC's adopted Public Participation Plan.
	Official Submittal	<p>The following items should be sent to MTC as part of the official submittal by June 30, 2019:</p> <ul style="list-style-type: none"> ▪ Official list of candidate projects/programs; ▪ Public engagement checklist documenting the process; and ▪ Board resolution and agenda materials.

C/CAG AGENDA REPORT

Date: February 21, 2019
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: <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

The inactive rate for California in Q4 2018 was 1.6%. 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

Infrastructure for Rebuilding America (INFRA) – Notice of Funding Opportunity

The INFRA Grants program provides dedicated, discretionary funding for projects that address critical issues facing highways and bridges. INFRA grants will support the US DOT's commitment to fixing crumbling infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches to improve the necessary processes for building significant projects, and increasing accountability for the projects that are built. The application deadline is March 4, 2019. For more information, visit: www.transportation.gov/INFRA.

Priority Conservation Area (PCA) Grant Program

The Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG), and State Coastal Conservancy (SCC) are pleased to issue a call for projects for the Priority Conservation Area (PCA) Grant Program.

The PCA Grant Program provides funding to cities, counties, park districts, utility districts and other agencies and non-profits to acquire, enhance, or improve areas designated as conservation priorities. Letters of Interest are due February 25, 2019. Program guidelines can be found here: https://mtc.ca.gov/sites/default/files/2019_PCA_Guidelines_draft.pdf

Urban Greening Grant Program – Concept Proposal Solicitation

The California Natural Resources Agency will be accepting concept proposals for the Urban Greening Grant Program from January 8, 2019 through February 28, 2019. Approximately \$19.0 million in awards will be funded by this program through the Greenhouse Gas Reduction Fund. Applicants submitting the most competitive proposals will be invited to participate in the next level of the competitive process, anticipated Spring 2019. Program guidelines can be found here: <http://resources.ca.gov/grants/urban-greening/>

Federal Aid Series (5 Day Training)

Caltrans is offering a 5-day training course on the key requirements and responsibilities to be carried out by local agencies using federal funds for project delivery. There are training sessions in Stockton in March 2019 and San Jose in June 2019. More information can be found on the Caltrans Local Assistance Technical Program website: <https://apps.cce.csus.edu/sites/caltrans/californialtap/index.cfm?pid=1077>

Resident Engineers Academy

The Resident Engineers Academy provides core training in state and federal regulations for Local Agency Resident Engineers. Due to high-demand of the RE Academy, local agencies must first request to attend the training. The list of requests will be forwarded to your District Local Assistance Engineer (DLAE) for prioritization. There is a training session in San Jose in April 2019. More information can be found here: <http://www.localassistanceblog.com/2018/09/18/resident-engineers-academy-2018-19-schedule/>

2019 LAPM and LAPG

Caltrans Division of Local Assistance has released the 2019 updates of the Local Assistance Procedures Manual (LAPM) and the Local Assistance Program Guidelines (LAPG).

The LAPM helps California local agencies scope, organize, design, construct and maintain their public transportation facilities when participating in Federal Highway Administration (FHWA) funded federal-aid or state funding. The manual describes the processes, procedures, documents, authorizations, approvals and certifications required to receive federal-aid and/or state funds for many types of local transportation projects.

The LAPG provides local project sponsors with a complete description of the federal and state programs available for financing local public transportation-related facilities. Each program is discussed in detail by chapter and addresses such topics as: project eligibility, project selection process, funding levels, key decision makers, significant dates, relevant statutory references and related publications.

LAPM Caltrans website: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>

LAPG Caltrans website: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapg.htm>

Please refer to the links above for the most updated forms from the LAPM.

Active Transportation Program (ATP) Cycle 4

The California Transportation Commission (CTC) adopted the Statewide Competitive ATP list of projects on January 30, 2019. CTC funded two projects in the Bay Area (San Francisco and San Jose) for a total of \$12 million, out of a statewide program of \$238 million (only 5% of the statewide total). The state received 554 applications requesting over \$2.2 billion in ATP funds.

In February, MTC released their recommendations for the regional ATP program. MTC received 72 applications totaling \$339 million in response to the Regional ATP Call for Projects. MTC staff recommends fully funding four projects and partially funding two projects for a total of \$36.7 million.

MTC's regional ATP recommendations will be considered by the MTC Commission on February 27, 2019. The California Transportation Commission will consider approving MTC's project list in May.

In both the Statewide and Regional ATP competitive programs, none of the projects submitted by San Mateo County were chosen for funding. C/CAG staff will work with MTC and CTC staff on how to better position our member agencies for success on the next cycle of the ATP Call for Projects.

ATTACHMENTS

1. Caltrans Inactive Obligation Project List for San Mateo County as of February 12, 2019
2. MTC's PMP Certification Status of Agencies within San Mateo County as of February 12, 2019

Project Number	Status	Agency Action Required	State Project No	Project Prefix	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5029035	Inactive	Submit invoice to District by 02/20/2019	0416000282L	CML	Redwood City	MIDDLEFIELD ROAD BETWEEN MAIN STREET AND WOODSIDE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS: SIDEWALK WIDENING, CORNER BULB OUT, CROSSWALKS, BUS STOP, BENCHES, PED LIGHTS, STREET LIGHTS, BIKE LANES, SIGNS, STRIPING	2/27/2018	2/27/2018		2/27/2018	Z003	\$7,286,350.00	\$1,752,000.00	\$0.00	\$1,752,000.00
5357010	Inactive	Submit invoice to District by 02/20/2019	0417000486L	BRLS	Half Moon Bay	MAIN STREET BRIDGE OVER PILARCITOS CREEK; BR 35C0025 REHABILITATE HISTORIC BRIDGE . NO ADDED CAPACITY	2/27/2018	2/27/2018		2/27/2018	Z001	\$1,291,000.00	\$1,142,922.00	\$0.00	\$1,142,922.00
5102048	Future	Submit invoice to District by 05/20/2019	0417000037L	CML	San Mateo	DOWNTOWN SAN MATEO: EL CAMINO REAL TO DELAWARE , 9TH TO TILTON AVE REPLACE EXISTING PARKING METERS WITH SMART METERS AND INSTALL PARKING AVAILABILITY SIGNS AT CITY FACILITIES	5/3/2018	8/17/2016	5/3/2018	5/3/2018	Z400	\$2,471,000.00	\$2,000,000.00	\$111,249.23	\$1,888,750.77
5102049	Future	Submit invoice to District by 05/20/2019	0417000373L	BRLS	San Mateo	BERMUDA DRIVE OVER FIESTA CHANNEL (BR # 35C0077) BRIDGE REPLACEMENT	6/9/2018	6/9/2018		6/9/2018	Z001	\$534,414.00	\$473,117.00	\$0.00	\$473,117.00
5935069	Future	Invoice under review by Caltrans. Monitor for progress.	0414000091L	BPMP	San Mateo County	MADERA LANE BRIDGE OVER EL CORTE DE MADERA CREEK; BR# 35C0116 BRIDGE PREVENTATIVE MAINTENANCE	5/31/2018	4/25/2017	5/31/2018	5/31/2018	Z001	\$465,718.00	\$412,300.00	\$8,460.98	\$403,839.02
5299013	Future	Invoice returned to agency. Resubmit to District by 05/20/2019	0415000126L	STPL	Millbrae	MILLBRAE DOWNTOWN AND EL CAMINO REAL CORRIDOR, MILLBRAE PRIORITY DEVELOPMENT AREA SPECIFIC PLAN	5/10/2018	2/6/2015	5/10/2018	5/10/2018	M23E	\$650,000.00	\$500,000.00	\$225,988.57	\$274,011.43
5029033	Future	Submit invoice to District by 05/20/2019	0414000186L	STPL	Redwood City	WHIPPLE AND VETERANS, ROAD REHABILITATION	6/5/2018	2/17/2015	6/5/2018	6/5/2018	M23E	\$999,648.00	\$548,000.00	\$277,135.61	\$270,864.39
5438013	Future	Submit invoice to District by 05/20/2019	0412000266L1	SRTSL	East Palo Alto	FORDHAM ST/PURDUE AVE, BAY RD BETWEEN NEWBRIDGE ST AND GLORIA WAY, , PULGAS AVE/RUNNYMEDE ST, PULGAS AVE BETWEEN O'CONNOR ST AND MYRTLE ST. CONST SIDEWALKS, RAMPS, INSTALL CROSSWALK LIGHTING	4/27/2018	4/4/2011	4/27/2018	4/27/2018	U2E,U2U	\$556,302.00	\$555,202.00	\$501,587.73	\$53,614.27

Project Number	Status	Agency Action Required	State Project No	Project Prefix	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5029024	Inactive	Carry over project. Invoice under review by Caltrans. Monitor for progress.	0400021045L-N	BPMP	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	\$ 66,398	\$ 39,121	\$ 27,277
5029025	Inactive	Carry over project. Invoice under review by Caltrans. Monitor for progress.	0400021046L-N	BPMP	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	\$ 66,398	\$ 39,121	\$ 27,277
5935052	Inactive	Invoice under review by Caltrans. Monitor for progress.	04925333L	BRLO	San Mateo County	CRYSTAL SPRINGS DAM BRIDGE 35C0043 , ENVIRONMENTAL MITIGATION	10/31/2017	2/4/2010	10/31/2017	10/31/2017	L110	\$ 565,000	\$ 500,195	\$ 487,954	\$ 12,241
5171021	Future	Submit invoice to District by 05/20/2019	0414000321L	CML	Burlingame	CAROLAN AVENUE BETWEEN BROADWAY AND OAK GROVE AVENUE CONVERT 4-LANE ROADWAY TO 2-LANES WITH CENTER TURN LANE AND CLASS II BIKE LANES	5/3/2018	12/2/2016	5/3/2018	5/3/2018	Z003	\$ 1,529,000	\$ 986,000	\$ 938,059	\$ 47,941
5333014	Future	Submit invoice to District by 05/20/2019	0412000122L	BHLS	Woodside	KINGS MOUNTAIN RD OVER WEST UNION CREEK; 0.05 MI EAST OF TRIPP RD, BRIDGE REHABILITATION	6/22/2018	3/16/2012	6/22/2018	6/22/2018	L1CE	\$ 135,090	\$ 119,595	\$ 92,691	\$ 26,904
5333013	Future	Submit invoice to District by 05/20/2019	0412000121L	BHLS	Woodside	MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION	6/22/2018	3/16/2012	6/22/2018	6/22/2018	L1CE	\$ 107,428	\$ 95,106	\$ 87,558	\$ 7,548

PMP_Certification_Status_Listing

PMP Certification
February 12, 2019

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
San Mateo	Atherton	8/31/2016	Pending	19	4/30/2019
San Mateo	Belmont	8/30/2017	Yes	20	9/1/2019
San Mateo	Brisbane	7/31/2016	Pending	19	4/30/2019
San Mateo	Burlingame	1/31/2016	Pending	19	4/30/2019
San Mateo	Colma	8/31/2017	Yes	20	9/1/2019
San Mateo	Daly City	1/31/2017	Pending	20	4/30/2020
San Mateo	East Palo Alto	8/31/2016	Pending	19	4/30/2019
San Mateo	Foster City	2/28/2018	Yes	18	3/1/2020
San Mateo	Half Moon Bay*	12/31/2015	Pending	20	4/30/2020
San Mateo	Hillsborough	9/30/2016	Pending	19	4/30/2019
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	Pending	19	4/30/2019
San Mateo	Portola Valley	9/30/2015	Pending	19	4/30/2019
San Mateo	Redwood City	12/31/2014	Pending	19	4/30/2019
San Mateo	San Bruno	9/30/2017	Yes	20	10/31/2019
San Mateo	San Carlos	8/31/2016	Yes	20	9/1/2019
San Mateo	San Mateo	11/31/17	Yes	18	12/1/2019
San Mateo	San Mateo County	8/31/2016	Yes	20	9/1/2019
San Mateo	South San Francisco	9/1/2017	Yes	20	9/1/2019
San Mateo	Woodside	10/31/2016	Pending	19	4/30/2019

(*) 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