

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, March 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 (March 2019): | Hoang | No materials |
| <ul style="list-style-type: none">- Approved – FY 19/20 TFCA County Program Expenditure Plan- Approved – Amend. 2 with SMC Superintendent of Schools for FY18/19 budget adjustment at no cost- Approved – Agreement with SMC Superintendent of Schools to administer the FY19/20 SRTS Program for \$591,400- Approved – Funding Agreement with Menlo Park for the Haven Avenue Improvement project for \$374,000- Approved – Agreement with Kimley-Horn to provide PA/ED Services for the Smart Corridor – Northern Cities project for \$581,000- Approved – Agreement with Placeworks to update the Bayshore and EPA CBTPs for \$168,809 and authorize the Executive Director to enter into contract with Community Based Organizations for expanded community outreach in an aggregate total amount of \$30,000- Approved – Appointments of Karen Cunningham (Brisbane) as an elected official and Marina Fraser, Malcolm Robinson, Matthew Self, and Alan Uy as public members to the BPAC- Approved – Appointments of Gina Papan (Millbrae) and Julia Mates (Belmont) to the CMEQ Committee- Approved – Appointment of Donna Colson (RWC) to the RMCP Committee- Approved – Election of Maryann Moise Derwin (Portola Valley) C/CAG Chairperson and Marie Chuang (Hillsborough) C/CAG Vice-Chair | | |
| 3. Approval of the minutes from February 21, 2019 | Hoang | Page 1-3 |
| 4. Receive a presentation on the Caltrain Business Plan. (Information) | Fromson | Page 4 |
| 5. Review and recommend approval C/CAG distribution policy for fiscal year 2019/ 2020 State Transit Assistance (STA) Population- Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year. (Action) | Higaki | Page 5-15 |
| 6. Receive an update on the implementation of SB 743 – LOS to VMT Transition (Information) | Lacap | Page 16-24 |
| 7. Receive an update on the Smart Corridor Project. (Information) | Hoang | Oral Report |
| 8. Regional Project and Funding Information (Information) | Lacap | Page 25-31 |
| 9. 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.

10. Member Reports

All

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

2019 TAC Roster and Attendance			
No.	Member	Agency	Feb
1	Jim Porter (Co-Chair)	San Mateo County Engineering	
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x
3	Robert Ovardia	Atherton Engineering	
4	Afshin Oskoui	Belmont Engineering	x
5	Randy Breault	Brisbane Engineering	
6	Syed Murtuza	Burlingame Engineering	x
7	Sandy Wong	C/CAG	
8	Brad Donohue	Colma Engineering	x
9	Richard Chiu	Daly City Engineering	x
10	Tatum Mothershead	Daly City Planning	x
11	Norm Dorais	Foster City Engineering	
12	Paul Willis	Hillsborough Engineering	x
13	Maz Bozorginia	Half Moon Bay Engineering	
14	Justin Murphy	Menlo Park Engineering	
15	Khee Lim	Millbrae Engineering	
16	Sam Bautista	Pacifica Engineering	
17	Jessica Manzi	Redwood City Engineering	x
18	Jimmy Tan	San Bruno Engineering	x
19	Steven Machida	San Carlos Engineering	x
20	Brad Underwood	San Mateo Engineering	x
21	Eunejune Kim	South San Francisco Engineering	x
22	Billy Gross	South San Francisco Planning	x
23	Sean Rose	Woodside Engineering	x

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

February 21, 2019
MINUTES

The two hundred forty-ninth (249th) 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, February 21, 2019 at 1:21 p.m.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: John Ford, Mary Thomasmeyer – Commute.org; Leo Scott – Grey-Bown-Scott, Catherine Clark – AECOM; Jean Higaki, John Hoang, Jeff Lacap - C/CAG; Nikki Nagaya, Morad Fakhrai – Menlo Park; 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. Vice-Chair Hurley acknowledged new TAC member Sam Bautista.

3. Approval of the Minutes from November 15, 2018.

Approved.

(Motion) Member Oskoui; (Second) Member Underwood

4. Receive a presentation and provide input on construction outreach efforts for the US 101 Express Lanes. (Information)

Leo Scott of Grey-Bowen-Scott provided project updates including rebranding the project name to SM 101 Express Lanes and upcoming construction activities for two contracts 1) HOV to Express lane conversion, and 2) Express lane addition. Contact person for construction information is Jeff Weiss from Caltrans. For providing information to city staff, contact person is Catherin Clark of AECOM. Jurisdictions were provided 65% plan set and feedback is expected by March 11.

Comments and discussion were as follows:

- Request that Jeff Weiss' contact information be included on the fact sheet
- There may noise issue when construction starts, especially residents who lives close to the freeway
- Need to provide enough outreach, for instance, e-mail blasts
- Reminded TAC to look at the FAQ and fact sheet and provide feedback to the team by March 1st

5. Receive an update on the US 101 express lanes owner/operator issues.

Jean Higaki provided an updated indicating a that the TA and C/CAG formed a joint Ad Hoc committee comprised of Alicia Aguirre, Diane Papan, and Doug Kim representing C/CAG Board and Don Horsley, Emily Beach and Maureen Freschet from the TA Board. A

recommendation was made the Ad Hoc Committee to form Joint Powers Authority to oversee the ownership of the express lanes as well as selection of BAIFA to operate the express lanes.

In response to TAC member question about selection of BAIFA, Higaki indicated that going with BAIFA is essentially choosing to utilize BAIFA technology and system engineering. It is anticipated that in the future, the TAC will be involved with the development of the expenditure plan. It is anticipated that an outside advisory body will be utilized to determine policy and addressing violations and other issues.

6. Receive and update on the Carpool 2.0 Incentive Program

John Hoang introduced the item and indicated the program is funded by TFCA funds and provided to Commute.org to administer. John Ford and Mary Thomasmeyer from Commute.org provided an update of the program, which is rewards based, providing carpoolers up to \$100 in rewards (gift cards). The results to date include: 357 carpoolers receiving rewards, 409,528 carpool miles taken, 19,672 carpool trips taken, and savings of 81 tones of CO2. Average trip length is 21 miles and most trips are taken Monday through Friday. Other highlights include facts such as 66% of carpools are two person and the top reasons for carpooling including were cost savings, convenience, and reducing traffic congestion.

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

John Hoang presented the plan for reallocating funds previously allocated to Menlo Park from Willow Road to the Haven Avenue Improvement project and introduced Morad Fakhrai, Menlo Park staff, to describe the project in more details.

(Motion) Member Oskoui; (Second) Member Murtuza

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

John Hoang provided the FY 2019/20 allocations to Commute.org for the Voluntary Trip Reduction (\$600,000), SamTrans for the BART Shuttle (\$150,000), and for Carpool Incentives Program/Innovative Pilot Project (\$530,000).

Member Gross asked whether the increase allocation amount to SamTrans relates to increase the service level. Response was that the amount had to do with cost effectiveness of the project.

(Motion) Member Gross; (Second) Member Murtuza

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

Jeff Lacap presented on the Call for projects.

Questions and discussions were as follows:

- Are CASA numbers included? Response was no.
- Consideration for grade separation projects in the RTP. Will need to work with JPB to come up with cost
- The RTP is financially constrained
- TAC requested a cop of the presentation and project lists

10. Regional Project and Funding Information

Jeff Lacap presented on the items, as shown in the staff report.

11. Executive Director Report

None.

12. Member Reports

Vice-Chair Hurley recognized Van Ocampo, former Public Works Director from the City of Daly City, for his service to the City and the CMP TAC over the years.

Meeting adjourned.

C/CAG AGENDA REPORT

Date: March 21, 2019
To: Congestion Management Program Technical Advisor Committee (TAC)
From: Sandy Wong, C/CAG Executive Director
Subject: Receive a presentation on the Caltrain Business Plan

(For further information, contact John Hoang at 650-599-1409)

RECOMMENDATION

That the TAC receive a presentation on the Caltrain Business Plan.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A.

BACKGROUND

Representatives from Caltrain will provide an update on the service planning work that has been developed for the Caltrain Business Plan. The Plan addresses the future potential of the railroad over the next 20-30 years and assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation.

ATTACHMENT

None.

C/CAG AGENDA REPORT

Date: March 21, 2019

To: Congestion Management Program Technical Advisory Committee (TAC)

From: Sandy Wong, Executive Director

Subject: Review and recommend approval C/CAG distribution policy for fiscal year 2019/2020 State Transit Assistance (STA) Population- Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year.

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

RECOMMENDATION

That the C/CAG CMP TAC recommend approval C/CAG distribution policy for fiscal year 2019/ 2020 State Transit Assistance (STA) Population- Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year.

FISCAL IMPACT

This program will have \$2,663,609 in Population- Based State Transit Assistance (STA) for San Mateo County for Fiscal Year 19/20.

SOURCE OF FUNDS

\$2,663,609 in Population- Based State Transit Assistance (STA) for Fiscal Year 19/20.

BACKGROUND

Based on the proposed FY 2019-20 State Budget, the Bay Area would receive approximately \$208 million in Revenue-Based and \$75 million in Population based STA funds. The state allocates Revenue-Based STA to transit operators based on their revenue as defined by PUC 99314 (b). The Metropolitan Transportation Commission (MTC) receives a share of the Population- Based STA based on a population formula.

In the past, the MTC resolution 3837 governed the State Transit Assistance (STA) Population- Based fund distribution policy. Under resolution 3837, funding was distributed to fund northern county small transit operators, Regional Paratransit, the Lifeline Transportation Program, and MTC regional coordination programs. Paratransit and Lifeline Transportation Program funds were further distributed among the nine bay area counties.

MTC assigned STA funds to each county and then split each county's share to fund a) Paratransit service and b) to fund the Lifeline Transportation Program. MTC often added a small amount of other funds to the Lifeline Transportation Program funds but a significant portion of the funds for every cycle came from the STA Population- Based funds.

Since 2006, C/CAG has been delegated by the Metropolitan Transportation Commission (MTC) to administer the Lifeline Transportation Program for San Mateo County. The purpose of the Lifeline Program is to fund projects, identified through the community-based transportation planning (CBTP) process, which improves the mobility of low-income residents.

On February 28, 2018, under MTC resolution 4321, MTC established the new STA County Block Grant Program policy whereby the nine Bay Area Congestion Management Agencies (CMA) would determine how to invest the population-based STA funds in public transit services and lifeline transportation services. MTC developed a formula distribution to each county that factors STA eligible small transit operators, regional paratransit, and the lifeline transportation program.

As the CMA, C/CAG coordinates with STA-eligible transit operators and develops the STA Population-Based distribution policy within San Mateo. SamTrans is the only STA-eligible operator in San Mateo county. C/CAG must also submit a governing board-approved resolution listing the distribution policy for STA Population Based funds by May 1 for the subsequent fiscal year.

For Fiscal Year 2019/ 2020, the County share of population-based STA funds is estimated to be \$2,663,609. In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG staff is proposing to continue this split for the 2019/2020 fiscal year. This would result in approximately \$985,000 for paratransit and \$1,678,000 for the Lifeline Transportation Program. On March 6, 2019, C/CAG staff discussed this with the SamTrans staff and received concurrence on the proposal.

In previous years, under MTC guidelines, each cycle of the Lifeline Transportation Program was composed of three years of accumulated funding. The last Cycle 5 call for projects for the Lifeline Transportation Program was completed in May of last year so staff is proposing to issue another Lifeline call next year, after two years of accumulated funding.

ATTACHMENTS

1. MTC Resolution No. 4321

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

ABSTRACT

Resolution No. 4321

This resolution establishes a policy for the programming and allocation of State Transit Assistance (STA) funds and State of Good Repair Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313, and 99314.

This resolution supersedes Resolution No. 3837.

Further discussion of this action is contained in the Executive Director's Memorandum to the Programming and Allocations Committee dated January 3, 2018 and the MTC Programming and Allocations Committee Summary Sheet dated February 14, 2018.

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

Re: Adoption of MTC's State Transit Assistance (STA) and State of Good Repair Program Programming and Allocation Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4321

WHEREAS, State Transit Assistance (STA) funds are to be used to enhance public transportation service, including community transit service, and to meet high priority regional transportation needs; and

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, both STA and SGR Program funds are distributed by the State Controller's Office pursuant to Public Utilities Code § 99313 and 99314, a Population-Based and Revenue-Based program, respectively; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency for the San Francisco Bay Area, is responsible for the allocation of STA and SGR Program funds available to eligible claimants in this region; and

WHEREAS, MTC adopted an STA Allocation Policy in Resolution No. 3837 in 2008; and

WHEREAS, SB 1 significantly increased the amount of funding to the STA program and established the SGR Program; and

WHEREAS, in order to align the allocation of STA and SGR Program funding with the Bay Area's most pressing transportation needs; now, therefore, be it

RESOLVED, that MTC adopts its State Transit Assistance and State of Good Repair Program Programming and Allocation Policy described in Attachment A, attached hereto and incorporated by reference, for guidance to eligible claimants in the preparation of their

applications for STA and SGR Program funds and to staff for reviewing such applications; and be it further

RESOLVED, that the prior policy governing allocation of State Transit Assistance Funds contained in Resolution No. 3837 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on February 28, 2018.

**STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR PROGRAM
PROGRAMMING AND ALLOCATION POLICY
Exhibit 1**

This policy affects all allocations by the Metropolitan Transportation Commission (MTC) of STA and SGR Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313 and 99314 and relevant subsections.

I. STA Population-Based Funds (PUC Code 99313) Including Interest Earnings

1. STA Population-Based County Block Grant

Commencing with Fiscal Year 2018-19 70% of the STA Population-Based funds and interest is reserved for programming to STA-eligible operators by Congestion Management Agencies (CMAs) in each of the nine Bay Area counties as part of a STA Population-Based County Block Grant (County Block Grant). The County Block Grant will allow each county to determine how best to invest in transit operating needs, including providing lifeline transit services. The funds reserved for the County Block Grant shall be distributed amongst the nine counties according to the percentages shown in Table 1. Each county's share in Table 1 was calculated based on the county's share of STA funds from the Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

Table 1. Distribution of STA Population-Based County Block Grant, by County

Alameda	17.68%
Contra Costa	22.18%
Marin	5.71%
Napa	3.49%
San Francisco	8.46%
San Mateo	5.06%
Santa Clara	14.09%
Solano	10.50%
Sonoma	12.83%

Within Alameda and Contra Costa Counties a minimum amount of County Block Grant funds shall be programmed amongst the transit operators detailed in Table 2.

Table 2. Alameda and Contra Costa County Small Operator Minimum

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

The following program conditions apply to the County Block Grant:

- Reporting:** Each CMA must submit to MTC by May 1st of each year, a report including the following information about the previous, completed, fiscal year: 1) the county’s programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the estimated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- Fund Swaps:** Each CMA is required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC. The swaps will be limited to transit-eligible activities unless there is concurrence from the transit operators.
- Coordinated Claim/Submission Deadline:** Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Each CMA must also submit to MTC by May 1st of each year a governing board-approved resolution listing the distribution policy for STA Population-Based funds amongst the STA-eligible operators for the subsequent fiscal year. Operators will continue to submit their own claims, if desired.
- Performance Measures:** All small and medium sized operators shall meet Transit Sustainability Project (TSP) performance requirements similar to the large operators and achieve a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile by Fiscal Year 2022-23. For operators that have already achieved a 5% real reduction in one of the above performance measures by FY 2017-18 no further reduction is required. Operators may substitute TSP performance measures for a similar local voter approved or CMA adopted performance measure, subject to MTC concurrence. Once the 5% reduction is achieved transit operators are expected to keep future cost increases to no higher than the San Francisco Area Consumer Price Index as defined by the U.S. Bureau of Labor Statistics. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target. Staff will work with the small operators and CMAs to evaluate whether an alternate performance framework or metrics are more appropriate for the small operators. Staff will return within one year to

report on whether to retain the current framework or adjust the performance requirements.

- **Operator Consolidation Planning Efforts:** In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements, counties and transit operators may develop a plan to consolidate into a single county operator.
- **Mobility Management:** In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

2. *MTC Regional Program*

Commencing with Fiscal Year 2018-19 30% of the STA Population-Based funds and interest is reserved for projects and programs that improve regional coordination, including but not limited to:

- Clipper®
- 511
- Transit connectivity

In addition, a portion of the Regional Program funding (approximately \$8 million in the first year based on the estimated Senate Bill 1 increment for Fiscal Year 2018-19) will be used to pay for the administrative costs and to help offset transit fare revenue loss for a regional means-based fare program.

MTC will develop an annual MTC Regional Coordination program. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC).

3. *Transit Emergency Service Contingency Fund*

The Transit Emergency Service Contingency Fund shall be used to provide assistance for an emergency response to a qualifying incident or event, under specific circumstances as described in MTC Resolution No. 4171.

The fund shall not exceed a total balance of \$1 million of STA Population-Based funds. In any individual fiscal year no more than \$333,333 of STA Populated-Based funds and interest shall be apportioned to the fund. Interest accrued to the fund shall not count towards the \$1 million total balance limit and interest can continue to accrue once the fund has reached \$1 million. Beginning in Fiscal Year (FY) 2015-16, \$333,333 in STA Population-Based funds, taken “off the top” from estimated STA Population-Based revenues for the fiscal year, will be apportioned to the fund. Apportionments will continue in subsequent fiscal years until the fund reaches a total of \$1 million. In future years should

the balance of the fund fall below \$1 million, funds shall be apportioned in the next fiscal year to restore the full balance of the fund, subject to the annual apportionment limit.

II. STA Revenue-Based Funds (PUC Code 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each STA-eligible operator for the support of fixed route and paratransit operations, for inter-operator coordination, including the cost of interoperator transfers, joint fare subsidies, integrated fares etc., and for capital projects consistent with the adopted long-range plan.

III. SGR Program Population-Based Funds (PUC Code 99312.1, distributed via PUC 99313)

MTC will develop an annual investment program for SGR Program Population-Based Funds through the annual Fund Estimate. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC) and will be consistent with the below priorities. All proposed programming actions will be submitted to Caltrans for approval, consistent with SGR Program Guidelines.

1. *Priority 1: Clipper® 2.0*

Invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0.

2. *Priority 2: Green Transit Capital Priorities*

If not needed for Clipper® 2.0, program SGR Program Population-Based funds to the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. SGR Program funds are intended to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. MTC staff will work to secure a 1:1 match commitment from the Bay Area Air Quality Management District to expand and accelerate the deployment of ZEBs in the region.

IV. SGR Program Revenue-Based Funds (PUC Code 99312.1, distributed via PUC 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state of good repair projects, preventative maintenance, and other projects approved by the California Department of Transportation (Caltrans) as eligible for SGR Program expenditure.

**State Transit Assistance (STA)
Rules and Regulations
for the MTC Region
Exhibit 2**

These Rules and Regulations cover the eligibility requirements and the rules for a full or partial allocation of these funds.

Eligibility Requirements

To be eligible for any STA funds in the MTC region, an operator must comply with all SB 602 fare and schedule coordination requirements for the fiscal year. The evaluation of operator's compliance with the SB 602 program is made annually.

An operator's requested STA allocation may also be partially or fully reduced if the operator did not make satisfactory progress in meeting its Productivity Improvement Program (PIP) and/or the Regional Coordination projects for which each operator is a participant.

SB 602 Requirements/California Government Code Section 66516

Fare coordination revenue-sharing agreements, must be fully executed by all participating operators and provisions of the agreement(s) must be in compliance with MTC rules and regulations.

MTC Res. 3866 (Transit Coordination Implementation Plan) documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects such as Clipper. If a transit operator fails to comply with the requirements of Res. 3866 or its successor, MTC may withhold, restrict or reprogram funds or allocations.

PIP Projects

PIP projects are a requirement of STA funding. Failure by operators to make a reasonable effort to implement their PIP projects may affect the allocation of these funds. Projects will be evaluated based on actual progress as compared to scheduled. STA funds may be reduced proportionate to the failure of the operator to implement the PIP project/s. Progress in meeting the milestones identified for a project may be used as the basis for assessing reasonable effort.

The amount withheld will be reviewed with the affected operator. Partial funds withheld may be held by MTC up to two years to allow an operator to comply with its PIP as required by statute.

After two years, funds withheld under this section may also be re-allocated to any eligible operator for purposes of improving coordination, according to the unfunded coordination projects in the Regional Coordination Plan (MTC Res. 3866 or its successor). MTC may also allocate these funds to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the CPI.

C/CAG AGENDA REPORT

Date: March 21, 2019

To: Congestion Management Program Technical Advisory Committee (TAC)

From: Jeff Lacap, Transportation Programs Specialist

Subject: Receive an update on the implementation of SB 743 – LOS to VMT Transition

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

RECOMMENDATION

That the Congestion Management Program TAC receive an update on SB 743 – LOS to VMT Transition

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A.

BACKGROUND

In September 2013, the State Legislature passed into law SB 743, which required agencies to change the significance metric used to assess the transportation impacts of land use and transportation projects under CEQA (California Environmental Quality Act) from LOS (automobile delay, Level of Service) to VMT (Vehicle Miles Traveled). The intent is that the new metric will better align with other statewide goals, such as greenhouse gas emissions reduction and Sustainable Communities Strategies (SCS) that encourage multimodal development and promote infill opportunities in dense urban areas.

OPR (Governor's Office of Planning Research) was the lead in developing guidelines to implement SB 743. Since early 2014, OPR has worked with numerous stakeholders across the state in developing guidelines for evaluation of the transportation impacts of proposed residential, mixed use, commercial developments, and transportation projects under CEQA. C/CAG has provided comments to OPR on previous draft and final guidelines.

In January 2018, OPR submitted proposed CEQA amendments to the California Natural Resources Agency (CNRA) for final rulemaking. CNRA concluded the rule making process on March 15, 2018 and the final CEQA Guidelines were published on December 28, 2018. Statewide application of the new metric is slated to begin on July 1, 2020.

SB 743 Technical Advisory Highlights

OPR provided a Technical Advisory (http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf) that details the process, tools, thresholds and potential mitigation measures that can be applied to estimate the impact analysis.

- The new primary metric to assess the transportation impacts of land use and transportation projects under CEQA shall be VMT, which aligns with the state's climate change goals and supports infill development. Except for roadway capacity projects, a project's effect on automobile delay (Level of Service does not constitute a significant environmental impact.
- For land use projects, the general presumption is that transportation impacts are less than significant if the proposed development is located near transit or if it decreases VMT.
- The Technical Advisory states that proposed land use projects achieving 15% below baseline VMT levels is a less than significant transportation impact and connects this level of reduction to the state's emissions goals. Please see Attachment 1 for recommended thresholds for typical land use projects.
- For transportation projects (bicycle/pedestrian, transit only projects), the presumption is that a project has less than significant impacts if it decreases VMT.
- For roadway capacity increasing projects, agencies have discretion to determine the appropriate measure of transportation impact that is consistent with CEQA and other applicable requirements, including LOS.
- Lead agencies have discretion in choosing the appropriate methodology for analyzing the VMT impacts of a project and have the flexibility to evaluate projects on a qualitative basis as well.
- Implementation timeline: Agencies have an opt-in period to prepare for the transition from LOS to VMT for CEQA analysis until July 1, 2020; until then, agencies can still use LOS for their planning and fee programs.

Based on the example set by agencies that have made the LOS-to-VMT switch already (i.e. City of San Jose and Oakland), it appears that land use project evaluation will involve a combination of: (a) "screening out" projects that meet certain criteria so their VMT does not need to be quantified (i.e. near transit or located in an area with low VMT); (b) running a travel demand model for larger or more unique projects; and (c) using a spreadsheet or web-based "sketch tool" for more routine projects.

San Mateo County SB 743 Working Group

In March 2018, C/CAG hosted a working group to discuss the LOS-to-VMT transition. The session was well attended, with approximately 21 city staff members from C/CAG's member agencies. The group reached consensus on several key points:

- City staff was interested in C/CAG taking the lead and help move agencies towards the use of VMT as a metric under CEQA;
- C/CAG should work with city staff towards a consistent methodology; and

In July 2018, draft VMT heat maps were distributed to the working group via email for review and comment. The heat maps are meant to be used as a screening tool to identify areas where developments are not expected to cause significant transportation impacts. Each jurisdiction received two sets of VMT maps (citywide and countywide): Jobs VMT per Capita for office projects and Residential VMT per Capita for residential projects, using the jurisdiction's average VMT for the citywide map and the nine county Bay Area region VMT for the countywide map as the threshold. See Attachment 2.

Regional Efforts

In January 2019, MTC has applied for grant funding with the following scope of work to help the nine Bay Area counties in their efforts:

1. Adapting VMT mitigation/sketch tool that VTA is developing to other counties
2. Determining the best data sources for VMT thresholds maps
3. Creating policy guidance for TDM ordinances, revised impact fee structures and parking policies
4. VMT mitigation strategies and research
5. City attorney SB 743 education
6. VMT mitigation exchanges

C/CAG staff will track MTC's efforts and provide input into their process.

Additional Resources

A workshop was recently held on March 1, 2019 on implementing SB 743 and presented case studies of different transportation projects using VMT and has posted the entire workshop to view on-demand at: <https://www.sb743.org/continuing-education-program>. The five case studies were based on projects previously approved under CEQA; a regional shopping mall, two mixed use redevelopments, a highway widening project and a General Plan update.

Topics discussed included:

- VMT impact analysis (methodology; appropriate tools and models, determining impact area)
- VMT significance thresholds (project effects, cumulative effects)
- VMT mitigation strategies (project level, programmatic, VMT banks and transaction exchanges, legal and administrative framework)

ATTACHMENTS

1. Recommended Numeric Thresholds of Significance for Typical Land Use Projects
2. Draft VMT Heat Maps for San Mateo County

RECOMMENDED NUMERIC THRESHOLDS OF SIGNIFICANCE FOR TYPICAL LAND USE PROJECTS

PROJECT TYPE	THRESHOLD
Residential Projects	<ul style="list-style-type: none"> - Projects exceeding a level of 15 percent below existing VMT/capita (measured as regional VMT/capita or as city VMT/capita) - Projects using city VMT/capita must not cumulatively exceed the number of units specified in the SCS for that city and must be consistent with the SCS. - For projects in unincorporated areas, local agency can compare residential projects VMT to the region VMT/capita or to the aggregate population-weighted VMT/capita - In MPO areas, development in unincorporated areas measured against aggregate city VMT /capita must not cumulatively exceed the population or number of units specified in the SCS for that city.
Office Projects	<ul style="list-style-type: none"> - A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact
Retail Projects	<p>Net increase in total VMT may indicate a significant transportation impact.</p> <ul style="list-style-type: none"> - Local-serving retail may reduce VMT. May use a less-than-significant impact presumption. - Regional retail tends to increase VMT. <p>In general, retail development that includes stores larger than 50,000 sq. ft. might be considered regional-serving and lead agencies should conduct analysis to determine if the project increases VMT.</p>
Mixed-Use Projects	<p>Lead agencies can evaluate project in two ways:</p> <ul style="list-style-type: none"> - Evaluate each component of the project independently and apply the significance threshold for each project type, or - Evaluate the dominant use. <p>Mixed-use projects must take credit for internal capture.</p>
Other Project Types	<p>Lead agencies may develop their own more specific thresholds, which may include other land use types. In doing so, they must consider the purposes described in section 21099 of the Public Resources Code and regulations in the CEQA Guidelines on the development of thresholds of significance (CEQA Guidelines, § 15064.7)</p>
Redevelopment Projects	<p>Depends on the land use replacement leading to a net overall decrease in VMT. If project leads to an overall increase in VMT, lead agency must apply the thresholds described in this table.</p>
All Land Use Projects	<p>Lead agencies should analyze impacts resulting from inconsistencies with regional plans. If a project is inconsistent with the Regional Transportation Plan (RTP) and SCS, the lead agency must evaluate whether that inconsistency indicates a significant impact on transportation.</p>

Source: Technical Advisory on Evaluating Transportation Impacts in CEQA April 2018, OPR

Table 1**Residential VMT Rates by County in the Bay Area Region (2015 Base)****DRAFT**

County	Residential VMT	Total Population	Per Capita Residential VMT
San Francisco	7,367,581	841,348	8.76
San Mateo	10,098,075	742,635	13.60
Santa Clara	23,491,818	1,861,460	12.62
Alameda	20,680,790	1,567,529	13.19
Contra Costa	19,182,835	1,079,971	17.76
Solano	8,299,425	416,904	19.91
Napa	2,358,528	137,287	17.18
Sonoma	9,784,904	496,500	19.71
Marin	3,883,434	250,052	15.53
9-County Bay Area Region	105,147,390	7,393,686	14.22

**The VMT calculation is based on outputs from the C/CAG Travel Demand Model validated for base year 2015. The landuse from ABAG Projection 2013 was used as an input to the model.*

Table 2**Employer-Based VMT Rates by County in the Bay Area Region (2015 Base)****DRAFT**

County	Employer-Based Work VMT	Total Jobs	Employer-Based VMT Per Job
San Francisco	5,101,127	619,057	8.24
San Mateo	6,313,802	379,206	16.65
Santa Clara	14,637,438	1,013,108	14.45
Alameda	10,780,303	759,121	14.20
Contra Costa	6,042,109	375,150	16.11
Solano	1,966,169	143,522	13.70
Napa	1,055,484	75,832	13.92
Sonoma	3,431,448	208,787	16.44
Marin	2,433,815	115,242	21.12
9-County Bay Area Region	51,761,695	3,689,025	14.03

**The VMT calculation is based on outputs from the C/CAG Travel Demand Model validated for base year 2015. The landuse from ABAG Projection 2013 was used as an input to the model.*

Table 3**Residential VMT Rates by Jurisdiction in San Mateo County (2015 Base)****DRAFT**

Jurisdiction	Residential VMT	Total Population	Per Capita Residential VMT
Atherton	301,810	28,439	10.61
Belmont	374,203	26,426	14.16
Brisbane	76,323	4,880	15.64
Burlingame	414,366	29,685	13.96
Colma	32,918	3,756	8.76
Daly City	1,199,719	106,563	11.26
East Palo Alto	348,859	30,412	11.47
Foster City	494,014	31,082	15.89
Half Moon Bay	189,340	10,584	17.89
Hillsborough	213,857	12,372	17.29
Menlo Park	496,625	40,503	12.26
Millbrae	279,099	22,658	12.32
Pacifica	582,535	37,641	15.48
Portola Valley	202,337	6,521	31.03
Redwood City	1,141,100	83,940	13.59
San Bruno	518,376	43,416	11.94
San Carlos	439,005	30,843	14.23
San Mateo	1,374,719	105,067	13.08
South San Francisco	739,803	67,421	10.97
Unincorporated San Mateo County	1,635,444	89,267	18.32
Woodside	144,728	5,911	24.48

*The totals for the jurisdictions do not sum up to the countywide total because some of the zones are included in more than one jurisdiction in the calculation of VMT.

**The VMT calculation is based on outputs from the C/CAG Travel Demand Model validated for base year 2015. The landuse from ABAG Projection 2013 was used as an input to the model.

Table 4**Employer-Based VMT Rates by Jurisdiction in San Mateo County (2015 Base)****DRAFT**

Jurisdiction	Employer-Based Work VMT	Total Jobs	Employer-Based VMT Per Job
Atherton	181,660	11,194	16.23
Belmont	157,619	8,878	17.75
Brisbane	99,176	7,116	13.94
Burlingame	481,655	29,083	16.56
Colma	46,881	4,159	11.27
Daly City	304,336	22,203	13.71
East Palo Alto	109,382	6,346	17.24
Foster City	261,061	14,958	17.45
Half Moon Bay	111,816	6,241	17.92
Hillsborough	49,498	2,432	20.35
Menlo Park	563,697	32,095	17.56
Millbrae	129,022	7,550	17.09
Pacifica	112,622	6,273	17.95
Portola Valley	69,692	2,649	26.31
Redwood City	1,074,226	63,789	16.84
San Bruno	220,495	14,088	15.65
San Carlos	315,310	19,331	16.31
San Mateo	1,029,989	59,469	17.32
South San Francisco	633,752	41,335	15.33
Unincorporated San Mateo County	759,744	42,302	17.96
Woodside	41,929	1,788	23.45

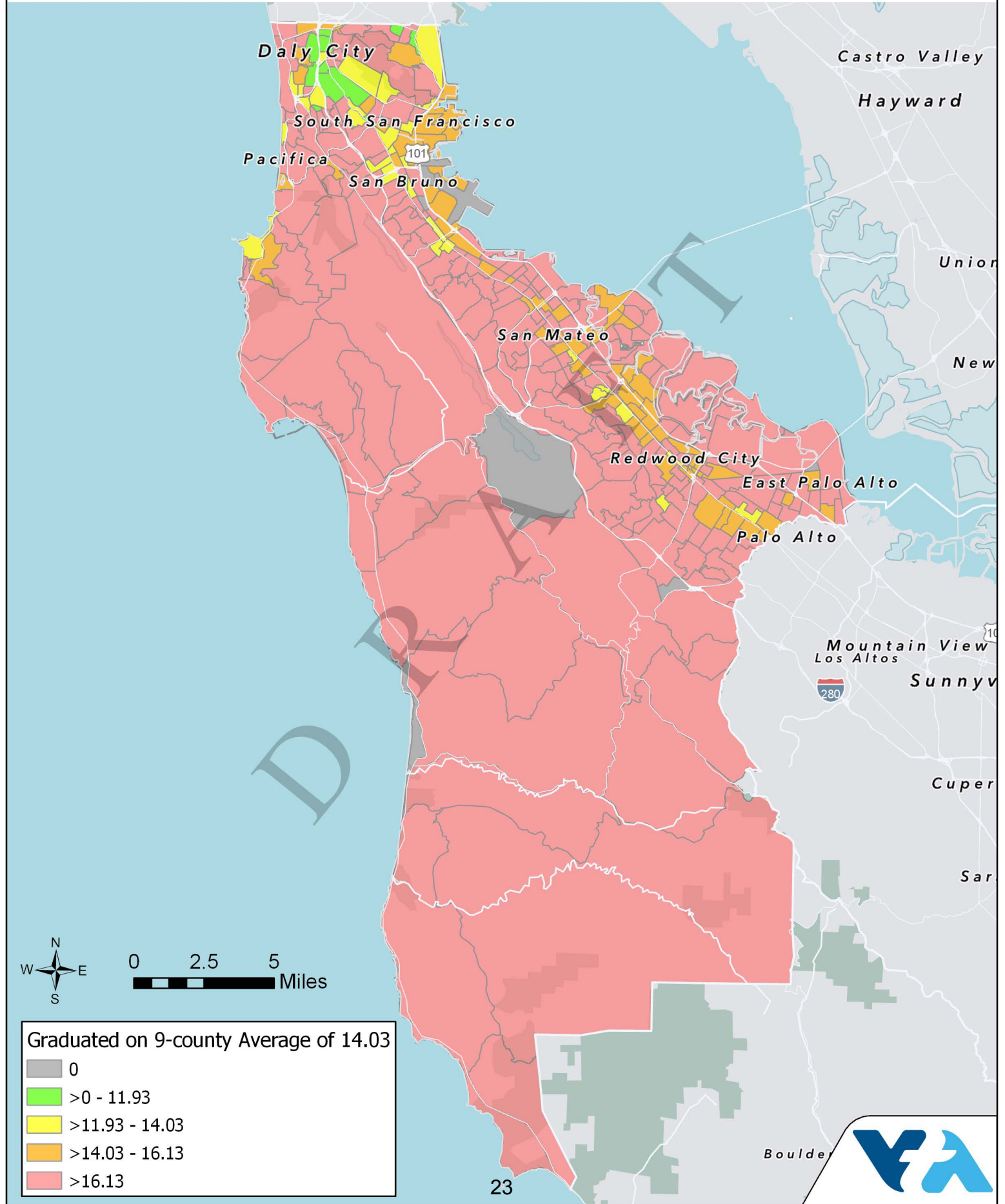
**The totals for the jurisdictions do not sum up to the countywide total because some of the zones are included in more than one jurisdiction in the calculation of VMT.*

***The VMT calculation is based on outputs from the C/CAG Travel Demand Model validated for base year 2015. The landuse from ABAG Projection 2013 was used as an input to the model.*

Employment VMT Per Employee

PRELIMINARY DRAFT - SUBJECT TO CHANGE

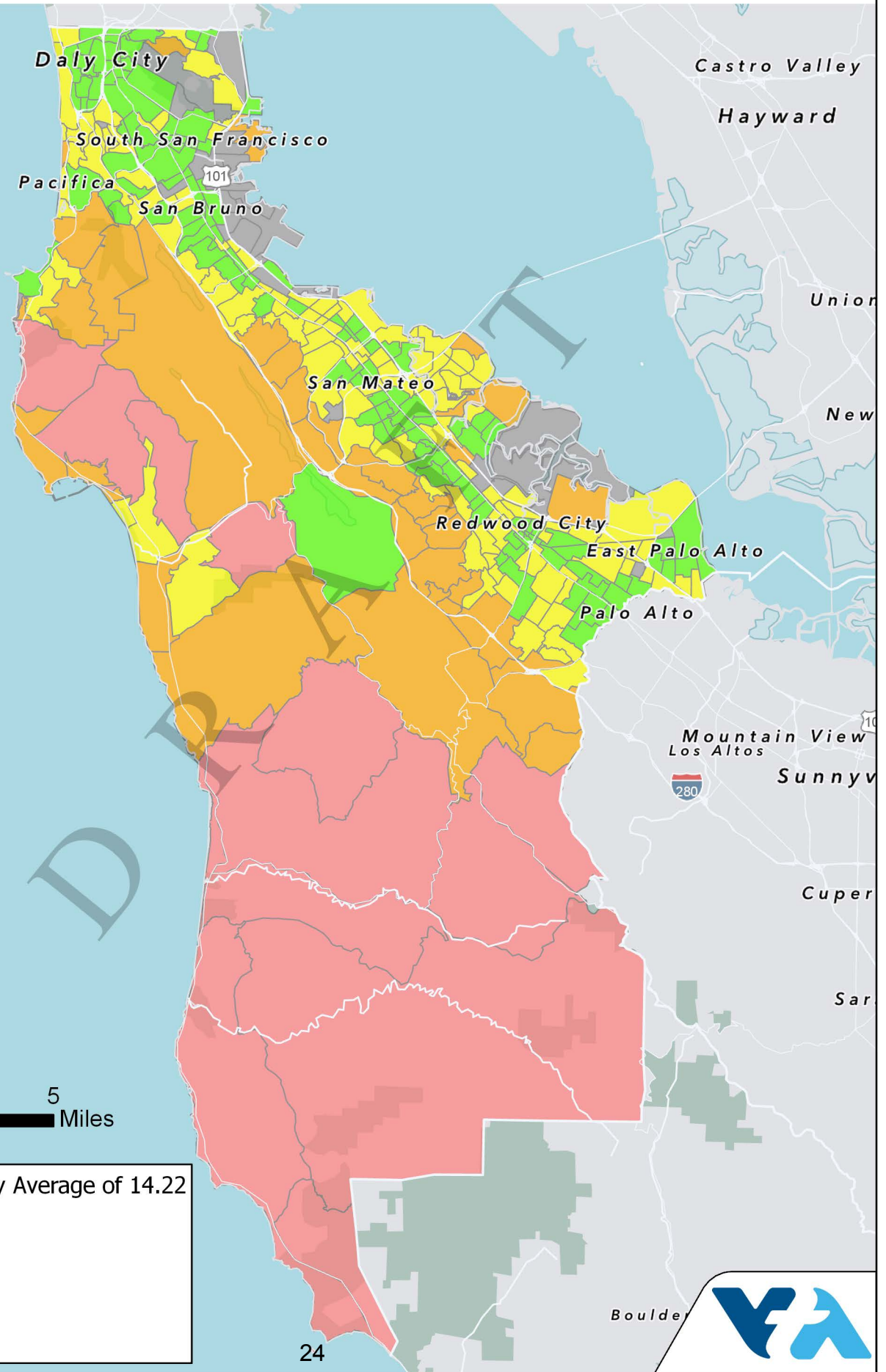
June 12, 2018



Residential VMT Per Capita

PRELIMINARY DRAFT - SUBJECT TO CHANGE

June 12, 2018



Graduated on 9-county Average of 14.22

Grey	0
Green	>0 - 12.09
Yellow	>12.09 - 14.22
Orange	>14.22 - 16.35
Red	>16.35



C/CAG AGENDA REPORT

Date: March 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>

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

Local Streets and Roads Funding Program Technical Training – FY 2019/20 Funding Eligibility

Cities and Counties seeking their Fiscal Year 2019-20 Road Maintenance and Rehabilitation Account apportionment should plan on attending one of the four sessions offered between March 26 and 27, 2019. The number of webinar participants allowed in each session is limited. Register early to ensure access to the session that best meets your schedule, registration will be approved on a first come basis. 2019 project lists are due to the CTC via the CalSMART online reporting tool on **May 1, 2019** for the upcoming fiscal year that begins on July 1, 2019.

Registration dates and information: <https://register.gotowebinar.com/rt/952248935087744013>

CTC Local Streets and Roads Funding Program website: <http://www.catc.ca.gov/programs/sb1/lrsp/>

ATP Project Progress Reporting

The next round of ATP progress reports are due on **April 5, 2019**. This reporting period covers work completed from January 1, 2019, through March 31, 2019. ATP progress reporting will be presented to the CTC in a Program Progress Report that includes a list of agencies that are not compliant with reporting requirements at the June 2019 CTC meeting. For this progress reporting round, Caltrans has migrated to an online reporting tool, CalSMART, and will replace the fillable PDF email submitted process that has been in use for previous reporting rounds for ATP. A list of ATP projects that are required to submit a progress report is attached (Attachment 3).

Plan Bay Area 2050 Request for Regionally Significant Projects

As part of MTC's efforts to update the Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS), C/CAG is requesting project sponsors to submit regionally significant projects as part of the development of the RTP/SCS, also known as Plan Bay Area 2050 (PBA 2050).

Regionally-significant project means a transportation project (other than an exempt project) that is adding capacity to a facility which serves regional transportation needs including at a minimum the principal arterial system and all fixed guideway transit facilities.

- In the context of Plan Bay Area 2050, a project proposal will be deemed regionally-significant if it meets any of the following:
 - Expands or extends the principal arterial system (length must be greater than ¼ mile)
 - Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
 - Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
 - Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
 - Extends or expands the fixed guideway transit infrastructure

- Adds new or expands transit stations or terminals, including parking facilities
- Expands transit fleets or service levels (e.g., increased frequency, hours of operation)
- Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).
- Total estimated cost (capital + operating and maintenance) is greater than \$250 million

C/CAG staff has distributed a spreadsheet with existing regionally significant project data from the current RTP/SCS (Plan Bay Area 2040) and asked project sponsors to review and update project information if necessary. This includes any changes to the scope of work, schedule, or revenue sources. New projects should be entered in a new row within the spreadsheet.

For new project proposals, please provide the following:

- Project Sponsor
- Project Title
- Project Description
- Project Estimated Cost
- Opening Date of Project

To meet the MTC deadlines, project sponsors must submit new projects proposals or project updates to Jeff Lacap, for submission, at jlacap@smcgov.org, by or before **April 10, 2019**.

MTC staff will hold an applicant workshop to provide an overview to the Request for Regionally Significant Projects and Plan Bay Area 2050. The workshop will be open to all project sponsors and is tentatively scheduled for the week of March 25th, 2019. More information can be found on the C/CAG website.

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 on April 8-12, 2019. More information can be found here: <http://www.localassistanceblog.com/2018/09/18/resident-engineers-academy-2018-19-schedule/>

Indirect Cost Rate (ICR) Documentation Submission Update

Effective immediately, Exhibit 10-A, “A&E Consultant Financial Document Review Request,” of the LAPM, is modified to include the requirement of all prime and subconsultants on contracts of \$150,000 or more to provide an indirect cost rate schedule and labor cost summary. A sample ICR Schedule, sample Labor Cost Summary, and a listing of common unallowable costs are included for reference here: <http://www.localassistanceblog.com/wp-content/uploads/2019/03/Sample-ICR-Schedule-Labor-Cost-Summary-and-List-of-Common-Unallowable-Costs.pdf>

Exhibit 10-A: <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/chapter10/10a.pdf>

Complete Streets Safety Assessment

SafeTREC is offering free Complete Streets Safety Assessments (CSSA) to California local agencies with a population of over 25,000 people. Applications are now being accepted from California local agencies for the current grant cycle. If you are interested in a CSSA for your community or have questions about the program, please contact: safetrec@berkeley.edu

More information can be found here: <https://safetrec.berkeley.edu/programs/complete-streets-safety-assessments-cssa>

ARTC class on Bicycle Transportation: An Introduction to Planning and Design

The Active Transportation Resource Center (ATRC) is hosting a course on Bicycle Transportation: An Introduction to Planning and Design on April 11, 2019 in Sacramento. This class is intended for engineering and planning professionals from local, regional, and state agencies. Registration is limited to 2 per agency.

Registration dates and information: <http://caatpresources.org/index.cfm?pid=1289>

EDC-4 Webinar on Pavement Preservation When/Where

This webinar, on March 20, 2019 - 11:00 am to 12:30 pm, will provide an opportunity for participants to learn about the results from an important FHWA study on the topic of Pavement Preservation When/Where.

Registration information: https://www.fhwa.dot.gov/innovation/everydaycounts/pavement-preservation-when-where.pdf?utm_content=&utm_medium=email&utm_source=govdelivery

Outreach Events for the California Strategic Highway Safety Plan 2020 - 2024 (SHSP)

Working in concert with federal, tribal, State, regional, local, and private sector safety stakeholders, the SHSP will identify key safety strategies that have the greatest potential to save lives and prevent serious injuries on all California roadways. An outreach event is scheduled for April 11, 2019 in the Bay Area.

Registration information: <https://www.eventbrite.com/e/california-shsp-development-outreach-registration-57028165779>

ATTACHMENTS

1. Caltrans Inactive Obligation Project List for San Mateo County as of March 7, 2019
2. MTC's PMP Certification Status of Agencies within San Mateo County as of March 14, 2019
3. San Mateo County ATP Project List

Updated 03/07/2019

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
5029035	Inactive	Invoice returned to agency. Contact DLAE. (Mobilization Cost)	0416000282L	CML	4	SM	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	2003	\$7,286,350.00	\$1,752,000.00	\$0.00	\$1,752,000.00
5357010	Inactive	Invoice under review by Caltrans. Monitor for progress.	0417000486L	BRLS	4	SM	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	2001	\$1,291,000.00	\$1,142,922.00	\$0.00	\$1,142,922.00
5102048	Future	Invoice under review by Caltrans. Monitor for progress.	0417000037L	CML	4	SM	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	4	SM	San Mateo	BERMUDA DRIVE OVER FIESTA CHANNEL (BR # 35C0077) BRIDGE REPLACEMENT	6/9/2018	6/9/2018		6/9/2018	2001	\$534,414.00	\$473,117.00	\$0.00	\$473,117.00
5029033	Future	Submit invoice to District by 05/20/2019	0414000186L	STPL	4	SM	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	4	SM	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	LU2E,LU20	\$556,302.00	\$555,202.00	\$501,587.73	\$53,614.27

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
5029024	Inactive	Carry over project. Invoice under review by Caltrans. Monitor for progress.	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	Inactive	Carry over project. Invoice under review by Caltrans. Monitor for progress.	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
5171021	Future	Invoice under review by Caltrans. Monitor for progress.	0414000321L	CML	4	SM	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	2003	\$1,529,000.00	\$986,000.00	\$938,058.86	\$47,941.14
5333014	Future	Submit invoice to District by 05/20/2019	0412000122L	BHLS	4	SM	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	\$135,090.00	\$119,595.00	\$92,690.98	\$26,904.02
5333013	Future	Submit invoice to District by 05/20/2019	0412000121L	BHLS	4	SM	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	\$107,428.00	\$95,106.00	\$87,558.19	\$7,547.81

PMP_Certification_Status_Listing

PMP Certification March 14, 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

ATP ID	District	County	Agency Name	Project Number	Cycle	Infrastructure PPNO	Non-Infrastructure PPNO	Project Name	ATP Programmed Funds PA&ED	ATP Programmed Funds PS&E	ATP Programmed Funds R/W	ATP Programmed Funds CON	ATP Programmed Funds CON-NI	ATP Allocated Funds PAED	ATP Allocated Funds PS&E	ATP Allocated Funds R/W	ATP Allocated Funds CON	ATP Allocated Funds CON-NI	Project Reporting Status
ATP01-04-044S	4	SM	East Palo Alto, City of	5438017	1	1040A		East Palo Alto Highway 101 Pedestrian and Bicycle Overcrossing				8600					8600		Progress Reporting
ATP01-04-045S	4	SM	San Mateo County	5935075	1	1040B		San Mateo County Safe Routes to School for Health and Wellness					900					900	Progress Reporting
ATP02-04-039S	4	SM	San Mateo County	5935074	2	2140X		Redwood City 2020 Sustainable Transportation Encouragement Project (STEP)					966					963	Progress Reporting
ATP02-04-040S	4	SM	South San Francisco, City of	5177037	2	2140Y		Linden and Spruce Avenues Traffic Calming Improvements		155		713			155		713		Progress Reporting
ATP02-04-041S	4	SM	Daly City, City of	5196040	2	2140W		Central Corridor Bike and Pedestrian Safety Improvements		300		1719			300				Progress Reporting
TP03A-04-011N	4	SM	Woodside, City of	5333018	3A	2314		Woodside Elementary School Student Pathway Project Phase III				528					528		Progress Reporting
TP03A-04-029N	4	SM	San Carlos, City of	5267026	3A	2329		Route 101 and Holly Street Pedestrian and Bicycle Overcrossing				4200					4200		Progress Reporting