

# 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*

### **REVISED** - TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Originally Posted 5/16/20

Revised as of 5/20/20

Please view the changes below in strikeout and underline.

**Date:** Thursday, May 21, 2020

**Time:** 1:15 P.M.

On March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings telephonically or by other electronic means. Pursuant to the Shelter-in-Place Orders issued by the San Mateo County Health Officer and the Governor, and the CDC's social distancing guidelines, which discourage large public gatherings, C/CAG meetings will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below.

**Join by Zoom:**

<https://us02web.zoom.us/j/87220365321?pwd=c1FNNDIGcDBWbTNscU5qVXhFZmFHZz09>

**Meeting ID: 872 2036 5321**

**Password: 715242**

**Join by Phone: 669-900-6833**

**Meeting ID: 872 2036 5321**

**Password: 715242**

Persons who wish to address the C/CAG TAC on an item to be considered at this meeting, or on items not on this agenda, are asked to submit written comments to [mhiatt@smcgov.org](mailto:mhiatt@smcgov.org). Spoken public comments will also be accepted during the meeting through Zoom. Please see instructions for written and spoken public comments at the end of this agenda.

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- |    |   |               |              |
|----|---|---------------|--------------|
| 1. | Brief Overview of Teleconference Meeting Procedure  | Porter/Hurley | No materials |
| 2. | Public comment on items not on the Agenda (presentations are customarily limited to 2 minutes).   | Porter/Hurley | No materials |
| 3. | Issues from the last C/CAG Board meeting ( <del>April</del> <u>May</u> 2020) <ul style="list-style-type: none"><li>- Approved – Amendment No. 3 to the Agreement with VTA for time extension for TDM services</li><li>- Approved – Appointment of Justin Yuen and Janet Borgens to the BPAC Committee</li><li>- Approved – Appointment of Diana Reddy to the CMEQ Committee</li><li>- Approved – California Resilience Challenge Grant Funding application for Resilient San Carlos Schoolyards project</li><li>- Approved – Funding agreement with BAAQMD for TFCA Regional Fund and</li></ul> | Hiatt         | No materials |

	C/CAG Local Match for the Rideshare to Transit Pilot Project		
	- Approved – Agreements with San Mateo County Energy Watch PG&E Local Partnership Program for a 3-year program cycle		
	- Approved – C/CAG and SMCTA Shuttle Program for FY 2020/21 and funding agreement with the City of Menlo Park for a 2-year period.		
4.	Approval of the minutes from April 16, 2020 (Action)	Hiatt	Page 1-4
5.	Review and recommend the <u>C/CAG Board</u> to authorize the Executive Director to submit an allocation request to the California Transportation Commission (CTC) for the Senate Bill (SB1) Local Partnership Program (LPP) Formula Funds for <del>FY 2021 through FY 2023</del> in the amount of <del>\$600,000</del> <u>\$722,000</u> to support the Northern Cities Smart Corridor Project. (Action)	Cheung	Page 5-7
6.	Review and recommend <u>the C/CAG Board approve postponing the implementation of some Carpool 2020 program components, and redirecting funding to the construction of South San Francisco Smart Corridor Project a portion of the Transportation Fund for Clean Air County Program Manager funding to the design phase of the Northern Cities Smart Corridor project.</u> (Action)	Cheung	Page 8-10
7.	Review and recommend <del>the approval</del> <u>C/CAG</u> distribution policy for Fiscal Year 2020-21 State Transit Assistance (STA) Population-Based funds among the STA-eligible transit operators and funds that will be spent benefitting Communities of Concern for the subsequent fiscal year. (Action)	Charpentier	Page 11-21
8.	Receive information on the preparation of a draft list of projects for potential Economic Stimulus legislation and provide input. (Information)	Charpentier	Page 22-27
9.	Regional Project and Funding Information	Lacap	Page 28-39
10.	Executive Director Report	Wong	No materials
11.	Member Reports	All	

**PUBLIC NOTICING:** All notices of C/CAG regular TAC 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 TAC 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 TAC meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the TAC. The TAC 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>. Please note that C/CAG’s office is temporarily closed to the public; please contact Mikaela Hiatt at (650) 599-1453 to arrange for inspection of public records.

**PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS:** Persons with disabilities

who require auxiliary aids or services to participate in this meeting should contact Mikaela Hiatt at (650) 599-1453, five working days prior to the meeting date.

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to [mhiatt@smcgov.org](mailto:mhiatt@smcgov.org).
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG TAC members, made publicly available on the C/CAG website along with the agenda, and read aloud by C/CAG staff during the meeting. We cannot guarantee that emails received less than 2 hours before the meeting will be read during the meeting, but such emails will be included in the administrative record of the meeting.

Spoken comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The C/CAG TAC meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When C/CAG Staff or Co-Chairs call for the item on which you wish to speak, click on "raise hand." Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff:

Programs Specialist: Mikaela Hiatt (650) 599-1453 [mhiatt@smcgov.org](mailto:mhiatt@smcgov.org)

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

**April 16, 2020  
MINUTES**

<b>2020 TAC Roster and Attendance</b>					
<b>No.</b>	<b>Member</b>	<b>Agency</b>	<b>Jan</b>	<b>Feb</b>	<b>April</b>
1	Jim Porter (Co-Chair)	San Mateo County Engineering	x	x	<b>x</b>
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x	x	x
3	Robert Ovardia	Atherton Engineering	x		x
4	Peter Brown <sup>1</sup>	Belmont Engineering	N/A	N/A	x
5	Randy Breault	Brisbane Engineering	x	x	x
6	Syed Murtuza	Burlingame Engineering	x		x
7	Sandy Wong	C/CAG	x	x	x
8	Brad Donohue	Colma Engineering	x	x	x
9	Richard Chiu	Daly City Engineering	x	x	x
10	Tatum Mothershead	Daly City Planning	x	x	x
11	Norm Dorais	Foster City Engineering	x	x	x
12	Paul Willis	Hillsborough Engineering	x	x	x
13	Maz Bozorginia	Half Moon Bay Engineering	x		
14	Nikki Nagaya	Menlo Park Engineering		x	x
15	Andrew Yang <sup>2</sup>	Millbrae Engineering	N/A	N/A	x
16	Sam Bautista	Pacifica Engineering		x	x
17	Jessica Manzi	Redwood City Engineering	x	x	x
18	Jimmy Tan	San Bruno Engineering	x	x	x
19	Steven Machida	San Carlos Engineering	x	x	x
20	Brad Underwood	San Mateo Engineering		x	x
21	Eunejune Kim	South San Francisco Engineering	x	x	
22	Billy Gross	South San Francisco Planning	x	x	x
23	Sean Rose	Woodside Engineering	x	x	x
24	James Choe	MTC	x	x	x

<sup>1</sup> Peter Brown joined the TAC in April 2020. Afshin Oskoui previously served on the TAC for Belmont and attended the January 2020 meeting.

<sup>2</sup> Andrew Yang joined the TAC in April 2020. Khee Lim previously served on the TAC for Millbrae and did not attend meetings in 2020.

The two hundred sixtieth (260th) meeting of the Technical Advisory Committee (TAC) was held virtually via Zoom. Co-Chair Hurley called the meeting to order on Thursday, April 16, 2020 at 1:17 p.m.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Mikaela Hiatt, Kim Wever, Sean Charpentier, Susy Kalkin, Kaki Cheung, Van Ocampo, Jeff Lacap - C/CAG; and other attendees not noted.

**1. Brief Overview of Teleconference Meeting Procedures.**

Mikaela Hiatt briefly explained how the TAC Meeting would run virtually.

**2. Public Comment on items not on the Agenda (presentations are customarily limited to 3 minutes).**

Sandy Wong introduced the two new members of the C/CAG Staff Kaki Cheung and Sean Charpentier to the TAC.

**3. Issues from the last C/CAG Board meeting.**

Mikaela Hiatt brought forward issues from the last C/CAG Board Meeting. The list of issues raised from the C/CAG Board Meeting is as follows:

- Approved – Appointment of Peter Brown and Andrew Yang to the TAC and Stormwater Committees
- Approved – Amendment to the FY 19-20 SMCOE SRTS Agreement
- Approved – FY 20-21 Agreement between SMCOE and C/CAG for SRTS
- Approved – Reallocation of Measure M interest and administration funds
- Approved – Final 2019 Congestion Management Program
- Approved – Subscription to StreetLight Data and C/CAG Member Agency Cost Share
- Approved – List of projects to MTC for RTP/SCS/Plan Bay Area 2050
- Approved – Forum for cities to share practices related to COVID-19 Shelter-inPlace to the next C/CAG Board Meeting
- Approved – Election of Marie Chuang to the C/CAG Chair and Davina Hurt to the C/CAG Vice Chair positions

Mikaela Hiatt added that the StreetLight Data item was approved with the amendment to delay the start date of the subscription by 6 months.

**4. Approval of the Minutes from February 20, 2020.**

Co-Chair Porter moved; Member Breault seconded. Member Murtuza, Member Brown, and Member Ovadia abstained. Item passed.

**5. Review and recommend approval of the project list for funding under the C/CAG and San Mateo County Transportation Authority Shuttle Program for FY 2020/21 and FY 2021/22. (Action)**

Susy Kalkin presented on the proposed Shuttle program for FY 2020/21 and FY 2021/22. The total amount provided is \$10 million in total funds with \$9 million from SMCTA and \$1 million from C/CAG. There are 30 shuttles recommended for \$9.85 million. There are 4 existing shuttles not recommended for funding; Oracle Commuter Shuttle, Twin Dolphin Commuter Shuttle, San Carlos Commuter Shuttle, and Belmont/Hillsdale Commuter Shuttle.

Member Breault asked a question about any changes in funds requested and funds recommended. Susy Kalkin explained the adjustment was due to Measure A allotment. Member Manzi asked a question about 2 shuttles previously serving Redwood Shores via the Twin Dolphin Commuter Shuttle and Oracle Commuter Shuttle. Susy Kalkin explained that the project sponsors did not offer recommendations for adjustments. Member Nagaya expressed concern for driver shortages in the shuttle program and suggested to readdress agreements with vendors. Member Murtuza moved; Member Chiu seconded. Item passed unanimously.

**6. Review and recommend acceptance of the Transportation for Clean Air (TFCA) Regional Fund and approval of local matching funds for the Rideshare to Transit Pilot in a total amount of \$579,000. (Action)**

Kim Wever presented the proposed Rideshare to Transit Pilot program with a recommendation to accept the award from the TFCA and include local matching transportation funds. Kim presented the two elements of the plan which would include incentives to riders to either carpool to transit or use a shared transportation network company (TNC) to get to transit to 5 BART stations and 5 Caltrain stations. The TNC element would include a \$5 discount for shared rides over \$5. The carpool element would include a \$2 discount per trip for riders and up to a \$5 incentive per trip for drivers to aid in parking costs. The program would only take place during peak morning and evening hours Tuesday through Thursday and be largely only available to San Mateo County residents via inbound and outbound geofences. \$50,000 of the program would be for marketing, \$529,000 would be for incentives. The TFCA fund amount is \$300,000 and C/CAG's local match would be \$279,000.

Member Ovadia requested quarterly program updates. Kim Wever agreed with the requested suggestion for program evaluation.

Member Murtuza asked about the nature of the selected transit stations for the program. Kim Wever explained that certain Caltrain stations were selected based on the parking constraint.

Member Brown expressed appreciation for the delay in timeline in light of COVID-19 Shelter in Place order.

Member Nagaya commented that the Hillsdale station closure should be monitored for the program in coordination with timeliness.

Member Underwood commented that the Hillsdale station will be closed mid-May and stay closed for 5 months.

Member Murtuza moved; Member Underwood seconded. Item passed unanimously.

**7. Discussion on Request for Proposal (RFP) for the Measure M Strategic Plan for Fiscal Year 2022-2021. (Action)**

Kim Wever presented the potential RFP release for the Measure M Strategic Plan and a request for a member of the TAC to serve on the interview panel.

Member Underwood and Co-Chair Hurley volunteered to serve on the interview panel.

Member Underwood moved; Member Murtuza seconded. Item passed unanimously.

**8. Regional Project and Funding Information**

Jeff Lacap presented on the items, as shown in the staff report include impact of application deadline and timely use of funds in light of COVID-19 including ATP Cycle 5 and SB 1 Local Streets and Roads, updated Caltrans guidance on DBE, Caltrans acceptance of

electronic signatures on progress invoices during the Shelter in Place, and FHWA update for inactive projects.

Member Murtuza asked a question about the grant information for the Congested Corridors program. Jeff Lacap explained that the project needs to be listed on a Congested Corridor Plan and is meant to fund projects in highly traveled and congested corridors.

Jeff Lacap took a poll of those interested in applying for ATP Cycle 5 funding.

Jeff Lacap shared that he would pass along webinar information for funding sources to the Single Point of Contacts.

#### **9. Executive Director Report**

Sandy Wong shared that the Alemany Deck project has been advanced on April 25<sup>th</sup>, 2020 in light of COVID-19 light traffic, informal discussion with Caltrans on shovel ready projects for stimulus funding, construction on the US 101 Express Lane will continue as Caltrans has deemed the project essential with an additional one hour to the lane closures, and the Express Lane JPA has approved a contract with ARUP for an equity study on the project.

#### **10. Member Reports**

Member Brown and the TAC congratulated Member Nagaya on appointment as the Public Works Director of Menlo Park.

Meeting adjourned at 2:13 p.m.

## C/CAG AGENDA REPORT

Date: May 21, 2020

To: Congestion Management Program Technical Advisory Committee (TAC)

From: Kaki Cheung, Program Director

Subject: Review and recommend the C/CAG Board to authorize the Executive Director to submit an allocation request to the California Transportation Commission (CTC) for the Senate Bill (SB1) Local Partnership Program (LPP) Formula Funds in the amount of \$722,000 to support the Northern Cities Smart Corridor Project.

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

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### RECOMMENDATION

That the TAC review and recommend the C/CAG Board to authorize the Executive Director to submit an allocation request to the California Transportation Commission (CTC) for the Senate Bill (SB1) Local Partnership Program (LPP) Formula Funds in the amount of \$722,000 to support the Northern Cities Smart Corridor Project.

### FISCAL IMPACT

The 2019 Local Partnership Formulaic Program includes one year of funding in the amount of \$122,000 for Fiscal Years 2019/20. The 2020 Program, covering Fiscal Years 2020/21 through Fiscal Years 2022/23, provides another \$600,000 for the Agency. This makes a total of \$722,000 in Local Partnership Program funds available for programming.

### SOURCE OF FUNDS

The Road Repair and Accountability Act of 2017, (Senate Bill 1, Beall, Chapter 5, Statutes of 2017) created the Local Partnership Program and continuously appropriates two hundred million dollars (\$200,000,000) annually to be allocated by the California Transportation Commission (Commission) to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements.

### BACKGROUND

At the October 17, 2018 California Transportation Commission (CTC) meeting, the Commission adopted the 2019 Local Partnership Formulaic Program. This is in response to Senate Bill 1, the Road Repair and Accountability Act of 2017. The overall grant objective is to reward jurisdictions with voter approved taxes, tolls or fees solely dedicated to transportation improvements. C/CAG, as the sponsor of Measure M, the \$10 Vehicle Registration Fee, is eligible for the LPP Formulaic Share. The 2019 Program includes one year of funding for Fiscal Year 2019-20. C/CAG elected not to propose any projects for the formula funds during the 2019 cycle, leaving an unprogrammed balance of \$122,000. On March 25, 2020, the CTC adopted the 2020 Local Partnership Program (LPP) Guidelines. Pursuant of the guidelines, the Agency can program up to \$600,000 for projects covering Fiscal Years 2020/21 through 2022/23. Combining the 2019 and 2020 LPP formulaic funds makes a total of \$722,000 available for programming.

The San Mateo County Smart Corridor project is one of countywide significance. The project has been



a longstanding priority for the Agency. The Smart Corridor is designed to improve mobility of local arterial streets by installing Intelligent Transportation System (ITS) equipment, such as an interconnected traffic signal system, close circuit television (CCTV) cameras, dynamic message signs, and vehicle detection system, on predefined designated local streets and state routes. The ITS infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities in addressing recurring and non-recurring traffic congestion. The Smart Corridor project maximizes efficiency of the existing transportation network, smoothing traffic flow and leading to improved safety and reduced travel times. Concurrently, the project minimizes the impact of freeway incident traffic on local streets through proactive traffic management. The segments between City of San Bruno at the northern limits to the Santa Clara County line in the City of East Palo Alto has been completed. The South San Francisco segment is expected to be in the construction phase starting in spring of 2021.

The Northern Cities expansion project continues the San Mateo Smart Corridor implementation efforts. It expands from its current northern terminus of I-380 further north to the San Francisco County line, encompassing arterials along US 101 and I-280 within the city limits of Daly City, Colma, and Brisbane. A project location map is shown in Attachment 1. The ITS infrastructure that will support the project include the design of fiber optic cable in new and existing conduit, wireless communications, traffic signal controller upgrades and replacement, Closed Circuit Television (CCTV) cameras, system detection, and dynamic message signs along the project corridor.

The Project Approval/Environmental Document (PA/ED) phase for the Northern Cities project is near completion. Project design can be initiated upon PA/ED approval. The current total project cost is estimated at \$12M. An amount of \$8.5M of State Transportation Improvement Program (STIP) funding is programmed for the project, leaving a funding gap of \$3.5M. While staff actively looks for other funding opportunities, staff proposes allocating the \$722,000 of LPP formulaic funds towards the project to reduce the overall funding gap.

Once the project is completed, it will form a continuous communications network and traffic signal systems, creating an opportunity for traffic signal synchronization and transit signal prioritization projects, promoting cross-jurisdictional coordination and improving the operation and efficiency of the San Mateo County Smart Corridor.

## **ATTACHMENT**

1. Project Site Location Map

# Attachment 1 Project Site Location Map



**FIGURE 2: Site Location Map**



## C/CAG AGENDA REPORT

Date: May 21, 2020

To: Congestion Management Program Technical Advisory Committee (TAC)

From: Kaki Cheung, Program Director

Subject: Review and recommend the C/CAG Board approve postponing the implementation of some Carpool 2020 program components, and redirecting a portion of the Transportation Fund for Clean Air County Program Manager funding to the design phase of the Northern Cities Smart Corridor project.

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

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### RECOMMENDATION

That the TAC review and recommend the C/CAG Board approve postponing the implementation of some Carpool 2020 program components and redirect a portion of the Transportation Fund for Clean Air (TFCA) County Program Manager funding to the design phase of the Northern Cities Smart Corridor project.

### FISCAL IMPACT

Redirect \$350,000 FY 2019/20 TFCA funds from Carpool 2020 program to Smart Corridor project. No net fiscal impact to C/CAG.

### 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

Annually, C/CAG allocates TFCA County program Manager Fund to eligible projects within the San Mateo County. On February 13, 2020, the C/CAG Board approved Resolutions 20-06 authorizing the threefold Carpool 2020 program, which are comprised of the following components:

1. Employer Incentives - Scoop
2. Driver Incentives – Waze Carpool
3. Rewards Based Incentives – Commute.org

When the COVID-19 pandemic began and shelter in place order took effect in March, participation in various carpool programs has slowed down considerably. Many industry leaders believe that ridesharing activities may not return to normal until the economy adapts to post COVID-19 era and new safety measures are in place to make commuters feel safe to use non-drive alone modes. Given the

uncertainties of when shelter in place orders would be lifted, users' level of comfort on sharing rides, and availability of vaccines, staff recommends postponing the employer and driver incentives components at this time.

As an Agency that is committed to transportation demand management efforts, C/CAG will continue to allocate \$100,000 towards the rewards-based incentives program managed by Commute.org. Carpoolers can link their Waze Carpool and Scoop accounts to the STAR platform in order to receive \$25 gift cards, up to \$100 total each, for every 10 trips recorded with either verified carpooling app. Returning users also can enter into quarterly drawings for prizes in the form of \$100 e-gift cards.

## **RECOMMENDATION**

To use the TFCA funds in a timely manner, staff proposes redirecting a total of \$350,000 to the design phase of the Northern Cities Smart Corridor expansion project. The San Mateo County Smart Corridor project is one of countywide significance. The project has been a longstanding priority for the Agency. It is designed to improve mobility of local arterial streets by installing Intelligent Transportation System (ITS) equipment on predefined designated local streets and state routes. The ITS infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities in addressing recurring and non-recurring traffic congestion. The Smart Corridor project maximizes efficiency of the existing transportation network, smoothing traffic flow and leading to improved safety and reduced travel times. Concurrently, the project minimizes the impact of freeway incident traffic on local streets through proactive traffic management. The segments between City of San Bruno at the northern limits to the Santa Clara County line in the City of East Palo Alto has been completed. The South San Francisco segment is expected to be in construction phase starting in spring of 2021.

The Northern Cities expansion project continues the Smart Corridor implementation efforts. It expands from its current northern terminus of I-380 further north to the San Francisco County line, encompassing arterials along US 101 and I-280 within the city limits of Daly City, Colma, and Brisbane. A project location map is shown in Attachment 1. The ITS infrastructure that will support the project include the design of fiber optic cable in new and existing conduit, wireless communications, traffic signal controller upgrades and replacement, Closed Circuit Television (CCTV) cameras, system detection, and dynamic message signs along the project corridor.

The Project Approval/Environmental Document phase for the Northern Cities project is near completion. Project design can be initiated upon PA/ED approval. The current total project cost is estimated at \$12M. An amount of \$8.5M of State Transportation Improvement Program (STIP) funding is programmed for the project, leaving a funding gap of \$3.5M. While staff actively looks for other funding opportunities, staff proposes allocating the \$350,000 of TFCA funds to cover the project design costs, thereby reducing the overall project funding gap.

Once the project is completed, it will form a continuous communications network and traffic signal systems, creating an opportunity for traffic signal synchronization and transit signal prioritization projects, promoting cross-jurisdictional coordination and improving the operation and efficiency of the San Mateo County Smart Corridor.

## **ATTACHMENT**

1. Project Site Location Map



# Attachment 1 Project Site Location Map



**FIGURE 2: Site Location Map**



## C/CAG AGENDA REPORT

Date: May 21, 2020

To: C/CAG Congestion Management Program Technical Advisory Committee

From: Sean Charpentier, Program Director

Subject: Review and recommend approval C/CAG distribution policy for Fiscal Year 2020-21 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 Sean Charpentier at 650-599-1462)

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### **RECOMMENDATION**

That the C/CAG CMEQ Committee recommend approval C/CAG distribution policy for Fiscal Year 2020-21 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 is estimated to have \$2,391,124 in Population-Based State Transit Assistance (STA) for San Mateo County for Fiscal Year 2020-21.

### **SOURCE OF FUNDS**

\$2,391,124 in Population- Based State Transit Assistance (STA) for Fiscal Year 2020-21.

### **BACKGROUND**

Based on the proposed FY 20-21 State Budget, the Bay Area would receive approximately \$185 million in Revenue-Based and \$67 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 Transportation Agencies (CTA) 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 CTA, 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. In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG set aside its share of FY 2018-19 and FY 2019-20 funds for a Lifeline Call for Projects in 2020.

#### Fiscal Year 2020-21

For Fiscal Year 2020-21, the County share of population-based STA funds is estimated to be \$2,391,124. In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG staff is proposing to continue the historical 37% for paratransit and 63% for Lifeline division for FY 2020-21. This would result in approximately \$884,716 for paratransit and \$1,506,408 for the Lifeline Transportation Program.

It is important to note that STA fund estimate was released in February 2020, but due to COVID-19 crisis, actual revenues might be significantly lower for FY 2020-21.

C/CAG staff is the early stages of developing a call for projects for the Lifeline Transportation Program using the accumulated funds from FY 2018-19 and FY 2019-20, scheduled for later this summer. The COVID-19 crisis might create increased demand for Lifeline programs. Staff proposes retaining the C/CAG FY 2020-21 Lifeline portion for eligible Lifeline programs that may exceed the available funds from Fiscal Years 2018-2020, or other STA eligible Lifeline programs or projects that respond to the COVID-19 crisis.

This proposal will be presented to the C/CAG TAC on May 21, 2019 and the C/CAG Board on June 11, 2020

#### **ATTACHMENTS**

1. MTC Resolution No. 4321

Date: February 28, 2018  
W.I.: 1511  
Referred By: PAC  
Revised: 02/27/19-C

ABSTRACT

Resolution No. 4321, Revised

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.

This resolution was revised on February 27, 2019 to update the STA Population-Based County Block Grant performance measure requirements for small and medium sized transit operators as well as to make adjustments to the State of Good Repair (SGR) Program Revenue-Based program policies to reflect updated Caltrans SGR Program guidelines.

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 Sheets dated February 14, 2018 and February 13, 2019.



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

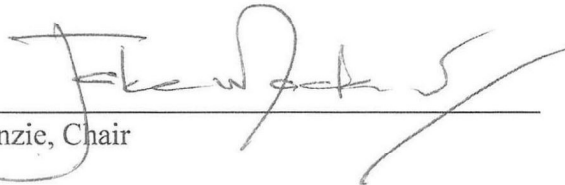
WHEREAS, in order to align the allocation of STA and SGR Program funding with the Bay Area's most pressing transportation needs; now, therefore, be it

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.

Date: February 28, 2018  
W.I.: 1511  
Referred By: PAC  
Revised: 02/27/19-C

Attachment A  
Resolution No. 4321  
Page 1 of 6

**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.
- 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:** ~~[ORINGAL LANGUAGE] 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.~~  
 [PROPOSED REVISION LANGUAGE] *All small and medium sized operators shall be required to maintain operating costs (cost per service hour, cost per passenger, or cost per passenger mile) at least twenty (20) percent below the annual average operating cost of the seven operators included in the Transit Sustainability Project*

*(TSP). Operating costs for small and medium sized operators shall be calculated for each mode (bus, rail, ferry, etc.) and benchmarked against the comparable modal average for the operators included in the TSP. In addition, annual year-over-year increases in operating costs for each small and medium sized operator shall be no greater than five (5) percent per year. If an operator is unable to meet the above requirements they may submit an appeal/justification to MTC explaining the circumstances that prevented achievement of the targets. 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.*

- **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)**

~~[ORINGAL LANGUAGE] 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.~~

*[PROPOSED REVISION LANGUAGE] 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. Starting with Fiscal Year 2019-20 operators must submit their proposed SGR Program Revenue-Based projects to MTC, consistent with Caltrans' proposed amendments to the SGR Program Guidelines for Fiscal Year 2019-20. Operators should submit their SGR Program Revenue-Based project list to MTC by May 15<sup>th</sup> of each year. MTC staff will compile SGR Program Revenue-Based projects from all operators across the region and submit to the Commission for approval before submitting the approved regional SGR Program Revenue-Based project list to Caltrans by September 1<sup>st</sup> of each year.*

Transit operator's SGR Program Revenue-Based projects should be consistent with their agency's Transit Assessment Management (TAM) plan.

**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: May 21, 2020

To: C/CAG Congestion Management Program Technical Advisory Committee

From: Sean Charpentier, Program Director

Subject: Receive information on the preparation of a draft list of projects for potential Economic Stimulus legislation and provide input.

(For further information or questions, contact Sean Charpentier at 650-599-1462)

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### RECOMMENDATION

That the C/CAG Board discuss the draft list of projects for potential Economic Stimulus legislation. This item is for information only.

### FISCAL IMPACT

There is no fiscal impact associated with this item.

### BACKGROUND

The COVID-19 pandemic has imposed a severe social and economic cost on the Bay Area, the State, and the Nation. The Federal Government has passed three stimulus bills in response to the crisis. The transportation components of the bills have included funds for transit operators. There is the possibility of additional stimulus legislation that might include a focus on jobs, infrastructure investment, and other activities related to economic recovery. Other County Transportation Agencies (also known as Congestion Management Agencies) throughout the Bay Area are beginning to identify potential projects that could be included in a potential stimulus package. As such, C/CAG staff is taking the initiative to compile projects in San Mateo County to be prepared. This effort is beyond that which is currently taking place at MTC to support transit operators under the Coronavirus Aid, Relief, and Economic Security (CARES) Act. In April, the MTC programmed the first round of funding for transit operators, including Caltrain and Samtrans.

There is uncertainty about the form and details of the next stimulus legislation, such as the amount of funding, the project criteria, and how the funds would be distributed. It is highly likely that the criteria would include an emphasis on project readiness to accelerate investment and the creation of jobs. Past economic stimulus efforts often focused on the immediate investment of funds for construction projects due to the large and diverse number of jobs created by construction projects. The 2009 ARRA had a goal of allocating 50% of the funds to projects that were under construction within 120 days.

### ANALYSIS

The challenge is to prepare a realistic list that reflects the significant need for investment in transportation projects within San Mateo County, and that includes projects that meet the guidelines of the legislation

and can be constructed. There are currently no draft guidelines for an infrastructure stimulus package.

Staff have prepared draft project lists with four categories of projects that are in the planning and design process. The list does not include projects that are conceptual phase. As the guidelines for an economic stimulus legislation are currently unknown, the project list will be refined to include projects that meet the objectives.

The projects and programs are consistent with the C/CAG mission and existing activities and generally of Countywide significance. Staff proposed the following four categories of potential projects.

1. Countywide Roadway/Bike/Pedestrian Projects: These are projects that are generally included in existing planning and program documents such as the Plan Bay Area 2050 project list (PBA 2050) recently approved by the C/CAG Board, and STIP or other programming documents. The PBA 2050 is a 30-year planning document that includes projects that are ready to start construction and many projects that are at the conceptual phase. The PBA 2050 list was the starting point for projects that could be eligible for the first draft. Due to the anticipated project readiness threshold, many projects in the PBA 2050 that are further out in the conceptual stage are not included in the draft list. See Attachment 1.
2. Pavement management funds that would be allocated to jurisdictions within the County. Pavement management investments help local jurisdictions to maintain their Pavement Condition Index, can be quickly implemented, generate local jobs, and improve facilities for bicyclists and pedestrians. As a placeholder, staff recommend \$22 million, which is equal to the 2019 San Mateo County total allocation of SB1 Road Maintenance and Rehabilitation Account (RMRA).
3. Other Bicycle and Pedestrian Eligible Projects: These are a variety of projects throughout the County. These are based on a preliminary list that will be refined. See Attachment 2.
4. Regional Flood Control/Water Quality Improvement where C/CAG was involved. See Attachment 3.

Staff have identified the stage of the project based on where it is in the project development process. The list includes projects that are at the design or planning stage.

1. Design: Generally, projects that have completed the environmental review and are in advanced stages of project design.
2. Planning: Projects that were working on securing environmental review and preliminary engineering.

The criteria for project readiness often include having environmental approval, design documents, and right of way certification. In general, projects that are in the design stage are closer to initiating construction and will likely score more highly on the project readiness scale.

There are approximately 36 total projects that cost \$1.5 billion and that require at least \$1.1 billion in additional funding to deliver.

Table 1: Estimated Total Project Costs (millions)

	<b>Total Project Costs</b>	<b>Estimated Funding Required</b>
Countywide Roadway/Bike/Ped Projects	\$1,451	\$1,093
Other Bike/Ped Projects	\$24	\$13
Regional Flood Control/Water Quality Improvement	\$13	\$5
Countywide Pavement Management	\$22	\$22
<b>Total</b>	<b>\$1,511</b>	<b>\$1,133</b>

The number of projects on the list will decrease as the project readiness status is refined and when specific legislative criteria are released. The budget amounts are primarily from the PBA 2050 and information from project sponsors. The amounts are subject to change because the PBA 2050 financial estimates were provided before the severe economic impact of the COVID 19 crisis.

Other key considerations are ensuring that there is regional equity within the County, and that projects that are recommended for funding will be fully funded and able to meet project readiness requirements. Also, it is expected that as the stimulus legislation progresses, local jurisdictions will submit their separate lists.

Staff will work with project sponsors to refine and update the list to reflect the current status of the projects and which projects are construction ready. The goal is to prepare a realistic list that reflects the significant need for investment in C/CAG projects, but is also composed of projects that meet the guidelines of the legislation and can be fully funded and constructed. This is the beginning of the process. C/CAG will present this item to the TAC, CMEQ, and return to the Board with an update at the June meeting.

#### ATTACHMENTS

1. Countywide Roadway Bike/Ped Projects
2. Other Bike/Pedestrian projects
3. Regional Flood Control/Water Quality Improvement Projects

Attachment 1: DRAFT Countywide Roadway/Bike/Ped Projects

#	Title	Sponsor	Total (YOES)	Estimated Gap \$	Phase
1	Route 101/Holly St Interchange Access Improvements	San Carlos	\$36	\$14	Design Phase
2	Improve U.S. 101/Woodside Road interchange	Redwood City	\$236	\$175	Design Phase
3	Route 1 Improvements in Half Moon Bay	Half Moon Bay	\$19	\$9	Design Phase
4	US 101/University Ave. Interchange Improvements	East Palo Alto	\$15	\$11	Design Phase
5	Smart Corridor Projects (SSF and Northern Cities Smart Corridor Project (Brisbane, Daly City, Colma))	CCAG	\$20	\$4	Design Phase
6	Highway 1 Gray Whale Cove Access Improvements		\$2	\$1	Design Phase
<b>Design Phase Subtotal</b>			<b>\$328</b>	<b>\$214</b>	
7	Hwy 1 / Manor Drive Overcrossing Improvement	Pacifica	\$25	\$24	Planning Phase
8	Implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line (updated description)	San Mateo City/County Association of Governments (CCAG)	\$418	\$205	Planning Phase
9	Improve operations at U.S. 101 near Route 92 - Phase 1: Area Improvements	San Mateo City/County Association of Governments (CCAG)	\$26	\$25	Planning Phase
10	Improve operations at U.S. 101 near Route 92 - Phase 2: Direct Connector	San Mateo City/County Association of Governments (CCAG)	\$248	\$243	Planning Phase
11	US 101 Produce Avenue Interchange	South San Francisco	\$159	\$146	Planning Phase
12	U.S. 101 Interchange at Peninsula Avenue	San Mateo (City)	\$91	\$86	Planning Phase
13	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study and Dumbarton Corridor Transportation Studies - Phased	San Mateo City/County Association of Governments (CCAG)	\$60	\$60	Planning and Implementation Phase
14	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)	San Mateo County	\$9	\$6	Planning Phase
16	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	Brisbane	\$21	\$21	Planning Phase
17	I-280 improvements near D Street exit	Daly City	\$1	\$1	Planning Phase
18	Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	Millbrae	\$16	\$16	Planning Phase
19	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase	Brisbane	\$19	\$19	Planning Phase
20	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	Redwood City	\$31	\$27	Planning Phase
<b>Planning Phase Subtotal</b>			<b>\$1,124</b>	<b>\$879</b>	
<b>TOTAL</b>					
			<b>Total (YOES)</b>	<b>Estimated Gap \$</b>	
			\$328	\$214	
			\$1,124	\$879	
<b>TOTAL</b>			<b>\$1,451</b>	<b>\$1,093</b>	

Attachment 2: DRAFT Other Bike/Ped Projects

City/Route	Title	Description	Cost	Estimated \$ GAP	Phase
1 Brisbane	Alvarado to San Benito Walkway	The project will improve a section of the central Brisbane alley between Alvarado St and San Benito Rd which is currently a steep dirt trail with installation of a concrete stairway path and lighting bollards. A handrail will be installed on one side, and a crosswalk and signage will be added to aid pedestrians crossing the street.	\$325,000	\$325,000	Design
2 Foster City	O'Neill Slough Trail Gap Closure Project (a part of the City's larger CIP project – Levee Protection Planning and Improvements Project)	Construct the section of O'Neill Slough Trail at the Cities of Belmont/Foster City limit line to the Bay Trail in Foster City, which is currently a dirt trail with carpet remnants to address rutting. Project improvements include constructing a Class I bicycle and pedestrian facility along this section of the trail on top of a new bridge over the O'Neill Slough. The proposed project will provide a "missing link" and close the gap between the Cities of Belmont and Foster City.	\$1,032,000	\$516,000	Design
3 Menlo Park	Middle Ave Pedestrian/Bicycle Undercrossing	This project will comprise of constructing a tunnel under the Caltrain railroad tracks and concrete ramps to and from the tunnel, providing a grade separated crossing under the Caltrain Railway, from El Camino Real (State Route 92) at Middle Avenue to Alma Street to create a new Class I pedestrian and bicycle path between east and west parts of Menlo Park.	\$20,000,000	\$8,500,000	Design
4 Pacifica	Palmetto Ave – Esplanade Ave Bicycle and Pedestrian Improvements Project	Combination of Class II and Class III bicycling facilities along Palmetto Ave, West Avalon Drive, and Esplanade Ave; pedestrian improvements will also be installed such as curb ramps, high-visibility crosswalks, and installation of RRFBs	\$350,000	\$315,000	Design
5 Portola Valley	Pedestrian Safety Improvements - Various locations in the Town of Portola Valley	Upgrade existing crosswalk facilities with new striping and adding new crosswalk signage. 9 Locations: Alpine Rd/Portola Rd, Portola Rd/Farm Road, Portola Rd/Westridge, Alpine Rd/Corte Madera Rd, Alpine Rd/Westridge Dr., Portola Rd/Grove Dr., Portola Rd at 900 Portola, Portola Rd/Wyndham, Shawnee Pass/ Iroquois Tr.	\$55,000	\$55,000	Design
6 Redwood City	Roosevelt Traffic Calming Pilot project	City intends to implement the pilot phase of Roosevelt traffic calming project from El Camino Real to Alameda de las Pulgas (1.5 mile). Planning phase started in March 2019 and will be presented to the City Council in June 2019.	\$20,000	\$200,000	Design
7 Redwood City	Jefferson/Cleveland & Jefferson/Clinton intersections pedestrian safety improvement/SR25	Installing full signal and bike pockets at Cleveland intersection, installing HAWK at Clinton intersection.	\$250,000	\$250,000	Design
8 Redwood City	Hopkins Traffic Calming: Permanent project	The pilot project from El Camino Real to Alameda de las Pulgas was implemented in summer 2019 (More than 1 mile). City is seeking funding to make it permanent with some modifications to the current design.	\$400,000	\$400,000	Design
9 San Carlos	San Carlos Avenue Pedestrian Safety Improvement Project	Installation of sidewalk, curb, gutter, and curb ramps along San Carlos Avenue between Wellington and Beverly Drives; Traffic striping and pavement marking improvements.	\$2,000,000	\$2,000,000	Planning
10 San Bruno	Citywide Class III Bike Routes and Supporting Bike Facilities	The addition and enhancement of bike routes are proposed for corridors on lower speed and relatively less-trafficked routes that provide access through the City or connect to City destinations. Additional improvements would include high visibility shared lane markings, traffic diverters, speed feedback signs, and other traffic calming measures. The project would also add bicycle racks at key City facilities and a bicycle fix-it station at the BART station	\$300,000	\$270,000	Conceptual
11 San Bruno	Sidewalk Repair Project	The project includes sidewalk repairs and improvements to provide a safe and accessible public sidewalk. A sidewalk survey was completed in 2015-16 to identify sidewalk defects that are the City's or private property owners' responsibility to repair. Sidewalk locations scheduled for City repair each year are identified through the inventory assessment and by complaints received from residents. This project will replace sidewalk uplift caused by City's street trees and priority will be given to repair locations with the greatest sidewalk uplift.	\$500,000	\$450,000	Conceptual
12 San Bruno	ADA Curb Ramps	This project identifies and prioritizes areas requiring repair and installation of accessible curb ramp improvements, in compliance with the Americans with Disabilities Act (ADA). The City's ADA Transition Plan includes a list of recommended locations to install curb ramps along bicycle facilities throughout the City, primarily in locations without an existing curb ramp of where the ramps do not meet federal ADA specifications.	\$1,000,000	\$900,000	Conceptual
13 San Bruno	RRFB at Various Locations	This project includes adding high-visibility pedestrian crosswalk markings, rectangular rapid flashing beacon, yield lines and warning signs across various intersection locations throughout the City. The project will install bulb-outs at select locations.	\$1,000,000	\$900,000	Conceptual
14 San Bruno	Sidewalk Installation on Sneath Lane	This project will close the sidewalk gap and install approximately 3,570 LF of sidewalk, curb and gutter along the cemetery on Sneath Lane. ADA accessible ramps will be installed at street crossings.	\$1,500,000	\$1,500,000	Conceptual
15 San Bruno	Pedestrian Scale and Streetlight Upgrades in Downtown San Bruno	This project will install pedestrian scale and street lighting along Downtown San Bruno on San Mateo Avenue between El Camino Real along the path of the "ECR" Samtrans bus service and Huntington Avenue where the Caltrain Station is located. Pedestrian scale lights along the sidewalk and improved street lighting will increase the visibility of pedestrians and bicyclists through Downtown.	\$5,000,000	\$5,000,000	Conceptual
San Carlos(1)	Holly/101 Pedestrian Overcrossing Project	New bicycle pedestrian dedicated bridge over Highway 101 near Holly Street.			Design
East Palo Alto (1)	University Ave./101 Overcrossing				Design
<b>(1) University Ave and Holly/101 are included in PBA Projects 17-06-0025 and 17-06-0017, respectively</b>					
			<b>Total Costs</b>	<b>Estimated \$ Gap</b>	
Design			\$22	\$11	
Planning			\$2	\$2	
Conceptual			\$9	\$9	
<b>Total</b>			<b>\$34</b>	<b>\$22</b>	

**Attachment 3: DRAFT Regional Flood Control/Water Quality Improvement Projects**

Regional Flood Control/Water Quality Improvement					
City/Route	Title	Description	Cost	Estimated \$ GAP	Phase
Atherton	Cartan Field Stormwater Capture Project	The project would install a stormwater capture facility at Cartan Field (30 Alejandra Avenue), in Atherton, CA. Additional drainage improvements along El Camino Real are also proposed. The stormwater capture facility would include a diversion structure within Atherton Channel to re-direct all dry-weather urban runoff and a portion of wet-weather runoff through a pre-treatment device before conveying the water into a buried multi-chambered storage facility with a storage capacity of up to nine (9) acre-feet. The water would be filtered to remove mercury and PCBs then discharged back into the channel. The final size of the underground storage facility will be determined based on available funding. The Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program for the water capture facility at Cartan Field has been prepared, certified by the City Council and filed with eth County Recorder. Final design and permitting is scheduled to be completed in early 2021, with construction scheduled to begin in Spring/Sumer 2021.	\$13,000,000	\$5,000,000	Design
Design			\$13	\$5	
Planning			\$0	\$0	
Conceptual			0	0	
<b>Total</b>			<b>\$13</b>	<b>\$5</b>	

## C/CAG AGENDA REPORT

Date: May 21, 2020  
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](mailto: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.

### COVID-19 Related Announcements

#### *Application Extension Deadlines*

Please see the summaries below for the following revised application deadlines:

### SB1 Competitive Programs

Program	Application Due Date
Local Partnership Program (Competitive)	Original: June 12, 2020 Revised: June 30, 2020
Solutions for Congested Corridors	Original: June 30, 2020 Revised: July 17, 2020

For more information: <https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program>  
<https://catc.ca.gov/programs/sb1/local-partnership-program/local-partnership-program-competitive>

### Local Streets and Roads Program (LSRP)

Program	Application Due Date
Local Streets and Roads Program (LSRP)	Original: May 1, 2020 Revised: July 15, 2020

For more information: <https://catc.ca.gov/programs/sb1/local-streets-roads-program>

### Active Transportation Program (Cycle 5)

Program	Application Due Date
Active Transportation Program (State)	Original: June 15, 2020 Revised: September 15, 2020
Active Transportation Program (Quick Build )	Original: June 15, 2020 Revised: July 15, 2020

Notes on ATP Cycle 5 :

1. The Quick Build pilot intends to fund interim rapid-deployment capital projects with a streamlined application. Refer to page 46 of the statewide Guidelines for more information: <https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/workshops/cycle-5/2020325-adopted-2021-atp-guidelines-all1y.pdf>
2. MTC's regional Active Transportation Program will follow CTC's statewide application due date. For more information on the regional ATP program: <https://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>

For more information: <https://catc.ca.gov/programs/active-transportation-program>

### *Temporary Exception for Requiring Wet Signatures on Caltrans Invoice*

The current process of requiring wet signatures on Caltrans invoice documents in order to process for payment is being exempted during the COVID-19 situation. Until further notice, Caltrans will be accepting scanned copies of invoices.

The Local Assistance Procedures Manual (LAPM) Exhibit 5-A Local Agency Invoice form can be found here: <http://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmid=LAPM5A>

### *DBE Program Guidance During COVID-19*

The U.S. Department of Transportation approved guidance addressing Disadvantaged Business Enterprise (DBE) program requirements during the COVID-19 public health emergency. Updated guidance can be found here: <http://www.localassistanceblog.com/wp-content/uploads/2020/04/DOCR-Guidance-April-1-2020.pdf>

### 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:

<https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>



Please continue to send in your invoices in a timely matter to Caltrans or let them know of any unanticipated delays to your project. Obligated funds should be able to be spent and invoiced for reimbursement within 6 months. Projects not ready to be encumbered or awarded within 6 months should not be obligated.

#### 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](mailto:chohorst@mtc.ca.gov) if you need to update your certification.

#### Miscellaneous MTC/CTC/Caltrans Federal Aid Announcements

##### *Highway Safety Improvement Program (HSIP) Cycle 10 Call for Projects*

Caltrans Division of Local Assistance (DLA) announced local Highway Safety Improvement Program (HSIP) Cycle 10 Call-for-Projects on Tuesday, May 5, 2020. The total funds available for HSIP Cycle 10 is estimated at \$220 million. The application submittal deadline is Friday, September 4, 2020 by 11:59 p.m. All applications will be submitted electronically with no hard copies. Applicants must submit the applications before the deadline. See link for more information and Attachment 3: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>

To assist agencies in preparing quality applications for HSIP Cycle 10, Caltrans and the Federal Highway Administration (FHWA) will hold a webinar on Wednesday, May 20, 2020, from 1:30 to 3:00 PM. Register here: [https://csus.zoom.us/webinar/register/WN\\_3sjzpuhJSQGLIviSA\\_AUHQ](https://csus.zoom.us/webinar/register/WN_3sjzpuhJSQGLIviSA_AUHQ)

##### *Caltrans District 4 Local Assistance Contact List*

Please see Attachment 4 for the latest contact list of Caltrans District 4 Local Assistance staff.

##### *Disadvantaged Business Enterprise (DBE) Running Tally Procedure*

Title 49 of the Code of Federal Regulations (CFR), Part 26.37(c) requires recipients of federal-aid funding to "provide a running tally of actual attainments (e.g., payments actually made to DBE firms), including a means of comparing these attainments to commitments."

Effective March 1, 2020, after submitting an invoice for reimbursement that includes a payment to a DBE, but no later than the 10th of the following month, the prime contractor/consultant shall complete and email the Exhibit 9-F: Disadvantaged Business Enterprise Running Tally of Payments to [business.support.unit@dot.ca.gov](mailto:business.support.unit@dot.ca.gov) with a copy to local administering agencies. See Attachment 4 for more information.

##### *Revision 5 of the CA MUTCD*

Effective March 27, 2020, California Department of Transportation (Caltrans) has made edits, referred to as Revision 5 (Rev 5), to the 2014 California Manual on Uniform Traffic Control Devices (CA

MUTCD), to provide uniform standards and specifications for all official traffic control devices in California.

The revised CA MUTCD 2014 Rev 5 includes FHWA's MUTCD 2009 Edition, and revised in May 2012, as amended for use in California. The CA MUTCD 2014, Rev 5 also includes policies on traffic control devices issued by the Department since March 29, 2019 and other corrections and format changes. View Revision 5 of the CA MUTCD here: <https://dot.ca.gov/programs/traffic-operations/camutcd>

#### **ATTACHMENTS**

1. Caltrans Inactive Obligation Project List for San Mateo County as of May 11, 2020
2. MTC's PMP Certification Status of Agencies within San Mateo County as of May 7, 2020
3. Local Highway Safety Improvement Program (HSIP) Cycle 10 Call for Projects
4. Caltrans District 4 Local Assistance Contact List
5. Caltrans Disadvantaged Business Enterprise (DBE) Running Tally Procedure

Updated on  
05/11/2020 Projects > \$50K

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	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
5029033	Inactive	Invoice returned to agency. Contact DLAE	0414000186L	STPL	4	SM	Redwood City	WHIPPLE AND VETERANS, ROAD REHABILITATION	6/13/2019	2/17/2015	6/13/2019	6/13/2019	M23E	\$ 999,648.00	\$548,000.00	\$292,727.29	\$255,272.71
5935081	Future	Invoice ASAP to avoid inactivity.	0419000108L	STPL	4	SM	San Mateo County	10 STREETS IN COUNTY OF SAN MATEO: SPRING ST (WILLOW ST TO DOUGLAS AVE); RINGWOOD AVE (BAY RD TO MIDDLEFIELD RD); FIFTH AVE (EL CAMINO REAL TO SPRING ST); 87TH ST (PARK PLAZA DR TO SULLIVAN ST); INDUSTRIAL RD (HARBOR BLVD TO S. HARBOR); ALAMEDA DE LAS PULGAS (WOODSIDE TO STOCKBRIDGE AVE); LEXINGTON AVE (BUNKER HILL DR TO TICONEROGA DR); ELMER ST (O'NEILL AVE TO HARBOR BLVD), WASHINGTON ST (87TH ST TO ANNIE ST); AND CANYON ST (SKYLINE TO COUNTY BOUNDRY, N/O SUMMIT DR) PAVEMENT MAINTENANCE INCLUDING CAPE SEALING, ADA RAMP IMPROVEMENTS, TRAFFIC STRIPING AND MARKINGS, PAVEMENT REPAIR AND OTHER MISC WORK	9/3/2019	11/30/2018	9/3/2019	9/3/2019	Z240	\$ 120,860.00	\$107,000.00	\$26,258.96	\$80,741.04
5029024	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	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	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	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
5333014	Inactive	Invoice returned to agency. Contact DLAE	0412000122L	BHLS	4	SM	Woodside	KINGS MOUNTAIN RD OVER WEST UNION CREEK; 0.05 MI EAST OF TRIPP RD. BRIDGE REHABILITATION	5/29/2019	3/16/2012	5/29/2019	5/29/2019	L1CE	\$ 135,090.00	\$119,595.00	\$95,718.71	\$23,876.29
5333013	Inactive	Invoice returned to agency. Contact DLAE	0412000121L	BHLS	4	SM	Woodside	MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84. BRIDGE REHABILITATION	5/29/2019	3/16/2012	5/29/2019	5/29/2019	L1CE	\$ 107,428.00	\$95,106.00	\$90,585.92	\$4,520.08
5196040	Inactive	Invoice overdue. Contact DLAE.	0417000097L	ATPL	4	SM	Daly City	ON JUNIPERO SERRA BLVD, EASTMOOR AVE, SAN PABLO RD, E MARKET ST, GUADALUPE CANYON PARKWAY, MISSION ST AND EL CAMINO REAL. INSTALL BICYCLE AND PEDESTRIAN ENHANCEMENTS (TC)	4/24/2019	4/17/2017	4/24/2019	4/24/2019	M300	\$ 300,000.00	\$300,000.00	\$300,000.00	\$0.00
5268020	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0415000290L	STPL	4	SM	Belmont	BELMONT VILLAGE. SPECIFIC IMPLEMENTATION PLAN	4/25/2018	4/9/2015	4/25/2018	4/25/2018	M23E	\$ 550,000.00	\$440,000.00	\$440,000.00	\$0.00
5935044	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	04924729L	CML	4	SM	San Mateo County	MIRADA SURF BIKE/PED TRAIL, BIKE/PED CLASS 1 TRAIL	6/24/2010	2/5/2009	6/24/2010	6/17/2013	L400	\$ 184,604.00	\$163,429.29	\$163,429.29	\$0.00
6204106	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0412000496L	HP21L	4	SM	Caltrans	SR 92 AND EL CAMINO REAL (SR82), UPGRADE INTERCHANGE	9/14/2017	7/18/2013	9/14/2017	9/14/2017	Q920	\$ 3,986,801.00	\$1,966,800.00	\$1,966,800.00	\$0.00
6204111	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0400000743L	HPLULCML	4	SM	Caltrans	STATE ROUTE 1 SAN PEDRO BRIDGE, BRIDGE REPLACEMENT	5/26/2017	11/1/2013	5/26/2017	5/26/2017	M400.LY10.HY10	\$ 10,166,000.00	\$3,390,749.00	\$3,390,749.00	\$0.00
6419007	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	044A9208L	CML	4	SM	City/County Association of Governments of San Mateo County	ARTERIAL ALONG ECR TO SR101 FR I280 HOLLY ST . IMPLEMENT ITS ELEMENTS	2/17/2011	1/27/2009	2/17/2011	2/17/2011	L400	\$ 415,000.00	\$367,000.00	\$367,000.00	\$0.00
5029032	Future	Invoice under review by Caltrans. Monitor for progress.	0414000103L	BPMP	4	SM	Redwood City	MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK BRIDGE PREVENTATIVE MAINTENANCE	8/28/2019	3/21/2014	8/28/2019	8/28/2019	M240	\$ 26,250.00	\$23,239.00	\$4,519.81	\$18,719.19
6204125	Future	Invoice ASAP to avoid inactivity.	0413000206L	FERPL	4	SM	Caltrans	ON US101 FROM 0.3 MILES SOUTH OF SAN ANTONIO ROAD (SCL-PM 50.6) TO 0.3 MILES NORTH OF GRAND AVENUE INTERCHANGE (SM-PM 21.8) US 101: INSTALL HOV/HOT LANE	7/2/2019	5/16/2017	7/2/2019	7/2/2019	RPS9.RPS0	\$ 20,999,258.82	\$9,547,698.97	\$9,547,074.22	\$624.75
5935053	Future	Invoice ASAP to avoid inactivity.	0400021228L	BRLO	4	SM	San Mateo County	SKYLINE BLVD CROSSING LOWER CRYSTAL SPRINGS DAM AREA IN SAN MATEO COUNTY BRIDGE REPLACEMENT(TC)	7/16/2019	7/8/2011	7/16/2019	7/16/2019	Z233.M2E3.L1CE	\$ 15,443,662.00	\$13,114,404.00	\$13,114,404.00	\$0.00

PMP\_Certification\_Status\_Listing

**PMP Certification**  
**May 7, 2020**

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	8/13/2018	Yes	21	9/1/2020
San Mateo	Belmont	8/30/2019	Yes	20	9/1/2021
San Mateo	Brisbane	8/11/2018	Yes	21	9/1/2020
San Mateo	Burlingame	9/1/2018	Yes	21	10/1/2020
San Mateo	Colma	8/31/2017	Pending	20	4/30/2020
San Mateo	Daly City	10/1/2019	Yes	20	11/1/2021
San Mateo	East Palo Alto	12/19/2018	Yes	21	1/1/2021
San Mateo	Foster City	2/28/2018	Yes	21	3/1/2021
San Mateo	Half Moon Bay	12/31/2015	Pending	20	4/30/2020
San Mateo	Hillsborough	10/2/2018	Yes	21	11/1/2020
San Mateo	Menlo Park	11/12/2018	Yes	21	12/1/2020
San Mateo	Millbrae	8/31/2017	Yes	21	9/1/2020
San Mateo	Pacifica	8/20/2018	Yes	21	9/1/2020
San Mateo	Portola Valley	9/1/2018	Yes	19	10/1/2020
San Mateo	Redwood City	11/14/2018	Yes	19	12/1/2020
San Mateo	San Bruno	8/3/2019	Yes	20	9/1/2021
San Mateo	San Carlos	8/31/2016	Pending	20	4/30/2020
San Mateo	San Mateo County	8/31/2016	Pending	20	4/30/2020
San Mateo	San Mateo	11/30/2017	Yes	21	12/1/2020
San Mateo	South San Francisco	9/1/2017	Pending	20	4/30/2020
San Mateo	Woodside	11/15/2018	Yes	21	12/1/2020

(\* ) 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](http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx)

## Local Highway Safety Improvement Program (HSIP) Cycle 10 Call for Projects

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>

**Announcement Date:** Tuesday, May 5, 2020      **Application Due Date:** Friday, September 4, 2020  
**Call Size:** Approx. \$220 million of HSIP funds  
**Minimum Benefit Cost Ratio (BCR): 3.5**

On Monday, May 4, 2020, Caltrans Division of Local Assistance (DLA) announced Cycle 10 Call for Projects for the Highway Safety Improvement Program (HSIP). The total funds available for HSIP Cycle 10 is estimated at approximately \$220 million. The application submittal deadline is Friday, September 4, 2020 (midnight).

All applications will be submitted electronically with no hard copies. Applicants must submit the applications before the deadline. Any submittal after midnight of 9/4/2020 will not be accepted. It is highly recommended that you submit your applications as early as possible after completion.

Please contact your DLAEs if you have any questions regarding this Call for Projects. For DLAE contact information, go to: <https://dot.ca.gov/programs/local-assistance/other-important-issues/local-assistance-contacts>. For program guidelines, application form and other useful documents, please follow the link on top.

### HSIP Cycle 10 specifics:

- There are two application categories in HSIP Cycle 10: Benefit Cost Ratio (BCR) and Funding Set-asides (SA). There are four (4) set-asides: Guardrail Upgrades, Pedestrian Crossing Enhancements, Installing Edgelines and Set-aside for Tribes. For Funding Set-aside applications, BCR calculation is not required.

**Summary of Application Categories for HSIP Cycle 10**

Application Category	Description	Max number of applications per agency	Max amount per agency
Benefit Cost Ratio (BCR)	Benefit Cost Ratio (BCR)	No Limit	\$10 million
Funding Set-asides (SA)	Guardrail Upgrades	1	\$1 million
	Pedestrian Crossing Enhancements	1	\$250,000
	Installing Edgelines	1	\$250,000
	Tribes	1	\$250,000

- State funds will be used for all projects selected for funding in HSIP Cycle 10. Senate Bill (SB) 137 (Chapter 639 of the 2019 Statutes) allows up to \$100 million of federal local assistance funds being exchanged for non-federal State Highway Account (SHA) funds per year.
- HSIP Analyzer is required to be used for all applications. It is a PDF form-based software that streamlines the project cost estimate, safety improvement countermeasure evaluation, crash data input and Benefit Cost Ratio (BCR) calculation. For a funding set-aside application, the BCR calculation is not required and the HSIP Analyzer will be used for cost estimate only.
- Local agencies ineligible for applying HSIP funds in Cycle 10 include: (1) local agencies that have existing HSIP projects red-flagged for not meeting the HSIP delivery requirements and the red-flags cannot be resolved as of 9/30/2020; and (2) local agencies who have more than one existing HSIP projects that have not been in construction phase five years after the project selection (as of 9/30/2020), even if time extension has been approved by Caltrans.
- For a BCR Application, the minimum BCR to be submitted is 3.5.
- Due to the uncertainty of the BCR cutoff in selecting applications for funding, it is allowed to submit multiple applications for a project of systemic type. By including different number of locations that have similar characteristics, these applications will have different BCRs.

Please see the Application Form Instructions for more details.

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## Tips for a Successful Benefit Cost Ratio (BCR) Application

### No flaws in the BCR calculation

1. The BCR is key for a project to be selected for funding. It is critical to make sure the BCR is calculated correctly. Please read through Manual for HSIP Analyzer before you start any calculation.
2. Do the safety countermeasures (CMs) selected target the particular crash types at the project locations? Are collisions used in the benefit calculation within the influence area of the CMs? The majority of the rejected applications in the previous cycles were due to:
  - a. Misuse of CMs
  - b. The use of crashes not in CM's influence area
3. For an application proposing shoulder widening or roadway realignments, documentation is required to show that an incremental approach has been tried but failed to reduce crashes. Incremental approach would entail installing/adding/upgrading warning signs, delineation, flashing beacons, installing high friction surface treatment, etc.
4. Have you reviewed the specific requirements that some CMs have in Appendix B of the Local Roadway Safety Manual? For example, before a traffic signal can be considered for HSIP funding, it will need to satisfy warrant 4, 5 or 7.

### Maximize the project benefit

5. Select locations & corridors with highest numbers of crashes. Identify highest crash corridors first and then look for projects in those corridors. Do not identify projects first and then look for collisions to justify the project.
6. Select CMs with high Crash Reduction Factors (CRFs) when applicable.
7. Combine multiple CMs or multiple locations with similar characteristics into one application to improve safety effectiveness and project delivery efficiencies. Use multiple solutions in high crash corridors. Apply other CMs (e.g. rumble strips/signing upgrades/high visibility striping). If the BCR is very high (e.g. 30), consider adding other locations that have similar characteristics, face similar safety issues but have no high number of crashes.

### Lower the project cost

8. Focus on low-cost, quick-delivery projects – rumble strips, High Friction Surface Treatments, Pedestrian Crossings, warning signs, etc.
9. Minimize adding non-safety-related components into the project scope – Non-safety-related components will make the project harder to deliver and lower the project's BCR.

Name	Title / Function	Email	Cell #
<b>Sylvia Fung</b>	Office Chief	sylvia.fung@dot.ca.gov	510-715-9390
<b>Hin Kung</b>	Branch Chief / DBE, EEO, STIP, XCH, and FTA Transfers Manager	hin.kung@dot.ca.gov	415-722-1349
Marco Militante	San Mateo	marco.militante@dot.ca.gov	
Alan Wong,	Contra Costa, MTC	alan.wong@dot.ca.gov	
David Pneh	Contra Costa, STIP, RSP, and FTA	david.pneh@dot.ca.gov	
Jimmy Panmai	San Francisco, DBE Support	jimmy.panmai@dot.ca.gov	
Lisa Wolf	Invoice/Local Assistance Program Support	lisa.wolf@dot.ca.gov	
<b>Ephrem Meharena</b>	Branch Chief / SCL, ALA, ER Program	ephrem.meharena@dot.ca.gov	510-798-0773
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Val Chauhan	Alameda	val.chauhan@dot.ca.gov	
Kevin Tran	Alameda, Santa Clara	kevin.t.tran@dot.ca.gov	
<b>Jae-Myung Lee</b>	Branch Chief / North Bay Counties	jae-myung.lee@dot.ca.gov	925-457-1345
Robert Le	Marin, Napa (all except the county)	robert.t.le@dot.ca.gov	
Moon Rana	Solano, Napa (county only)	moon.rana@dot.ca.gov	
Ken Nguyen	Sonoma, SMART	ken.nguyen@dot.ca.gov	
Adena Ramos	Invoice/Local Assistance Program Support	adena.ramos@dot.ca.gov	
<b>Tom Holstein</b>	Branch Chief / Environmental, Training Coordinator	tom.holstein@dot.ca.gov	646-546-2456
Dan Rivas	Napa, San Francisco, Santa Clara, Alameda	dan.rivas@dot.ca.gov	
Antara Murshed	Alameda, Contra Costa, Solano	antara.murshed@dot.ca.gov	
Hugo Ahumada	San Mateo, Sonoma	hugo.ahumada@dot.ca.gov	
Keevan Harding	Biologist	keevan.harding@dot.ca.gov	
Kelli Alahan	Archaeologist	kelli.alahan@dot.ca.gov	
Jose Reyes	Environmental/Local Assistance Program Support	jose.reyes@dot.ca.gov	
<b>Xi Zhang</b>	ATP, HSIP, Santa Clara County	xi.zhang@dot.ca.gov	510-599-6758
<b>Louis Schuman</b>	SB-1, Discretionary Programs Manager, GGBHTD, BART	louis.schuman@dot.ca.gov	510-333-3021
<b>Haiyan Zhang</b>	Senior Environmental Planner (HQ), NEPA Assignment	haiyan.zhang@dot.ca.gov	
Moe Shakernia	Construction Oversight Engineer (HQ)	moe.shakernia@dot.ca.gov	
Siobhan Saunders	Construction Oversight Engineer (HQ)	siobhan.saunders@dot.ca.gov	





Expires – Upon Issuance of LPP

## Disadvantage Business Enterprise (DBE) Running Tally Procedure

### I. BACKGROUND

[Title 49 of the Code of Federal Regulations \(CFR\), Part 26.37\(c\)](#) requires recipients of federal-aid funding to “provide a running tally of actual attainments<sup>1</sup>, including a means of comparing these attainments to commitments.” This requirement does not apply to projects that do not have federal funding.

### II. POLICY

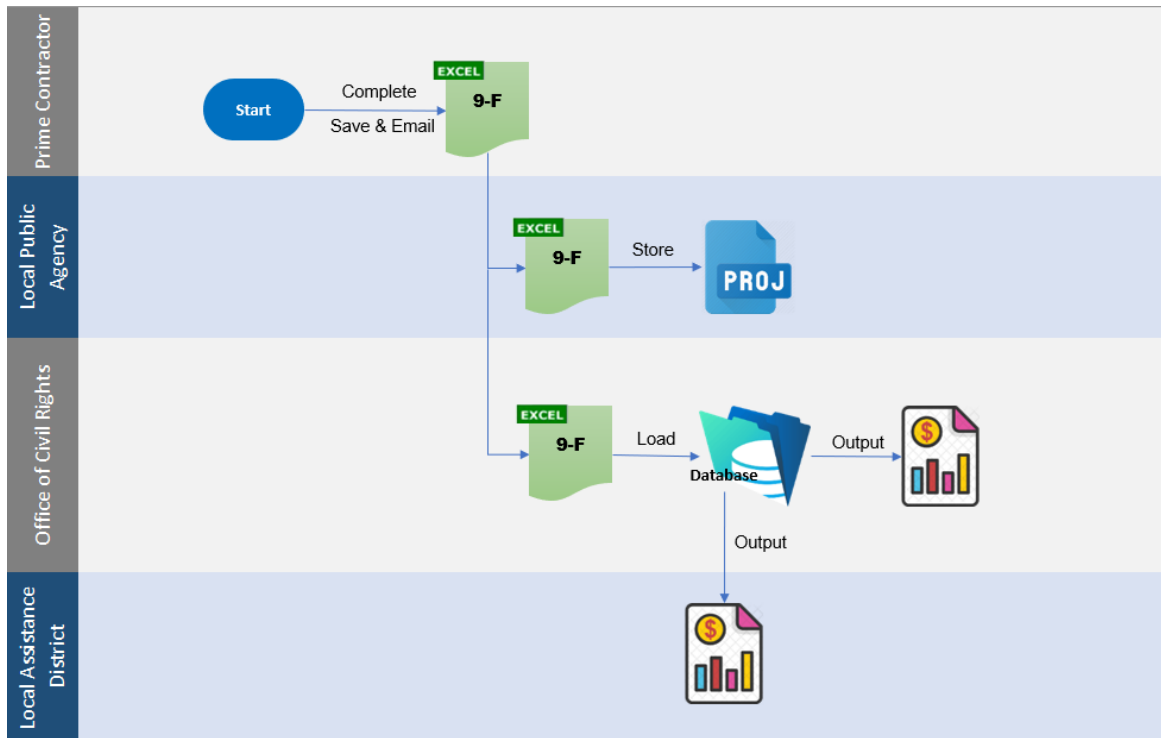
To comply with [49 CFR 26.37\(c\)](#), the prime contractor/consultant must complete the Exhibit 9-F: Disadvantaged Business Enterprise Running Tally of Payments until all DBE subcontracting or material supply activity on the entire project is completed.

### III. PROCEDURE

**For projects that are awarded on or after** March 1, 2020, after submitting an invoice for reimbursement that includes a payment to a DBE, but no later than the 10<sup>th</sup> of the following month, the prime contractor/consultant shall complete and email the Exhibit 9-F: Disadvantaged Business Enterprise Running Tally of Payments to [business.support.unit@dot.ca.gov](mailto:business.support.unit@dot.ca.gov) with a copy to local administering agencies. Exhibit 9-F lists accurate payment amount, total amount paid to date, and total commitment amount for each DBE on the federal-aid highway project. It also includes contract award amount and total payment to date to the prime contractor/consultant.

The following flowchart shows the process of generating the Running Tally of Actual Attainment summary report once the Exhibit 9-F is submitted.

<sup>1</sup> e.g., payments actually made to DBE firms



**IV. APPLICABILITY/IMPACTS**

This policy applies to all federal-aid highway projects with DBE participation.

Recommended: Original Signature By 02/11/2020  
 Hau Doan, Policy Liaison Engineer  
 Office of Guidance and Oversight Date

Approved: Original Signature By 02/11/2020  
 Felicia Haslem, Acting Office Chief  
 Office of Guidance and Oversight Date

Attachments:

- Exhibit 9-F: Disadvantaged Business Enterprise Running Tally of Payments
- Sample Output: Running Tally of Attainments Summary Reports