

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

1:15 p.m., Thursday, October 19, 2017
San Mateo County Transit District Office¹
1250 San Carlos Avenue, 2nd Floor Auditorium
San Carlos, California

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

| | | |
|--|---------------|--------------|
| 1. Public comment on items not on the Agenda (presentations are customarily limited to 3 minutes). | Porter/Hurley | No materials |
| 2. Issues from the last C/CAG Board meeting (Sept): - Approved – Proposed 2018 STIP for San Mateo County | Hoang | No materials |
| 3. Approval of the minutes from August 17, 2017 | Hoang | Page 1-2 |
| 4. Receive a presentation on the project development process for the US 101 Managed Lanes project. (Information) | Wong | Page 3-4 |
| 5. Receive a presentation on the TA Measure A 2017 Highway Program Call for Projects (Information) | Slavit (TA) | Page 5-25 |
| 6. Receive update on Carpool Incentive Program (Information) | Hoang | Handouts |
| 7. Regional Project and Funding Information (Information) | Lacap | Page 26-33 |
| 8. Executive Director Report | Wong | No materials |
| 9. Member Reports | All | |

¹ For public transit access use SamTrans Bus lines 260, 295, 390, 391, KX or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue. Driving directions: From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

| 2017 TAC Roster and Attendance | | | | | | | | |
|--------------------------------|--------------------------|---------------------------------|-----|-----|-----|-----|-----|-----|
| No. | Member | Agency | Jan | Feb | Mar | Apr | Jun | Aug |
| 1 | Jim Porter (Co-Chair) | San Mateo County Engineering | x | x | x | x | x | x |
| 2 | Joseph Hurley (Co-Chair) | SMCTA / PCJPB / Caltrain | x | x | x | | x | |
| 3 | Afshin Oskoui | Belmont Engineering | x | | x | x | x | |
| 4 | Randy Breault | Brisbane Engineering | x | x | x | x | x | x |
| 5 | Syed Murtuza | Burlingame Engineering | x | x | x | x | | |
| 6 | Bill Meeker | Burlingame Planning | | | | | | |
| 7 | Sandy Wong | C/CAG | x | x | x | x | x | x |
| 8 | Brad Donohue | Colma Engineering | x | x | | x | x | |
| 9 | John Fuller | Daly City Engineering | x | x | x | x | x | x |
| 10 | Tatum Mothershead | Daly City Planning | x | x | x | | x | x |
| 11 | Jeff Moneda | Foster City Engineering | x | x | x | x | x | x |
| 12 | Paul Willis | Hillsborough Engineering | x | x | x | x | x | x |
| 13 | Ray Razavi | Half Moon Bay | n/a | x | x | x | x | x |
| 14 | Justin Murphy | Menlo Park Engineering | x | x | x | x | x | |
| 15 | Van Ocampo | Pacifica Engineering | x | x | x | x | x | x |
| 16 | Jessica Manzi | Redwood City Engineering | | x | x | x | x | x |
| 17 | Jimmy Tan | San Bruno Engineering | | x | x | x | x | x |
| 18 | Jay Walter | San Carlos Engineering | x | x | x | x | x | |
| 19 | Brad Underwood | San Mateo Engineering | | x | x | x | x | |
| 20 | Eunejune Kim | South San Francisco Engineering | n/a | n/a | x | x | x | x |
| 21 | Billy Gross | South San Francisco Planning | x | x | x | x | | x |
| 22 | Sean Rose | Woodside Engineering | x | x | x | | x | x |
| 23 | vacant | MTC | | | | | | |
| 24 | vacant | Caltrans | | | | | | |

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

**August 17, 2017
MINUTES**

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices located at 1250 San Carlos Avenue, 2nd Floor Auditorium, San Carlos, CA. Vice Chair Porter called the meeting to order at 1:18 p.m. on Thursday, August 17, 2017.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Art Morimoto – Burlingame; Dave Bishop – Colma; Joel Slavitt, Jennifer Williams, Pamela Kwan – TA; Hae Won Ritchie – San Mateo, John Hoang, Jeff Lacap, Jean Higaki, Sara Muse (C/CAG); and other attendees not signed in.

1. Public comment on items not on the agenda.

None.

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

Member Manzi asked whether Waze is participating in the Carpool Incentive Program. Response was that we were working to get them on board.

3. Approval of the Minutes from June 15, 2017.

Approved.

4. Receive and Update on the TA Highway Program call for projects

Joel Slavitt, Manager for SMCTA, presented the Measure A Highway Program Draft Funding Policy Recommendations providing a recap of the Highway Program funding discussion and CIP, proposed future fund programming/allocation approach, other key considerations, and proposed timing of the next call for projects and next steps.

Member Razavi inquired whether this is for highway projects only or can other improvements qualify. Response was that the funds cannot be used for maintenance and the project does not have to be on a state corridor to be eligible. Regarding bicycle and pedestrian, there is a separate program.

Member Manzi stated especially for larger project, 20% match is a lot of money; therefore, since this funding is one of the more flexible fund sources, we should consider leveraging this fund to pursue other more competitive funding sources. Also, the requirement to start spending the funds within 12 months of award may be challenging. Response was that there are ways to consider phasing.

Vice Chair Porter asked for clarification about eligibility for the planning funds. Response was that projects can include preliminary planning studies, project initiation document, through project approval/environment studies. Clarifications were also made that projects need to commence, not be completed, within 12 months.

Member Manzi is concerned that the call for project is too prescriptive.

Member Ocampo asked about how projects can be prioritized and compete with other projects since there are different timelines.

5. Receive Information on the Shuttle Program Technical Assistance Program

Joel Slavitt report that the technical assistance will be provided earlier than the call for projects time to give project sponsor more time shuttle planning. The workshop is planned for September 26th, 10-12 noon. Please consult with SamTrans or Commute.org staff to make arrangements about proposed projects. A letter of concurrence is also a requirement from SamTrans.

6. Review and recommend approval of the Draft 2018 State Transportation Improvement Program (STIP) for San Mateo County

Sandy Wong, C/CAG Executive Director, presented the draft 2018 STIP for San Mateo County, stating that there is more money this round. C/CAG staff Jean Higaki reached out the public works directors and work with TA staff to define potential projects and received new projects including the US 101 HOV/Express Lane, Woodside Interchange, Produce Interchange Improvements, and ITS Improvements in Daly City, Brisbane (and Colma).

Member Manzi indicated that we should evaluate the early phase of the Smart Corridor project before expanding. Response was that there will be an evaluation performed for the first phase as part of state requirements. Manzi also asked about programming construction funds for the managed lane project. Response was that programming for that project requires that the project is fully funded.

Member Manzi requested to see the current Smart Corridor/ITS project evaluation results before making a decision on voting to fund the Smart Corridor Expansion project. Vice-Chair Porter indicated that this is a technology project and new technology should be considered. The point was also made that a funding decision is needed prior to the timing of the evaluation results.

Item approved. Member Manzi opposed.

7. Regional Project and Funding Information

Jeff Lacap reported on information pertaining to federal funding, project delivery, and regional policies relevant to local cities including PMP certification, OBAG Obligation Status for FY17-18, OBAG 2 Update and other announcement indicated in the staff report.

8. Executive Director Report

Sandy Wong, C/CAG Executive Director, asked that the cities help C/CAG reach out to the public about the new Carpool Incentive Program. Also, The RM 3 Draft Plan includes the ferry expansion as well as other larger projects that benefits San Mateo County. The US 101 Manage Lane project team is currently working planning documents and the team will be holding more focused meetings with cities. Sandy introduced new C/CAG staff Sara Muse.

9. Member Reports

None.

Meeting adjourned at 2:10 p.m.

C/CAG AGENDA REPORT

Date: October 19, 2017
To: Congestion Management Program Technical Advisory Committee (TAC)
From: Sandy Wong, Executive Director
Subject: Receive a presentation on the project development process for the US 101 Managed-lane project

(For further information or questions contact Sandy Wong at 650-599-1409)

RECOMENDATION

That the TAC receive a presentation on the project development process for the US 101 Managed-Lane project.

FISCAL IMPACT

There is no fiscal impact on receiving the presentation.

BACKGROUND

On May 4, 2015, the California State Department of Transportation (Caltrans) approved a Project Initiation Document (PID) for a project that proposes to extend existing High Occupancy Vehicle (HOV) lanes on the Highway 101 Corridor in San Mateo County 14.5 miles from Whipple Road to Interstate 380.

On October 1, 2015, the SMCTA approved \$8.5 million for the environmental phase of the project. The project also received \$3 million in private partnership funds. In addition, C/CAG received \$9.5 million Federal funds directed to this project.

Resulting from input of project stakeholders including both public agencies and private employers, the limits of the study expanded beyond what had been developed in the PID. Project limits have been extended seven miles south to a total length of 22½ miles to better coordinate with the work Santa Clara County is proposing on the 101 Corridor.

A range of project alternatives, including express lanes, is being developed and analyzed on the ability of each alternative to meet the purpose and need of the project which are as follows:

- Reduce congestion in the corridor
- Encourage carpooling and transit use
- Improve travel time reliability
- Minimize operational degradation of the general purpose lanes
- Increase person throughput
- Apply technology and/or design features to help manage traffic

Public outreach and engagement with project stakeholders began in October 2016 with a public scoping meeting. Since that time there have been a number of meetings with staff from local jurisdictions along the 101 corridor. There have been two Community Meetings, in May in San Mateo and in June in Redwood City.

The current schedule proposes to release the draft environmental document this fall which reports the benefits and impacts that are anticipated to be realized with the implementation of the project. The public will have the opportunity to review and comment on the document and its supporting technical studies such as traffic, air quality, noise etc. The team will compile and respond to comments received during the public comment period and finalize the document in the fall of 2018.

ATTACHMENT

None.

TA SAN MATEO COUNTY
Transportation Authority

Measure A 2017 Highway Program Call for Projects

October 19, 2017
C/CAG TAC

TA

Presentation Overview

- Program Overview
- Project Eligibility
- Proposed Process
- Evaluation Criteria
- Summary of New Funding Policies
- Next Steps - Schedule

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Program Overview

- Focus is to reduce congestion, improve throughput and safety on most critical commute corridors
- Per voter approved Expenditure Plan 27.5% of Measure A revenue dedicated for the Highway Program
 - 17.3% for Key Congested Areas (KCA)
 - Specified list of candidate projects in the following highway corridors: I-280, SR1, SR92 & US101
 - 10.2% for Supplemental Roadways (SR)
 - Partial list of candidate projects critical for congestion reduction; flexibility allows new projects not listed to be added to account for changing needs

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Project Eligibility

| Criteria Category | | Detailed Criteria |
|----------------------------------|--|---|
| Description of Eligible Projects | Measure A funded Pipeline Projects | <ul style="list-style-type: none"> • Projects that have previously received Measure A Highway Program funding awards that are moving through the project delivery process • Eligible to be funded for all phases of work, including: planning, environmental, final design, right of way and construction |
| | Projects not already in the Measure A funding Pipeline | <ul style="list-style-type: none"> • Other proposed highway and roadway improvements • Only eligible to be funded for the planning and environmental phases of work from a set-aside of up to \$10 million for the remaining life of Measure A. |
| Ineligible Projects/Activities: | | <ul style="list-style-type: none"> • Maintenance/rehabilitation • Separate pedestrian/bicycle overcrossings |

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Projects in the Measure A Highway Program Funding Pipeline

Key Congested Area (KCA) Projects

| Project Name | Sponsor |
|--|----------------|
| US 101 Broadway Interchange Improvements | Burlingame |
| US 101/SR 92 Interchange Area Improvements | C/CAG |
| SR 92 Delaware Interchange Improvements | C/CAG |
| US 101/University Avenue Interchange Improvements ¹ | East Palo Alto |
| US 101/Willow Road Interchange Improvements | Menlo Park |
| SR 1 Safety & Operational Improvements: Poplar to Wavecrest ¹ | Half Moon Bay |
| SR 1 Safety & Operational Improvements: Main to Kehoe ² | Half Moon Bay |
| SR 92 Safety & Operational Improvements: SR 1 to Pilarcitos Creek ¹ | Half Moon Bay |
| US 101/Woodside Road Interchange | Redwood City |
| SR 92/SR 82 (El Camino Real) Interchange Project | San Mateo |
| US 101/Peninsula Avenue Interchange | San Mateo |

Supplemental Roadway (SR) Projects

| Project Name | Sponsor |
|---|-------------------------------|
| US 101/Candlestick Point Interchange | Brisbane |
| US 101 Auxiliary Lane Project | C/CAG |
| US 101 Managed Lanes Project ² | C/CAG-TA |
| SR 1 (Mid Coast) Congestion, Throughput and Safety Improvements | County of San Mateo |
| SR 1 Calera Parkway Project ¹ | Pacifica |
| I-380 Congestion Improvements | San Bruno-South San Francisco |
| SR 35 Widening: I-280 to Sneath Lane | San Bruno-South San Francisco |
| US 101/Holly Street Interchange Improvements | San Carlos |
| US 101/Produce Avenue Interchange | South San Francisco |

Footnotes:

- 1) These projects are on an inactive list & may be subject to reprogramming
- 2) The US 101 Managed Lanes Project was formerly referred to as the US 101 HOV Lane Project



Project Eligibility

| Criteria Category | Detailed Criteria |
|----------------------------|--|
| Matching Funds Requirement | <ul style="list-style-type: none"> • Minimum of 10 percent • Eligible sources: federal, state, regional and/or local, including development fees and private contributions as well as Measure A Local Streets and Transportation funds • For new highway facilities, (e.g. new roads and/or interchanges that don't currently exist) the required match may be greater than 10% for final design, right of way and construction, proportionate to the impacts from additional traffic from new land use development generating the need for the new facility. The amount is to be determined on a case by case basis w/ the project sponsor |



Process: Funding & Evaluation

- **Call-for-Projects to be issued October 2017**
 - **Up to \$75 million available**
 - **Approx. \$25 million from Original Measure and \$50 million from New Measure**
 - **For projects with work ready to proceed within 12 months of funding award**
- **Proposals will be evaluated by a panel consisting of TA and external agency staff**

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Evaluation Criteria

| | <u>Pre-env.</u> | <u>Post-env.</u> |
|---|-----------------|------------------|
| • Need: | 35% | 15% |
| • Effectiveness: | 20% | 40% |
| • Readiness: | 20% | 20% |
| • Funding Leverage: | 10% | 10% |
| • Sustainability & Policy Consistency: | 15% | 15% |

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Evaluation Criteria: Need & Effectiveness

| Evaluation Criteria Category | Detailed Criteria |
|------------------------------|---|
| Need | <ul style="list-style-type: none"> • Current congestion • Projected congestion • Identified safety issue • Located in an area on the State Highway System Congestion & Safety Performance Assessment for San Mateo County with significant congestion & safety deficiencies |
| Effectiveness | <ul style="list-style-type: none"> • Ability to relieve congestion/performance improvement • Ability to address safety issue • Regional significance • Demonstrates coordination with adjacent projects/integration of inter-related projects • Cost effectiveness |

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Evaluation Criteria: Readiness & Funding Leverage

| Evaluation Criteria Category | Detailed Criteria |
|------------------------------|---|
| Readiness | <ul style="list-style-type: none"> • Clear and complete proposal • Project status and schedule • Ease and speed of implementation • Results from a public planning process • Demonstrates stakeholder support • Has a credible funding plan |
| Funding Leverage | <ul style="list-style-type: none"> • Percent of matching fund contribution • Private sector contribution |

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Evaluation Criteria: Sustainability & Policy Consistency

| Prioritization Criteria Category | | Detailed Criteria |
|---------------------------------------|--------------------|---|
| Sustainability and Policy Consistency | Sustainability | <ul style="list-style-type: none"> • Project is primarily an operational improvement vs. infrastructure expansion • Project accommodates multiple modes, where contextually appropriate and to the extent feasible (Complete Streets) • Supports transit-oriented development • Spurs economic activity/new development in the vicinity • Includes green construction practices and elements |
| | Policy Consistency | <ul style="list-style-type: none"> • Project recognized in regional, county or local planning documents |

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Summary of New Funding Policies

- **The priority is to continue funding projects of greatest merit in the Measure A pipeline to complete work already started**
- **A set aside, up to \$10 million, through the remaining life of Measure A for planning and environmental work will be available for projects not already in the Measure A funding pipeline**

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Summary of New Funding Policies

- A minimum 10 percent funding match required with each phase of work
- The match requirement may be greater than 10 percent for new highway facilities, proportionate to the traffic impacts from new development
- To further promote timely use of funds, there must be substantial activity on a project w/in 2 years of the funding award or the funds may be made available for other projects

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Schedule

| Timeline | Activity |
|-------------------|--|
| October 2017 | Informational item to TA CAC and TA Board |
| October 9, 2017 | Call for Projects released for Fiscal Years 2016 & 2017, workshop to be held |
| October 17, 2017 | Call for Projects Sponsor Workshop |
| November 20, 2017 | Applications due |
| Mid-December 2017 | Evaluation Panel meets |
| January 4, 2018 | Informational item to TA CAC and TA Board on Draft Program of Projects |
| February 1, 2018 | TA Board approves proposed Program of Projects |

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Contacts & Material Link

General Application Questions

Jennifer Williams, Analyst
williamsj@samtrans.com, (650) 508-6343

Project Delivery Consultation & Technical Assistance

Joe Hurley, Director
hurleyj@samtrans.com, (650) 508-7942

Highway Call for Projects Material

[http://www.smcta.com/Projects/Call for Projects/2017 TA Highway Program Call For Projects.html](http://www.smcta.com/Projects/Call_for_Projects/2017_TA_Highway_Program_Call_For_Projects.html)

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Chief Officer, Planning Grants and the Transportation Authority

SUBJECT: **MEASURE A 2017 HIGHWAY PROGRAM CALL FOR PROJECTS**

ACTION

No action is required. This item is being presented to the Board for information only.

SIGNIFICANCE

The 2017 Measure A Highway Call for Projects (CFP), planned for release after the October Transportation Authority (TA) Board meeting, will be the third Highway Program CFP since the reauthorization of Measure A. This CFP will incorporate the funding policy revisions that are also being presented to the Board for approval at the October TA Board meeting. A total of up to \$75 million will be made available to fund projects that are already in the Measure A funding pipeline that best meet the highway selection and evaluation criteria contained in the Measure A Strategic Plan 2014-2019. A small set aside, up to \$10 million through the remaining life of Measure A, will be made available to fund other eligible projects, not already in the Measure A pipeline.

A presentation will be made at the October 5, 2017 TA Board meeting that provides further information regarding the process and program evaluation criteria.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

In accordance with the voter-approved Transportation Expenditure Plan (TEP), a total of 27.5 percent of the New Measure A sales tax receipts are dedicated to the Highway Program for capital projects that reduce congestion and improve throughput and safety. The Highway Program is comprised of two components: 1) Key Congested Areas (KCA) with 17.3 percent of the sales tax receipts, and 2) Supplemental Roadways (SR) with 10.2 percent of the sales tax receipts. The TEP contains a list of the candidate Key Congested Areas (KCA) highway projects and a partial list of candidate SR projects. Additional candidate SR projects may be submitted to the TA for consideration to account for changing needs during the 25 year life of the program. SR projects can include highway as well as other types of congestion reducing roadway projects in the County.

Prepared by: Joel Slavitt, Manager, Programming and Monitoring

650-508-6476

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Chief Officer, Planning, Grants and the Transportation Authority

SUBJECT: **MEASURE A HIGHWAY PROGRAM FUNDING POLICY REVISIONS**

ACTION

Staff proposes that the Board approve the following funding policy revisions for Measure A Highway Program Calls for Projects (CFP):

- 1) Prioritize projects that are already in the Measure A funding pipeline to enable sponsors to complete work already started, but also set aside up to \$10 million, through the remaining life of Measure A, to assist with the planning and environmental phases of work for projects that are not already in the Measure A funding pipeline.
- 2) Further leverage Measure A investments by requiring a minimum 10 percent funding match with each phase of work for all projects. Eligible sources of matching funds may consist of federal, state, regional and/or local sources, including those from private development as well as a project sponsor's Measure A Local Streets and Transportation Program funds. A list of potential public funding sources that can serve as match is included as Exhibit A.
- 3) For new highway facilities (e.g. those consisting of roads and/or interchanges at locations where they currently don't exist) that are already in the Measure A funding pipeline, the required funding match may be greater than 10 percent for the final design, right of way and construction phases of work. The match requirement will be proportionate to the impacts from additional traffic generated from new land use development that is generating the need for the new facility. The match requirement will be evaluated on a case-by-case basis with the project sponsor.
- 4) To further promote timely use of funds, there must be substantial activity on a project within two years of receiving a funding award, including demonstrating expenditures on the project.

SIGNIFICANCE

At the San Mateo County Transportation Authority's (TA) September Board of Directors (Board) meeting, staff presented proposed funding policy revisions to the Measure A Highway Program Call For Projects (CFP) process. Based on input from the Board, staff has refined and updated the following revisions:

Minimum Matching Funds Requirement

The minimum matching funds requirement is now proposed to be 10 percent for each project phase of work, which replaces the previous proposal presented at the September TA meeting that would have required a 20 percent match for post environmental phases of work (right of way, final design and construction).

The revised proposed policy will still help to further leverage constrained Measure A funds, as there has been no matching fund requirement for past CFPs. Consistent with past CFPs, funding leverage will remain one of several criteria on which projects are evaluated and prioritized. Sponsors with projects that provide higher percentages of matching funds, beyond the minimum 10 percent, will score better under these criteria. Further information on the scoring criteria is provided in the highway CFP presentation, which is also included in the October meeting agenda for Board consideration.

Matching Funds for New Facilities

At the September TA Board meeting, staff proposed a match requirement for Board consideration and adoption with respect to new highway facilities. The Board requested further clarification on the proposal. Staff recommends that sponsors of new highway facilities provide matching funds for the final design, right of way and construction phases of work that are proportionate to the impacts from additional traffic generated from the new land use developments that are generating the need for the new highway facilities. Determination as to the amount of match required for these highway projects, beyond 10 percent, will be made on a case-by-case basis, in consultation with the highway project sponsor and taking into account information from the approved planning and environmental documents for the development projects.

Timely Use of Funds Policy

The TA's Short Range Highway Plan (SHRP) contains a policy guideline that states, "Projects must remain active to keep allocated funds. If there is no substantial activity on the project for five years or more, reallocation of funds to other active projects will be considered." In light of constrained funding resources to meet identified project costs, there is a need to better ensure that awarded funds be utilized in a timely manner. Staff is recommending that this established timely use of funds policy be reduced from five years or more to two years. A determination as to what constitutes substantial activity on a project will be made on a case by case basis, but will include demonstrating expenditures on the project.

BUDGET IMPACT

The proposed policy revisions have no impact on the budget at this time.

BACKGROUND

The TA has held two Measure A Highway Program CFPs since the implementation of the New Measure A Program, one in 2012 and one in 2015. Staff is planning to release the third Highway Program CFP after the TA's October 2017 meeting to fund projects that best meet the Highway Program selection and evaluation criteria contained in the Measure A Strategic Plan 2014-19. The proposed policy revisions, which have been developed in conjunction with the Highway Capital Improvement Program (CIP) Ad Hoc Advisory Committee, will improve the TA's ability to fund, manage and deliver highway projects in consideration of the significant needs of the Highway Program and the constrained revenue sources available to fulfill those needs.

A current list of highway projects that have been awarded Measure A funds that are moving through the project delivery process is attached as Exhibit B. The proposed set-aside of up to \$10 million for projects that have not previously received Measure A funding represents roughly 2 percent of the projected available Highway Program revenue of almost \$500 million through the remaining life of the Measure, assuming an annual revenue escalation rate of 2.5 percent. Although costs vary depending on the scale and complexity of projects, it is projected that this set-aside could fund the planning and environmental phases of work of roughly three to five new highway projects that are not currently in the Measure A pipeline.

In accordance with the voter-approved Transportation Expenditure Plan, a total of 27.5 percent of the New Measure A sales tax revenues are dedicated to the Highway Program for capital projects that reduce congestion and improve throughput and safety.

Prepared by: Joel Slavitt, Manager of Programming and Monitoring

650-508-6476

EXHIBIT A: POTENTIAL EXTERNAL PUBLIC FUNDING SOURCES AVAILABLE FOR HIGHWAY PROJECTS IN SAN MATEO COUNTY

| <i>Grant Program</i> | <i>Administrator</i> | <i>Eligible Projects</i> | <i>Match</i> | <i>Funding</i> | <i>Funding Call Status</i> | <i>Notes/Links</i> |
|---|---|---|---|---|--|--|
| State Transportation Improvement Program (STIP) (biennial cycles) | California Transportation Commission (CTC) Geographic area: California | Highway, transit & other facilities. Draft C/CAG recommendations proposed for the 2018 STIP include funding for the following Measure A pipeline projects: - US 101 Managed Lanes - US 101/Produce Ave. Interchange - US 101/SR 92 Interchange - US 101/Woodside Rd. Interchange | None required | Varies \$55M in new funding proposed for San Mateo County in 2018 STIP | C/CAG collaborated w/ the TA, Caltrans & cities on the prep. of the draft 2018 STIP, which provides new funding from FY2019 through FY2023 | C/CAG approval : 10/12/17 MTC approval: 12/20/17 CTC adoption: 03/21/18 More info: http://www.catc.ca.gov/programs/stip.htm |
| Senate Bill 1 Solutions for Congested Corridors (biennial cycles) | California Transportation Commission (CTC) Geographic area: California | Projects that are part of a comprehensive corridor plan that reduce congestion in highly travelled corridors (state highways, local streets & roads, public transit & ped/bike facilities). Highway projects can include HOV/managed lanes & should mitigate VMT, greenhouse gas emissions & air pollution. | Minimum of 30% proposed. No match requirement proposed for projects nominated by Caltrans | \$250M annually Funding proposed only for construction unless using a design-build delivery method | Applications due: 02/16/18 Funding Awards: 05/16/18 1 st Call for Projects is proposed to program 4 years of funding from FY2018 through FY2021 | Draft Guidelines to be presented at the 10/18/17 CTC meeting Final Program Guidelines to be adopted at the 12/6/17 CTC meeting More info: http://www.catc.ca.gov/programs/SB1.html |

EXHIBIT A: POTENTIAL EXTERNAL PUBLIC FUNDING SOURCES AVAILABLE FOR HIGHWAY PROJECTS IN SAN MATEO COUNTY

| <i>Grant Program</i> | <i>Administrator</i> | <i>Eligible Projects</i> | <i>Match</i> | <i>Funding</i> | <i>Funding Call Status</i> | <i>Notes/Links</i> |
|--|--|--|--|--|---|--|
| <p>Senate Bill 1 Local Partnership Program (LPP) biennial cycle for formulaic program; triennial cycle for competitive program</p> | <p>California Transportation Commission (CTC) Geographic area: California</p> | <p>Rehabilitation & maintenance, new construction & safety/ operational improvements for highways & local roads. Freeway soundwalls, public transit & ped/bike facilities are also eligible.</p> | <p>50% match required</p> <p>Match for formulaic program must be from voter approved transportation taxes or bridge tolls and fees</p> <p>Match for competitive program must be from: 1) voter approved transportation taxes or bridge tolls and fees; and 2) imposed fees (e.g. developer impact fees)</p> | <p>\$200M annually: \$100M by formula \$100M through a competitive program</p> | <p>1st Call for Projects: 10/20/17 Formulaic Program: Applications due: 12/15/17 Funding Awards: 01/31/18 Competitive Program: Applications due: 01/31/18 Funding awards: 05/16/18</p> | <p>Program Guidelines to be adopted at 10/18/17 CTC meeting CTC to adopt formula funding shares: 12/6/17 More info: http://www.catc.ca.gov/programs/SB1.html</p> |
| <p>Senate Bill 1 Trade Corridor Enhancement Program (biennial cycle)</p> | <p>California Transportation Commission (CTC) Geographic area: California</p> | <p>Corridor based freight projects</p> | <p>Minimum of 30% proposed. No match requirement proposed for projects nominated by Caltrans</p> | <p>\$300M annually</p> | <p>1st Call for Projects: 12-08-17 Applications due 02-16-18 Funding Awards: 05/16/18</p> | <p>Draft Guidelines to be presented at 10/18/17 CTC meeting. Final Program Guidelines to be adopted at the 12/06/17 CTC meeting. More info: http://www.catc.ca.gov/programs/SB1.html</p> |

EXHIBIT A: POTENTIAL EXTERNAL PUBLIC FUNDING SOURCES AVAILABLE FOR HIGHWAY PROJECTS IN SAN MATEO COUNTY

| <i>Grant Program</i> | <i>Administrator</i> | <i>Eligible Projects</i> | <i>Match</i> | <i>Funding</i> | <i>Funding Call Status</i> | <i>Notes/Links</i> |
|--|---|--|---|---------------------------|---|---|
| Infrastructure For Rebuilding America (INFRA) Grants annual cycles through FY 2020; subject to appropriation | Federal Dept. of Transportation (DOT) Geographic area: United States | Highway and freight projects of national or regional significance including highway freight projects on the National Highway Freight Network and highway or bridge projects on the National Highway System. Can include railway-highway grade crossing or grade separation projects. Funds new projects, rehabilitation & operational improvements | Minimum of 40%, of which 20% must be from non-Federal sources | \$1.5B for FY 2017 & 2018 | Current funding cycle: Applications accepted as of 08/01/17 Applications due 11/02/17 | Replaces former FASTLANE grant program Minimum of 25% of funding for rural projects More info: https://www.transportation.gov/buildamerica/infra/infra-notice-funding-opportunity |

EXHIBIT A: POTENTIAL EXTERNAL PUBLIC FUNDING SOURCES AVAILABLE FOR HIGHWAY PROJECTS IN SAN MATEO COUNTY

| <i>Grant Program</i> | <i>Administrator</i> | <i>Eligible Projects</i> | <i>Match</i> | <i>Funding</i> | <i>Funding Call Status</i> | <i>Notes/Links</i> |
|--|---|--|---|---------------------------|---|---|
| Transportation Investment Generating Economic Recovery (TIGER) Program annual cycles through FY 2020; subject to appropriation | Federal Dept. of Transportation (DOT) Geographic area: United States | Capital projects that include, but are not limited to: 1) highway, bridge, or other road projects 2) public transportation projects 3) passenger and freight rail transportation projects 4) port infrastructure investments 5) intermodal projects | Minimum of 20% from non-Federal for projects located in urban areas | \$500 million for FY 2017 | Current funding cycle: Applications accepted as of 09/17/17 Applications due 10/16/17 | Grant awards may not be less than \$5 million or greater than \$25 million in urban areas. No more than \$50 million can be awarded to a single state Not less than \$100 million is to be used for projects in rural areas More info: https://www.transportation.gov/tiger |

EXHIBIT A: POTENTIAL EXTERNAL PUBLIC FUNDING SOURCES AVAILABLE FOR HIGHWAY PROJECTS IN SAN MATEO COUNTY

| <i>Grant Program</i> | <i>Administrator</i> | <i>Eligible Projects</i> | <i>Match</i> | <i>Funding</i> | <i>Funding Call Status</i> | <i>Notes/Links</i> |
|---|---|--|--------------|---|--|---|
| <p><u>Proposed</u> Regional Measure 3 (RM3) funding cycles: TBD</p> | <p>Metropolitan Transportation Commission (MTC) Geographic area: San Francisco Bay Area</p> | <p>Capital and operating transportation projects that are on one of the corridors that connect to or are directly on the seven Bay Area bridges under the administration of the Bay Area Toll Authority (BATA)</p> | <p>TBD</p> | <p>bridge toll surcharge could increase \$1 - \$3, creating new revenues from \$127M to \$381M annually</p> | <p>TBD. Subject to Governor signing authorizing legislation (Senate Bill 595) & the approval of Bay Area voters on the June or Nov. 2018 ballot</p> | <p><u>Proposed</u> programs and projects related to highways, that could raise funds over a 25 year period: - \$300M. for Bay Area Corridor Express Lanes (includes US 101) - \$130M for Dumbarton Corridor Improvements - \$50M for US 101/SR 92 Interchange Improvements - \$20M for Regional Express Bus</p> |

EXHIBIT B: MEASURE A FUNDED HIGHWAY PROJECTS THAT ARE MOVING THROUGH THE PROJECT DELIVERY PROCESS

Key Congested Area (KCA) Projects

| <i>Project Name</i> | <i>Sponsor</i> |
|--|----------------|
| US 101/Broadway Interchange Improvements | Burlingame |
| US 101/SR 92 Interchange Area Improvements | C/CAG |
| SR 92/Delaware Interchange Improvements | C/CAG |
| US 101/University Avenue Interchange Improvements ¹ | East Palo Alto |
| US 101/Willow Road Interchange Improvements | Menlo Park |
| SR 1 Safety & Operational Improvements: Poplar to Wavecrest ¹ | Half Moon Bay |
| SR 1 Safety & Operational Improvements: Main to Kehoe ¹ | Half Moon Bay |
| SR 92 Safety & Operational Improvements: SR 1 to Pilarcitos Creek ¹ | Half Moon Bay |
| US 101/Woodside Road Interchange | Redwood City |
| SR 92/ El Camino Real Interchange Project | San Mateo |
| US 101/Peninsula Avenue Interchange | San Mateo |

Supplemental Roadway (SR) Projects

| <i>Project Name</i> | <i>Sponsor</i> |
|---|-------------------------------|
| US 101/Candlestick Point Interchange | Brisbane |
| US 101 Auxiliary Lane Project | C/CAG |
| US 101 Managed Lanes Project ² | C/CAG-TA |
| SR 1 (Mid Coast) Congestion, Throughput and Safety Improvements | County of San Mateo |
| SR 1 Calera Parkway Project ¹ | Pacifica |
| I-380 Congestion Improvements | San Bruno-South San Francisco |
| SR 35 Widening: I-280 to Sneath Lane | San Bruno-South San Francisco |
| US 101/Holly Street Interchange Improvements | San Carlos |
| US 101/Produce Avenue Interchange | South San Francisco |

Footnotes

- 1) These projects are on an inactive list & may be subject to reprogramming
- 2) The US 101 Managed Lanes Project was formerly referred to as the US 101 HOV Lane Project

RESOLUTION NO. 2017 – 17

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA**

APPROVING POLICY REVISIONS FOR THE MEASURE A HIGHWAY PROGRAM

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as "Measure A," which increased the local sales tax in San Mateo County by one-half percent with the new tax revenue to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan (TEP) presented to the voters; and

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the San Mateo County Transportation Authority (TA) of the New Measure A half-cent transactions and use tax for an additional 25 years to implement the 2004 TEP beginning January 1, 2009; and

WHEREAS, the 2004 TEP designates 27.5 percent of the New Measure A revenues to fund the Highway Program; and

WHEREAS, the TA has held two Measure A Highway Program Call for Projects (CFP) under the New Measure A Program, both of which have been open to any new highway and roadway improvements that met the eligibility criteria, without a minimum match requirement; and

WHEREAS, the TA is planning to release a third CFP after the TA's October Board of Directors (Board) 2017 meeting, and

WHEREAS, the 2011 Short-Range Highway Plan and the 2014 Measure A Strategic Plan acknowledge that the Highway Program is oversubscribed and called for the

development of a Highway Capital Improvement Program (CIP) to better manage funding needs with projected revenues;

WHEREAS, at the TA's August 2015 Board meeting, staff presented the initial findings from a financially unconstrained 10-year Highway CIP Fiscal Year (FY) 2016 – FY2025, which was subsequently updated and presented for acceptance at the TA's February 2017 Board meeting; and

WHEREAS, funding policy revisions have been developed in coordination with the Highway CIP Ad Hoc Advisory Committee to improve the TA's ability to fund, manage and deliver highway projects in consideration of the significant needs of the Highway Program and the constrained revenue sources available to meet these needs.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority approves the following funding policy revisions for the Measure A Highway Program Calls for Projects:

- 1) Prioritize projects that have already received Measure A funding for prior work to enable sponsors to complete work already started, but also set aside up to \$10 million, through the remaining life of Measure A, to assist with the planning and environmental phases of work for other projects not in the Measure A funding pipeline.
- 2) Leverage Measure A investments by requiring a minimum 10 percent funding match with each phase of work for all projects.
- 3) For new highway facilities (including those consisting of roads and/or interchanges at locations where they currently do not exist) the required funding match may be greater than 10 percent for the final design, right of way and construction phases of work, and will be proportionate to the

impacts from additional traffic generated from new land use development that is generating the need for the new highway facility. The match requirement will be evaluated on a case-by-case basis with the project sponsor.

- 4) To further promote timely use of funds, there must be substantial activity on a project within two years of receiving a funding award, including demonstrating expenditures on the project.

Regularly passed and adopted this 5th day of October, 2017 by the following vote:

AYES: BEACH, HORSLEY, IBARRA, JOHNSON, MATSUMOTO

NOES: NONE

ABSENT: FRESCHET, GROOM



Chair, San Mateo County Transportation Authority

ATTEST:



Authority Secretary

C/CAG AGENDA REPORT

Date: October 19, 2017
To: C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC)
From: Jeff Lacap, Transportation Programs Specialist
Subject: Regional Project and Funding Information

(For further information, contact Jeff Lacap at 650-599-1455 or jlacap@smcgov.org)

RECOMMENDATION

Regional project and funding information.

FISCAL IMPACT

None

SOURCE OF FUNDS

N/A

BACKGROUND

C/CAG staff routinely attends meetings hosted by the Metropolitan Transportation Commission (MTC) and receives information distributed from MTC pertaining to federal funding, project delivery, and other regional policies that may affect local agencies. Attached to this report includes relevant information from MTC.

FHWA Policy for Inactive Projects

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

The Federal Highway Administration (FHWA) has announced an immediate and significant focused effort on inactive obligations. California is reaching 10% inactive projects, well above the 2% target. FHWA is considering two options: unilateral de-obligations for all inactive projects or your future projects will not receive an E-76 if you have current 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.

Pavement Management Program (PMP) Certification

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

Project Delivery

One Bay Area Grant (OBAG) Obligation Status Report for FY 2017-18

The OBAG obligation status report for FY 2017-2018 is attached for your reference (Attachment 3). The jurisdictions listed in this report are required to deliver a complete, funding obligation Request for Authorization (RFA) package to Caltrans Local Assistance by November 1, 2017 for this upcoming fiscal year. Funds that do not meet the obligation deadline of January 31, 2018 are subject to re-programming by MTC. Project sponsors can track the E-76 status of their projects at: <http://www.dot.ca.gov/hq/LocalPrograms/E-76-status.php>.

OBAG 2 Update

MTC anticipates adopting OBAG 2 projects in the fall, followed by the amendment to the Transportation Improvement Program (TIP) by March 2018. Since this is after the obligation deadline for FY17-18 funds, MTC will be moving the entire OBAG 2 County program funds requested for FY17-18 to FY18-19.

There is a high demand for funding in FY17-18 and MTC is not expecting there to be any FY17-18 funding available after February 1, 2018. Project sponsors may need to wait until October 2018, to obligate any PE funds for projects that were programmed in FY17-18. However, if there is still FY17-18 funding available at the time that projects are officially included in the TIP, project sponsors may submit a request to Caltrans to obligate PE funds. MTC's regional delivery policy allows sponsors to obligate funding after January 31 of a given fiscal year regardless of what year their funding is actually programmed in the TIP (subject to availability).

For projects that are affected by this change, MTC recommends the following options:

- Attempt to obligate the PE phase funding in FY17-18 and if there is none available, use advanced construction authorization to get PE work authorized and started, but not be reimbursed until federal funding becomes available in FY18-19;
- Restructure the projects so that only local funds will be used for the PE phase and then fund the CON phase with 100% federal funds using toll credits in lieu of match; or
- Delay the schedule of the project to conduct PE in FY18-19 and CON in FY19-20 or later.

For projects with a PE phase that is fully funded by local funds, sponsors may start project design work, but it is advised not to complete design, as it may cause delays in obtaining environmental clearance.

Miscellaneous MTC/CTC/Caltrans Federal Aid Announcements

P-TAP 19 Call for Projects

MTC is soliciting projects for Round 19 of the Pavement Management Technical Assistance Program (P-TAP). Applications are due to MTC by 4:00 p.m. on Monday, November 13, 2017. All eligible cities and counties are encouraged to apply and to participate in a webinar for the P-TAP 19 Call for Projects on Thursday, November 2, 2017 at 10 a.m. MTC will be sending out email invitations to the webinar.

The online application and additional information can be found here: <https://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/fix-it-first/local-streets-roads/p-tap/p-tap>

SB 1 - 2017 Local Streets and Roads Funding

Cities were required to submit their proposed project list to the California Transportation Commission (CTC) on October 16th. The CTC will adopt the list of eligible cities and counties in December 2017 and apportionments begin mid-January 2018.

The Local Streets and Roads Funding Annual Reporting Guidelines can be found here: http://www.catc.ca.gov/programs/SB_1/081717_Final_LSR_Program_Reporting_Guidelines.pdf

State Transportation Improvement Program (STIP) Update

At the October C/CAG Board meeting, the list of proposed projects for the 2018 STIP for San Mateo County was adopted. After Board approval, C/CAG staff will submit the project list to MTC. MTC will adopt the list in December and forward to CTC for adoption in early 2018.

FHWA Approval of Architectural and Engineering (A&E) Consultants in a Management Support Role

Caltrans is reminding local agencies “per the Stewardship and Oversight agreement between FHWA and Caltrans - in all situations where the LPA solicits for hire A&E consultants to act in a management support role, FHWA must approve the contract prior to execution. After approval by FHWA, Caltrans will provide oversight of solicitation documents as well as revised consultant contracts prior to execution between the LPA and the A&E consultants.” More information can found in Attachment 4.

Local Agency Compliance with Caltrans Exhibit 10-C – Consultant Contracts

Effective October 1st, 2017, local agencies must submit a completed Exhibit 10-C for all federal and/or state funded consultant contracts to aeoversight@dot.ca.gov for Caltrans review and acceptance prior to contract award. The Office of Guidance and Oversight (GO) will notify the local agency of Exhibit 10-C acceptance or rejection within 5 business days. More information can found in Attachment 5.

ATTACHMENTS

1. Caltrans Inactive Obligation Project List for San Mateo County as of October 12, 2017
2. MTC’s PMP Certification Status of Agencies within San Mateo County as of October 12, 2017
3. FY 2017-18 OBAG Obligation Status Report for San Mateo County as of October 12, 2017
4. Notice from Caltrans Division of Local Assistance regarding FHWA Approval
5. Notice from Caltrans Division of Local Assistance regarding Exhibit 10-C

Inactive Obligations
Local, State Administered/Locally Funded and Rail Projects

Updated on
10/11/2017

| Project No. | Status | Agency Action Required | State Project No. | Prefix | District | County | Agency | Description | Latest Date | Authorization Date | Last Expenditure | Last Action Date | Program Codes | Total Cost | Federal Funds | Expenditure Amount | Unexpended Balance |
|-------------|----------|--|-------------------|---------|----------|--------|---------------------|---|-------------|--------------------|------------------|------------------|------------------|----------------|----------------|--------------------|--------------------|
| 5102044 | Inactive | Submit invoice to District by 11/20/2017 | 0415000271L | ATPL | 4 | SM | San Mateo | VARIOUS LOCATIONS AROUND 12 ELEMENTARY AND MIDDLE SCHOOLS IN THE CITY OF SAN MATEO ADA CURBS, CROSSWALKS, FLASHING BEACONS, CURB EXTENSIONS, MEDIAN REFUGE ISLANDS, SIGNAGE, PEDESTRIAN PATHS, STREET LIGHTS, WIDEN SIDEWALKS, SIDEWALK REPAIR, AND CONDUITS (TC) | 12/13/2016 | 12/13/2016 | | 12/13/2016 | M3E1 | \$1,738,150.00 | \$1,720,000.00 | \$0.00 | \$1,720,000.00 |
| 5171021 | Inactive | Submit invoice to District by 11/20/2017 | 0414000321L | CML | 4 | SM | Burlingame | CAROLAN AVENUE BETWEEN BROADWAY AND OAK GROVE AVENUE CONVERT 4-LANE ROADWAY TO 2-LANES WITH CENTER TURN LANE AND CLASS II BIKE LANES | 12/2/2016 | 12/2/2016 | | 12/2/2016 | Z003 | \$1,529,000.00 | \$986,000.00 | \$0.00 | \$986,000.00 |
| 5029031 | Inactive | Submit invoice to District by 11/20/2017 | 0414000048L | CML | 4 | SM | Redwood City | INTERSECTION OF MIDDLEFIELD RD AND WOODSIDE RD (SR84) MODIFY INTERSECTION TO PROVIDE PEDESTRIAN FACILITIES | 12/13/2016 | 12/13/2016 | | 12/13/2016 | Z003 | \$1,011,000.00 | \$339,924.00 | \$0.00 | \$339,924.00 |
| 5177028 | Inactive | Submit invoice to District by 11/20/2017 | 0412000154L | HSIPL | 4 | SM | South San Francisco | GRAND AVE/ MAGNOLIA AVE, TRAFFIC SIGNALS INSTALLATION | 10/18/2016 | 10/24/2011 | 10/18/2016 | 10/18/2016 | LS3E | \$474,500.00 | \$374,200.00 | \$264,770.24 | \$109,429.76 |
| 5268019 | Inactive | Invoice returned to agency. Resubmit to District by 11/20/2017 | 0414000459L | CML | 4 | SM | Belmont | RALSTON AVE FROM SOUTH RD TO CHULA VISTA DR INSTALL ADA RAMP, NEW SIDEWALK, CURB AND GUTTER AND RELOCATE EXISTING RETAINING WALL | 12/15/2016 | 11/10/2015 | 12/15/2016 | 12/15/2016 | M0E3 | \$404,597.00 | \$250,000.00 | \$207,000.00 | \$43,000.00 |
| 5029029 | Inactive | Carry over project. Project is in final voucher process. | 0412000259L | SRTSLNI | 4 | SM | Redwood City | MULTIPLE SCHOOLS IN REDWOOD CITY SCHOOL DISTRICT, NON INFRASTRUCTURE, SRTS EDUCATION | 6/9/2016 | 5/22/2012 | 6/9/2016 | 6/9/2016 | LU1E | \$204,000.00 | \$204,000.00 | \$176,259.83 | \$27,740.17 |
| 5029027 | Inactive | Carry over project. Project is in final voucher process. | 0400021108L | BPMP | 4 | SM | Redwood City | VARIOUS BRIDGES IN CITY OF REDWOOD CITY, PREVENTATIVE MAINTENANCE | 2/17/2015 | 6/22/2011 | 2/17/2015 | 2/17/2015 | L1CE | \$30,000.00 | \$26,559.00 | \$13,249.74 | \$13,309.26 |
| 5438017 | Future | Submit invoice to District by 02/20/2018 | 0415000214L | ATPL | 4 | SM | East Palo Alto | US101 AT CLARKE AVENUE/NEWELL ROAD PEDESTRIAN/BICYCLE OVERCROSSING (TC) | 2/10/2017 | 2/10/2017 | | 2/10/2017 | M300 | \$8,777,400.00 | \$8,600,000.00 | \$0.00 | \$8,600,000.00 |
| 5438015 | Future | Submit invoice to District by 02/20/2018 | 0414000191L | HPLUL | 4 | SM | East Palo Alto | UNIVERSITY OVERCROSSING US 101 BIKE PED PATH | 3/24/2017 | 11/27/2013 | 3/24/2017 | 3/24/2017 | LY20, HY20 | \$950,000.00 | \$760,000.00 | \$432,738.42 | \$327,261.58 |
| 5102033 | Future | Records indicate project is in Final Voucher. District to contact Final Voucher Unit to check status of project closure. | 04924858L | BRLS | 4 | SM | San Mateo | BERMUDA DRIVE - FIESTA CHANNEL BRIDGE BRIDGE REHABILITATION BR# 35C0077 | 2/14/2017 | 2/11/2010 | 2/14/2017 | 8/28/2017 | Q100, M240, L1CE | \$698,125.00 | \$618,050.00 | \$354,875.53 | \$263,174.47 |
| 5273025 | Future | Invoice returned to agency. Resubmit to District by 02/20/2018 | 0414000457L | CML | 4 | SM | Menlo Park | VALPARAISO AVE, GLENWOOD AVE, EL CAMINO REAL, MIDDLEFIELD RD INSTALL: BIKE LANE, SIGNS, DISPLAY, SIGNALS, PEDESTRIAN PATH | 3/30/2017 | 10/29/2015 | 3/30/2017 | 3/30/2017 | M0E3 | \$564,007.00 | \$498,783.00 | \$258,243.22 | \$240,539.78 |
| 5333013 | Future | Submit invoice to District by 02/20/2018 | 0412000121L | BHLS | 4 | SM | Woodside | MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION | 3/21/2017 | 3/16/2012 | 3/21/2017 | 3/21/2017 | L1CE | \$107,428.00 | \$95,106.00 | \$84,530.46 | \$10,575.54 |

PMP_Certification_Status_Listing

| | |
|---------------------------------------|-------------------------|
| PMP Certification October 12, 2017 | Expired |
| | Expiring within 60 days |
| | Certified |

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

| County | Jurisdiction | Last Major Inspection* | Certified | P-TAP Cycle | Certification Expiration Date |
|-----------|---------------------|------------------------|-----------|-------------|-------------------------------|
| San Mateo | Atherton | 8/31/2016 | Yes | 17 | 9/1/2018 |
| San Mateo | Belmont | 11/30/2014 | Pending | 18 | 4/30/2018 |
| San Mateo | Brisbane | 7/31/2016 | Yes | 17 | 8/1/2018 |
| San Mateo | Burlingame | 1/31/2016 | Yes | 16 | 2/1/2018 |
| San Mateo | Colma | 9/30/2015 | Pending | 18 | 4/30/2018 |
| San Mateo | Daly City | 1/31/2017 | Yes | 17 | 2/1/2019 |
| San Mateo | East Palo Alto | 8/31/2016 | Yes | 17 | 9/1/2018 |
| San Mateo | Foster City | 8/31/2015 | Pending | 18 | 4/30/2018 |
| San Mateo | Half Moon Bay* | 12/31/2015 | Yes | 16 | 1/1/2019 |
| San Mateo | Hillsborough | 9/30/2016 | Yes | 17 | 10/1/2018 |
| San Mateo | Menlo Park | 4/30/2016 | Yes | 16 | 5/1/2018 |
| San Mateo | Millbrae | 7/31/2014 | Pending | 18 | 4/30/2018 |
| San Mateo | Pacifica* | 7/31/2015 | Yes | 16 | 8/1/2018 |
| San Mateo | Portola Valley | 9/30/2015 | No | 16 | 10/1/2017 |
| San Mateo | Redwood City* | 12/31/2014 | Yes | 15 | 1/1/2018 |
| San Mateo | San Bruno | 6/30/2015 | Pending | 18 | 4/30/2018 |
| San Mateo | San Carlos | 8/31/2016 | Yes | 17 | 9/1/2018 |
| San Mateo | San Mateo | 11/30/2015 | Pending | 18 | 4/30/2018 |
| San Mateo | San Mateo County | 8/31/2016 | Yes | 17 | 9/1/2018 |
| San Mateo | South San Francisco | 10/31/2015 | Pending | 18 | 4/30/2018 |
| San Mateo | Woodside | 10/31/2016 | Yes | 17 | 11/1/2018 |

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

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

Note: Updated report is posted monthly to:

http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx

Metropolitan Transportation Commission
STP-CMAQ Obligation Status Report

Fiscal Years: FY 17/18
October 12, 2017

| County | Sponsor | Project Name | Phase | TIP ID | Status | Fund Code | Fed Project Data | | | FY | | | Fund Programming Information | | | Obligation Information | | | Balance | |
|--------------------------------|----------------|--|-------|-----------|--------|-----------------------|------------------|-----------|-------|-----------|------------|------------|------------------------------|------|---------|------------------------|-----------|-----------|------------|--|
| | | | | | | | Prefix | ID | Appn | Prog | STP Amt | CMAQ Amt | Total Amt | Date | STP Amt | CMAQ Amt | Total Amt | Remaining | | |
| San Mateo County | | | | | | | | | | | | | | | | | | | | |
| San Mateo | CCAG | San Mateo County SR2S Program | CON | SM-110022 | ACTIVE | CMAQ-T5-OBAG2-CO | 17/18 | 17/18 | 17/18 | 17/18 | 223,000 | 223,000 | 223,000 | | | 223,000 | | | 223,000 | |
| San Mateo | CCAG | San Mateo County SR2S Program | CON | SM-110022 | ACTIVE | CMAQ-T5-OBAG2-CO-SRTS | 17/18 | 17/18 | 17/18 | 17/18 | 2,394,000 | 2,394,000 | 2,394,000 | | | 2,394,000 | | | 2,394,000 | |
| San Mateo | East Palo Alto | Bay Rd Bicycle/Ped Improvements Phase | CON | SM-070004 | ACTIVE | CMAQ-T4-2-OBAG | 17/18 | 17/18 | 17/18 | 17/18 | 1,000,000 | 1,000,000 | 1,000,000 | | | 1,000,000 | | | 1,000,000 | |
| San Mateo | Redwood City | Middlefield Road Bicycle / Ped | CON | SM-130022 | ACTIVE | CMAQ-T4-2-OBAG | 17/18 | 17/18 | 17/18 | 17/18 | 1,752,000 | 1,752,000 | 1,752,000 | | | 1,752,000 | | | 1,752,000 | |
| San Mateo | SF City/County | Southern Skyline Blvd. Ridge Trail | CON | SM-130031 | ACTIVE | STP-T4-2-PCA-REG | 17/18 | 17/18 | 17/18 | 17/18 | 1,000,000 | 1,000,000 | 1,000,000 | | | 1,000,000 | | | 1,000,000 | |
| San Mateo | SSF | SSF Citywide Sidewalk Gap Closure | CON | SM-130003 | ACTIVE | CMAQ-T4-2-OBAG | 17/18 | 17/18 | 17/18 | 17/18 | 357,000 | 357,000 | 357,000 | | | 357,000 | | | 357,000 | |
| San Mateo | SamTrans | El Camino Real Traffic Signal Priority | CON | SM-170008 | ACTIVE | CMAQ-T4-2-TPI-REG | 17/18 | 17/18 | 17/18 | 17/18 | 3,459,000 | 3,459,000 | 3,459,000 | | | 3,459,000 | | | 3,459,000 | |
| San Mateo | San Bruno | San Bruno Ave Street Medians | CON | SM-130019 | ACTIVE | CMAQ-T4-2-OBAG | CML | 5226(022) | 17/18 | 17/18 | 735,000 | 735,000 | 735,000 | | | 735,000 | | | 735,000 | |
| San Mateo | San Mateo | San Mateo Downtown Parking Tech | CON | SM-150016 | ACTIVE | CMAQ-T4-2-CIP-REG | CML | 5102(048) | 17/18 | 17/18 | 1,385,000 | 1,385,000 | 1,385,000 | | | 1,385,000 | | | 1,385,000 | |
| San Mateo County Totals | | | | | | | | | | 1,000,000 | 11,305,000 | 12,305,000 | | 0 | 0 | 0 | | | 12,305,000 | |



FHWA Approval of Architectural and Engineering (A&E)

Consultants in a Management Support Role

FHWA - California Division would like to 'highlight' the approval action process in circumstances where a local public agency (LPA) elects to contract with an Architectural and Engineers (A&E) consultant for professional services that include management activities.

Per the Stewardship and Oversight agreement between FHWA and Caltrans - in all situations where the LPA solicits for hire A&E consultants to act in a management support role, FHWA must approve the contract prior to execution. As noted in the Stewardship and Oversight Agreement the delegation of the approval of A&E consultants to act in management support role is not allowed.

Management support roles may include, but are not limited to:

- Providing oversight of an element of highway program/function
- Providing services on the behalf of the contracting agency
- Providing oversight of a project or series of projects
- Providing oversight of consultants and contractors on the behalf of the contracting agency

After approval by FHWA, Caltrans will provide oversight of solicitation documents as well as revised consultant contracts prior to execution between the LPA and the A&E consultants.

Guidance and procedures on submittal of consultants in a management role contracts for FHWA approval will be provided in a follow up Office Bulletin.

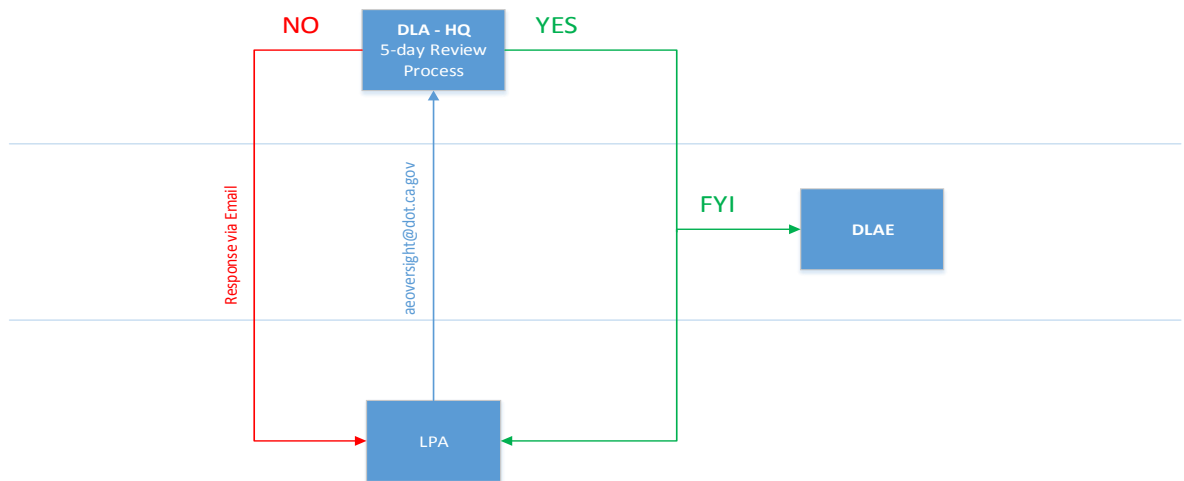
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Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

FLOW CHART FOR EXHIBIT 10-C SUBMITTAL & APPROVAL



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EFFECTIVE DATE

October 1, 2017

POLICY

To ensure compliance with Federal and State regulations, Exhibit 10-C is revised to identify critical elements of the consultant procurement process .

PROCEDURE

Effective October 1, 2017, local agencies must submit a completed Exhibit 10-C for all federal and/or state funded consultant contracts to aeoversight@dot.ca.gov for Caltrans **review and acceptance prior to contract award**. The Office of Guidance and Oversight (GO) will notify the local agency of Exhibit 10-C acceptance or rejection within 5 business days

If there are any changes to the contract after Caltrans acceptance of Exhibit 10-C, the local agency must notify and provide a copy of an updated Exhibit 10-C and all contract amendments to the Office of GO at aeoversight.dot.ca.gov.

IMPACTS

Exhibit 10-C is required for all federally and/or state funded consultant contracts. Execution of a consultant contract without Caltrans acceptance may result in ineligibility for reimbursement.

GUIDANCE/TRAINING

Instructions provided with Exhibit 10-C.

Training schedule: host in-person in each District and online webinar.

Office of Guidance and Oversight