

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*

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, November 18, 2021

Time: 1:15 P.M.

On September 16, 2021, the Governor signed AB 361, which amended certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings remotely via telephonically or by other electronic means under specified circumstances. Thus, pursuant to Government Code section 54953(e), the C/CAG Board and Committee 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 Zoom Meeting

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Meeting ID: 845 3078 9591

Passcode: 797898

Join by Phone: 669-900-6833

Meeting ID: 845 3078 9591

Passcode: 797898

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 kcheung1@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 | Cheung/Wever | No materials |
| 2. Public comment on items not on the Agenda (presentations are customarily limited to 2 minutes) | Hurley/Stillman | No materials |
| 3. By motion, find that, as a result of the continuing COVID-19 pandemic state of emergency declared by Governor Newsom, meeting in person would present imminent risks to the health or safety of attendees (Action) | Charpentier | Page 1-3 |
| 4. Approval of minutes from the October 21, 2021 Meeting (Action) | Cheung/Wever | Page 4-6 |
| 5. Review and recommend approval of the Final 2021 Congestion Management Program (CMP) and Monitoring Report (Action) | Lacap | Page 7-9 |
| 6. Receive information on upcoming SB 1 and One Bay Area Grant (OBAG) Cycle 3 funding cycles (Information) | Lacap | Page 10-13 |

7.	Receive an update and provide input on the San Mateo County Transportation Authority's Alternative Congestion Relief and Transportation Demand Management Plan (Information)	Wever	Page 14-15
8.	Regional Project and Funding Information	Lacap	Page 16-29
9.	Executive Director Report	Charpentier	No materials
10.	Member Reports	All	

The next regularly scheduled meeting is on December 16, 2021.

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 Kaki Cheung at (650) 363-4105 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 Kaki Cheung at (650) 363-4105, 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 kcheung1@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 and made publicly available on the C/CAG website along with the agenda. We cannot guarantee that emails received less than 2 hours before the meeting will be made publicly available on the C/CAG website prior to 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:
 Program Director: Kaki Cheung (650) 363-4105 kcheung1@smcgov.org

C/CAG AGENDA REPORT

Date: November 18, 2021

To: Congestion Management Program Technical Advisory Committee

From: Sean Charpentier, Executive Director

Subject: By motion, find that, as a result of the continuing COVID-19 pandemic state of emergency declared by Governor Newsom, meeting in person would present imminent risks to the health or safety of attendees

(For further information contact Sean Charpentier at scharpentier@smcgov.org)

RECOMMENDATION

That the C/CAG TAC Committee find, by motion, that, as a result of the continuing COVID-19 pandemic state of emergency declared by Governor Newsom, meeting in person would present imminent risks to the health or safety of attendees.

FISCAL IMPACT

There is no fiscal impact.

SOURCE OF FUNDS

Not applicable

BACKGROUND

On June 11, 2021, Governor Newsom issued Executive Order N-08-21, which rescinded his prior Executive Order N-29-20 and set a date of October 1, 2021 for public agencies to transition back to public meetings held in full compliance with the Brown Act. The original Executive Order provided that all provisions of the Brown Act that required the physical presence of members or other personnel as a condition of participation or as a quorum for a public meeting were waived for public health reasons. If these waivers fully sunset on October 1, 2021, legislative bodies subject to the Brown Act would have to contend with a sudden return to full compliance with in-person meeting requirements as they existed prior to March 2020, including the requirement for full physical public access to all teleconference locations from which board members were participating.

On September 16, 2021, the Governor signed AB 361, a bill that formalizes and modifies the teleconference procedures implemented by California public agencies in response to the Governor's Executive Orders addressing Brown Act compliance during the COVID-19 emergency. AB 361 allows a local agency legislative body to continue to use teleconferencing under the same basic rules as provided in the Executive Orders when certain circumstances occur or when certain findings have been made and adopted by the legislative body.

AB 361 provides that Brown Act legislative bodies must return to in-person meetings on October 1, 2021, unless they choose to continue with fully teleconferenced meetings because a specific declaration of a state or local health emergency is appropriately made. AB 361 allows legislative bodies to continue to conduct virtual meetings as long as there is a gubernatorially-proclaimed public emergency in combination with (1) local health official recommendations for social distancing or (2) adopted findings that meeting in person would present an imminent risk to health or safety. AB 361 is effective immediately as urgency legislation and will sunset on January 1, 2024.

AB 361 also requires that, if the state of emergency remains active for more than 30 days, the legislative body must make findings by majority vote every 30 days to continue using the bill's exemption to the Brown Act teleconferencing rules. Specifically, the legislative body must find that the need for teleconferencing persists due to risks posed by the ongoing state of emergency. Effectively, this means that local agencies must either agendaize a Brown Act meeting once every thirty days to make these findings, or, **if a local agency has not made such findings within the prior 30 days, the local agency must re-adopt the initial findings if it wishes to conduct a remote meeting.**

Cities throughout San Mateo County and San Mateo County have made the findings required to continue remote meetings. On October 14, 2021, the C/CAG Board of Directors approved Resolution 21-79, which made the findings necessary for remote meetings for both the Board of Directors and its standing Committees, including the TAC committee.

Unfortunately, November 18, 2021 is 35 days after the C/CAG Board of Directors approved Resolution 21-79. See Attachment 1. The November C/CAG Board of Directors meeting is one week later than it typically is because Veteran's Day, a holiday, falls on Thursday November 11th.

The November 18th C/CAG Board meeting includes a resolution similar to 21-79 that would make the findings necessary to continue with remote meetings for both the C/CAG Board and standing C/CAG Committees for another 30 days.

DISCUSSION

The County's high vaccination rate, successfully implemented local health measures (such as indoor masking), and best practices by the public (such as voluntary social distancing) have proven effective, in combination, at controlling the local spread of COVID-19.

However, the California Department of Public Health and the federal Centers for Disease Control and Prevention have cautioned that the Delta variant of COVID-19, currently the dominant strain in the country, is more transmissible than prior variants of the virus, that it may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others, resulting in rapid and alarming rates of COVID-19 cases and hospitalizations (<<https://www.cdc.gov/coronavirus/2019-ncov/variants/delta-variant.html>>).

Reducing the circumstances under which people come into close contact remains a vital component of the County's COVID-19 response strategy. While local agency public meetings are an essential government function, the last 18 months have demonstrated that conducting such meetings virtually is feasible.

Public meetings pose high risks for COVID-19 spread for several reasons. These meetings bring together people from throughout a geographic region, increasing the opportunity for COVID-19

transmission. Further, the open nature of public meetings makes it difficult to enforce compliance with vaccination, physical distancing, masking, cough and sneeze etiquette, or other safety measures. Moreover, some of the safety measures used by private businesses to control these risks may be less effective for public agencies.

These factors combine to make in-person public meetings imminently risky to health and safety.

Given that the TAC meeting is occurring 35 days after the approval of C/CAG Resolution 21-79, staff recommend that in order to continue to have remote meetings, the TAC find, by motion, that conducting in-person meetings at the present time would present an imminent risk to the health and safety of attendees. Staff do not anticipate a need to agendaize a similar item at future TAC meetings, because future TAC meetings should occur within 30 days of the C/CAG Board of Directors approval of a resolution making the necessary findings.

ATTACHMENT

None

**CONGESTION MANAGEMENT PROGRAM (CMP)
TECHNICAL ADVISORY COMMITTEE (TAC)
October 21, 2021
MINUTES**

No.	Member	Agency	Jan	Feb	Mar	Apr	May	June	July	Sept	Oct
1	Ann Stillman* (Co-Chair)	San Mateo County Engineering							X	X	X
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	X	X	X	X		X	X	X	X
3	Robert Ovardia	Atherton Engineering	X	X	X	X	X	X	X		X
4	Peter Brown	Belmont Engineering	X	X		X	X	X	X	X	X
5	Randy Breault	Brisbane Engineering	X	X	X	X		X	X	X	X
6	Syed Murtuza	Burlingame Engineering	X	X	X	X	X	X	X	X	X
7	Sean Charpentier*	C/CAG							X	X	X
8	Brad Donohue	Colma Engineering	X			X	X			X	X
9	Richard Chiu	Daly City Engineering	X	X	X	X	X	X	X	X	X
10	Tatum Mothershead	Daly City Planning	X	X	X	X	X	X	X	X	X
11	Vacant	Foster City Engineering				X					
12	Paul Willis	Hillsborough Engineering	X	X	X	X	X	X	X	X	X
13	Maz Bozorginia	Half Moon Bay Engineering	X	X		X	X	X	X	X	
14	Nikki Nagaya	Menlo Park Engineering	X	X			X	X		X	
15	Andrew Yang	Millbrae Engineering	X	X		X	X	X	X	X	X
16	Lisa Petersen	Pacifica Engineering	X	X	X	X	X	X		X	X
17	Jessica Manzi	Redwood City Engineering	X	X	X	X	X	X	X	X	X
18	Hae Won Ritchie	San Bruno Engineering	X	X	X	X		X	X	X	X
19	Steven Machida	San Carlos Engineering	X	X	X	X	X	X	X	X	X
20	Azalea Mitch	San Mateo Engineering	X	X	X	X	X	X		X	X
21	Eunejune Kim	South San Francisco Engineering	X	X	X	X	X	X	X	X	X
22	Billy Gross	South San Francisco Planning	X	X	X	X	X	X	X	X	X
23	Sean Rose	Woodside Engineering	X	X	X	X	X	X	X	X	X
24	James Choe	MTC	X	X	X	X	X	X	X	X	X

*appointed to the TAC at the July C/CAG Board Meeting

The two hundred seventy-second (272nd) meeting of the Technical Advisory Committee took place on October 21, 2021 at 1:17 p.m.

TAC members attending are listed on the Roster and Attendance table on the preceding page. Others attending the meeting were: Jeffrey Lacap, Kim Wever – C/CAG; Patrick Gilster – San Mateo County Transportation Authority; Ray Towne – City of Foster City, Cory Peterson, Ruta Jariwala –TJKM and others not noted.

1. Brief Overview of Teleconference Meeting Procedures

C/CAG staff Kim Wever described how the Committee Meeting would run virtually.

2. Public comment on items not on the agenda

There were no public comments regarding items not on the Agenda.

3. Issues from the last C/CAG Board meetings. (Information)

C/CAG staff Kim Wever described the items of interest from the October 2021 C/CAG Board meeting.

4. Approval of minutes from the September 16, 2021 Meeting. (Action)

Motion – To approve the minutes of the September 16, 2021 TAC meeting, Murtuza/Gross. Roll Call was taken. All members in attendance voted to approve. Motion passed 21-0.

5. Review and recommend approval of the Draft 2021 Congestion Management Program (CMP) and Monitoring Report. (Action)

C/CAG staff Jeff Lacap introduced Cory Peterson of TJKM, who presented the findings of the Draft 2021 Congestion Management Program (CMP) and Monitoring Report.

Member Brown asked if the raw data can be shared with local jurisdictions. C/CAG staff Jeff Lacap confirmed he can share the raw data with local jurisdictions, in addition there will a level of service (LOS) interactive map available online soon. Cory also provided clarification on the interregional reductions as part of the level of service (LOS) monitoring.

Motion – To recommend approval of the Draft 2021 Congestion Management Program (CMP) and Monitoring Report, Brown/Murtuza. Roll call was taken. All members in attendance voted to approve. Motion passed 21-0.

8. Regional Project and Funding Information

C/CAG staff Jeff Lacap gave an update on the regional funding and project information, including requesting cities continue timely invoice submittals to Caltrans, the change in color coding on the PMP certification list, the adoption of the Chapter 10 of the LAPM (Consultant Selection) through a Council resolution or an official cover letter from Public Works Director, and other Caltrans announcements listed in the agenda packet. Other updates and reminders

include: the OBAG 3 process will be similar to Quickstrike with a County share target by formula and project nominations, the ATP cycle 6 site visits sign up is on the google link, the C/CAG TDA Article 3 applications are due on November 15, and the Caltrans planning grant applications are due on October 27.

9. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier informed the Committee that Jeff Lacap has been promoted to Transportation Systems Coordinator and Mikaela Hiatt has left C/CAG for Remix. C/CAG is currently recruiting two Transportation Program Specialists to back fill the positions. Sean reminded jurisdictions about submitting their Measure M reimbursement requests, and to contact Kim Wever if they have any questions. Sean provided an update from on the Express Lane project. Topics include the agreement with CHP on enforcement, and approval of operational and maintenance agreements in the upcoming months.

10. Member Reports (Information)

There were no member reports.

9. Adjournment

Co-Chair Hurley adjourned the meeting at 2:05 p.m.

C/CAG AGENDA REPORT

Date: November 18, 2021

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommend approval of the Final 2021 Congestion Management Program (CMP) and Monitoring Report

(For further information contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the C/CAG Technical Advisory Committee reviews and recommends approval of the Final 2021 Congestion Management Program (CMP) and Monitoring Report.

FISCAL IMPACT

The fee to provide traffic monitoring services for the 2021 CMP is \$120,796, which was approved by the C/CAG Board at the March 2021 meeting.

SOURCE OF FUNDS

Funding for consultant services comes from the C/CAG Transportation Fund.

BACKGROUND

Overview

Every two years, C/CAG as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) for San Mateo County. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The CMP is required to be consistent with the Metropolitan Transportation Commission (MTC) planning process, which includes regional goals, policies, and projects for the Regional Transportation Improvement Program (RTIP). The 2021 CMP, developed to be consistent with MTC's Plan Bay Area 2050, also provides updated program information and performance monitoring results for the CMP roadway system.

2021 Final CMP Update

On October 21, 2021, the C/CAG Congestion Management Program Technical Advisory Committee recommended approval of the 2021 Draft CMP.

The C/CAG Congestion Management and Environmental Quality Committee (CMEQ) also recommended approval at their meeting on October 25, 2021, but further recommended that staff provide a comparison in the bicycle and pedestrian counts taken from the 2019 monitoring report versus 2021 bicycle and pedestrian counts. The Committee also recommended that staff investigate whether real time transit travel times should be used instead of the published transit timetables for

reporting travel times.

Responses to the comments received from the CMP TAC and CMEQ committee are summarized in the table below:

<u>Date</u>	<u>Committee</u>	<u>Comment</u>	<u>Response</u>
10/21/2021	CMP TAC	Will the traffic count data will be shared with the member agencies?	Yes, this data will be shared with C/CAG, who will then share it with member agencies as requested.
10/25/2021	CMEQ	Regarding bicycle and pedestrian counts, it was requested to include a comparison with available data from past years.	A comparison between 2021 counts and available 2019 counts will be included in the revised Draft Report.
10/25/2021	CMEQ	Several members commented on the use of published schedules to calculate SamTrans travel times. There is concern that it would not provide an accurate picture as buses are often late due to traffic. It was requested to include actual travel times of the SamTrans buses in the CMP Monitoring Report.	TJKM and C/CAG discussed this item and will work with SamTrans to see if there is available data for 2021 that can be utilized, given time and budget constraints at the end of the project. If it is not included, then language will be included recommending it to be added to the 2023 CMP.
10/25/2021	CMEQ	A concern was raised regarding cut through traffic along city streets in Foster City, primarily on Hillside Blvd, Edgewater Dr, and Foster City Blvd. Can the CMP address this?	The analysis of cut through traffic is outside the scope of the CMP. However, member agencies can use the Streetlight Data subscription, which includes origin and destination data, to analyze potential cut through traffic.

The C/CAG Board is scheduled to open a public hearing on the update to the 2021 Congestion Management Program and continue the public hearing to December 9, 2021 at their November 18, 2021 meeting.

Recommendation

Staff requests that the Committee reviews and recommends the C/CAG Board approve the Final 2021 Congestion Management Program (CMP) and Monitoring Report.

The next steps include:

<u>Date</u>	<u>Activity</u>
November 18, 2021	Draft 2021 CMP to Board
November 18, 2021	Final 2021 CMP to TAC
November 29, 2021	Final 2021 CMP to CMEQ

ATTACHMENTS

- Final Draft 2021 San Mateo County CMP – Executive Summary (*Available for download at:*
<http://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>)
- Final Draft 2021 CMP Monitoring Report (*Available for download at:*
<http://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>)
- Final Draft 2021 San Mateo County CMP & Appendix (*Available for download at:*
<http://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>)

C/CAG AGENDA REPORT

Date: November 18, 2021

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Receive an update on the MTC One Bay Area Grant Cycle 3 (OBAG 3) and Senate Bill 1 (SB1) Competitive Programs.

(For further information or questions contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the C/CAG Technical Advisory Committee receives an update on the MTC One Bay Area Grant Cycle 3 (OBAG 3) and Senate Bill 1 (SB1) Competitive Programs.

FISCAL IMPACT

This presentation is for informational purposes only and has no fiscal impact.

SOURCE OF FUNDS

N/A

BACKGROUND*MTC One Bay Area Grant 3*

The One Bay Area Grant (OBAG) program is the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other funding programs throughout the San Francisco Bay Area. MTC established the OBAG program in 2013 to strengthen the connection between transportation investments and regional goals for focused growth in Priority Development Areas (PDAs), places near public transit that are planned for new homes, jobs and community amenities. OBAG is delivered through two program components, the county program and the regional program. The programs reinforce the region's growth objectives by focusing on projects that reduce vehicle miles traveled, while continuing to deliver on important regional initiatives like state of good repair.

The Metropolitan Transportation Commission (MTC) is currently developing the framework for the One Bay Area Grant (OBAG) Cycle 3 call for projects, scheduled to begin in early 2022. OBAG Cycle 3 policy considerations are oriented around preserving the effectiveness of past OBAG programs. This includes focusing investments in PDAs and incorporating recent policy initiatives such as regional safety/vision zero policies and other strategies from Plan Bay Area 2050. MTC staff is still developing the draft framework, including funding targets with anticipated finalization of the guidelines by December 2021. C/CAG and other County Transportation Agencies (CTAs) have been meeting with MTC to provide input on the framework.

A significant change to OBAG 3 is that there will be a two-phased project selection process, similar to

the MTC Safe and Seamless Mobility Quick-Strike Program. After MTC’s federal certification review in 2020, a corrective action is required by MTC to change the project selection process under OBAG 3 in order to clarify and better document MTC’s OBAG 3 programming responsibilities, including areas of project selection and funding distribution.

Therefore, MTC cannot sub-allocate OBAG funds by formula and cannot delegate final project recommendation to the county level. MTC will perform final prioritization and selection of projects within the county programs. C/CAG and partner CTAs are working with MTC on developing the guidelines for this two-phased programming effort.

C/CAG continues to advocate the importance of CTAs having discretion over phase 1 of the call for projects and defining elements like proximate access to PDAs within the program. It is anticipated that eligible project types will be similar to previous cycles, and include transit projects, safe routes to school, multimodal operational improvements, and local street and road projects.

The local county program is designed for local transportation projects that support housing development and reduce vehicle travel. The regional program invests in ongoing transportation programs as well as new initiatives outlined in Plan Bay Area 20250. The regional program has invested in a broad array of transportation initiatives such as PDA planning, Bay Bridge Forward and other highway operation improvements, and transit capital investments.

The table below outlines the upcoming OBAG 3 timeline.

Table 1: OBAG 3 Timeline

Date	Milestone
July 2021	MTC Commission Overview and Discussion
July-Sept 2021	Develop draft program framework, including funding levels, program categories, and policy changes
December 2021	MTC Commission review and discussion of draft OBAG 3 framework
January 2022	MTC review and approval of final OBAG 3 program framework
January – December 2022	County Program – call for projects and Regional Program – program definition and programming actions
Spring 2023	MTC review and approval of OBAG 3 County Program projects

Priority Development Area Investment and Growth Strategy (PDA-IGS)

In relation to OBAG 3, MTC is requiring a new Priority Development Area Investment and Growth Strategy (PDA-IGS) be adopted in 2021, in advance of the adoption of the One Bay Area Grant (OBAG) Cycle 3 program framework. Individual county’s PDA-IGS will help shape OBAG 3 policy guidelines by identifying the challenges, opportunities, and needs unique to each PDA. In San Mateo County, there are 24 PDAs within 14 jurisdictions.

MTC Resolution No. 4202 sets the OBAG policy framework. CCAG is required to develop a PDA-IGS every four years, with interim status reports provided two years after each update. The intent of the PDA-IGS is to facilitate coordination between CTAs and local jurisdictions with PDAs to

strengthen the alignment of transportation investments with housing. The current San Mateo County PDA-IGS was updated in 2017. In 2019, MTC waived the requirement for CTAs to develop an interim progress report, as MTC staff satisfied the requirement through a PDA and OBAG Assessment report.

To fulfill the OBAG 3 requirements to develop a 2021 PDA Investment and Growth Strategy, CTAs will address the following:

1. Planned Transportation Projects
2. Affordable Housing Pipeline

Staff is currently compiling the aforementioned data requested by MTC and in order to meet the upcoming deadline of December 15th to submit a draft PDA-IGS, staff will be working closely with city staff this month to review the transportation project and housing lists.

The review period will require a quick turnaround and will occur during the Thanksgiving holiday, but the PDA-IGS will be a vital document in the development of OBAG 3 project prioritization. Draft maps and project lists will be distributed to Public Works Directors and Single Point of Contacts (SPOCs) the week of November 22 and due at the end of the month.

Senate Bill 1 (SB 1)

The Road Repair and Accountability Act of 2017 (SB1) is a \$5.24 billion annual transportation funding package aimed at improving the state's local roads, freeways and bridges and investing more funding toward transit and safety projects. The revenues collected to fund the SB1 Programs come from increased taxes on fuel and vehicle registration fees.

The CTC has been hosting a series of workshops in fall 2021 for the three SB 1 program – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022.

- Solutions for Congested Corridors Program (SCCP) – The primary objective of the Congested Corridors Program is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits. Projects must be identified in a currently adopted regional transportation plan and an existing Comprehensive Multimodal Corridor Plan
- Competitive Local Partnership Program (LPP) - The purpose of this program is to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects.
- Trade Corridor Enhancement Program (TCEP) - The purpose of the program is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The Trade Corridor Enhancement Program will also support the goals of the National Highway

Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

ATTACHMENTS

None.

C/CAG AGENDA REPORT

Date: November 18, 2021

To: Congestion Management Program Technical Advisory Committee

From: Kim Wever, Transportation Program Specialist

Subject: Receive an update and provide input on the San Mateo County Transportation Authority's Alternative Congestion Relief and Transportation Demand Management Plan

(For further information contact Patrick Gilster at 650-622-7853 or gilsterp@samtrans.com)

RECOMMENDATION

That the Congestion Management Program Technical Advisory Committee receives an update and provides input on the San Mateo County Transportation Authority (TA)'s Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) Plan.

FISCAL IMPACT

This presentation has no fiscal impact. The TA Board allocated up to \$350,000 for staff and consultant time to prepare the ACR/TDM Plan.

SOURCE OF FUNDS

Measure A and Measure W Sales Tax (San Mateo County Transportation Authority)

BACKGROUND

The TA's Measure A half-cent sales tax for transportation programs and projects was reauthorized in 2004 for a period of 25 years by the voters of San Mateo County. Measure A took effect on January 1, 2009 and expires on December 31, 2033. Contained within the Measure A Transportation Expenditure Plan is a program category that allocates one percent of the generated funds to Alternative Congestion Relief, which is aimed at commute alternatives and planning work to support Intelligent Transportation Systems. Historically, this funding category has been primarily used to support Commute.org's ongoing annual Travel Demand Management (TDM) work programs. This historical allocation is expected to continue with the adoption of the ACR/TDM Plan.

On November 6, 2018, the voters of San Mateo County approved Measure W, a new 30-year half-cent sales tax for transportation programs and projects that took effect July 1, 2019 and expires on June 30, 2049. The Measure W Congestion Relief Program includes the Countywide Highway Congestion Improvements program category. Through the 2020-2024 TA Strategic Plan, the TA developed a competitive TDM subcategory to encourage programs and projects that reduce highway congestion including, but not limited to, non-Single Occupant Vehicle trips and off-peak trip demand. Unlike the ACR category in Measure A, projects that qualify for Measure W TDM funds must show a

nexus to the highway system. Measure W commits approximately 1% of annual sales tax receipts to the TDM subcategory.

The ACR/TDM Plan will set the vision for ACR/TDM investments by developing Plan goals and establish a program structure with sub-categories to dedicate funding to certain efforts. A corresponding suite of eligible project, programs, and planning activities were identified for each of the sub-categories. Unlike the TA's other program categories, the TA Strategic Plan 2020-2024 did not establish program guidelines or evaluation metrics for the ACR/TDM category. Rather, the ACR/TDM Plan will include a custom set of program guidelines and evaluation criteria that meets both the goals of Measure A and the core principles of Measure W.

The Public Review Draft ACR/TDM is currently planned for release at the December 2021 TA Board meeting and adoption is planned for January 2022. A Call for Projects will be issued after the ACR/TDM Plan is completed, likely in spring 2022.

ATTACHMENTS

1. ACR/TDM Presentation Slides (*Available for download at:*
<http://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>)

C/CAG AGENDA REPORT

Date: November 18, 2021
To: Congestion Management Program Technical Advisory Committee
From: Jeff Lacap, Transportation Systems Coordinator
Subject: Regional Project and Funding Information

(For further information, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee receives information on 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: <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 if you need to update your certification.

Miscellaneous MTC/CTC/Caltrans Federal Aid Announcements

Lapsed Project End Dates

Please review the Caltrans Project End Date (PED) lookahead report attached (Attachment 3) and work with Caltrans Local Assistance to take appropriate action.

Any work done on projects past the PED is not eligible for reimbursement. PEDs should be extended prior to the expiration of the current PED. If a PED is extended after its lapse, then the work done during the lapsed period is not reimbursable. PEDs must be extended through an E-76 modification. Please plan on the E-76 approval process to take at least 4 weeks.

Caltrans Division of Local Assistance (DLA), Office of Project Implementation provides guidance and support to local agencies in managing the Federal-aid projects. The Project End Date (PED), analogous to the previously used Agreement End Date (AED), is the date that an agency estimates to identify the end of a project phase's Period of Performance (end of Federally participating work). It is defined as the date after which no additional federally participating costs may be incurred for an authorized phase of work.

The look ahead report attached lists projects with (i) expired PED, (ii) PED to expire within the next three months, (iii) PED to expire within the next 6 months and (iv) PED to expire in more than 6 months but with lapses in the past. The purpose of this list is to alert local agencies of expired or expiring PEDs, so they can initiate PED extension requests where necessary and/or contact DLAEs for further assistance. Projects with final invoices submitted do not require a PED extension.

2021 Local Assistance Procedures Manual (LAPM) and updates to the Local Assistance Program Guidelines

Caltrans Division of Local Assistance has released the 2021 Local Assistance Procedures Manual (LAPM) and 2021 updates to the Local Assistance Program Guidelines (LAPG). All changes have been documented in Local Programs Procedures 20-01 (LPP 20-01) and can be viewed at the following link: <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lpp/lpp20-01.pdf>

Local Highway Safety Improvement Program (HSIP) LAPG Chapter 9 Update

Chapter 9 of the Local Assistance Program Guidelines (LAPG): Local Highway Safety Improvement Program (HSIP), defines eligibility requirements, funding policy, application submittal and review process, and project delivery requirements in compliance with federal and state regulations for the local HSIP program.

Since the last update to the HSIP Guidelines, there have been new developments related to the HSIP such as: (a) the Local Roadway Safety Plan (LRSP) requirement for Local Public Agencies (LPAs) to

apply for HSIP funds, and (b) the flexibility of using State funds for HSIP projects. The HSIP delivery requirements and scope/cost change rules have also been adjusted. HSIP Guidelines have been revised to reflect these changes.

See link for more information: <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/ob/2021/ob21-07.pdf>

Local Assistance/SPOC Training Day Video Recording/Materials

Caltrans has posted the video recording to the Local Assistance/SPOC Training Day video recording held online on September 8th. You can also find the recording on the LTAP Training Recording website page: <https://californialtap.org/index.cfm?pid=1579>

Caltrans is still waiting to receive the FAQ and the PowerPoints and will be posted alongside the video when those become available.

For additional MTC SPOC training materials, please visit the MTC webpage at <https://mtc.ca.gov/funding/federal-funding/project-delivery>.

Local Technical Assistance Trainings

These programs provide subsidized, practical training for transportation professionals in California's cities, counties, and regional transportation agencies.

- Excavation and Trenching Safety Training (ARTBA) – November 30, 2021, or December 9, 2021
- Labor Compliance – December 14-16, 2021

Register here: <https://californialtap.org/index.cfm?pid=1077>

2020 Regional Pavement Condition Summary Report

MTC's Regional Streets & Roads Program staff has completed the 2020 regional pavement condition summary report. The report will be released to the public in this month. A copy of the report is attached (Attachment 4).

Clean California Local Grant Program

Caltrans is developing the Clean California Local Grant Program as part of the nearly \$1.1 billion Clean California Program, which makes serious investment in beautifying our local communities to create spaces of pride for all Californians. The two-year Clean California Local Grant Program includes approximately \$296 million for communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to restore pride in public spaces.

The following is the projected timeline for Call for Projects.

Call for Projects	December 2021*
Project Application Deadline	February 2022*
Project Award Notification	March 2022*

* specific dates will be updated as they are solidified.

For more information, please follow the link: <https://cleancalifornia.dot.ca.gov/local-grants/workshops-milestones>

Adopting Chapter 10 of the Local Assistance Procedures Manual (LAPM)

Chapter 10 of the Caltrans LAPM has been updated to specify how local public agencies (LPAs) may submit evidence of Chapter 10 adoption. The Division of Local Assistance (DLA) policies and procedures for local agency procurement of Architectural & Engineering (A&E) consultant services presently reside in Chapter 10 of the LAPM. DLA requires that LPAs adopt Chapter 10 of the LAPM for federal-funded A&E contracts. To meet this requirement, LPAs are required to provide either a copy of the agency's Board Resolution or an official letter signed by the agency's Public Works Director or equivalent manager stating the LPA has adopted Chapter 10 of the LAPM. Please address the adoption letter to Bruce Roberts as the Office Chief. The deadline for agencies to comply with this requirement is November 15, 2021. Sample resolution and official letter can be found here:

- <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/ae/files/attachment-2-sample-agency-resolution-adopting-chapter-10-a11y.pdf>
- <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/ae/files/attachment-1-sample-agency-letter-adopting-chapter-10-a11y.pdf>

See link for more information: <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/ob/2021/ob21-05.pdf>

ATTACHMENTS

1. Caltrans Inactive Project List for San Mateo County as of November 8, 2021
2. MTC's PMP Certification Status of Agencies within San Mateo County as of November 8, 2021
3. Caltrans Lapsed Project End Dates Lookahead Report
4. MTC 2020 Regional Pavement Condition Summary Report