

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 SPECIAL MEETING

Date: Thursday, January 20, 2022

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

<https://us02web.zoom.us/j/81321215815?pwd=U1JlK01ubnhvZ0x4VXFMU3V2RjhzZz09>

Meeting ID: 813 2121 5815

Passcode: 312593

Join by Phone: 669-900-6833

Meeting ID: 813 2121 5815

Passcode: 312593

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 | No materials |
| 2. Public comment on items not on the Agenda (presentations are customarily limited to 2 minutes) | Hurley/Stillman | No materials |
| 3. Issues from the November and December C/CAG Board meetings | Cheung | No materials |
| o Approval of the appointments of Louis Sun, Public Works Director from Foster City and Matthew Lee, Public Works Director of San Bruno, to the TAC and Stormwater Committees | | |
| o Accepted the US 101 Mobility Action Plan | | |
| o Approval of Reso. 21-86 authorizing the C/CAG Executive Director to execute an agreement with Alta Planning + Design for the preparation of the San Mateo County Shared Micromobility Feasibility Study and Implementation Plan | | |
| o Approval of Reso. 21-87 authorizing the C/CAG Executive Director to execute an agreement with Kimley-Horn and Associates to provide design services to complete PS&E for the Smart Corridor Northern Cities expansion project. | | |
| o Approval of Reso. 21-91 adopting the 2021 Congestion Management Program | | |

4.	Review and approve the Congestion Management Program Technical Advisory Committee 2022 Meeting Calendar (Action)	Cheung	Page 1
5.	Approval of minutes from the November 18, 2021 Meeting (Action)	Cheung	Page 2-5
6.	Review and recommend approval of a pre-qualified list of consultants to operate and enhance the C/CAG-VTA Travel Demand Model in support of transportation analysis and planning in San Mateo County (Action)	Lacap	Page 6-10
7.	Receive an update on MTC's Active Transportation Plan and proposed Complete Streets Policy (Information)	Cheung	Page 11-17
8.	Receive an update on the MTC One Bay Area Grant 3 (OBAG 3) program (Information)	Lacap	Page 18-21
9.	Regional Project and Funding Information	Lacap	Page 22-29
10.	Executive Director Report	Charpentier	No materials
11.	Member Reports	All	

The next regularly scheduled meeting is on February 17, 2022.

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: January 20, 2022

To: Congestion Management Program Technical Advisory Committee

From: Kaki Cheung, Program Director

Subject: Review and approve the Congestion Management Program Technical Advisory Committee 2022 Meeting Calendar.

(For further information or questions, contact Kaki Cheung at kcheung1@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee review and approve the Congestion Management Program Technical Advisory Committee meeting dates for the 2022 calendar year.

BACKGROUND

The proposed schedule of the Committee meetings in 2022 will be as follows:

- January 20, 2022
- February 17, 2022
- March 17, 2022
- April 21, 2022
- May 19, 2022
- June 16, 2022
- July 21, 2022
- August 18, 2022
- September 15, 2022
- October 20, 2022
- November 17, 2022
- December 15, 2022
- January 19, 2023

The Committee meetings will be held at 1:15 PM on each of these dates. Until further notice, the Committee meetings will be conducted using the Zoom platform. Staff has also proposed adding the January 2023 meeting date to the calendar in the event that the December 2022 meeting gets canceled.

**CONGESTION MANAGEMENT PROGRAM (CMP)
TECHNICAL ADVISORY COMMITTEE (TAC)
November 18, 2021
MINUTES**

No.	Member	Agency	Jan	Feb	Mar	Apr	May	June	Aug	Sept	Oct	Nov
1	Ann Stillman (Co-Chair)	San Mateo County Engineering							X	X	X	X
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	X	X	X	X		X	X	X	X	X
3	Robert Ovadia	Atherton Engineering	X	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	X
6	Syed Murtuza	Burlingame Engineering	X	X	X	X	X	X	X	X	X	X
7	Sean Charpentier	C/CAG							X	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	X
10	Tatum Mothershead	Daly City Planning	X	X	X	X	X	X	X	X	X	X
11	Louis Sun*	Foster City Engineering				X						
12	Paul Willis	Hillsborough Engineering	X	X	X	X	X	X	X	X	X	X
13	Maz Bozorginia	Half Moon Bay Engineering	X	X		X	X	X	X	X		X
14	Nikki Nagaya	Menlo Park Engineering	X	X			X	X		X		X
15	Andrew Yang	Millbrae Engineering	X	X		X	X	X	X	X	X	X
16	Lisa Petersen	Pacifica Engineering	X	X	X	X	X	X		X	X	X
17	Jessica Manzi	Redwood City Engineering	X	X	X	X	X	X	X	X	X	X
18	Matthew Lee**	San Bruno Engineering	X	X	X	X		X	X	X	X	X
19	Steven Machida	San Carlos Engineering	X	X	X	X	X	X	X	X	X	X
20	Azalea Mitch	San Mateo Engineering	X	X	X	X	X	X		X	X	X
21	Eunejune Kim	South San Francisco Engineering	X	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	X
23	Sean Rose	Woodside Engineering	X	X	X	X	X	X	X	X	X	X
24	James Choe	MTC	X	X	X	X	X	X	X	X	X	X

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

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

The two hundred seventy-third (273rd) meeting of the Technical Advisory Committee took place on November 18, 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, Kim Springer, Reid Bogert, Kaki Cheung – C/CAG; Patrick Gilster, Jennifer Williams – San Mateo County Transportation Authority; Joel Slavitt – County of San Mateo, Cory Peterson –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. 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)

C/CAG Executive Director Sean Charpentier explained that AB 361 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. 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. Given that the TAC meeting is occurring 35 days after the approval of C/CAG Resolution 21-79, staff recommends 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.

Motion – To approve by motion, that conducting meeting in person would present imminent risks to the health or safety of attendees, Murtuza/Machida. Roll Call was taken. All members in attendance voted to approve. Motion passed 21-0.

4. Approval of minutes from the October 21, 2021 Meeting. (Action)

Motion – To approve the minutes of the October 21, 2021 TAC meeting, Breault/Murtuza. Roll Call was taken. Bozorginia abstained. All other members in attendance voted to approve. Motion passed 20-1-0.

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

C/CAG staff Jeff Lacap introduced Cory Peterson of TJKM, who presented updates on the Final 2021 Congestion Management Program (CMP) and Monitoring Report. Cory summarized the comments received from the Committees and provided responses. Cory also confirmed that the traffic count data will be shared to member agencies.

Motion – To recommend approval of the Final 2021 Congestion Management Program (CMP) and Monitoring Report, Manzi/Rose. Roll call was taken. All members in attendance voted to approve. Motion passed 20-0.

6. Receive information on upcoming SB 1 and One Bay Area Grant (OBAG) Cycle 3 funding cycles (Information)

C/CAG staff Jeff Lacap provided information on the upcoming One Bay Area Grant (OBAG) Cycle 3 funding. 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. C/CAG and partner County Transportation Agencies are working with MTC to develop guidelines for this effort. The final guidelines is expected to be approved in January 2022. C/CAG will then start the call for projects process to request project nominations up to the targeted funding amount provided by MTC. 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. C/CAG Executive Director Sean Charpentier added that OBAG 3 is being proposed to have a 50% countywide and 50% regional breakdown. Bike and pedestrian projects will be able to compete for the regional funds.

Jeff also addressed the Priority Development Area Investment and Growth Strategy (PDA-IGS). To fulfill the OBAG 3 requirements to develop a 2021 PDA Investment and Growth Strategy, C/CAG needs to address Planned Transportation Projects and Affordable Housing Pipeline. C/CAG staff sent out an email to jurisdictions who have PDAs and will be working closely with city staff in November 2021 to review the transportation and housing project lists. C/CAG staff is using the recently adopted Countywide Bicycle Pedestrian Plan and Sustainable Streets Master Plan as a basis. Members Murtuza, Breault, Chiu, and Machida mentioned that did not receive an email about PDA-IGS. Jeff will resend the email to Burlingame, Brisbane, Daly City, and San Carlos.

Lastly, Jeff provided updates on the SB1 program. 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 SB1 program in Summer of 2022.

7. Receive an update and provide input on the San Mateo County Transportation Authority’s Alternative Congestion Relief and Transportation Demand Management Plan (Information)

C/CAG staff Kim Wever introduced Patrick Gilster of the San Mateo County Transportation Authority (SMCTA), who presented updates on the San Mateo County Transportation

Authority's Alternative Congestion Relief and Transportation Demand Management Plan (ACR/TDM). 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.

8. Regional Project and Funding Information

C/CAG staff Jeff Lacap gave an update on the regional funding and project information, including the Caltrans inactive projects list, the PMP certification list, the Caltrans lapsed end date projects list, LAPM webinar recordings, and upcoming trainings. Jeff also mentioned the attached 2020 Regional Pavement Condition Summary Report, the Clean California Local Grant Program dates, and reminded members about adopting Chapter 10 of the Local Assistance Procedures Manual (LAPM).

9. Executive Director Report (Information)

C/CAG Program Director Kaki Cheung thanked all the jurisdictions who submitted TDA Article 3 project applications. Applications will be reviewed and awarded in early Spring 2022.

10. Member Reports (Information)

SMCTA staff Patrick Gilster mentioned that SMCTA will be conducting a Complete Street webinar series for elected officials and staff. An email with more information forthcoming.

9. Adjournment

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

C/CAG AGENDA REPORT

Date: January 20, 2022

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommend approval of a pre-qualified list of consultants to operate and enhance the C/CAG-VTA Travel Demand Model in support of transportation analysis and planning in San Mateo County

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

RECOMMENDATION

That the Congestion Management Program Technical Advisory Committee reviews and recommends approval of a pre-qualified list of consultants to operate and enhance the C/CAG-VTA Travel Demand Model in support of transportation analysis and planning in San Mateo County.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A.

BACKGROUND

Congestion Management Program legislation requires that C/CAG, as the congestion management agency for San Mateo County, develop and maintain a countywide travel demand model. C/CAG licenses the San Mateo countywide travel demand model from the Santa Clara Valley Transportation Authority (VTA). The bi-county travel demand model is built upon the Metropolitan Transportation Commission's (MTC) regional travel model but with special consideration for travel forecast accuracy and detail within San Mateo and Santa Clara counties.

Currently, C/CAG has agreements in place with six consulting firms, in addition to VTA, to run and enhance the C/CAG-VTA Model. The previous RFQ process was conducted in 2014, and agreements are set to expire in February 2022. C/CAG issued a request for qualifications (RFQ) in November 2021 to pre-qualify a list of eligible firms to operate the C/CAG-VTA Model. Only VTA and the firms pre-qualified through this process will be authorized to operate the C/CAG-VTA Model. Project sponsors, including C/CAG, its member agencies, and local planning partners, such as the Peninsula Corridor Joint Powers Board, SamTrans, and the San Mateo County Transportation Authority, must consult with one of the pre-qualified firms for various travel model applications.

Consistent with C/CAG Procurement procedures, a Request for Qualifications (RFQ) was issued on November 19, 2021, posted on the C/CAG RFP/RFQ website, and emailed to a list of approximately 40 potential consultants. A virtual proposers' conference was held on November 29, 2021 and the deadline for submission of proposals was December 9, 2021.

C/CAG received nine Statements of Qualifications in response to the RFQ by the submittal deadline. These responses were reviewed by a scoring panel comprised of staff from C/CAG, VTA, the City of Menlo Park, and the City of Redwood City. Evaluation criteria for the RFQ included qualifications, technical experience, and previous work samples associated with operating a travel demand model. This panel recommended that C/CAG pre-qualify the following nine firms (in alphabetical order):

- AECOM;
- DKS Associates;
- Elite Transportation Group;
- Fehr & Peers;
- Hexagon Transportation Consultants;
- Kimley Horn;
- Kittleson & Associates;
- TJKM; and
- WSP

These nine firms demonstrated strong technical qualifications and local experience. The scoring panel recommended that more all firms be pre-qualified through the RFQ process so that project sponsors throughout the County can have a diverse set of consultants to select from for their projects.

C/CAG will develop model use agreements with each of the nine firms, and the C/CAG Board of Directors are expected to review and approve these agreements at its February meeting.

The attached document describes the process for C/CAG member agencies and planning partners to request authorization to use the C/CAG-VTA Travel Model. It also includes guidance on how to seek assistance from a pre-qualified consulting firm. There is no fee for member agencies and planning partners to use the model. In the event that a developer requests authorization to use the C/CAG-VTA Travel Model without support from a C/CAG member agency or planning partner, there is a \$10,000 fee. Upon C/CAG authorization, project sponsors can contract directly with one of the pre-qualified consulting firms to perform the planning and analysis work.

ATTACHMENT

- Authorization to Use the C/CAG-VTA Travel Model

AUTHORIZATION TO USE THE C/CAG-VTA TRAVEL MODEL

INFORMATION

C/CAG member agencies and planning partners, including the San Mateo County Transit District (SamTrans), the San Mateo County Transportation Authority, and the Peninsula Joint Powers Authority (JPB) may request authorization for use of the C/CAG-VTA Travel Model at no charge.

Use of the Travel Model is restricted to San Mateo County locations only and must receive prior authorization from C/CAG. C/CAG maintains a list of pre-approved travel forecast model consulting firms to run the C/CAG-VTA Travel Model. In the event that a developer requests authorization to use the model, there is a \$10,000 fee, and one of the pre-approved consulting firms must be used.

Other consulting firms may submit input, request output, and analyze results of model runs conducted by the pre-approved travel demand simulation and forecast model consulting firms. However, the C/CAG-VTA Travel Model can only be run by one of the authorized modeling firms. Therefore, it will be necessary to enter into a contract with one of the pre-approved consulting firms to run the C/CAG-VTA Travel Model.

Consulting firms pre-approved to run the C/CAG-VTA Travel Model through August 31, 2020:

Requesting Entity has commissioned

as a technical consultant (“Technical Consultant”) to conduct the transportation modeling analysis.

Technical Consultant Contact Person for this Request:

Office Address:

Office Phone Number:

Work E-Mail Address:

The Requesting Entity or its Technical Consultant may enter into a contract with the consulting firms pre-approved by C/CAG to run the model.

Nothing herein is intended to serve as, nor shall be deemed to specify or determine, the confidentiality of any of the data input to or obtained through the application of the C/CAG-VTA Travel Model pursuant to Consultant’s third party contractual arrangements. The confidentiality of any such data, including whether or not such data is a public record, is to be determined in accordance with applicable law and the provisions of those contractual arrangements.

C/CAG Approval to Use Travel Model:

for C/CAG

Date

C/CAG AGENDA REPORT

Date: January 20, 2022

To: Congestion Management Program Technical Advisory Committee

From: Kaki Cheung, Program Director

Subject: Receive an update on MTC's Active Transportation Plan and proposed Complete Streets Policy

(For further information or questions contact Kaki Cheung at kcheung1@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee receives an update on MTC's Active Transportation Plan and proposed Complete Streets Policy.

FISCAL IMPACT

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

SOURCE OF FUNDS

N/A

BACKGROUND

In fall of 2021, MTC began development of Bay Area's first regional Active Transportation Plan. The Plan serves as a blueprint to guide strategic investments in active transportation infrastructure, regional policy development and implementation. The Active Transportation Plan will directly support the Plan Bay Area 2050 strategy to build a Complete Streets Network, as well as help to meet Plan Bay Area 2050's mode shift, safety, equity, health, resilience and climate goals.

The scope of the Active Transportation Plan includes a few key tasks, including engaging stakeholders, updating policy and program goals with a focus on Vision Zero, equity and the Complete Streets Policy, identifying a regional active transportation network, developing a five year implementation plan to detail priority actions, and conducting a funding assessment to understand opportunities and constraints.

MTC formed a stakeholder group comprised of local governments, transit agencies, county transportation agencies, and advocacy groups for the Plan development. C/CAG has been an active participant, providing data from the most recent C/CAG Countywide Comprehensive Bicycle and Pedestrian Plan, participating in workshops and providing comments.

MTC has just released a draft regional active transportation network for stakeholder input. The following criteria was used to develop the network:

Mode Shift

- Connections to/within Priority Development Areas (with ½ mile buffer)
- Connections to/within Transit Rich Areas (with ½ mile buffer)

Equity

- Connections to/within Equity Priority Communities
- Connections to “Opportunity Hub” Mobility Hubs

Safety

- Regional and Local High Injury Network
- Low-stress network gaps

An interactive webmap displaying the proposed regional network is available at <https://tooledesign.github.io/MTC-AT-Network/#map>. MTC is requesting stakeholders to identify any missing regional barriers that impede active transportation trips, and projects that are of a scale requiring multi-jurisdictional coordination and a variety of funding sources by January 31, 2022. Local partners are also asked to identify any apparent errors in the data being displayed and any missing regional connections. The draft Active Transportation Plan will be available for review in late spring 2022.

As part of the Active Transportation Plan development, MTC is also revising the Complete Streets Policy last adopted in 2006. The updated Complete Streets Policy will be integrated into the One Bay Area Grant Cycle 3 (OBAG 3) framework. Jurisdictions will be required to demonstrate compliance with the updated policy through completion of a revised Complete Streets checklist prior to project submittal. The proposed Policy is included as Attachment 1. The proposed Complete Streets Policy would apply to any projects seeking federal, state and regional discretionary funding or endorsement through MTC, including the OBAG program. The updated Policy emphasizes funding implementation of Complete Streets projects on the regional Active Transportation Network, as well as those included in local plans, and strengthens connections to other regional priorities such as Vision Zero and links to transit. The Complete Streets Policy is expected to be adopted by MTC in March of 2022.

After local jurisdictions fill out the Complete Streets checklists, they must be reviewed by the county Bicycle and Pedestrian Advisory Committee (BPAC) (or equivalent) and local transit agencies prior to submittal to MTC.

ATTACHMENT

1. Proposed Complete Streets Policy

Date:
 W.I. 1125
 Referred by: Planning

ATTACHMENT C – PROPOSED COMPLETE STREETS POLICY

GOAL

The goal of the Complete Streets (CS) Policy is to advance CS implementation throughout the region by ensuring that CS elements are incorporated into projects seeking MTC discretionary funding or funding endorsements, including but not limited to federal, state, and regionally administered programs such as Surface Transportation Block Grant Program (STBGP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, regional bridge tolls and Regional Transportation Improvement Program (RTIP) funding (collectively referred to as “regional discretionary funding”).

DEFINITIONS

Complete Streets are planned, designed, constructed, operated, and maintained to be safe and comfortable for everyone, regardless of age, ability, ethnicity, income, or chosen transportation mode. Complete Streets provide safe mobility and improved connectivity to community destinations for all users, and especially for people walking, rolling, biking and riding transit, while maximizing the use of the existing public right-of-way by prioritizing space-efficient forms of mobility (walking, cycling, shared mobility and public transit) over space intensive modes (single occupancy auto travel). Complete Streets help to shift the focus of transportation planning, project development and maintenance from the movement of vehicles to the movement of people.

Plan Bay Area 2050, the region’s Long Range Transportation Plan/Sustainable Communities Strategy, includes transportation strategy “T8” to build a Complete Streets Network enhancing streets to promote walking, biking and other micro-mobility through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths. To help implement this Plan Bay Area 2050 strategy, MTC is advancing a Regional Active Transportation Plan (AT Plan) to serve as a blueprint to guide strategic investments in active transportation infrastructure, regional policy development and implementation.

As part of the AT Plan, an Active Transportation Network is under development and is incorporating regionally significant connections from locally-adopted active transportation networks, High Injury Network analyses, and regional trails, as well as analysis measuring connectivity to Priority Development Areas, Equity Priority Communities and Mobility Hubs. To acknowledge and allow for contextual implementation at the local level, jurisdictions can determine how best to advance network implementation, such as choice of roadway(s), trail alignment, and all ages and abilities facility type that meet regional network criteria within AT Network corridors.

DESIGN PRINCIPLES & STANDARDS

Projects on the AT Network shall incorporate recommended design principles and standards outlined in the Regional AT Plan, which are based on designing for “All Ages and Abilities¹,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in

¹ Designing for All Ages & Abilities: https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

doing so, works for everyone else in between. The all ages and abilities concept also strives to serve all users, regardless of age, gender, race, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of security and appeal to a wider spectrum of the public.

Using recommended design principles and standards outlined in the AT Plan, projects should optimize comfort and safety, acknowledge context sensitivity, prioritize safety and regional connectivity, and encourage access to transit.

Design best practices for safe street crossings, pedestrian and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility² facilities should be incorporated throughout the entirety of the project.

SAFETY

Safety shall be prioritized for all modes, especially the safety of vulnerable road users, or people biking, walking and rolling. The safety of vulnerable roadway users shall not be compromised to achieve improved level of service for people using personal automobiles.

Projects are encouraged to utilize MTC's Vision Zero safety analyses, High-Injury Network (HIN) and Bay Area Vision Zero tools, as completed, and to include traffic calming or speed management features as needed to reduce vehicle speeding and encourage safe vehicle speeds along roadways, particularly on the region's HIN.

EQUITY

Projects enhancing active transportation in Equity Priority Communities and/or identified in Community-Based Transportation Plans, shall be given priority consideration in applicable regional discretionary funding programs.

RESILIENCE

To the extent practicable, local agencies should integrate green infrastructure into planned public road right-of-way improvements to manage flooding of transportation facilities, stormwater/ urban runoff, protect watershed health, improve water quality, and foster climate resilience.

FUNDING

Projects located on the Regional AT Network funded all or in part with regional discretionary funding or receiving MTC endorsements shall incorporate design standards included in the Regional AT Plan based on "All Ages and Abilities," contextual guidance issued by NACTO. If projects are not located on the AT Network, projects must implement CS as recommended in recently adopted local or countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero or other systematic safety plan, Community Based Transportation Plans, or transit plans. Projects not located on the AT Network or included in a local plan should utilize federal, state, and local guidelines to determine appropriate CS accommodations.

² Micromobility encompasses small fully or partially human-powered vehicles (both personal and shared-use fleets) such as bikes, e-bikes and e-scooters, as well as specialized vehicle types such as cargo bikes, mobility-assistance devices, wheelchairs, accessible bikes and scooters.

Projects funded all or in part with regional discretionary funding or receiving MTC endorsements for state or federal funding programs shall not degrade or remove existing bicycle or pedestrian access within the project.

Bicycle or pedestrian enhancements associated with new roadway or transit construction projects shall be included in project funding submittals. Bicycle and pedestrian enhancements shall be completed within a timeframe consistent with other mode enhancements.

All public right-of-way projects seeking \$100,000 or more in regional discretionary funding shall complete a Complete Streets checklist ensuring that the needs of all users, especially those walking, rolling, biking and riding transit, have been incorporated at the earliest stages of project development.

Project sponsors shall coordinate with their respective County Transportation Agency (CTA) and its Bicycle and Pedestrian Advisory Committee (or equivalent) to complete and review the CS checklist. Transit agencies shall be consulted for any project with impacts to transit stops or facilities. Once reviewed, checklists will be made available through CTA and MTC websites. Project sponsors must submit checklists to MTC when applying for regional discretionary funding or seeking endorsement, and before projects enter the Transportation Improvement Program (TIP).

Project sponsors shall retain ownership, maintenance, and ultimate control over the property or facilities related to or resulting from projects funded by MTC subject to the CS Policy.

COORDINATION

When designing a project or facility that includes a transit stop or is located along a high-frequency transit route (15-minute headways or less), coordination with the transit operator is required.

When designing a project that serves a destination point, such as a school, recreation facility, shopping center, hospital, office complex, or transit facility, the project shall facilitate safe and easy bicycle or pedestrian access to the destination in coordination with the property owner.

IMPLEMENTATION

The CS Policy shall be implemented and monitored through the Complete Streets checklist as projects advance to MTC for funding or endorsement. The Checklist, updated through the Regional AT Plan process, is designed for ease-of-use by project sponsors and focuses on ensuring that CS elements have been sufficiently incorporated and coordination with appropriate stakeholders has occurred.

All projects in the public right-of-way and seeking \$100,000 or more in regional discretionary funding or endorsement must complete a Complete Streets checklist. Checklists must be reviewed by the county Bicycle and Pedestrian Advisory Committee (BPAC) (or equivalent) prior to submittal to MTC. Checklists must be submitted by project sponsors when applications are submitted for funding (or endorsement) and before projects are entered into the Transportation Improvement Program (TIP). Following MTC checklist evaluation, they will be made available on MTC's website.

CONSTRUCTION, OPERATIONS and MAINTENANCE

CS shall be addressed throughout the entire life cycle of a project, including planning, design, construction, operations and maintenance. This includes providing accommodations for people using all modes of transportation to continue to use roadways safely and efficiently during any construction or repair work that infringes on the public right-of-way and/or sidewalk.

MTC encourages Local Streets and Roads Program funding to include Complete Streets elements, including but not limited to “quick build” strategies and materials³, for new and existing projects.

The Active Transportation Network will be included in MTC’s StreetSaver software to aid in incorporating new CS markings and infrastructure, as well as planning and cost estimation to prioritize maintenance on bikeways and other AT Network routes. Implementing agencies are encouraged to use StreetSaver Plus, which includes active transportation assets. Storm drains and other green infrastructure assets are anticipated to be included in 2023.

EXCEPTIONS

The CS policy shall apply to all phases of project development except under one or more of the following conditions, as defined by FHWA⁴:

1. An affected roadway prohibits, by law, use by specified users, in which case a greater effort shall be made to accommodate those specified users elsewhere, including parallel and intersecting routes; or
2. The costs of providing accommodation are excessively disproportionate to the need or probable use, defined as 20 percent of the total project cost.

To receive an exception, project sponsors must provide documentation in the Complete Streets checklist detailing how the project meets one or more of the exception conditions above. If the cost of preferred accommodations is considered excessively disproportionate, project sponsors shall consider alternatives that represent less than 20 percent of the total project cost but still provide for safe accommodation of vulnerable road users. Exceptions must be documented through a letter signed by the agency’s Director of Public Works, Transportation Department (or equivalent), and must be submitted with other completed checklists.

TRACKING AND EVALUATION

MTC, in coordination with CTAs, will develop project evaluation metrics to routinely track progress toward closing gaps and completing projects on the AT Network and in the AT Plan generally, as well as meeting Vision Zero and equity goals. MTC, in coordination with CTAs, will create annual reports, documenting checklist summary information, funded projects, and updates on Vision Zero and equity metrics. Staff will provide annual reports to the Commission on these materials.

TECHNICAL ASSISTANCE

³ “Quick-Build” materials are cost efficient and readily available materials such as paint, cones, barriers and signage, that a city can use to create safe lanes on streets for people who walk, bike and roll.

⁴ https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm

MTC will provide tools to project sponsors, including design principles and standards referenced in the regional AT Plan, to provide guidance for determining appropriate CS treatments based on roadway conditions, as well as completing the Complete Streets checklist.

C/CAG AGENDA REPORT

Date: January 20, 2022

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Receive an update on the MTC One Bay Area Grant 3 (OBAG 3) program

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

RECOMMENDATION

That the Technical Advisory Committee receive an update on the MTC One Bay Area Grant 3 (OBAG 3) program.

FISCAL IMPACT

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

SOURCE OF FUNDS

N/A

BACKGROUND

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 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 set to adopt the framework for the One Bay Area Grant (OBAG) Cycle 3 at the end of January 2022. OBAG 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 developing the program guidelines with anticipated finalization of the guidelines by March 2022. C/CAG and other County Transportation Agencies (CTAs) have been meeting with MTC to provide input on the framework.

MTC's major proposed changes from the OBAG 2 program are as follows:

Project Selection Process

- 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, FHWA required MTC to change its project selection process under OBAG 3 to clarify and better document MTC's programming responsibilities, including a more prominent role in project selection and funding distribution. MTC cannot sub-allocate OBAG funds by formula and cannot delegate final project recommendation to the county level. Once C/CAG, the County Transportation Agency (CTA), makes the initial project selection and recommendation, MTC will perform final prioritization and award projects within the county programs.

Overall Funding Amounts

- The overall/total nomination targets are still under development. Overall nomination targets will be developed based on 120% of County & Local Program, minus funding for CTA Planning activities. County specific nomination targets will be developed using recent population, RHNA, and housing production numbers.
- A minimum grant amount for projects is \$250,000.

Program Policies

- Included requirement for jurisdictions to adopt Local Roadway Safety Plans (LRSP) or equivalent, consistent with requirement for upcoming HSIP cycle.
- Established a December 31, 2023 deadline for most OBAG 3 requirements, including a HCD-certified Housing Element, resolutions of local compliance with state housing laws, and LRSPs.
- MTC has developed a new Complete Streets checklist with updated language.

Uniform Definition for PDA Supportive Projects

- To be credited towards each San Mateo County's PDA 70% minimum investment targets, the project boundaries must be located:
 - Within or connected to a PDA,
 - Within 1-mile of a PDA boundary, or
 - Otherwise provide a clear and direct connection to PDA implementation as determined by MTC staff on a case-by-case basis (e.g. transit maintenance facility improvements).

C/CAG staff is in the process of developing a San Mateo County OBAG 3 framework to present to the committees in February 2022.

ATTACHMENTS

- Draft - MTC Resolution No.4505 project selection criteria and programming policy for OBAG 3 (Download here: <http://mtc.legistar.com/gateway.aspx?M=F&ID=ced3f108-1a40-4c24-828f-cc72ca7fb141.pdf>)
- Local Roadway Safety Plans – San Mateo County Status List
- List of OBAG 2 Projects in San Mateo County

Jurisdiction	County	Local Roadway Safety Plan (LRSP)	Countywide Local Roadway Safety Plan (C-LRSP)	Systemic Safety Analysis Report (SSARP)	Other Safety Plan	HSIP Eligible Plan*	Notes
Mill Valley	Marin		Yes			Yes	Countywide LRSP
Novato	Marin		Yes			Yes	Countywide LRSP
Ross	Marin		Yes			Yes	Countywide LRSP
San Anselmo	Marin		Yes			Yes	Countywide LRSP
San Rafael	Marin		Yes			Yes	Countywide LRSP
Sausalito	Marin		Yes			Yes	Countywide LRSP
Tiburon	Marin		Yes			Yes	Countywide LRSP
American Canyon	Napa					No	No apparent plan
Calistoga	Napa					No	No apparent plan
Napa	Napa	Yes				Yes	
Napa County	Napa	Yes				Yes	
St. Helena	Napa					No	No apparent plan
Yountville	Napa					No	No apparent plan
San Francisco	San Francisco				Vision Zero	Yes	
Atherton	San Mateo	Yes				Yes	
Belmont	San Mateo					No	No apparent plan
Brisbane	San Mateo					No	No apparent plan
Burlingame	San Mateo	Yes				Yes	
Colma	San Mateo			Yes		Yes	
Daly City	San Mateo			Yes	Vision Zero	Yes	
East Palo Alto	San Mateo					No	No apparent plan
Foster City	San Mateo					No	No apparent plan
Half Moon Bay	San Mateo					No	No apparent plan
Hillsborough	San Mateo					No	No apparent plan
Menlo Park	San Mateo					No	No apparent plan
Millbrae	San Mateo	Yes		Yes		Yes	
Pacifica	San Mateo	Yes				Yes	
Portola Valley	San Mateo					No	No apparent plan
Redwood City	San Mateo	Yes				Yes	
San Bruno	San Mateo	Yes				Yes	
San Carlos	San Mateo					No	No apparent plan
San Mateo	San Mateo	Yes				Yes	
San Mateo County	San Mateo	Yes				Yes	
South San Francisco	San Mateo	Yes		Yes		Yes	
Woodside	San Mateo					No	No apparent plan
Campbell	Santa Clara		Yes			Yes	VTA Countywide LRSP
Cupertino	Santa Clara	Yes	Yes			Yes	VTA Countywide LRSP
Gilroy	Santa Clara		Yes			Yes	VTA Countywide LRSP
Los Altos	Santa Clara		Yes			Yes	VTA Countywide LRSP
Los Altos Hills	Santa Clara		Yes			Yes	VTA Countywide LRSP
Los Gatos	Santa Clara	Yes	Yes			Yes	VTA Countywide LRSP
Milpitas	Santa Clara		Yes			Yes	VTA Countywide LRSP
Monte Sereno	Santa Clara		Yes			Yes	VTA Countywide LRSP

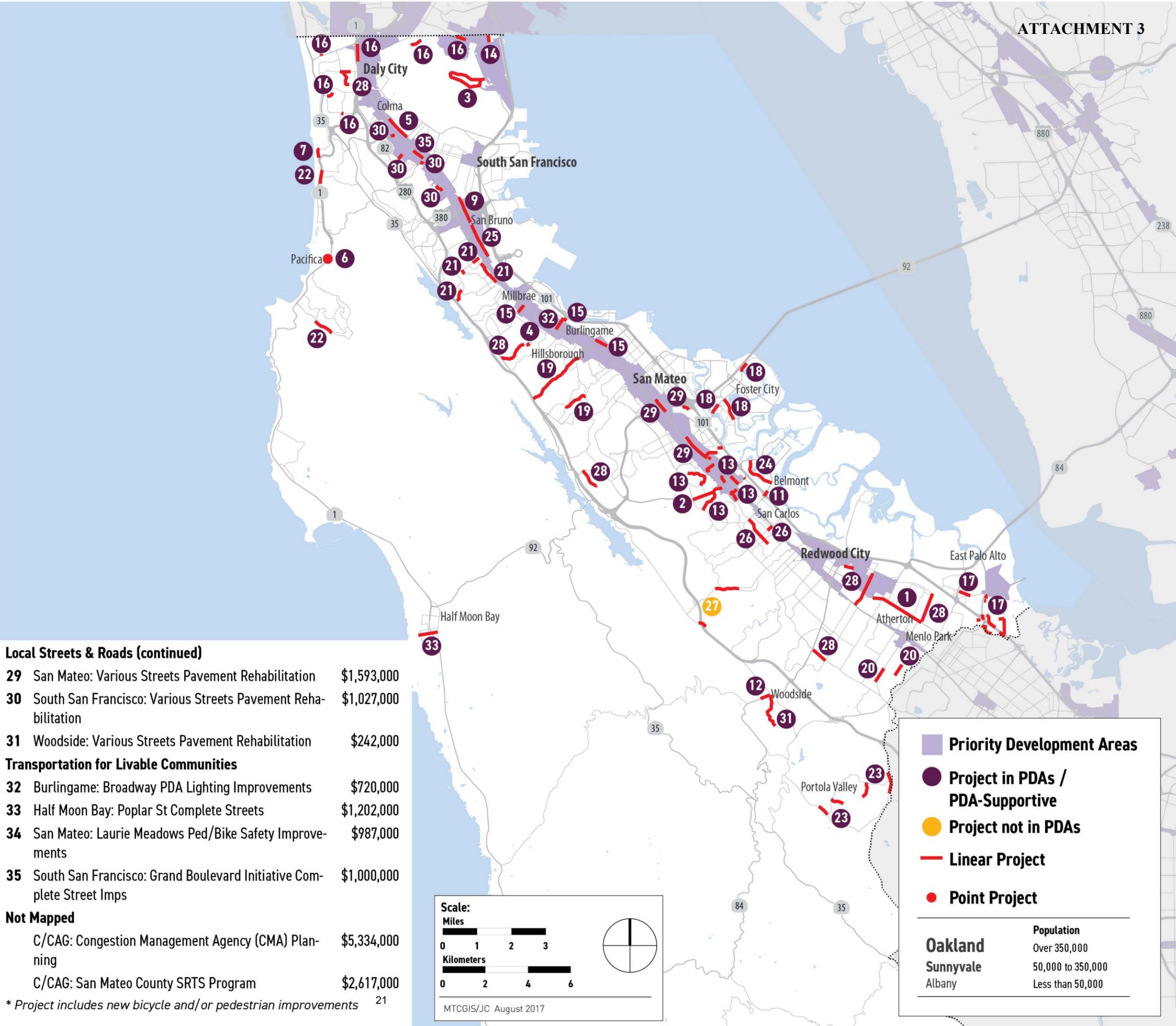
One Bay Area Grant (OBAG 2) San Mateo County Projects

Bicycle / Pedestrian

1	Atherton: Middlefield Rd Class II Bike Lanes	\$251,000
2	Belmont: Ralston Ave Corridor Bike/Ped Improvements	\$1,000,000
3	Brisbane: Crocker Trail Commuter Connectivity Upgrades	\$885,000
4	Burlingame: Hoover School Area Sidewalk Improvements	\$700,000
5	Colma: Mission Rd Bicycle/Pedstrian Improvements	\$625,000
6	Pacifica: Citywide Curb Ramp Replacements	\$400,000
7	Pacifica: Palmetto Sidewalk Improvements	\$330,000
8	Redwood City: US 101/Woodside Rd Class I Bikeway	\$948,000
9	San Bruno: Huntington Transit Corridor Bicycle/Pedestrian and Related Imps	\$914,000
10	San Carlos: Ped Enhancements Arroyo/Cedar and Hemlock/Orange	\$500,000
11	San Carlos: US 101/Holly Street Bike/Ped Overcrossing	\$1,000,000
12	Woodside: Woodside Pathway Phase 3	\$136,000

Local Streets & Roads

13	Belmont: Various Streets Pavement Rehabilitation	\$467,000
14	Brisbane: Tunnel Ave Rehabilitation*	\$137,000
15	Burlingame: Various Street Resurfacing	\$571,000
16	Daly City: Various Streets Pavement Resurfacing and Slurry Seal	\$1,310,000
17	East Palo Alto: Various Streets Resurfacing	\$416,000
18	Foster City: Various Streets Pavement Rehabilitation	\$441,000
19	Hillsborough: Various Streets Resurfacing	\$408,000
20	Menlo Park: Santa Cruz and Middle Avenues Rehabilitation	\$647,000
21	Millbrae: Various Streets Pavement Rehabilitation	\$387,000
22	Pacifica: Various Streets Pavement Rehabilitation	\$671,000
23	Portola Valley: Various Streets Resurfacing	\$201,000
24	Redwood City: Twin Dolphin Parkway Overlay	\$1,266,000
25	San Bruno: Various Streets Pavement Rehabilitation	\$673,000
26	San Carlos: Cedar and Brittan Ave Pavement Rehabilitation	\$575,000
27	San Mateo County: Canada Rd and Edgewood Rd Resurfacing	\$892,000
28	San Mateo County: Countywide Pavement Maintenance	\$1,072,000



Local Streets & Roads (continued)

29	San Mateo: Various Streets Pavement Rehabilitation	\$1,593,000
30	South San Francisco: Various Streets Pavement Rehabilitation	\$1,027,000
31	Woodside: Various Streets Pavement Rehabilitation	\$242,000
Transportation for Livable Communities		
32	Burlingame: Broadway PDA Lighting Improvements	\$720,000
33	Half Moon Bay: Poplar St Complete Streets	\$1,202,000
34	San Mateo: Laurie Meadows Ped/Bike Safety Improvements	\$987,000
35	South San Francisco: Grand Boulevard Initiative Complete Street Imps	\$1,000,000

Not Mapped		
C/CAG:	Congestion Management Agency (CMA) Planning	\$5,334,000
C/CAG:	San Mateo County SRTS Program	\$2,617,000

* Project includes new bicycle and/or pedestrian improvements ²¹

Scale:
Miles: 0 1 2 3
Kilometers: 0 2 4 6

MTCGIS/JC August 2017

	Priority Development Areas
	Project in PDAs / PDA-Supportive
	Project not in PDAs
	Linear Project
	Point Project
<hr/>	
Oakland	Population Over 350,000
Sunnyvale	Population 50,000 to 350,000
Albany	Population Less than 50,000

C/CAG AGENDA REPORT

Date: January 20, 2022

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 Sui Tan at stan@bayareametro.gov if you need to update your certification.

Miscellaneous MTC/CTC/Caltrans Federal Aid Announcements

MTC Annual Obligation Plan for FY 2021-22 Status Report

The MTC Annual Obligation Plan status report for FY 2021-22 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 that results in the receipt of an authorization of the funds (i.e. E-76) before January 31, 2022 for OBAG 2 projects or September 30, 2022 for Quick Strike projects. Funds that do not meet the obligation deadline 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>.

Lapsed Project End Dates

Please review the Caltrans Project End Date (PED) lookahead report attached (Attachment 4) 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.

2022 Local Assistance Procedures Manual (LAPM) and updates to the Local Assistance Program Guidelines

Caltrans Division of Local Assistance has released the 2022 Local Assistance Procedures Manual (LAPM) and 2021 updates to the Local Assistance Program Guidelines (LAPG). All changes have been documented in Local Programs Procedures 21-01 (LPP 21-01) and can be viewed at the following link: <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lpp/lpp21-01.pdf>

As identified in LPP 21-01, LAPM 3-A: Project Authorization/Adjustment Request has been revised with a new revision date of January 2022. Download the revised form here:

<https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmid=LAPM3A>

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>

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.

- Resident Engineers Academy – February 28 – March 3, 2022
- Federal Aid Series – Various Dates

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

ATTACHMENTS

1. Caltrans Inactive Project List for San Mateo County as of December 13, 2021
2. MTC's PMP Certification Status of Agencies within San Mateo County as of January 12, 2022
3. MTC Annual Obligation Plan for FY 2021-22 Status Report
4. Caltrans Lapsed Project End Dates Lookahead Report

Updated on 12/31/ 1st quarter inactive projects

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5E+06	Inactive	Invoice under review by Caltrans. Monitor for progress.	0418000429L	CML	04	SM	Burlingame	SUMMIT DR FROM HILLSIDE CIRCLE TO EASTON DR AND IMMEDIATELY ADJACENT TO THE NEW HOOVER ELEMENTARY SCHOOL INSTALL SIDEWALK AND BIKE IMPROVEMENTS.	3/12/2021	3/12/2021		3/12/2021	7	Z0E3	\$565,485.00	\$500,314.00	\$0.00	\$500,314.00
5E+06	Inactive	Invoice under review by Caltrans. Monitor for progress.	0419000342L	STPL	04	SM	Menlo Park	SANTA CRUZ AVENUE FROM OLIVE ST TO ORANGE AVENUE AND MIDDLE AVENUE FROM OLIVE STREET TO SAN MATEO DRIVE ROAD REHABILITATION AND INSTALL RECTANGULAR RAPID FLASHING BEACON	01/05/2021	01/21/2020	1/5/2021	1/5/2021	9	Z230	\$2,525,950.00	\$647,000.00	\$393,477.39	\$253,522.61
6E+06	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0400000684L	CML	04	SM	Caltrans	US 101 BROADWAY INTERCHANGE IN BURLINGAME, RECONSTRUCT INTERCHANGE INCLUDE BIKE/PED FACILITY	01/24/2020	01/30/2014	1/24/2020	1/24/2020	21	M400	\$50,647,000.00	\$3,613,000.00	\$3,559,977.49	\$53,022.51
5E+06	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0400021045L-N	BPMP	04	SM	Redwood City	BRIDGE PARKWAY OVER MARINE WORLD LAGOON, PREVENTATIVE MAINTENANCE	08/02/2017	04/13/2011	8/2/2017	8/2/2017	50	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94
5E+06	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0400021046L-N	BPMP	04	SM	Redwood City	BRIDGE PARKWAY(RIGHT) OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PARKWAY, PREVENTATIVE MAINTENANCE	08/02/2017	04/13/2011	8/2/2017	8/2/2017	50	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94
5E+06	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0412000122L	BHLS	04	SM	Woodside	KINGS MOUNTAIN RD OVER WEST UNION CREEK; 0.05 MI EAST OF TRIPP RD, BRIDGE REHABILITATION	07/07/2020	03/16/2012	7/7/2020	7/7/2020	15	L1CE	\$135,090.00	\$119,595.00	\$98,399.16	\$21,195.84
5E+06	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0414000191L	HPLUL	04	SM	East Palo Alto	UNIVERSITY OVERCROSSING US 101 BIKE PED PATH	10/25/2019	11/27/2013	10/25/2019	10/25/2019	24	HY20	\$950,000.00	\$760,000.00	\$739,979.07	\$20,020.93
5E+06	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0414000103L	BPMP	04	SM	Redwood City	MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK BRIDGE PREVENTATIVE MAINTENANCE	08/28/2019	03/21/2014	8/28/2019	8/28/2019	26	M240	\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19
6E+06	Inactive	Invoice under review by Caltrans. Monitor for progress.	0413000030L	BPMP	04	SM	San Mateo County	VARIOUS BRIDGES IN SAN MATEO COUNTY: 35C0186, 35C0056,35C0054, 35C0052, 35C0064, 35C0118, 35C0187, 35C0119, 35C0053 BRIDGE PREVENTATIVE MAINTENANCE	4/13/2021	8/10/2018	4/13/2021	4/13/2021	6	1180	\$119,000.00	\$105,351.00	\$96,675.24	\$8,675.76
5E+06	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0412000121L	BHLS	04	SM	Woodside	MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION	07/07/2020	03/16/2012	7/7/2020	7/7/2020	15	L1CE	\$107,428.00	\$95,106.00	\$93,266.37	\$1,839.63

PMP Certification January 12, 2022	Expired
	Expiring within 60 days
	Yes (including Pending & Extended

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

County	Jurisdiction	Last Major Inspection*	Certification Expiration Date	P-TAP Cycle	Certified
San Mateo	Atherton	6/30/2020	7/1/2022	21	Yes
San Mateo	Belmont	8/30/2019	9/1/2021	22	Pending
San Mateo	Brisbane	8/4/2020	9/1/2022	21	Yes
San Mateo	Burlingame	8/15/2020	9/1/2022	21	Yes
San Mateo	Colma*	6/13/2019	7/1/2022	20	Extended
San Mateo	Daly City*	10/1/2019	11/1/2022	20	Extended
San Mateo	East Palo Alto	8/15/2020	9/1/2022	21	Yes
San Mateo	Foster City	8/7/2021	9/1/2022	21	Yes
San Mateo	Half Moon Bay	11/11/2019	12/1/2021	22	Yes
San Mateo	Hillsborough	8/15/2020	9/1/2022	21	Yes
San Mateo	Menlo Park	12/31/2020	1/1/2023	21	Yes
San Mateo	Millbrae	9/26/2020	10/1/2022	21	Yes
San Mateo	Pacifica	8/28/2020	9/1/2022	21	Yes
San Mateo	Portola Valley	2/28/2021	3/1/2023	21	Yes
San Mateo	Redwood City	11/14/2018	4/30/2022	22	Yes
San Mateo	San Bruno	8/3/2019	9/1/2021	22	Pending
San Mateo	San Carlos*	10/7/2019	11/1/2022	20	Extended
San Mateo	San Mateo County	7/31/2019	8/1/2022	20	Yes
San Mateo	San Mateo	9/3/2020	10/1/2022	21	Yes
San Mateo	South San Francisco	2/23/2020	3/1/2022	20	Yes
San Mateo	Woodside	8/19/2020	9/1/2022	21	Yes

(*) 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

MTC FFY2021-22 Annual Obligation Plan Delivery Status

MTC FFY 2021-22 Annual Obligation Plan											Total Obligations	Total Programmed	Remaining Balance	
Project List														
December 1, 2021											7%	100%	93%	
County	Local Agency	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action Status	Latest Action Date	\$24,318,763	\$340,712,893	\$316,394,130
County	Sponsor	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action	Action Date	Oblig Amount	Total	Balance
Contra Costa	Hercules	CC-170043	6734	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5117(016)	CON	Hercules -Sycamore Pavement Rehabilitation			\$0	\$492,000	\$492,000
Contra Costa	Orinda	VAR170012	5336	28C0331	HBP-Seismic	Bridge	STPLZ-5444(018)	CON	Bear Creek Road over San Pablo Creek			\$0	\$115,062	\$115,062
Contra Costa	Orinda	VAR170012	5335	28C0330	HBP-Seismic	Bridge	STPLZ-5444(019)	CON	Miner Road over San Pablo Creek			\$0	\$957,500	\$957,500
Contra Costa	Pinole	CC-210009	7267	STP-T5-OBAG2-CO	OBAG 2	OBAG	-5126()	CON	Safety Improvements at Appian Way and Marlesta Rd.			\$0	\$350,000	\$350,000
Contra Costa	Pittsburg	CC-170042	6733	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5127(041)	CON	City of Pittsburg Pavement Improvements			\$0	\$2,410,000	\$2,410,000
Contra Costa	Richmond	CC-210007	7283	STP-CRRSAA	OBAG 2	CRRSAA+	-5137()	CON	Richmond 13th Street Complete Streets Imps			\$0	\$2,821,000	\$2,821,000
Contra Costa	San Pablo	CC-170031	6679	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-5303()	CON	Giant Road Cycletrack & Pavement Rehabilitation			\$0	\$700,000	\$700,000
Contra Costa	San Pablo	CC-170031	6679	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5303(022)	CON	San Pablo - Giant Road Pavement Rehabilitation			\$0	\$618,000	\$618,000
Contra Costa	San Pablo	VAR170002	6985	HSIP-T5-9	HSIP 9	HSIP	HSIPL-5303(020)	CON	Intersection Church/Willow, El Portal/Mission Bell	RFA at FHWA	3-Dec-2021	\$0	\$750,870	\$750,870
Marin	GGBHTD	MRN050018	1391	EARMARK-T3-HPP	EARMARK	EARMARK	RPSTPL-6003(010)	CON	Golden Gate Bridge Seismic Retrofit, Phase 3B			\$0	\$1,430,621	\$1,430,621
Marin	GGBHTD	MRN050019	1392	HBP-T4-L	HBP	Bridge	BHLS-6003(051)	CON	Golden Gate Bridge-Suicide Deterrent SafetyBarrier	Obligated	23-Nov-2021	\$6,057,114	\$6,057,600	\$486
Marin	Marin County	VAR170002	6264	HSIP-T5-7	HSIP 7	HSIP	HSIPL-5927(115)	CON	HSIP7-04-011 - Arterials & Collector Sign Upgrades	Ext to 4/1/22	23-Sep-2021	\$0	\$445,500	\$445,500
Marin	Marin County	VAR170002	6968	H9-04-017	HSIP 9	HSIP	HSIPL-5927(123)	CON	Marin Co-Upgrade Non-Standard Guardrails H9-04-017			\$0	\$861,200	\$861,200
Marin	Marin County	VAR170002	6969	H9-04-016	HSIP 9	HSIP	HSIPL-5927(122)	CON-CE	Countywide Signal Upgrade Project (HSIP9-04-016)			\$0	\$2,300,200	\$2,300,200
Marin	MCTD	MRN210002	7197	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-6343()	PE	MCTD - Bus Stop Improvements			\$0	\$80,000	\$80,000
Marin	MCTD	MRN210002	7197	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-6343()	CON	MCTD - Bus Stop Improvements			\$0	\$1,120,000	\$1,120,000
Marin	Novato	VAR170002	7001	HSIP-T5-9	HSIP 9	HSIP	HSIPL-5361(031)	PE	Novato Traffic, Bicycle & Pedestrian Improvements	Obligated	25-Oct-2021	\$204,700	\$204,700	\$0
Marin	Novato	VAR170002	7001	HSIP-T5-9	HSIP 9	HSIP	HSIPL-5361(031)	CON	Novato Traffic, Bicycle & Pedestrian Improvements			\$0	\$941,600	\$941,600
Marin	San Rafael	VAR170002	6982	H9-04-030	HSIP 9	HSIP	HSIPL-5043(043)	CON	H9-04-030 Third Street Safety Improvements Project			\$0	\$1,293,800	\$1,293,800
Marin	SMART		7294	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-6411()	CON	SMART Rail and Pathway (Phase 2)			\$0	\$1,858,000	\$1,858,000
Napa	MTC	NAP190007	7162	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-6084()	PE	Napa Valley Forward: Safety & Operational Impv			\$0	\$1,200,000	\$1,200,000
Napa	MTC	NAP190007	7162	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-6084()	ROW	Napa Valley Forward: Safety & Operational Impv			\$0	\$150,000	\$150,000
Napa	MTC	NAP190007	7162	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-6084()	CON	Napa Valley Forward: Safety & Operational Impv			\$0	\$5,650,000	\$5,650,000
Napa	Napa County	VAR170002	6999	HSIP-T5-9	HSIP 9	HSIP	HSIPL-5921(079)	CON	H9-04-018 Silverado Trail Guardrail Upgrades	Ext to 3/31/22	4-Nov-2021	\$0	\$894,100	\$894,100
Napa	Napa County	VAR170002	6996	HSIP-T5-9	HSIP 9	HSIP	HSIPL-5921(080)	CON	H9-04-019 Silverado Trail Striping	Ext to 3/31/22	4-Nov-2021	\$0	\$1,626,700	\$1,626,700
Napa	NVTA	NAP150003	6281	ATP-REG-T4-2-FED	ATP-REG	ATP-FED	ATPL-6429()	CON	Napa Valley Vine Trail - St. Helena to Calistoga			\$0	\$6,106,000	\$6,106,000
Napa	NVTA	NAP150003	6281	STP-T5-OBAG2-REG-PCA	OBAG 2	STP	ATPL-6510(003)	CON	Napa Valley Vine Trail - St. Helena to Calistoga			\$0	\$711,000	\$711,000
Napa	NVTA	NAP170004	6599	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-6510()	CON	Napa County Safe Routes to Schools			\$0	\$100,000	\$100,000
Napa	Saint Helena	VAR170002	6998	HSIP-T5-9	HSIP 9	HSIP	HSIPL-5051(005)	CON	Silverado Trail Guardrail Replacement H9-04-032			\$0	\$486,100	\$486,100
Region	MTC	REG170016	6770	STP-T5-OBAG2-REG-PDA	OBAG 2	STP	STPLNI-6084(232)	CON	Regional Planning - PDA Implementation	Obligated	10-Nov-2021	\$8,950,000	\$8,950,000	\$0
Region	MTC	VAR170024	6576	STP-T4-1-CCI	OBAG	STP	-6084()	CON	Bike Share Capital Program			\$0	\$700,000	\$700,000
Region	MTC	Various		STP-T5-OBAG2-REG-SSM	OBAG 2	STP	STPL-6084(206)	OTHER	Regional Planning Activities and PPM	Obligated	21-Oct-2021	\$3,086,000	\$3,086,000	\$0
Region	Caltrans	REG090003	4271	CMAQ-T4-2-FPI-REG	OBAG	CMAQ	CML-6204(133)	CON	Freeway Performance Initiative	RFA at CT-HQ	8-Dec-2021	\$0	\$135,948	\$135,948
San Francisco	BART	SF-170016	6727	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-6000()	CON	Embarcadero Stn: New North-Side Platform Elevator			\$0	\$3,144,302	\$3,144,302
San Francisco	SFCTA	SF-070027	3741	01CA0006	HBP-Seismic	Bridge	STPLZ-6272(029)	CON	Hillcrest Road West of Yerba Buena Island			\$0	\$2,042,843	\$2,042,843
San Francisco	SFCTA	SF-070027	3741	01CA0002	HBP-Seismic	Bridge	STPLZ-6272(026)	ROW	WB I-80 on ramp West of Yerba Buena Island			\$0	\$550,000	\$550,000
San Francisco	SFCTA	SF-070027	3741	01CA0002	HBP-Seismic	Bridge	STPLZ-6272(026)	CON	WB I-80 on ramp West of Yerba Buena Island			\$0	\$19,077,011	\$19,077,011
San Francisco	SFCTA	SF-070027	3741	01CA0003	HBP-Seismic	Bridge	STPLZ-6272(027)	ROW	EB I-80 off ramp to TI Road (2 Bridges)			\$0	\$300,000	\$300,000
San Francisco	SFCTA	SF-070027	3741	01CA0003	HBP-Seismic	Bridge	STPLZ-6272(027)	CON	EB I-80 off ramp to TI Road (2 Bridges)			\$0	\$8,460,249	\$8,460,249
San Francisco	SFCTA	SF-070027	3741	01CA0004	HBP-Seismic	Bridge	STPLZ-6272(028)	CON	Treasure Island Road West of SFOBB			\$0	\$1,724,961	\$1,724,961
San Francisco	SFCTA	SF-070027	3741	01CA0008	HBP-Seismic	Bridge	STPLZ-6272(032)	CON	Treasure Island road West of SFOBB			\$0	\$505,169	\$505,169
San Francisco	SFCTA	SF-070027	3741	01CA007A	HBP-Seismic	Bridge	STPLZ-6272(030)	CON	Treasure Island Road West of SFOBB			\$0	\$271,062	\$271,062
San Francisco	SFCTA	SF-070027	3741	01CA007B	HBP-Seismic	Bridge	STPLZ-6272(031)	CON	Treasure Island Road west of SFOBB			\$0	\$357,315	\$357,315
San Francisco	SFCTA	SF-070027	3741	01CA0001	HBP-Seismic	Bridge	STPLZ-6272(024)	CON	WB SFOBB on ramp West of YBI			\$0	\$369,634	\$369,634
San Francisco	SFMTA	SF-210003	7212	STP-CRRSAA	OBAG 2	CRRSAA+	-6328()	CON	San Francisco - Folsom Streetscape			\$0	\$5,000,000	\$5,000,000
San Mateo	Belmont	SM-170043	6667	STP-T5-OBAG2-CO	OBAG 2	STP	-5268(022)	CON	Belmont Pavement Preservation			\$0	\$467,000	\$467,000
San Mateo	Burlingame		7292	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-5171()	CON	City-Wide Ped Safe Routes and Mobility Improvement			\$0	\$200,000	\$200,000

MTC FFY2021-22 Annual Obligation Plan Delivery Status

LSRPDWG Item 3G.i

MTC FFY 2021-22 Annual Obligation Plan										Obligation		Total Obligations	Total Programmed	Remaining Balance
Project List												7%	100%	93%
December 1, 2021										Latest Action Status	Latest Action Date	\$24,318,763	\$340,712,893	\$316,394,130
County	Local Agency	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action	Action Date	Oblig Amount	Total	Balance
San Mateo	Redwood City	SM-210002	7235	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-5029()	CON	Roosevelt Ave Quick-build Traffic Calming			\$0	\$755,000	\$755,000
San Mateo	San Mateo Co	SM-210005	7276	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	STPL-5935(087)	PE	Broadmoor Safe Routes to School Ped Impvts	Obligated	1-Nov-2021	\$210,000	\$210,000	\$0
San Mateo	San Mateo Co	SM-210005	7276	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-5935()	CON	Broadmoor Safe Routes to School Ped Impvts			\$0	\$1,209,000	\$1,209,000
San Mateo	SMCCAG	SM-070002	2561	RIP-T4-12-FED-SM	RTIP	RTIP-FED	-6419()	CON	San Mateo Countywide ITS Improvements			\$0	\$2,044,000	\$2,044,000
San Mateo	SMCCAG	SM-090014	4253	RIP-T4-14-FED-SM	RTIP	RTIP-FED	-6419()	PSE	Improve US 101 operations near Rte 92			\$0	\$3,217,000	\$3,217,000
San Mateo	South San Francisco	VAR170002	6991	HSIP-T5-9	HSIP 9	HSIP	HSIPL-5177(043)	CON	Ped. Imp. On W. Orange and Hillsdale (H9-04-031)	Obligated	15-Nov-2021	\$204,800	\$204,800	\$0
San Mateo	South San Francisco	SM-170016	6663	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5177(040)	CON	SSF Grand Boulevard Complete Streets (Phase III)			\$0	\$875,000	\$875,000
San Mateo	South San Francisco	SM-170016	6663	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-5177(040)	CON	SSF Grand Boulevard Complete Streets (Phase III)			\$0	\$2,120,000	\$2,120,000
San Mateo	South San Francisco		6663	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-5177()	PE	East of 101 Transit Expansion Project			\$0	\$49,924	\$49,924
San Mateo	South San Francisco		6663	STP-CRRSAA	OBAG 2	CRRSAA+	-5177()	CON	East of 101 Transit Expansion Project			\$0	\$430,076	\$430,076
San Mateo	San Bruno	SM-210003	7244	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-5226()	CON	San Bruno Transit Corridor Ped Connection Ph4			\$0	\$385,000	\$385,000
San Mateo	San Mateo	SM-170040	6643	STP-T5-OBAG2-CO	OBAG 2	STP	-5102(051)	CON	San Mateo Street Rehabilitation			\$0	\$1,593,000	\$1,593,000
Santa Clara	Campbell	SCL190042	6967	CMAQ-T4-2-OBAG	OBAG	CMAQ	CML-5306(032)	CON	Harriet Avenue Sidewalk Improvements	RFA at CT-HQ	7-Dec-2021	\$0	\$552,672	\$552,672
Santa Clara	Campbell	SCL190042	6967	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	CML-5306(032)	CON	Harriet Avenue Sidewalk Improvements	RFA at CT-HQ	7-Dec-2021	\$0	\$447,328	\$447,328
Santa Clara	Cupertino	SCL190036	7087	CMAQ-T5-OBAG2-CO-SRTS	OBAG 2	CMAQ	CML-5318(033)	CON	McClellan Road Separated Bikeways (Phase 3)			\$0	\$1,000,000	\$1,000,000
Santa Clara	Cupertino	VAR170002	6970	HSIP-T5-9	HSIP 9	HSIP	HSIPL-5318(030)	CON	Homestead/ De Anza TS Safety Improvement H9-04-011	Obligated	26-Nov-2021	\$182,300	\$182,300	\$0
Santa Clara	Los Gatos	SCL190033	7067	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5067()	CON	Shannon Road Complete Streets			\$0	\$940,100	\$940,100
Santa Clara	Morgan Hill	SCL170063	6701	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5152(022)	CON	Dunne Avenue Pavement Rehabilitation			\$0	\$857,000	\$857,000
Santa Clara	Mountain View	SCL210012	7224	STP-CRRSAA	OBAG 2	CRRSAA+	STPL-5124(037)	CON	Mountain View - Stierlin Rd Bike-Ped Improvements			\$0	\$1,486,000	\$1,486,000
Santa Clara	Mountain View	SCL210012	7224	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	STPL-5124(037)	CON	Mountain View - Stierlin Rd Bike-Ped Improvements			\$0	\$2,521,000	\$2,521,000
Santa Clara	MTC	SCL210022	7287	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-6084()	OTHER	Diridon Station Planning & Studies			\$0	\$1,000,000	\$1,000,000
Santa Clara	MTC	SCL210022	7287	STP-T5-OBAG2-REG-RSI	OBAG2	STP	-6084()	OTHER	Diridon Station Planning & Studies			\$0	\$1,000,000	\$1,000,000
Santa Clara	San Jose	SCL050083	1949	ATP-REG-T4-1-FED	ATP-REG	ATP-FED	ATPL-5005(146)	CON	Coyote Creek Trail: Mabury to Empire			\$0	\$4,046,000	\$4,046,000
Santa Clara	San Jose	SCL170031	6657	CMAQ-T5-OBAG2-CO-SRTS	OBAG 2	CMAQ	CML-5005(156)	CON	Mt Pleasant Ped & Bike Traffic Safety Improvements			\$0	\$831,793	\$831,793
Santa Clara	San Jose	SCL210013	7239	STP-CRRSAA	OBAG 2	CRRSAA+	-5005()	CON	McKee-Julian Quick Strike Improvements			\$0	\$705,000	\$705,000
Santa Clara	San Jose	SCL210014	7240	STP-CRRSAA	OBAG 2	CRRSAA+	-5005()	CON	Bascom Avenue - Quick Strike Improvements			\$0	\$690,000	\$690,000
Santa Clara	San Jose	SCL210015	7241	STP-CRRSAA	OBAG 2	CRRSAA+	-5005()	CON	En Movimiento - Quick Strike Improvements			\$0	\$1,325,000	\$1,325,000
Santa Clara	San Jose	SCL210016	7242	STP-CRRSAA	OBAG 2	CRRSAA+	-5005()	CON	San Jose Downtown Bikeways - Quick Strike			\$0	\$4,025,000	\$4,025,000
Santa Clara	San Jose	SCL170061	6752	RIP-T5-18-FED-SCL	RTIP	RTIP-FED	CML-5005(162)	CON	W San Carlos Urban Village Streets Improvements			\$0	\$4,350,000	\$4,350,000
Santa Clara	San Jose	SCL170030	6648	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5005(154)	CON	McKee Road Safety Improvements			\$0	\$6,994,933	\$6,994,933
Santa Clara	San Jose	SCL050082	1948	EARMARK-T3-HPP	EARMARK	EARMARK	HPLUL-5005(086)	ROW	Bay Trail Reach 9 & 9B	Obligated	21-Oct-2021	\$100,000	\$297,765	\$197,765
Santa Clara	San Jose	VAR170002	6994	HSIP-T5-9	HSIP 9	HSIP	HSIPL-5005(165)	CON	H9-04-027 Monterey Road - HSIP Guardrail Upgrade			\$0	\$1,000,000	\$1,000,000
Santa Clara	Santa Clara	SCL170056	6669	CMAQ-T5-OBAG2-CO-SRTS	OBAG 2	CMAQ	CML-5019(036)	CON	Santa Clara School Access Improvements			\$0	\$1,146,000	\$1,146,000
Santa Clara	Saratoga	SCL170054	6664	STP-T5-OBAG2-CO	OBAG 2	STP	-5332()	CON	Saratoga Village Crosswalks and Sidewalk Rehab			\$0	\$338,000	\$338,000
Santa Clara	Saratoga	SCL210018	7274	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-5332()	CON	Blue Hills Elementary Pedestrian Crossing at UPRR			\$0	\$1,800,000	\$1,800,000
Santa Clara	Sunnyvale	SCL170059	6829	ATP-ST-T5-3-ST	ATP-ST	ATP-ST	ATPL-5213()	PSE	Sunnyvale Safe Routes to School Imps	CTC Ext Approved	15-May-2019	\$0	\$318,000	\$318,000
Santa Clara	Sunnyvale	SCL170059	6829	ATP-ST-T5-3-ST	ATP-ST	ATP-ST	ATPL-5213()	CON	Sunnyvale Safe Routes to School Imps	CTC Ext Approved		\$0	\$1,509,000	\$1,509,000
Santa Clara	Sunnyvale	SCL170017	6555	ATP-ST-T5-3-FED	ATP-ST	ATP-FED	ATPL-5213(068)	PSE	Sunnyvale SNAIL Neighborhood Improvements	CTC Scope Changed		\$0	\$780,000	\$780,000
Santa Clara	Sunnyvale	VAR170002	7002	H9-04-034	HSIP 9	HSIP	HSIPL-5213(071)	CON	H9-04-034 Advanced Dilemma Zone Detection Phase 2			\$0	\$1,112,000	\$1,112,000
Santa Clara	Sunnyvale	SCL170027	6632	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5213(063)	CON	Sunnyvale Traffic Signal Upgrades/Replacements	Obligated	28-Oct-2021	\$2,366,000	\$2,366,000	\$0
Santa Clara	Sunnyvale		7300	STP-CRRSAA	OBAG 2	CRRSAA+	-5213()	CON	Sunnyvale Bicycle, Pedestrian and SRTS Safety Imps			\$0	\$1,900,000	\$1,900,000
Santa Clara	Sunnyvale	SCL170022	6566	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5213()	CON	Java Dr Road Diet and Bike Lanes			\$0	\$128,788	\$128,788
Santa Clara	Sunnyvale	SCL170022	6566	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5213()	PE	Java Dr Road Diet and Bike Lanes			\$0	\$157,212	\$157,212
Santa Clara	Sunnyvale	SCL170024	6617	CMAQ-T4-2-RSRTS-REG	OBAG	CMAQ	-5213()	CON	East Sunnyvale Area "Sense of Place"			\$0	\$40,000	\$40,000
Santa Clara	Sunnyvale	SCL170024	6617	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5213()	CON	East Sunnyvale Area "Sense of Place"			\$0	\$1,701,000	\$1,701,000
Santa Clara	Sunnyvale	SCL170026	6627	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5213()	CON	Lawrence Station Area Sidewalks & Bike Facilities	NEPA Approved		\$0	\$286,000	\$286,000
Santa Clara	Sunnyvale	SCL170057	6764	CMAQ-T5-OBAG2-CO-SRTS	OBAG 2	CMAQ	-5213()	CON	Sunnyvale Ped and Bike Infrastructure Improvements	NEPA Approved		\$0	\$919,000	\$919,000

San Mateo CCAG - PED Summary

Project Number	Prefix	Agency		PED Date (from web report)	PED Expires (Months)	PED Status
5268(020)	STPL	Belmont	Belmont Village Specific/Implementation Plan	12/1/2018	-36	Expired
5299(016)	STPL	Millbrae	Millbrae Street Rehabilitation	8/7/2021	-3	Expired
5438(018)	STPL	East Palo Alto	East Palo Alto Citywide Street Resurfacing	8/31/2021	-3	Expired
5350(022)	STPL	Pacifica	Pacifica Citywide Curb Ramps	10/1/2021	-2	Expired
5350(023)	CML	Pacifica	Palmetto Sidewalk Extension	10/31/2021	-1	Expired
5196(042)	STPL	Daly City	Daly City Pavement Preservation	12/14/2021	1	
5267(023)	STPL	San Carlos	Cedar and Brittan Ave. Pavement Rehab	12/18/2021	1	
5267(022)	CML	San Carlos	Ped Enhancements Arroyo/Cedar and Hemlock/Orange	12/31/2021	1	
5935(075)	ATPLNI	San Mateo County	San Mateo County SRTS for Health and Wellness	12/31/2021	1	
5273(026)	STPL	Menlo Park	Menlo Park - Santa Cruz and Middle Aves. Rehab	12/31/2021	1	
5177(040)	CML	South San Francisco	SSF Grand Boulevard (Phase III)	2/1/2022	3	
5177(037)	ATPL	South San Francisco	Linden/Spruce Avenues Traffic Calming Improvements (PSE Phase)	2/28/2022	3	

Projects listed in the November PED report (at end of report) as with a PED Expiration date of "NA- Closing"

5171(024)	STPL	Burlingame	Burlingame Street Resurfacing	6/1/2021		NA- Closing
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Projects listed in the PED report from early in 2021, and the revised PED dates reported in the November PED report

5171(023)	CML	Burlingame	Broadway PDA Lighting Improvements	7/1/2021	5	< 6 mos
5029(036)	STPL	Redwood City	Redwood City Pavement Preservation	6/30/2021	5	< 6 mos
5226(023)	CML	San Bruno	Huntington Transit Corridor Bike/Ped Improvements	11/1/2020	-3	*Expired
5177(033)	CML	South San Francisco	SSF Grand Blvd Ped Improvements	9/1/2020	-5	*Expired
BRIDGE PROGRAM						
5102(049)	BRLS	San Mateo	Bridge No. 35C0077, Bermuda Dr, over Fiesta Channel, south of Fiesta Drive	8/6/2020	-6	*Expired
5935(053)	BRLO	San Mateo County	Bridge No. 35C0043, Skyline Blvd., Over Crystal Springs Dam	9/30/2020	-4	*Expired
5935(069)	BPMP	San Mateo County	Bridge No. PM00041 Various Locations PREVENTATIVE MAINTENANCE	9/30/2020	-4	*Expired
5935(079)	BRLO	San Mateo County	Bridge No. 35C0041, Cloverdale Rd over Butano Creek, North Butano Park Road PREVENTATIVE MAINTENANCE	1/15/2021	-1	*Expired

updated 11/23/21