

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, February 17, 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/86880999354?pwd=V1NYeFJrdmpSTm96clpicFhWNHRQQT09>

Meeting ID: 868 8099 9354

Passcode: 548719

Join by Phone: 669-900-6833

Meeting ID: 868 8099 9354

Passcode: 548719

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.

-
- | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------|
| 1. Brief Overview of Teleconference Meeting Procedure | Cheung | No materials |
| 2. Public comment on items not on the agenda (limited to 2 minutes) | Hurley/Stillman | No materials |
| 3. Issues from the January and February C/CAG Board meetings | Cheung | No materials |
| o Approval of Reso 22-02 to execute an agreement between C/CAG and Ken Brown Strategic Consulting for federal advocacy consulting services | | |
| o Approval of Reso 22-04 approving C/CAG Membership Fee Budget Planning Guidelines | | |
| o Approval of Reso 22-06 approving population data to be used by C/CAG | | |
| o Approval of Reso 22-07 to execute the MOU between SMCTA and C/CAG and the Cooperative Agreement between C/CAG, Caltrans, and SMCTA for the US 101/SR92 Interchange Area Improvement Project | | |
| o Approval of 22-08 to execute the MOU between SMCTA and C/CAG for US 101 Managed Lane Project, North of I-380 | | |
| o Approval of 22-09 to execute Model Use Agreement between C/CAG and nine consulting firms for the use of the C/CAG San Mateo Countywide Travel Demand Model | | |
| 5. Approval of minutes from the January 20, 2022 Meeting (Action) | Cheung | Page 1-4 |

6.	Review and recommend approval of the Fiscal Year 2022/23 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County (Action)	Wever	Page 5-7
7.	Review and recommend approval of the updated 2021 San Mateo County Priority Development Area (PDA) Investment & Growth Strategy (Action)	Lacap	Page 8-9
8.	Receive draft results of the youth-based high injury network safety analysis (Information)	Cheung	Page 10-44
9.	Receive a presentation from the San Mateo County Department of Housing on the Affordable Housing and Sustainable Communities (AHSC) Program (Information)	Kalkin	Page 45-50
10.	Regional Project and Funding Information	Lacap	Page 51-60
11.	Executive Director Report	Charpentier	No materials
12.	Member Reports	All	

The next regularly scheduled meeting is on March 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

**CONGESTION MANAGEMENT PROGRAM (CMP)
TECHNICAL ADVISORY COMMITTEE (TAC)
January 20, 2022
MINUTES**

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

The two hundred seventy-fourth (274th) meeting of the Technical Advisory Committee took place on January 20, 2022 at 1:16 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, Van Ocampo, Kaki Cheung – C/CAG; Peter Skinner – SamTrans; Jane Kao – City of Millbrae; Ahmad Haya – City of Redwood City; Kelly Carroll – CSG Colma and others not noted.

1. Brief Overview of Teleconference Meeting Procedures

C/CAG staff Kaki Cheung 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 November and December 2021 C/CAG Board meetings. (Information)

C/CAG staff Kaki Cheung described the items of interest from the last C/CAG Board meetings.

4. Review and approve the Congestion Management Program Technical Advisory Committee 2022 Meeting Calendar (Action)

Motion – To approve the TAC 2022 Meeting Calendar, Hurley/Charpentier. Roll Call was taken. All members in attendance voted to approve. Motion passed 21-0.

5. Approval of minutes from the November 18, 2021 Meeting. (Action)

Motion – To approve the minutes of the November 18, 2021 TAC meeting, Manzi/Breault. Roll Call was taken. All members in attendance voted to approve. Motion passed 20-0.

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)

C/CAG staff Jeff Lacap presented the list of nine firms that demonstrated strong technical qualifications and local experience. The scoring panel recommended that 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. 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.

Member Manzi asked staff to review the \$10,000 developer fee and match the fee to the model maintenance cost.

C/CAG staff will come back with an updated Authorization to Use Form for the Committee to review and approve.

Motion – To recommend approval of a pre-qualified list of consultants for the C/CAG-VTA Travel Demand Model support, Murtuza/Gross. Roll call was taken. All members in attendance voted to approve. Motion passed 22-0.

7. Receive an update on MTC’s Active Transportation Plan and proposed Complete Streets Policy (Information)

C/CAG staff Kaki Cheung provided the Committee an update on MTC’s Active Transportation Plan and proposed Complete Streets Policy. 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.

Members commented that some jurisdictions who currently do not have pedestrian facilities may miss out on funding for bicycle facilities and repaving projects. Members expressed concerns about the feasibility of adding sidewalks on narrow right of ways. C/CAG staff responded that the local jurisdictions may apply for exceptions should costs and other factors make implementation challenging. In addition, C/CAG staff will inquire MTC on the requirement to add active transportation facilities in repaving projects .

Co-Chair Hurley also reminded members about the SMCTA’s Complete Streets Webinar on January 25th.

8. Receive an update on the MTC One Bay Area Grant 3 (OBAG 3) program (Information)

C/CAG staff Jeff Lacap presented an update on MTC One Bay Area Grant (OBAG) Cycle 3 program. MTC is set to adopt the framework for the OBAG 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. C/CAG staff highlighted the framework policies stated in the staff report and mentioned the requirement for local jurisdictions to have Local Road Safety Plan. San Mateo County is targeting a minimum 70% of OBAG 3 projects to be within a Priority Development Area.

Discussions related to the One Bay Area Grant program will likely be on the Committee agenda every month until September 2022.

9. 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 MTC Annual Obligation Plan for FY 2021-22 Status Report, the Caltrans lapsed end date projects list, LAPM updated 3-A form and upcoming trainings. Lastly, C/CAG staff mentioned two upcoming funding opportunities not in the staff report. The Active Transportation Plan Cycle 6 (FYE24-

27) guidelines are set to be approved in March and applications will be due June. Additionally, the Clean California Grant application are due on February 1st.

10. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier stated that two new C/CAG staff will be joining in February. The C/CAG Board approved an agreement with Ken Brown Strategic Consulting for federal advocacy consulting services to help seek funding, as well as provide an informational look ahead for the Committee at a future meeting. C/CAG staff will also provide a presentation on Cap and Trade to the Committee in the near future. Lastly, Sean asked that those jurisdictions who are planning to apply for Clean California Grant to email him.

11. Member Reports (Information)

Co-Chair Hurley shared an update on SMCTA's Active Transportation Plan. There will be a Call for Projects in April with a deadline of May. Also, he advised that a call for Bicycle and Pedestrian projects will take place in September.

C/CAG Executive Director Sean Charpentier announced that the Express Lanes south of Whipple will be opening in mid-February and will update the Committee with more information soon.

12. Adjournment

Co-Chair Hurley adjourned the meeting at 2:17 p.m.

C/CAG AGENDA REPORT

Date: February 17, 2022

To: Congestion Management Program Technical Advisory Committee

From: Kim Wever, Transportation Program Specialist

Subject: Review and recommend approval of the Fiscal Year 2022/23 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County

(For further information or questions, contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee (TAC) review and recommend approval of the Fiscal Year 2022/23 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

FISCAL IMPACT

The total estimated funding amount is \$1,096,828. Of the \$1.1M, an estimated amount of \$56,828 will be used for program administration, and approximately \$1,040,000 will be allocated to projects. In a typical year, an average annual average allocated to C/CAG is approximately \$1.2 million.

SOURCE OF FUNDS

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety Code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the Transportation Fund for Clean Air (TFCA) funds, and are used to implement projects to reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds. For San Mateo County, C/CAG has been designated as the County Program Manager to receive the funds.

BACKGROUND

The Air District had issued a County Program Manager Fund Expenditure Plan Guidance (Guidance) for TFCA funding covering Fiscal Year 2022/23. Cost Effectiveness (C-E), as defined in the Guidance, is used as screening criteria for all projects considered for allocation under the TFCA program. For instance, ridesharing projects must result in a C-E of less than \$150,000 per weighted ton of reduced emissions. Existing First Last Mile Connection (Shuttles) must show a C-E of less than \$200,000 per weighted ton of reduced emissions.

For the past several years, C/CAG has allocated the TFCA funds to projects implemented by the San Mateo County Transit District (SamTrans) and Commute.org. Funds provided to SamTrans historically help fund the BART Shuttle Program, which provide peak commute period shuttle service from BART stations to employment sites in San Mateo County. Funds provided to Commute.org cover costs associated with the Countywide Voluntary Trip Reduction Program. The program aims to reduce single occupant vehicle trips and provides funding for the countywide Guaranteed Ride Home program.

In FY 2021/22, as summarized in the table below, in addition to the Voluntary Trip Reduction Program and SamTrans Shuttle Program, Resolution 21-71 approved funds for two (2) local jurisdictions' Arterial Traffic Management and Traffic Calming Projects in October 2021.

	FY 2021/22 TFCA Funds
Administration	\$77,652
Commute.org - Countywide Voluntary Trip Reduction	\$600,000
SamTrans BART Shuttle	\$150,000
Millbrae Citywide Virtual Bicycle and Ped Detection	\$174,240
San Bruno Bicycle Route Installation Project	\$246,760
Total	<u>\$1,248,652</u>

FY 2022/23 Funding Recommendations

The BAAQMD estimated that San Mateo County will receive a total of \$1,096,828 in TFCA funding for FY 2022/23. The recommended administration budget is \$56,828 (approx. 5.18%, the maximum allowable is 6.25%) with the remaining \$1,040,000 available for projects.

For this cycle, it is recommended that Commute.org receive an allocation up to \$600,000 for the Countywide Trip Reduction Program. Staff also proposes directing up to \$150,000 for the SamTrans BART Shuttle Program. The funding levels for Commute.org and SamTrans remain consistent with previous years. Staff recommends allocating the remaining \$290,000 to projects that focus on active transportation and first and last mile innovative solutions. Detailed project scopes will be determined at a later time and brought back to the Committee for approval. These funding recommendations are subject to submission of an acceptable work plan and C-E calculations acceptable to BAAQMD.

A summary of the Fiscal Year 2022/23 TFCA County Program Manager fund recommendation is shown below:

	<u>Estimated FY 2022/23 TFCA Funds</u>
Administration	\$56,828
Commute.org - Countywide Voluntary Trip Reduction	\$600,000
SamTrans BART Shuttle	\$150,000
Other Projects to be determined	\$290,000
Total	<u>\$1,096,828</u>

Staff requests that the Committee reviews and recommends approval of the Fiscal Year 2022/23 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

ATTACHMENTS

- None

C/CAG AGENDA REPORT

Date: February 17, 2022

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommend approval of the updated 2021 San Mateo County Priority Development Area (PDA) Investment & Growth Strategy

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

RECOMMENDATION

That the Technical Advisory Committee reviews and recommends approval of the updated 2021 San Mateo County Priority Development Area (PDA) Investment & Growth Strategy.

FISCAL IMPACT

The consultant service cost to update the San Mateo County Priority Development Area (PDA) Investment and Growth Strategy is \$25,000.

SOURCE OF FUNDS

N/A

BACKGROUND

Per the One Bay Area Grant (OBAG 2) policy and project selection framework from the Metropolitan Transportation Commission (MTC) Resolution No. 4202, C/CAG is required to develop and submit a new Priority Development Area Investment and Growth Strategy (PDA-IGS) to MTC in 2021. PDAs are locally identified areas near existing or planned transit services. These areas are expected to accommodate a majority of the region's projected growth in housing and jobs over the next three decades. These areas also play a key role in the region's Sustainable Communities Strategy, which seeks to coordinate future land uses with transportation investments to reduce greenhouse gas emissions.

The intent of the PDA-IGS is to facilitate coordination between the County Transportation Agencies (CTA) and local jurisdictions to strengthen the alignment of transportation investments with housing. The current San Mateo County PDA-IGS was last approved 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 requirements to develop a 2021 PDA Investment and Growth Strategy, CTAs need to address the following:

1. Recent Housing and Mobility Trends
2. Planned Transportation Projects, and
3. Affordable Housing Pipeline

C/CAG coordinated with 15 jurisdictions that have designated PDAs in the 2021 update, utilizing information from local and countywide transportation plans, and other planning efforts. The consultant compiled transportation projects from the San Mateo Countywide Comprehensive Bicycle/Pedestrian Plan and the Sustainable Streets Master Plan. Both plans were recently developed, and thoroughly, discussed in coordination with city staff. C/CAG Staff has presented this process to the Committee in November 2021.

With additional assistance from the Toole Design firm, an interactive, online map (https://tooledesign.github.io/CCAG_PDA_Project_Review/) has been created to view all the transportation and affordable housing projects located in San Mateo County PDA's as part of the submittal of the PDA-IGS to MTC.

Recommendation

A new PDA Investment and Growth Strategy is required to be adopted prior to the beginning of the OBAG Cycle 3 County and Local Program, scheduled to begin in April 2022. Each Strategy will help shape OBAG 3 by identifying the challenges, opportunities, and needs unique to the County's PDAs and will be used to inform county and regional funding priorities.

Staff requests that the CMP TAC reviews and recommends approval of the updated 2021 San Mateo County Priority Development Area (PDA) Investment & Growth Strategy.

ATTACHMENTS

- Draft - 2021 Priority Development Area (PDA) Investment and Growth Strategy Update (Available for download: <https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>)

C/CAG AGENDA REPORT

Date: February 17, 2022

To: Congestion Management Program Technical Advisory Committee

From: Kaki Cheung, Program Director

Subject: Receive draft results of the youth-based high injury network safety analysis
(For further information contact Kaki Cheung at kcheung1@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee receives draft results of the youth-based high injury network safety analysis.

FISCAL IMPACT

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

SOURCE OF FUNDS

N/A

BACKGROUND

Using federal funding provided by C/CAG, the San Mateo County Office of Education embarked upon the development of a five-year Safe Routes to School Strategic Plan in late summer of 2021. Alta Planning and Design was selected to prepare the Plan. Alta is tasked to evaluate the Safe Routes to School program and its performance from 2015-2020, identify priority growth areas for the program, develop performance measures and create an updated list of prioritized strategies. As part of the Plan, the consultant is also responsible for developing a high injury network specifically near schools, and identifying strategies for injury reduction.

High injury networks (HINs) identify streets with the largest concentration of collisions where victims are killed or severely injured (KSI). These networks often illustrate that minimal improvements can address the majority of KSI collisions. The network can be valuable for identifying specific locations and types of issues or vulnerable communities that the Safe Routes to School staff and partners can address.

Using 2014 to 2020 collision data from the Transportation Injury Mapping System (TIMs), the consultant summarizes information on collision characteristics, crash patterns, and user types to identify roadway segments that account for the highest number of specific types of collisions. In

this analysis, the high injury network considers not only the intensity of all collisions, but it also provides specific emphasis on KSI collisions, those that involve youth, or those that involve an active mode.

A draft youth-based high injury network safety analysis factsheet has been developed for the twenty cities and unincorporated area of the County, as seen in attachment 1. A memo on the network methodology is included as attachment 2, and an overview of the factsheet is included as attachment 3.

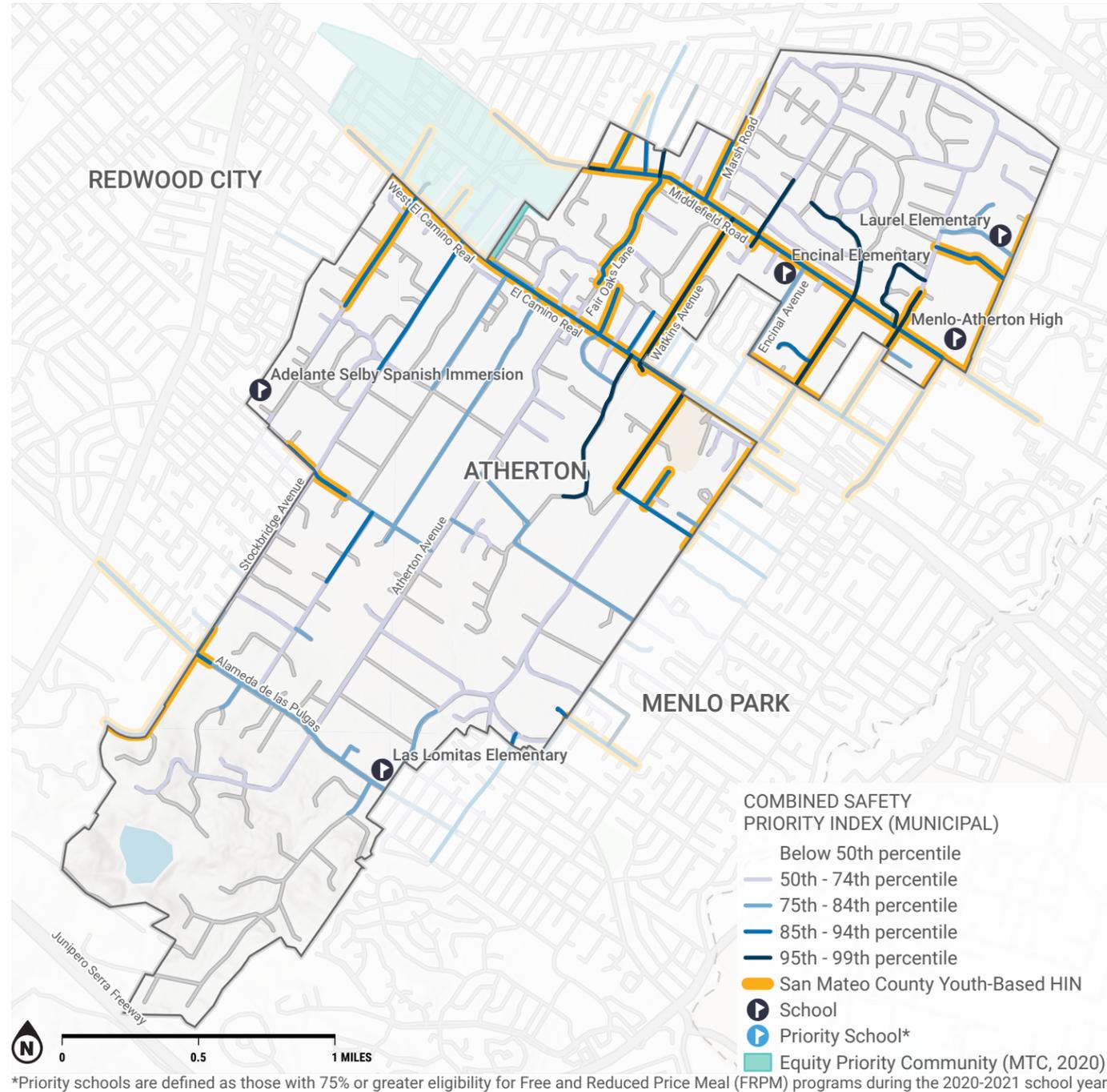
C/CAG requests that the Committee reviews the initial results of the high injury network analysis and provide comments by February 25, 2022. The Consultant will then develop an action plan describing strategies to reduce injuries and fatalities.

ATTACHMENTS

1. Draft youth-based high injury network safety analysis factsheets
2. High injury network methodology
3. Factsheet overview

ATHERTON SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Ravenswood Ave	22	1	3	6	6
Glenwood Ave	6	1	0	3	2
Middlefield Rd	32	3	5	4	7
State Highway 82	31	5	4	4	4
Oak Grove Ave	8	1	2	3	5

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM



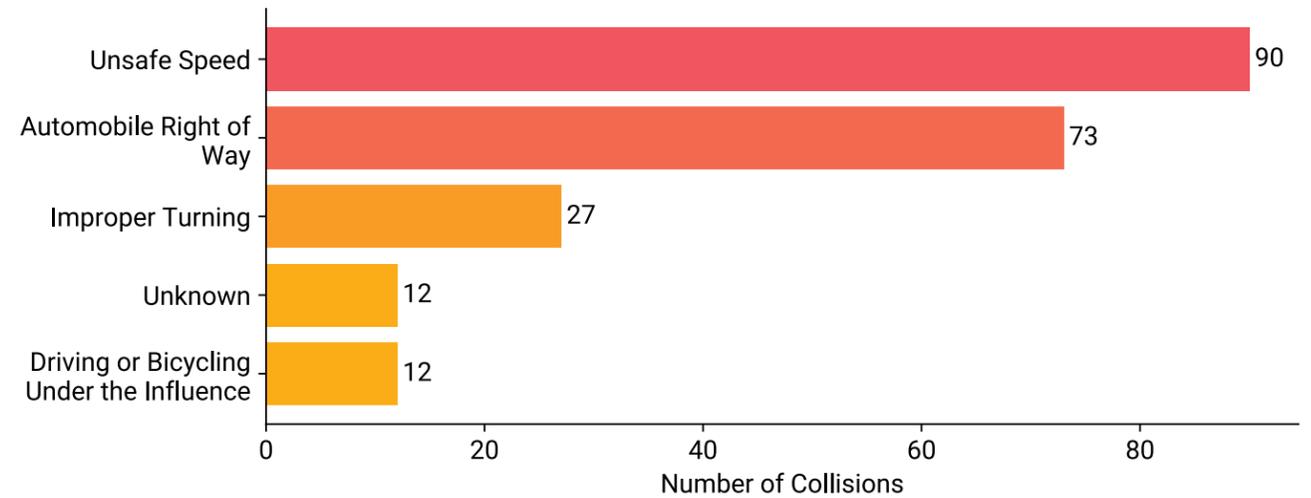
COLLISION STATISTICS FOR ATHERTON, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

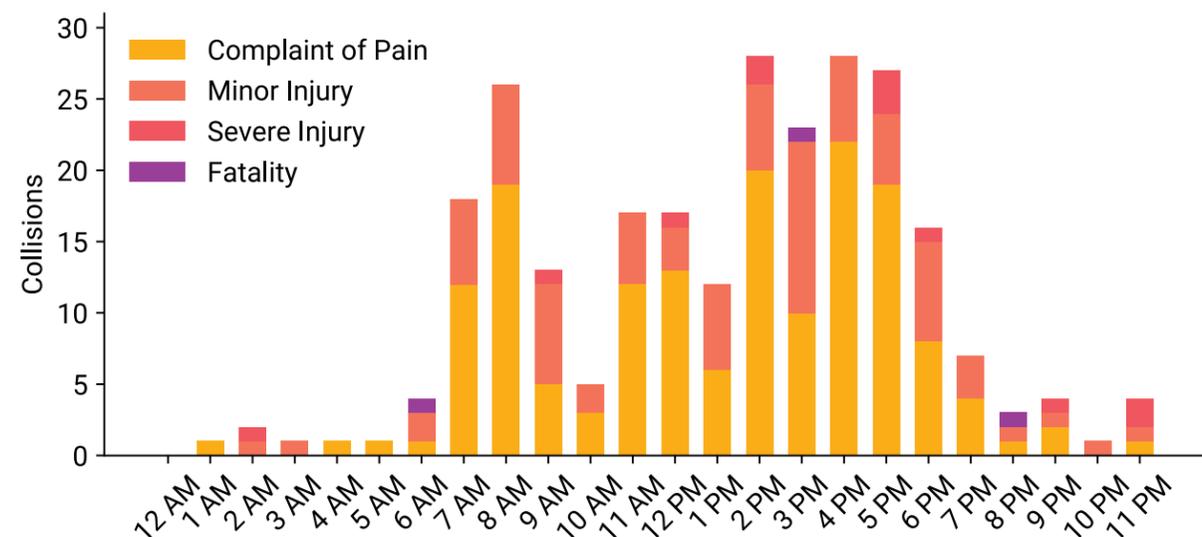
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	259	15	63	79	60	4	18	23
Alcohol Involved	17	6	4	2	2	2	1	0
Speeding Involved	90	0	24	5	23	0	7	1
Mid-Block Collision	135	9	38	24	36	2	13	6

TOP 5 COLLISION FACTORS, ALL COLLISIONS



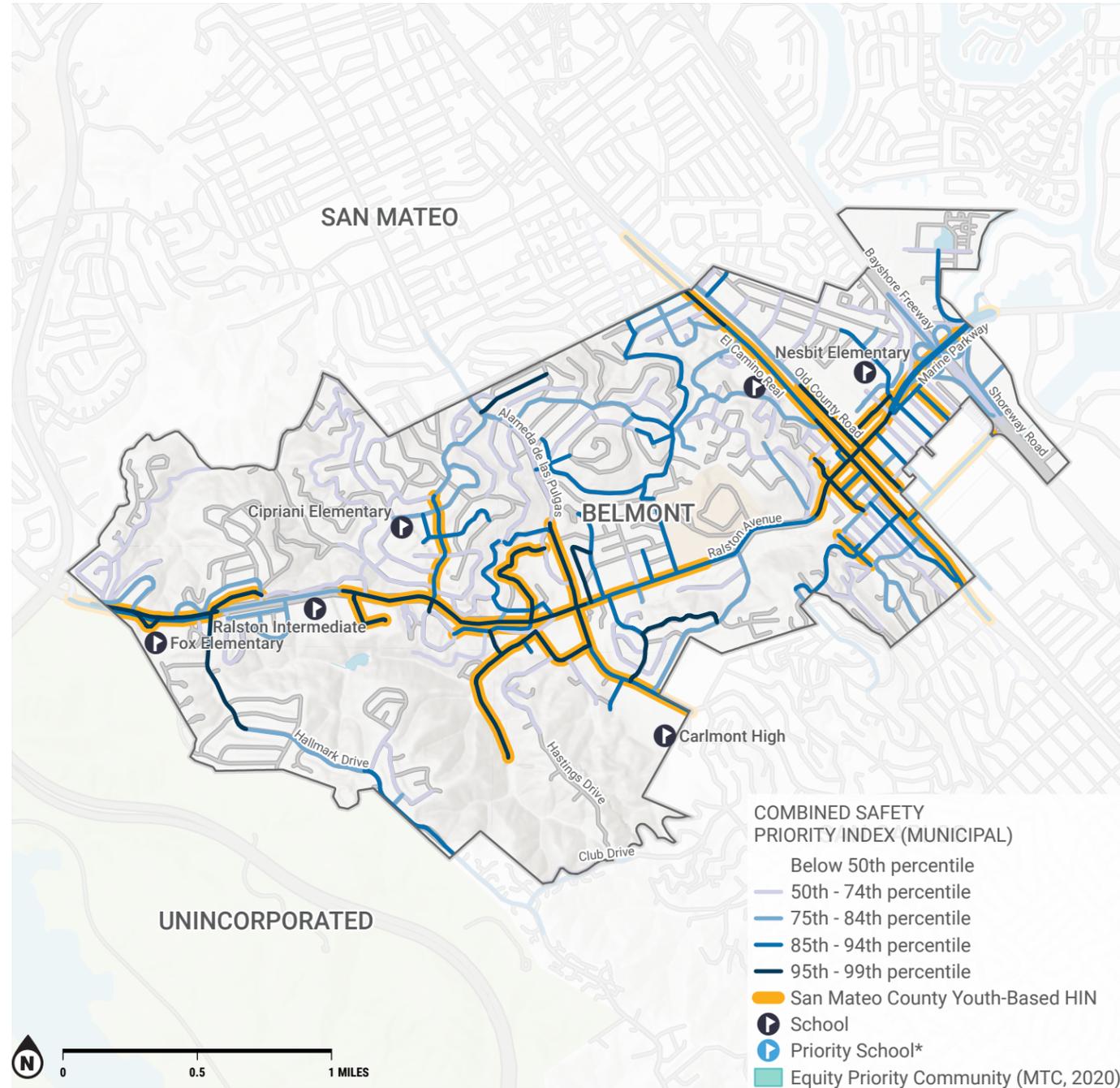
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

BELMONT SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Number of Collisions

Corridor	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Ralston Ave	14	1	0	1	6
Carlmont Dr	2	1	0	1	1
Belmont Canyon Rd	4	1	0	0	3
Claremont Dr	11	2	3	3	3
Davis Dr	5	1	2	1	2

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

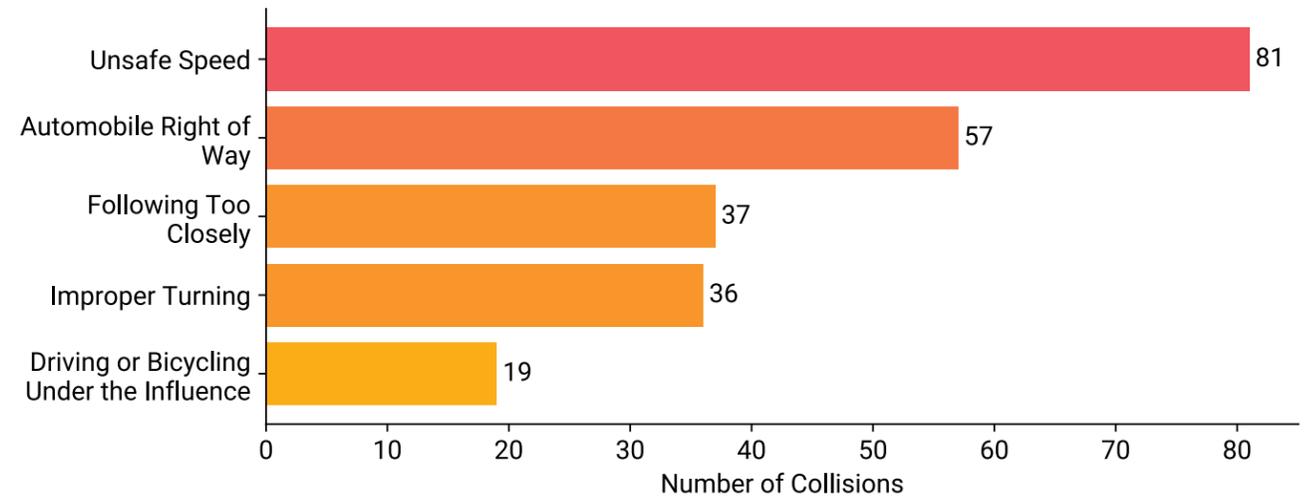
COLLISION STATISTICS FOR BELMONT, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

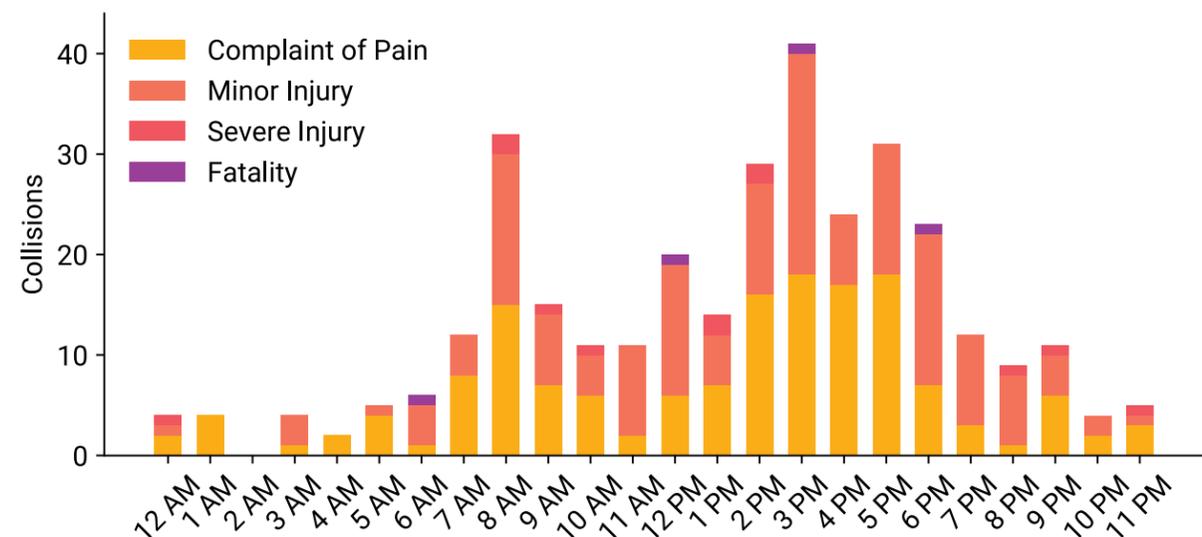
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	331	16	85	77	106	6	33	20
Alcohol Involved	28	1	2	4	16	1	1	1
Speeding Involved	81	2	28	6	24	1	12	1
Mid-Block Collision	242	9	64	47	87	3	27	17

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

BRISBANE SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Bayshore Blvd	14	4	1	1	3
Alvarado St	2	1	1	0	0
N Hill Dr	2	1	0	0	0
San Bruno Ave	2	1	1	0	1
Guadalupe Canyon Pkwy	8	1	0	1	1

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

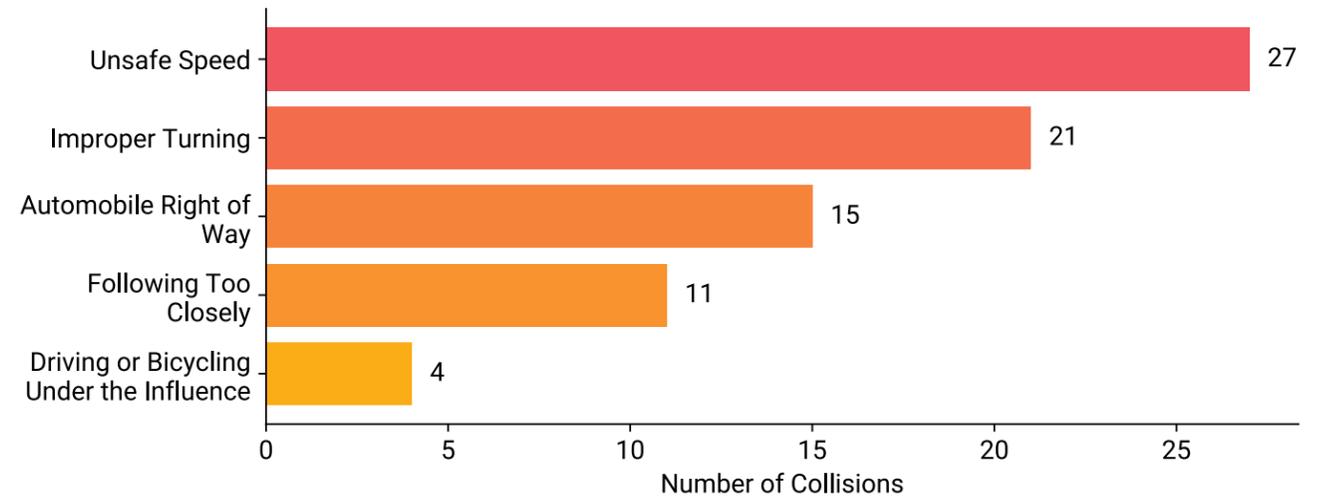
COLLISION STATISTICS FOR BRISBANE, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

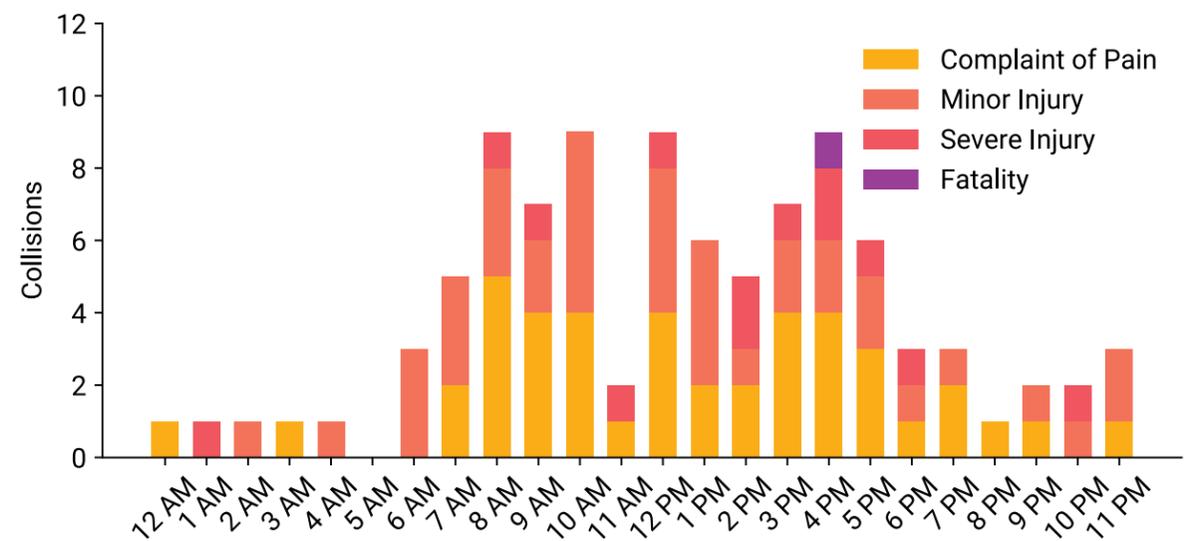
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	96	14	6	12	11	4	0	2
Alcohol Involved	7	3	1	1	1	0	0	0
Speeding Involved	27	4	1	0	3	1	0	0
Mid-Block Collision	56	8	3	8	5	2	0	1

TOP 5 COLLISION FACTORS, ALL COLLISIONS



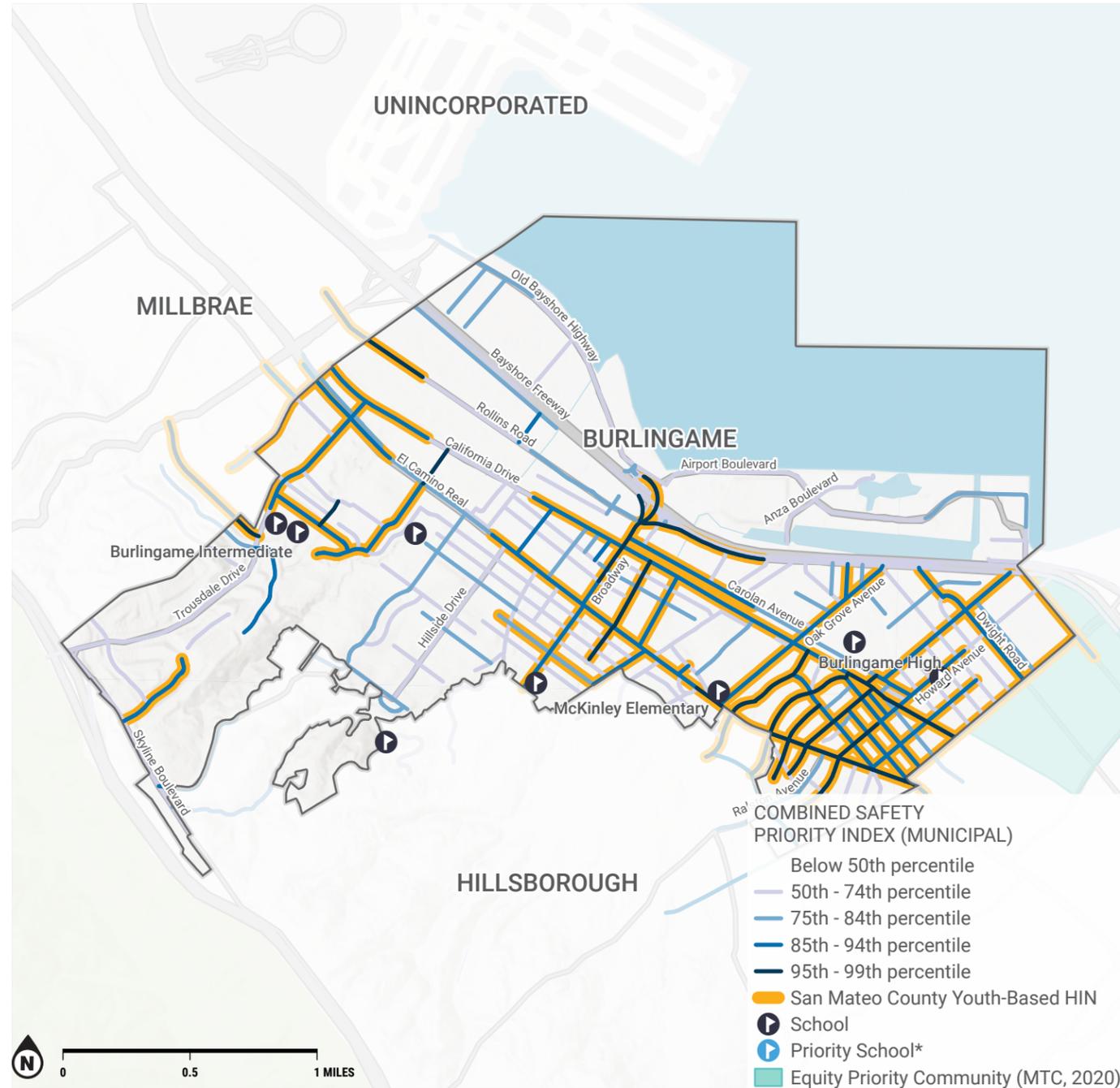
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

BURLINGAME SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Number of Collisions

Corridor	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
California Dr	31	5	8	5	4
State Highway 82	38	5	4	2	12
State Highway 82	24	2	1	1	5
Burlingame Ave	4	1	2	0	1
Rollins Rd	10	2	4	1	0

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

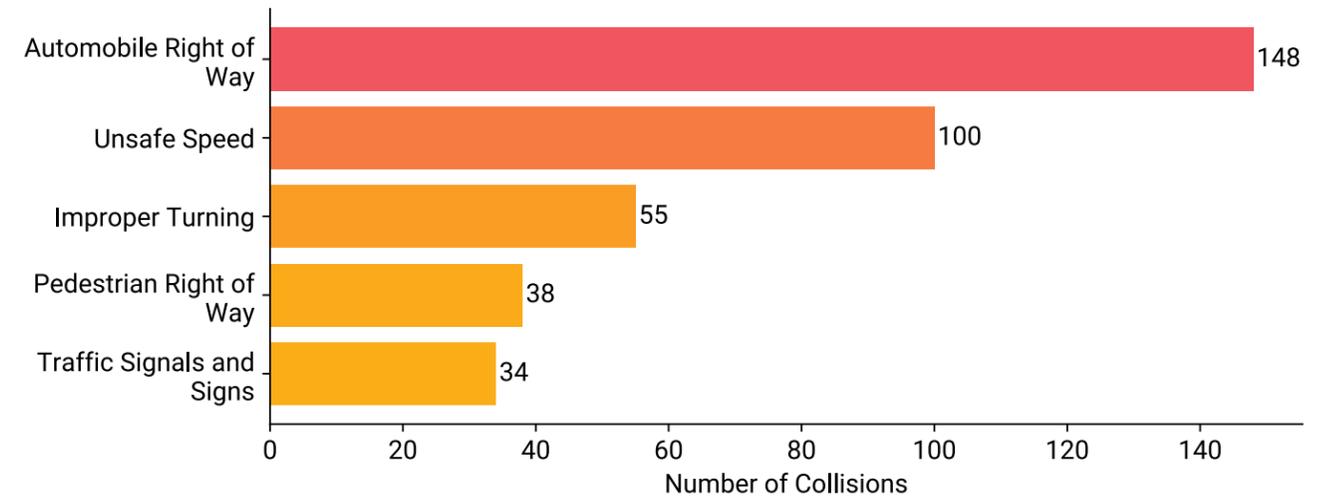
COLLISION STATISTICS FOR BURLINGAME, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

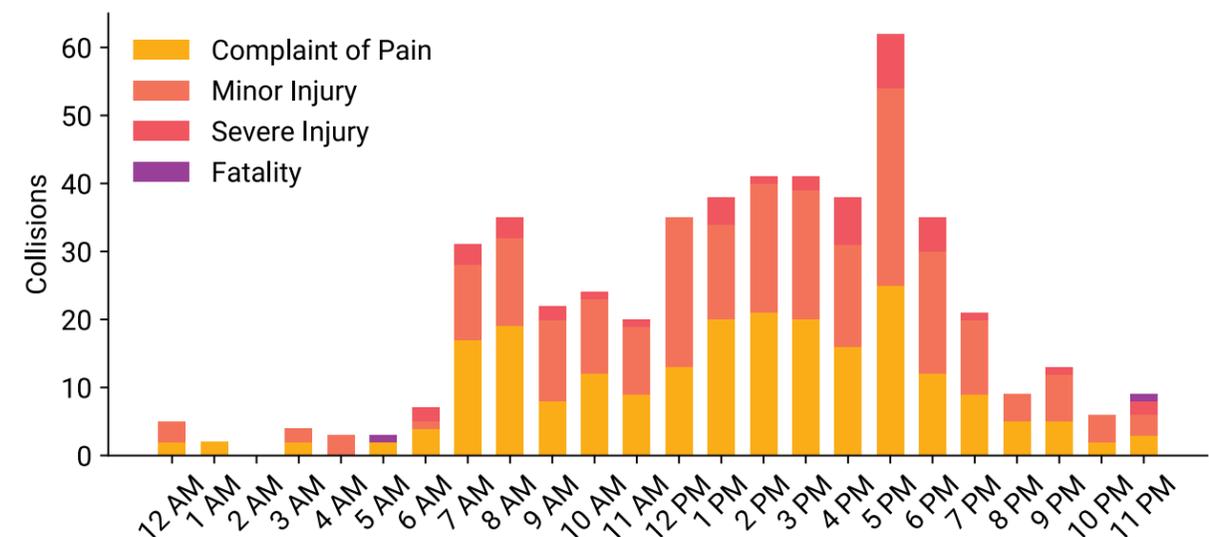
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	504	45	119	138	129	9	29	43
Alcohol Involved	25	2	1	7	3	0	1	2
Speeding Involved	100	7	25	6	26	3	5	2
Mid-Block Collision	230	24	51	61	49	5	11	18

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

COLMA SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Number of Collisions

Corridor	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Highway 82	22	1	3	0	5
Junipero Serra Blvd	18	3	1	1	2
Southgate Ave	11	3	3	0	3
Villa St	2	1	0	0	1
Hillside Blvd	2	1	0	0	1

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

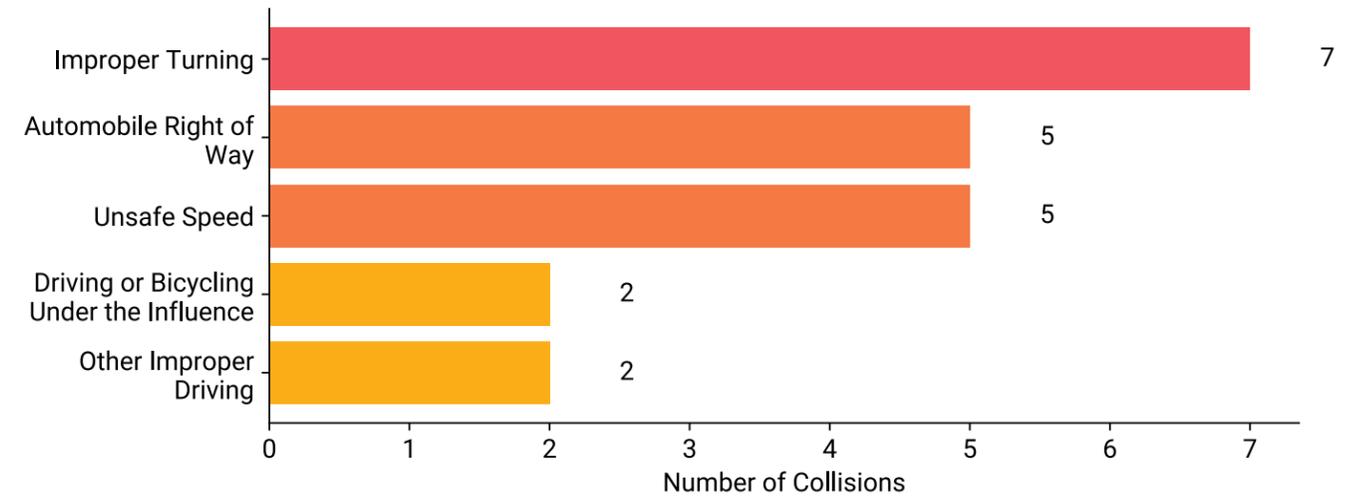
COLLISION STATISTICS FOR COLMA, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

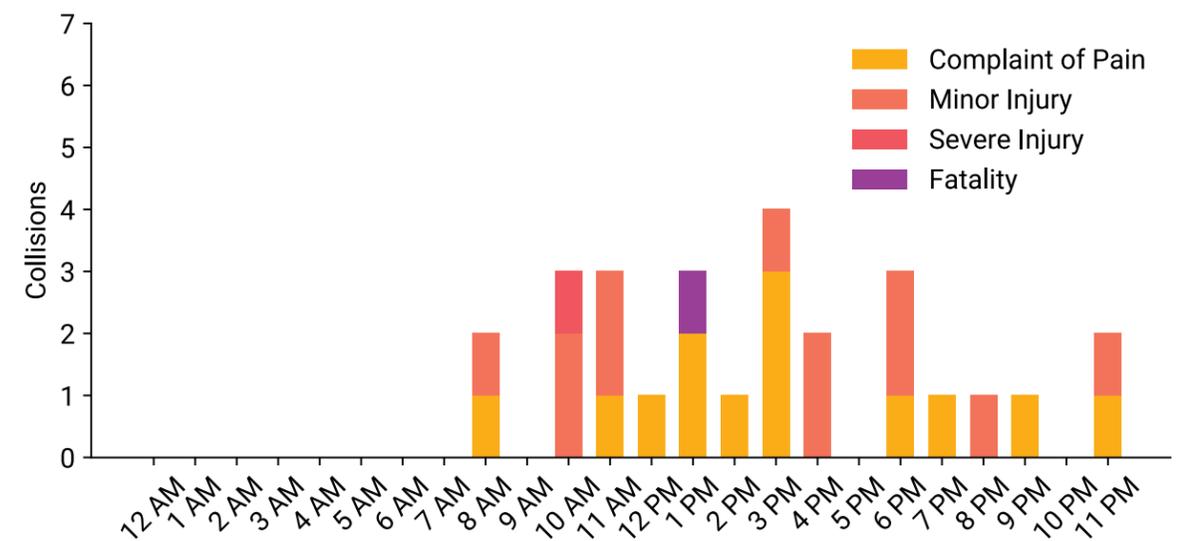
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	28	2	7	5	6	0	1	1
Alcohol Involved	3	0	0	1	1	0	0	0
Speeding Involved	5	1	2	0	0	0	0	0
Mid-Block Collision	15	1	3	4	3	0	1	1

TOP 5 COLLISION FACTORS, ALL COLLISIONS



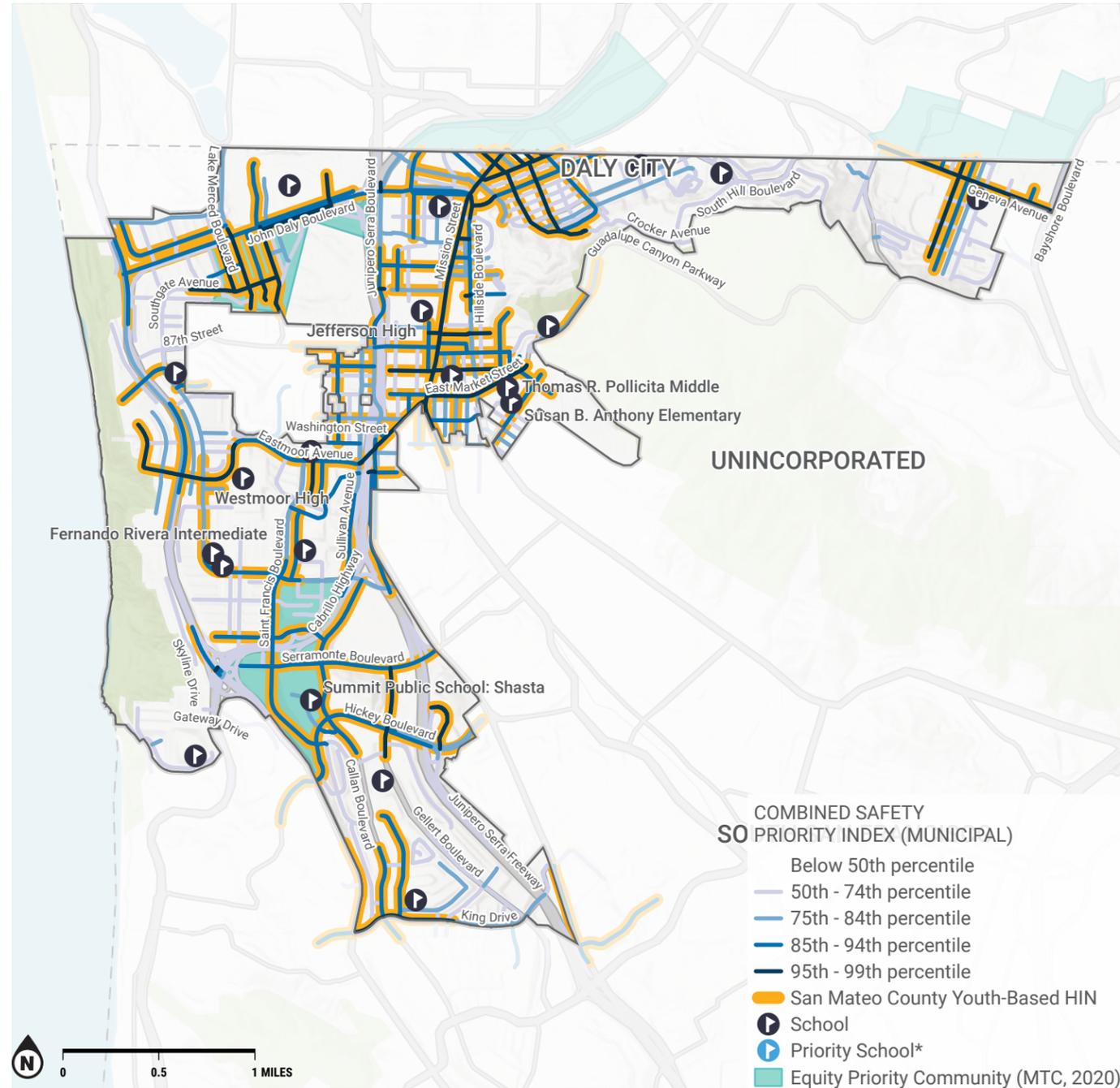
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

DALY CITY SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Hillside Blvd	4	1	1	0	0
Vale St	4	1	2	1	0
Crocker Ave	23	2	9	0	6
State Highway 82	24	3	5	2	4
State Highway 82	23	3	12	3	2

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

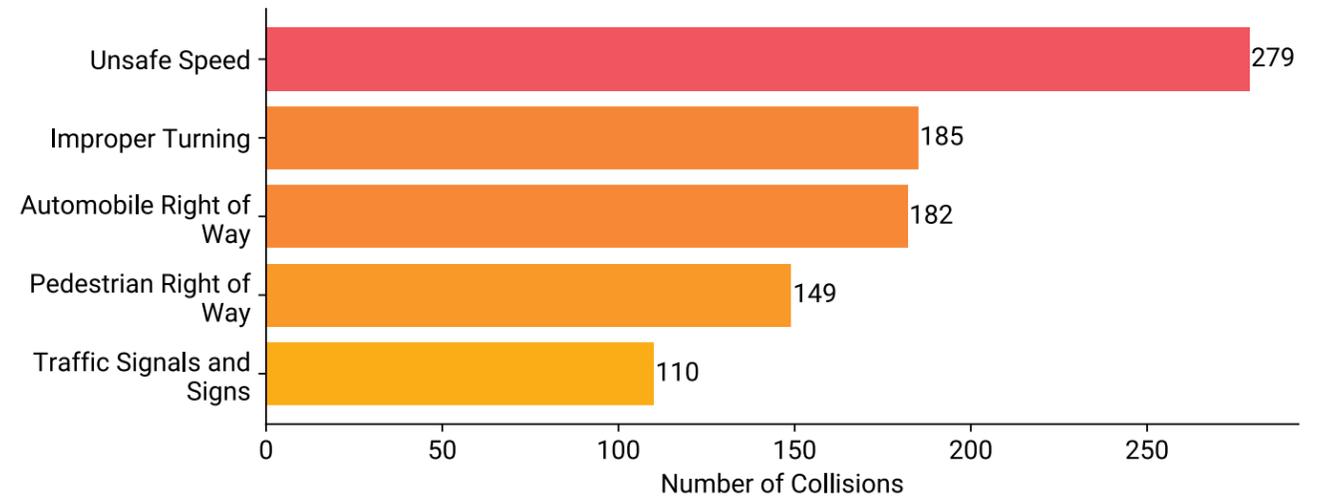
COLLISION STATISTICS FOR DALY CITY, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

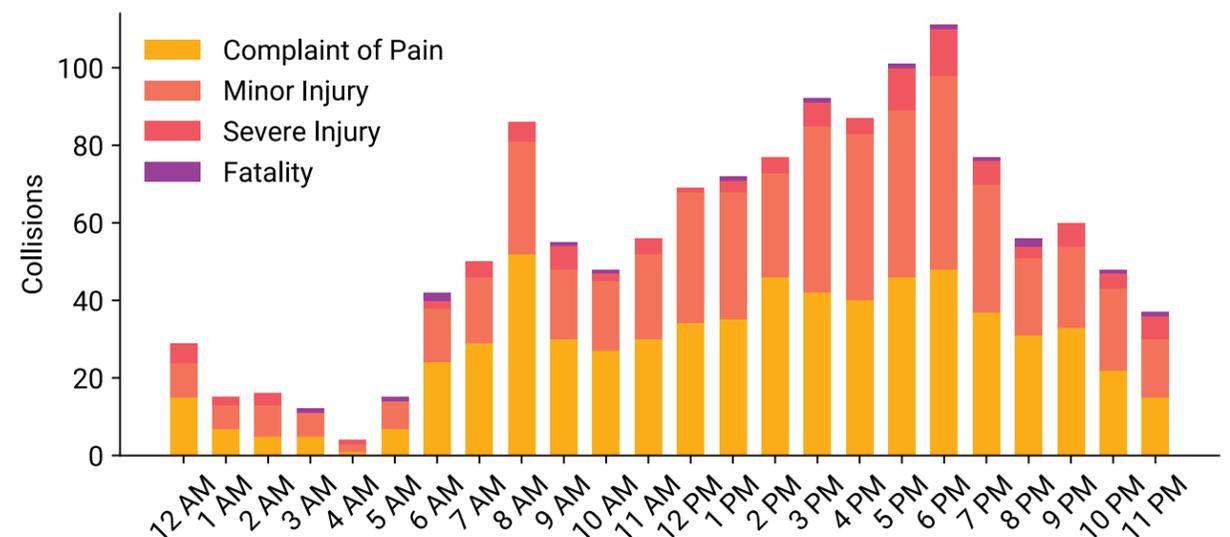
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	1318	116	252	357	592	64	124	188
Alcohol Involved	148	20	19	34	64	14	9	21
Speeding Involved	279	15	48	32	117	10	19	12
Mid-Block Collision	747	61	133	188	313	30	59	88

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

EAST PALO ALTO SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Number of Collisions

Corridor	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Highway 109	62	5	9	13	10
Woodland Ave	13	1	2	5	4
Donohoe St	38	2	2	9	11
Runnymede St	5	1	1	0	3
Scofield St	5	1	1	2	2

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

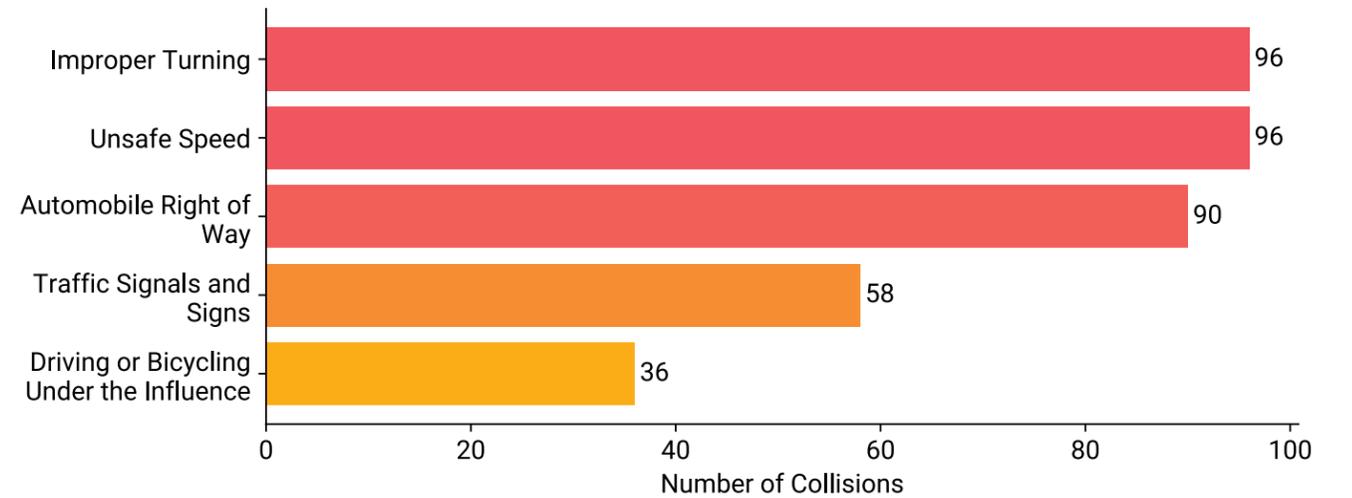
COLLISION STATISTICS FOR EAST PALO ALTO, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

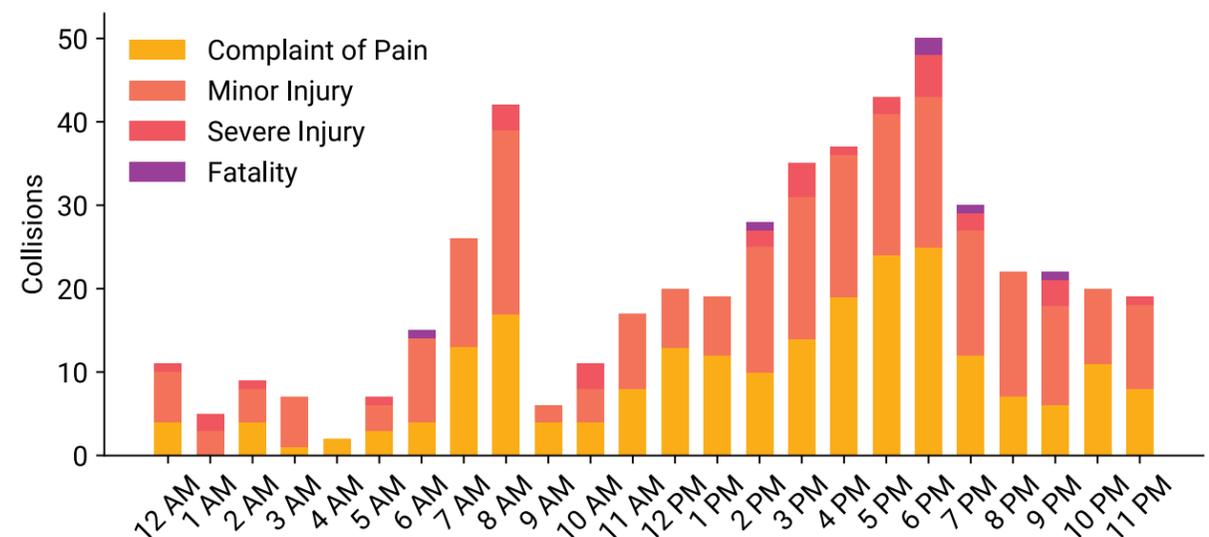
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School				Within 1/4 Mile of a Target* School			
	All	KSI	Youth	Active	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	506	37	145	163	150	12	42	51	150	12	42	51
Alcohol Involved	69	9	18	13	19	3	5	5	19	3	5	5
Speeding Involved	96	6	25	13	30	1	5	4	30	1	5	4
Mid-Block Collision	286	26	67	83	80	9	25	27	80	9	25	27

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

FOSTER CITY SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

TOP 5 SAFETY PRIORITY CORRIDORS

Number of Collisions

Corridor	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
E Hillsdale Blvd	15	1	1	3	1
Metro Center Blvd	24	1	2	1	4
Edgewater Blvd	5	1	3	0	3
E Hillsdale Blvd	25	2	3	4	3
Triton Dr	1	1	0	1	0

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

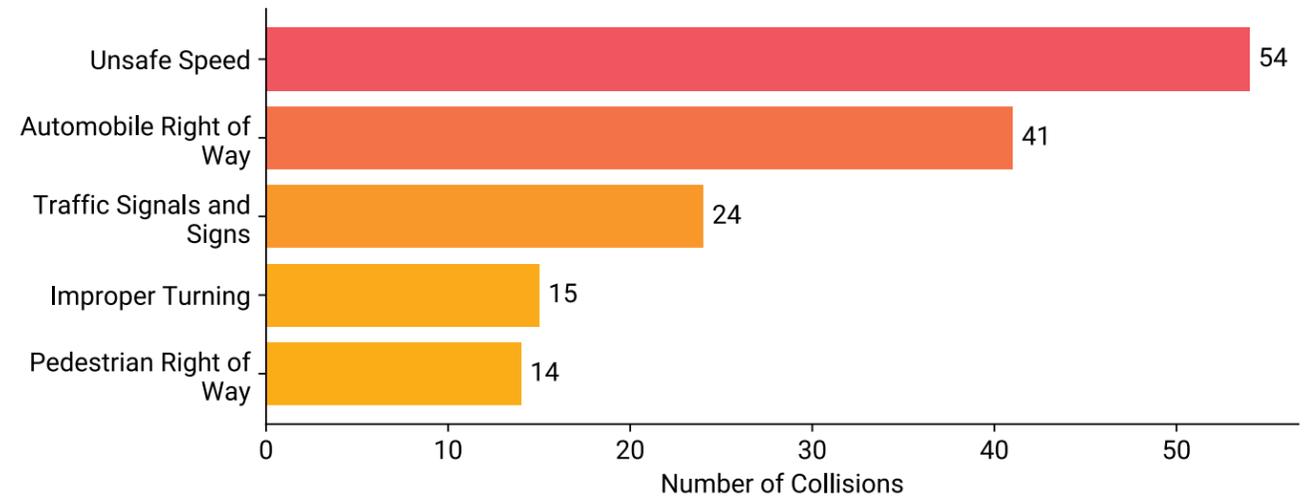
COLLISION STATISTICS FOR FOSTER CITY, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

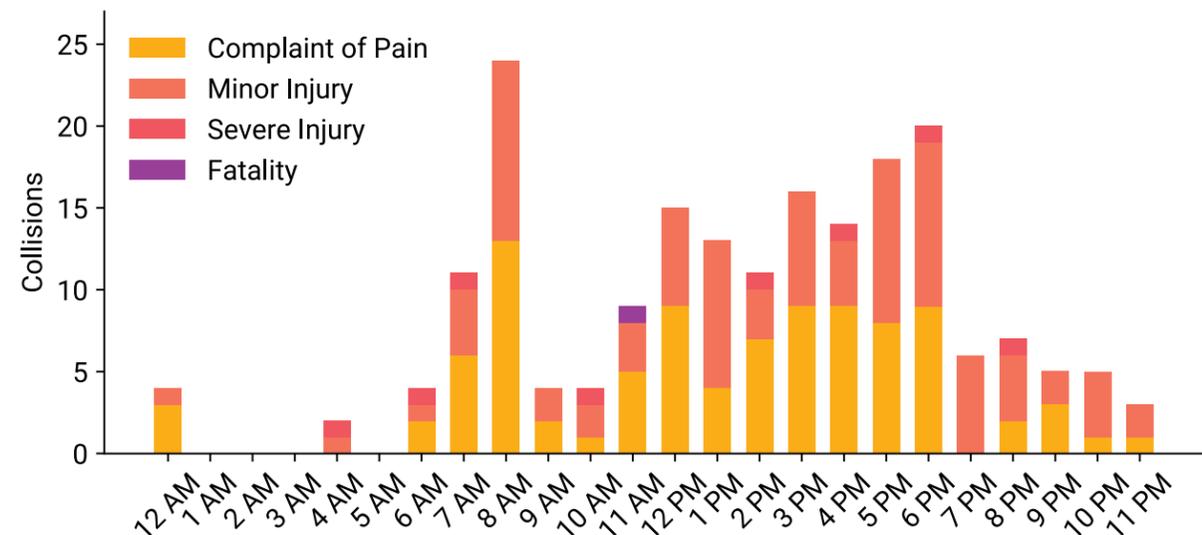
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	197	9	47	48	27	2	10	10
Alcohol Involved	6	0	1	1	1	0	0	0
Speeding Involved	54	3	11	1	7	1	2	1
Mid-Block Collision	71	3	17	15	12	2	5	5

TOP 5 COLLISION FACTORS, ALL COLLISIONS



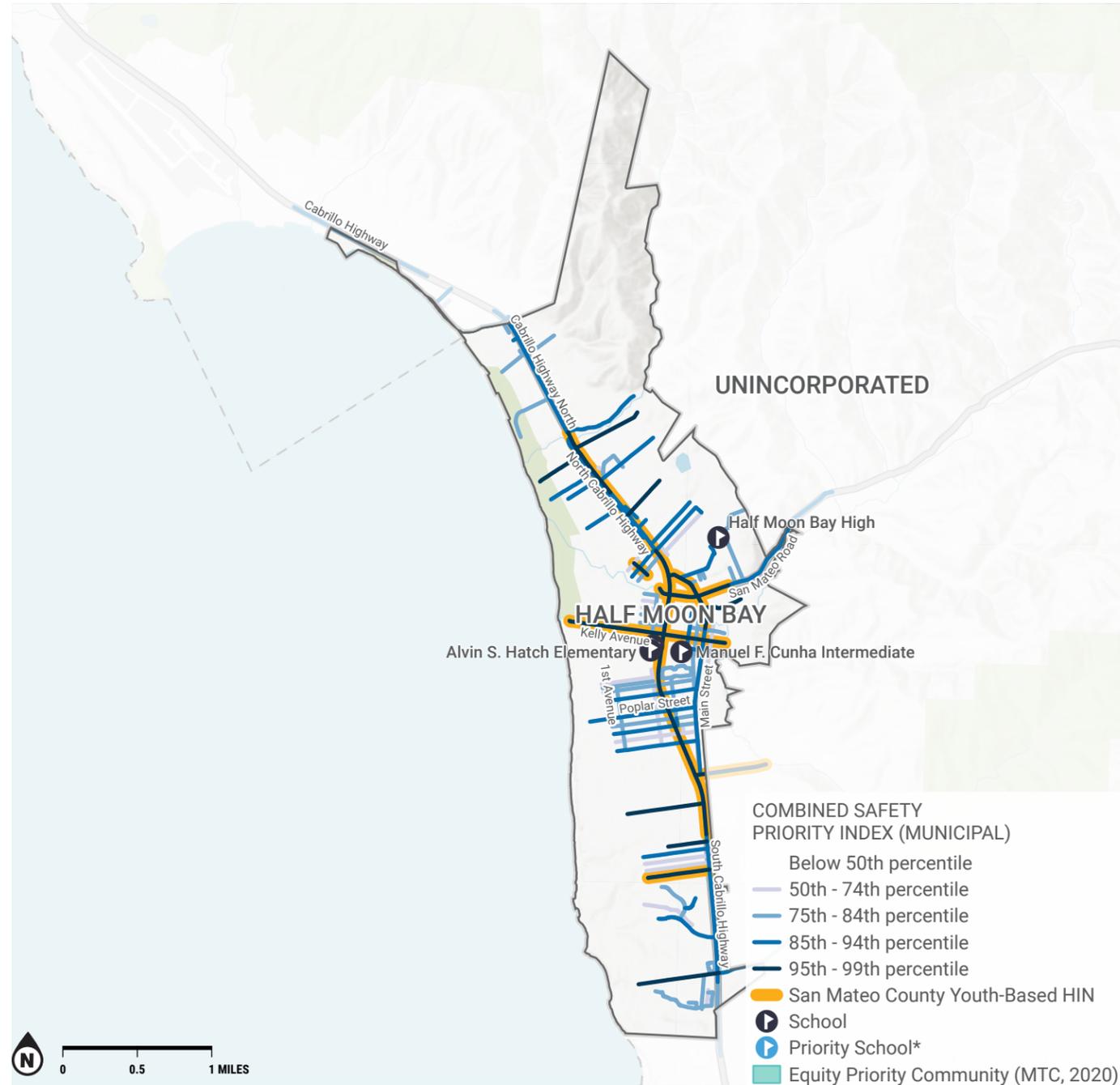
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

HALF MOON BAY SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

TOP 5 SAFETY PRIORITY CORRIDORS

Number of Collisions

Corridor	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Highway 1	14	1	2	4	5
Redondo Beach Rd	2	1	0	0	2
State Highway 1	28	1	0	3	7
State Highway 1	10	2	1	2	0
Higgins Canyon Rd	1	1	0	1	0

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

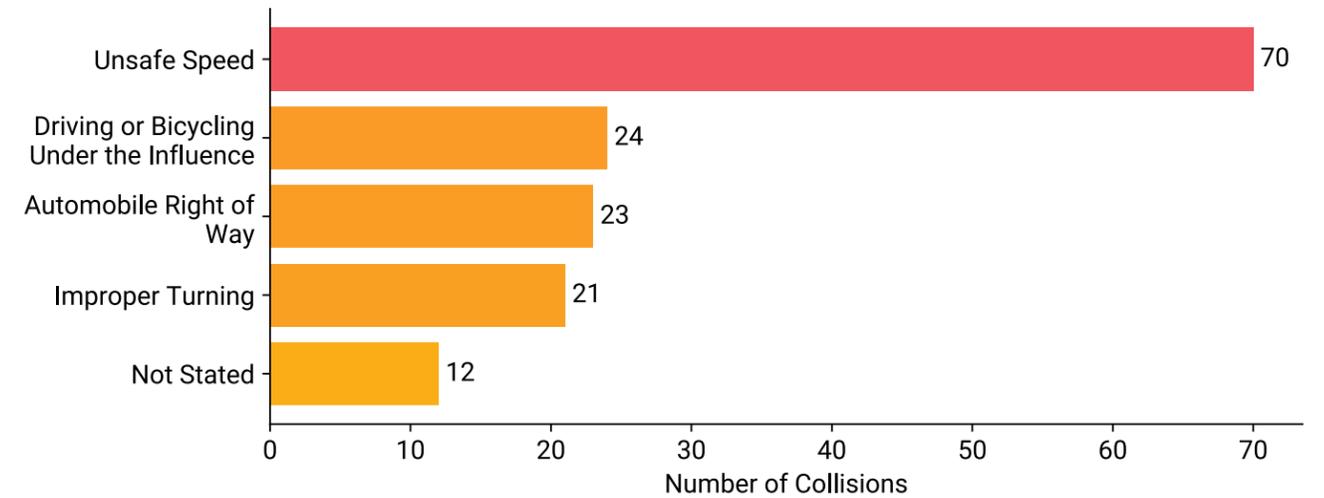
COLLISION STATISTICS FOR HALF MOON BAY, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

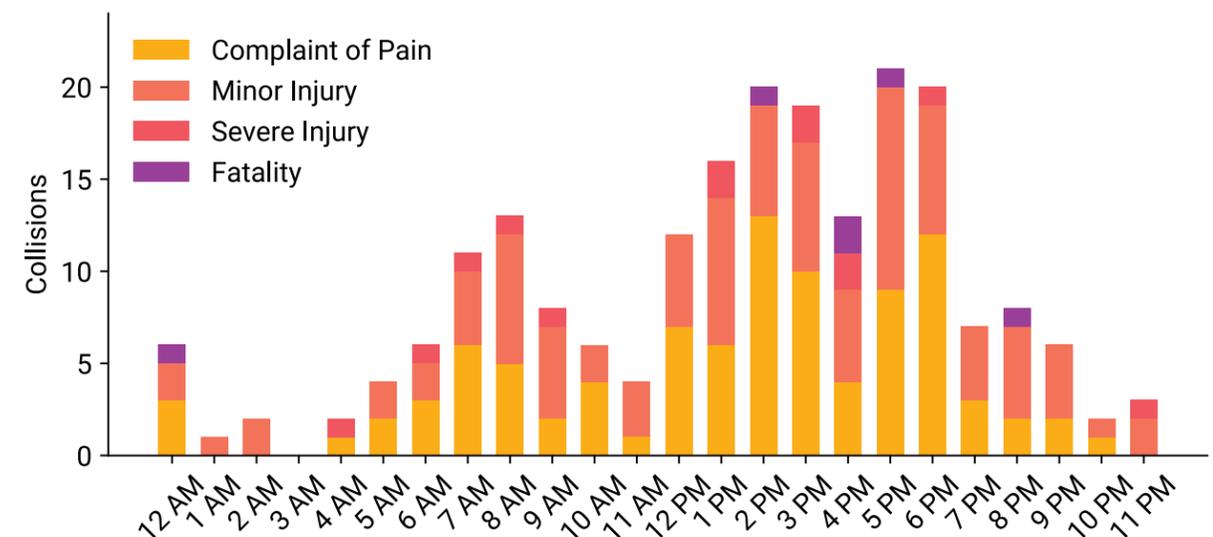
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	210	19	47	39	32	3	9	14
Alcohol Involved	28	6	4	4	8	0	2	3
Speeding Involved	70	1	16	0	4	0	1	0
Mid-Block Collision	134	14	28	22	22	2	7	9

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

HILLSBOROUGH SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Highway 82	38	5	4	2	12
Floribunda Ave	7	2	0	1	2
Woodbridge Rd	1	1	0	1	0
Golf Course Dr	5	1	0	0	2
Summit Dr	1	1	0	0	1

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

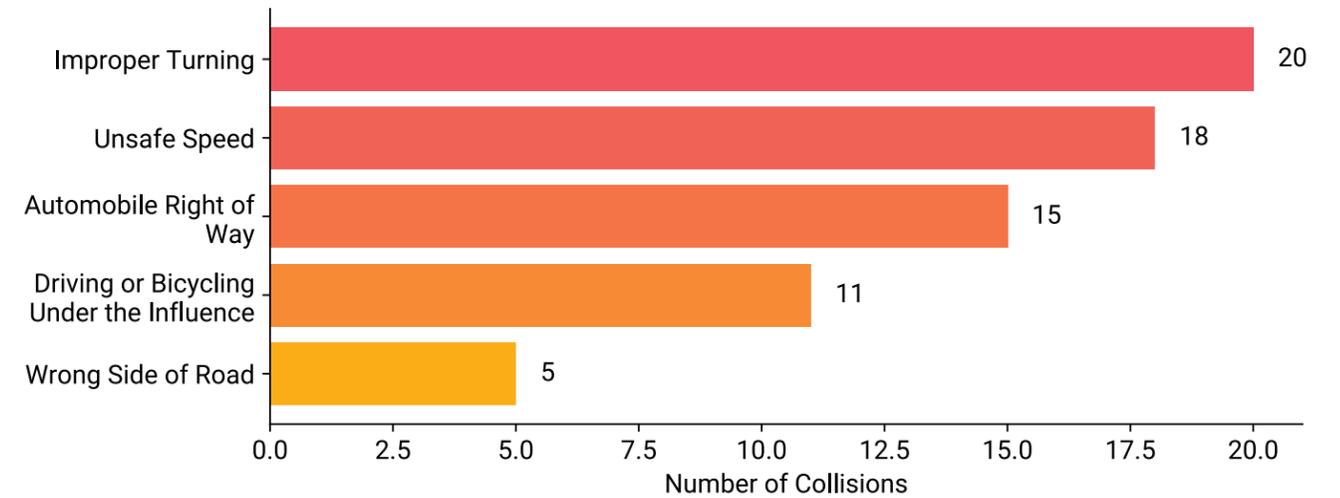
COLLISION STATISTICS FOR HILLSBOROUGH, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

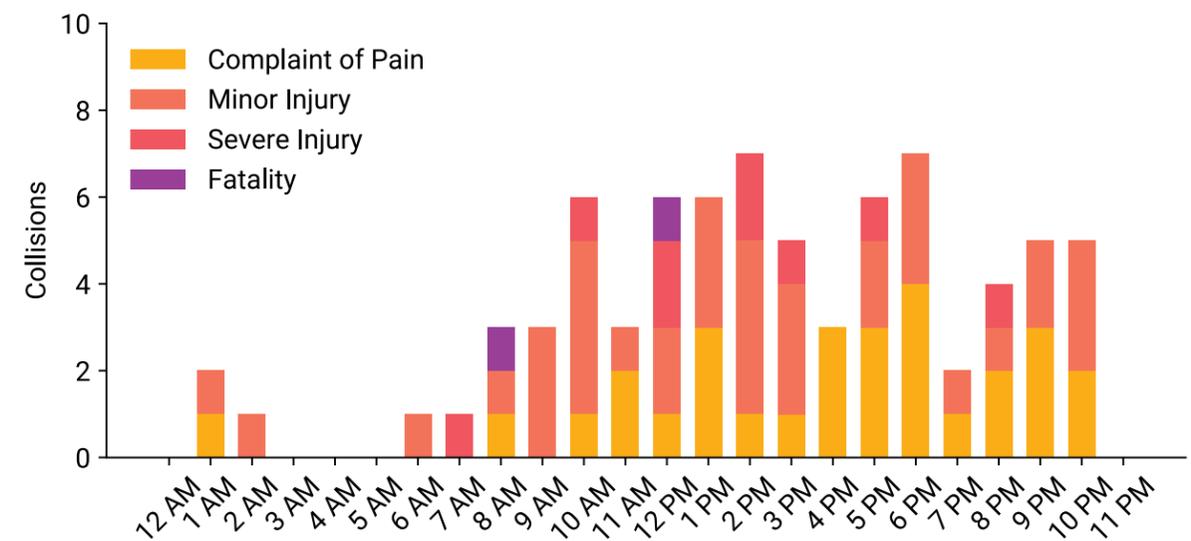
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	76	11	21	14	23	6	7	3
Alcohol Involved	12	1	3	0	2	1	0	0
Speeding Involved	18	3	9	4	11	2	6	1
Mid-Block Collision	57	7	16	12	15	4	5	3

TOP 5 COLLISION FACTORS, ALL COLLISIONS



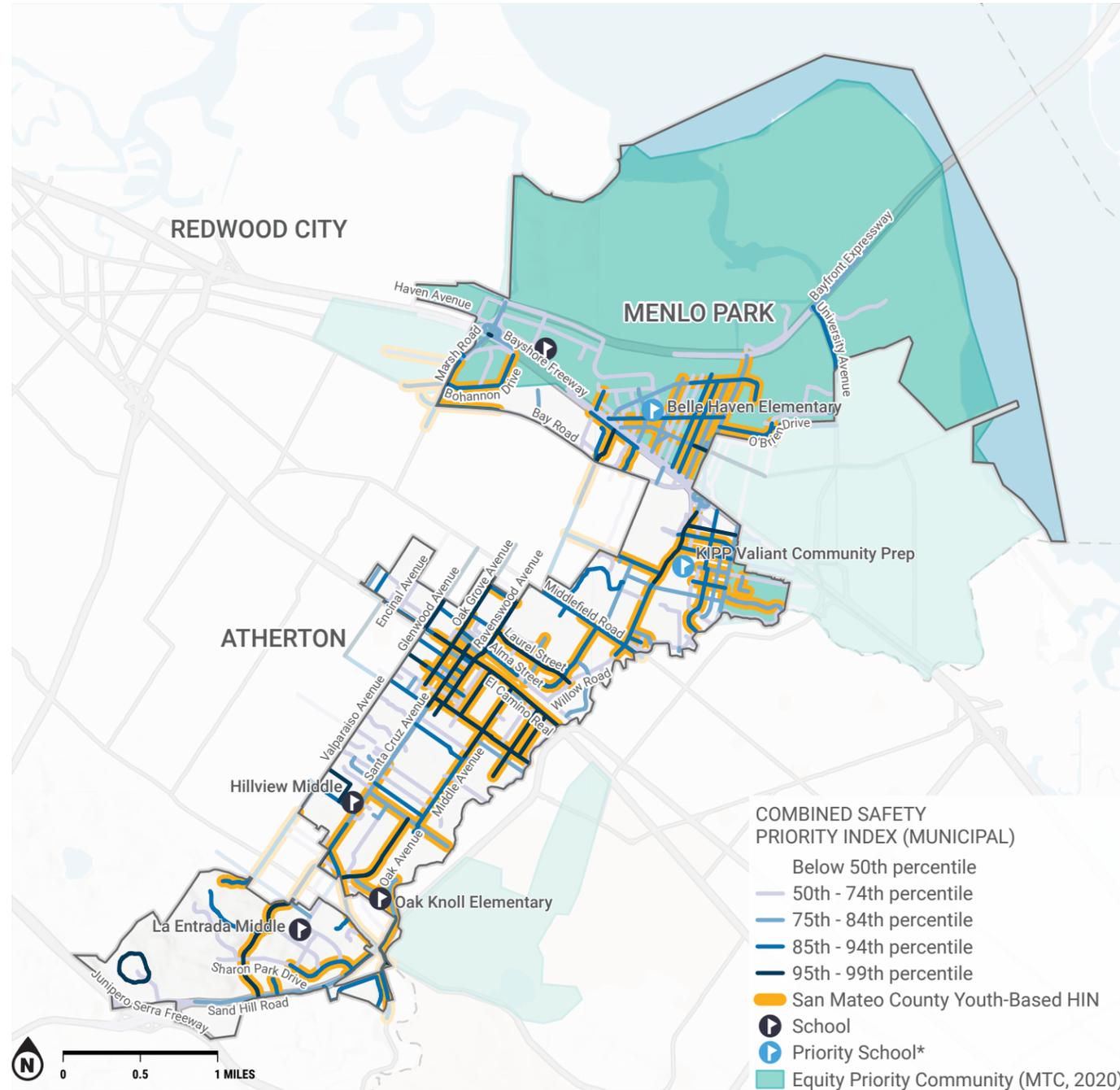
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

MENLO PARK SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

TOP 5 SAFETY PRIORITY CORRIDORS

Number of Collisions

Corridor	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Ravenswood Ave	22	1	3	6	6
Avy Ave	12	1	0	7	2
State Highway 82	59	2	3	8	14
Laurel St	20	3	1	6	9
Glenwood Ave	6	1	0	3	2

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

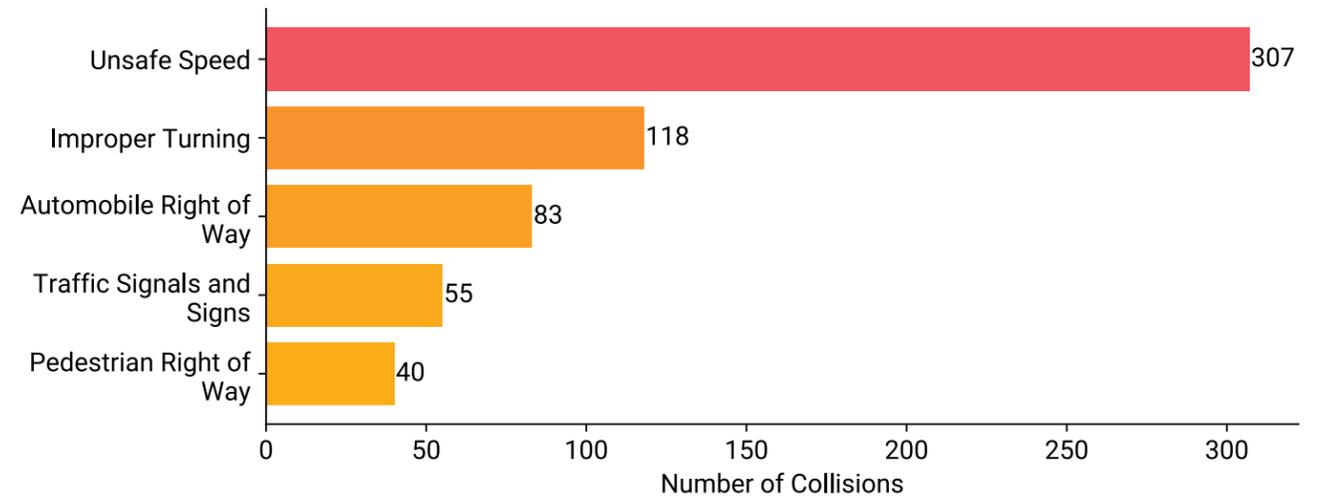
COLLISION STATISTICS FOR MENLO PARK, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

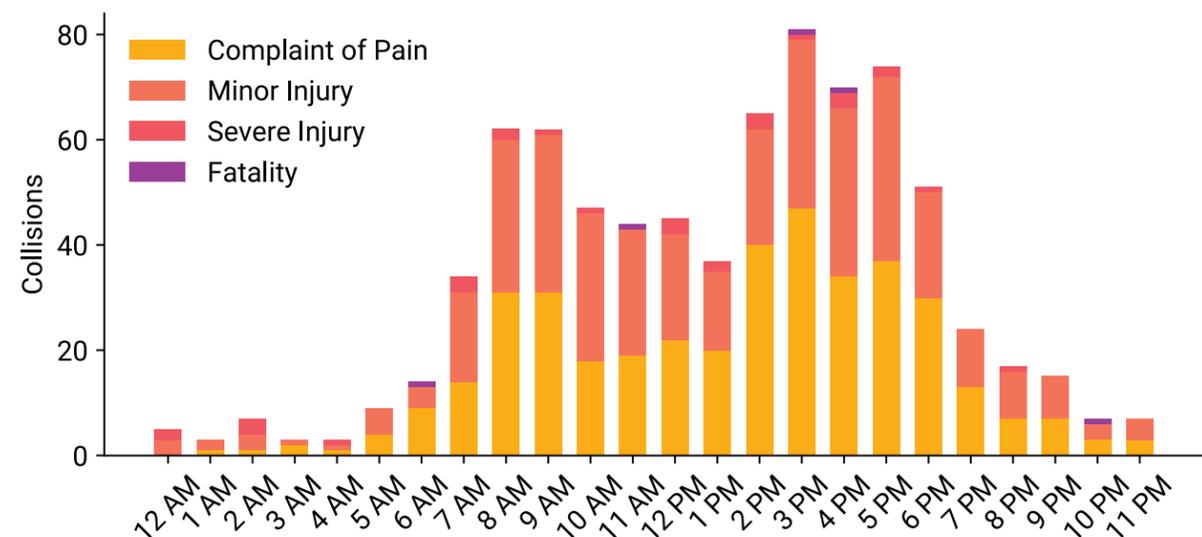
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School				Within 1/4 Mile of a Target* School			
	All	KSI	Youth	Active	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	786	34	198	258	111	4	36	45	69	1	24	31
Alcohol Involved	53	8	9	19	12	1	3	5	8	0	2	4
Speeding Involved	307	11	69	39	47	2	15	9	26	0	9	3
Mid-Block Collision	403	21	103	101	59	3	20	19	37	1	12	11

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

MILLBRAE SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Number of Collisions

Corridor	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Highway 82	51	4	12	5	7
State Highway 82	40	8	15	2	5
State Highway 82	33	7	12	2	7
Rollins Rd	10	2	4	1	0
State Highway 82	31	4	10	0	9

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

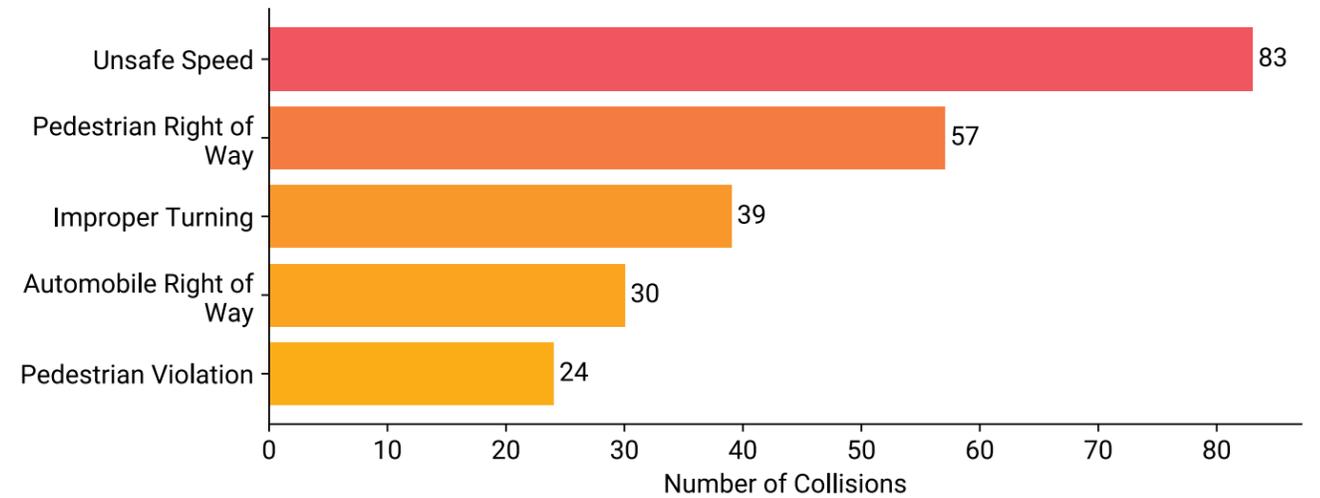
COLLISION STATISTICS FOR MILLBRAE, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

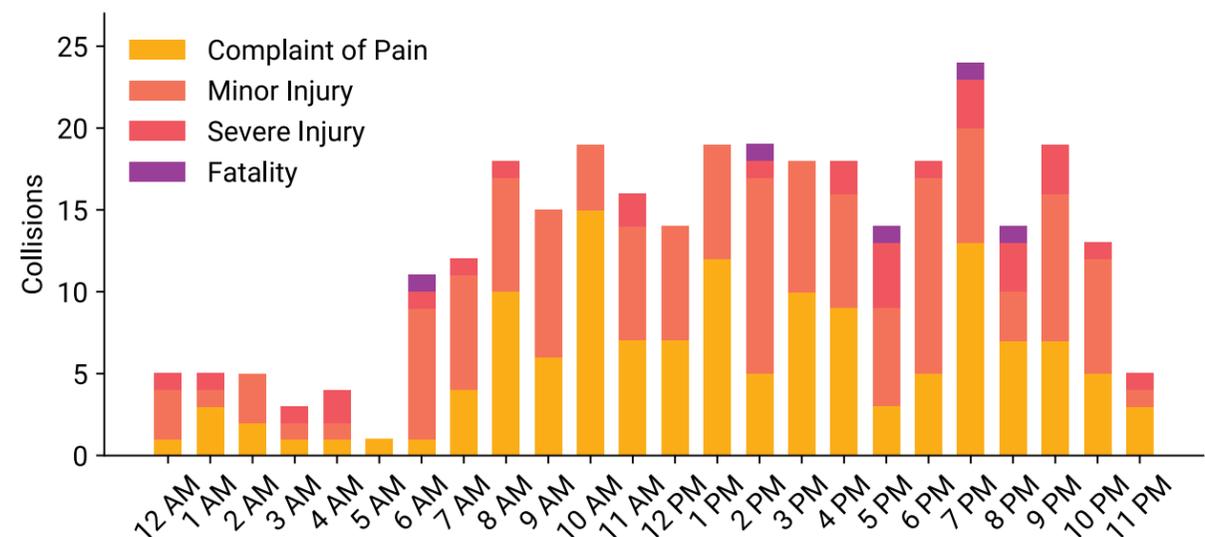
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	311	35	52	118	74	9	13	32
Alcohol Involved	27	6	0	14	10	1	0	6
Speeding Involved	83	5	18	9	13	1	4	4
Mid-Block Collision	168	17	28	50	40	3	8	13

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

PACIFICA SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Highway 1	41	5	0	0	12
State Highway 1	14	1	3	2	4
King Dr	14	2	7	1	2
Skyline Blvd	25	3	1	0	4
Linda Mar Blvd	13	2	6	0	3

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

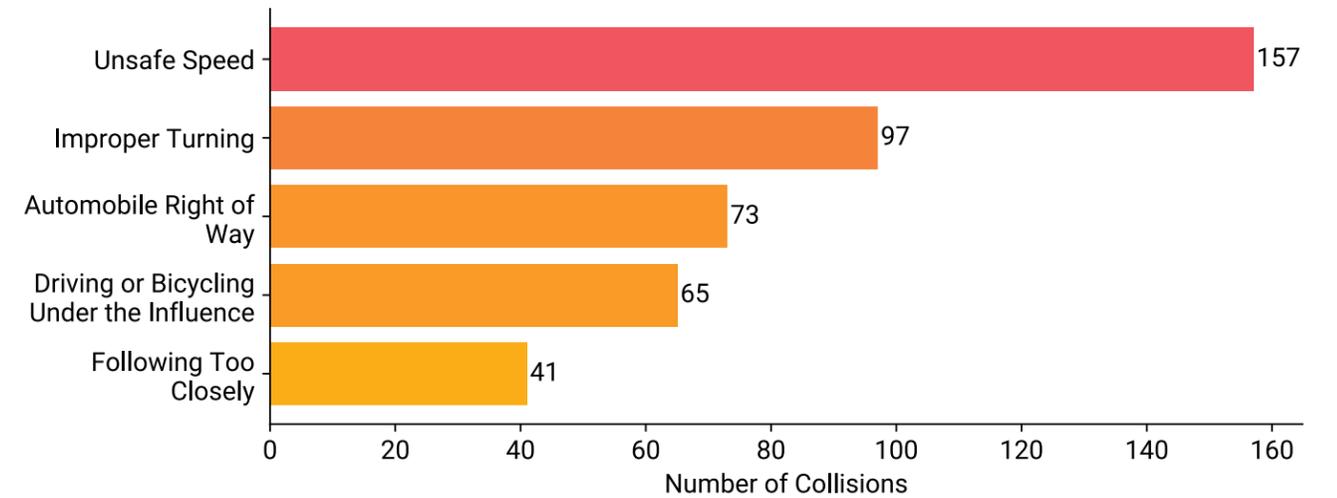
COLLISION STATISTICS FOR PACIFICA, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

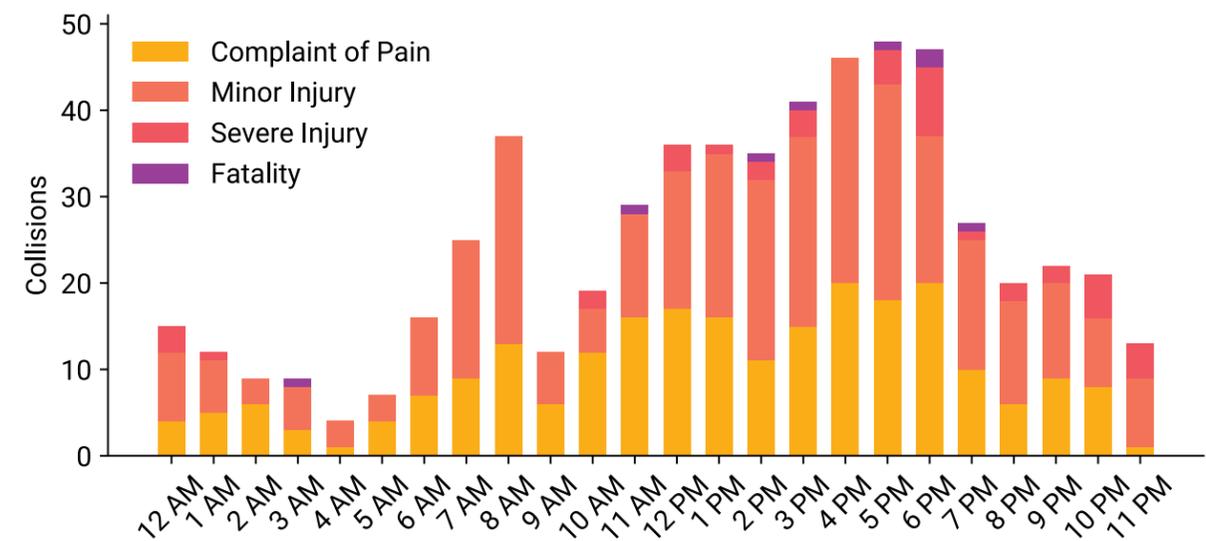
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	591	49	120	100	131	5	28	33
Alcohol Involved	91	14	8	12	20	2	1	6
Speeding Involved	157	11	38	10	30	1	7	3
Mid-Block Collision	505	40	100	86	114	4	23	29

TOP 5 COLLISION FACTORS, ALL COLLISIONS



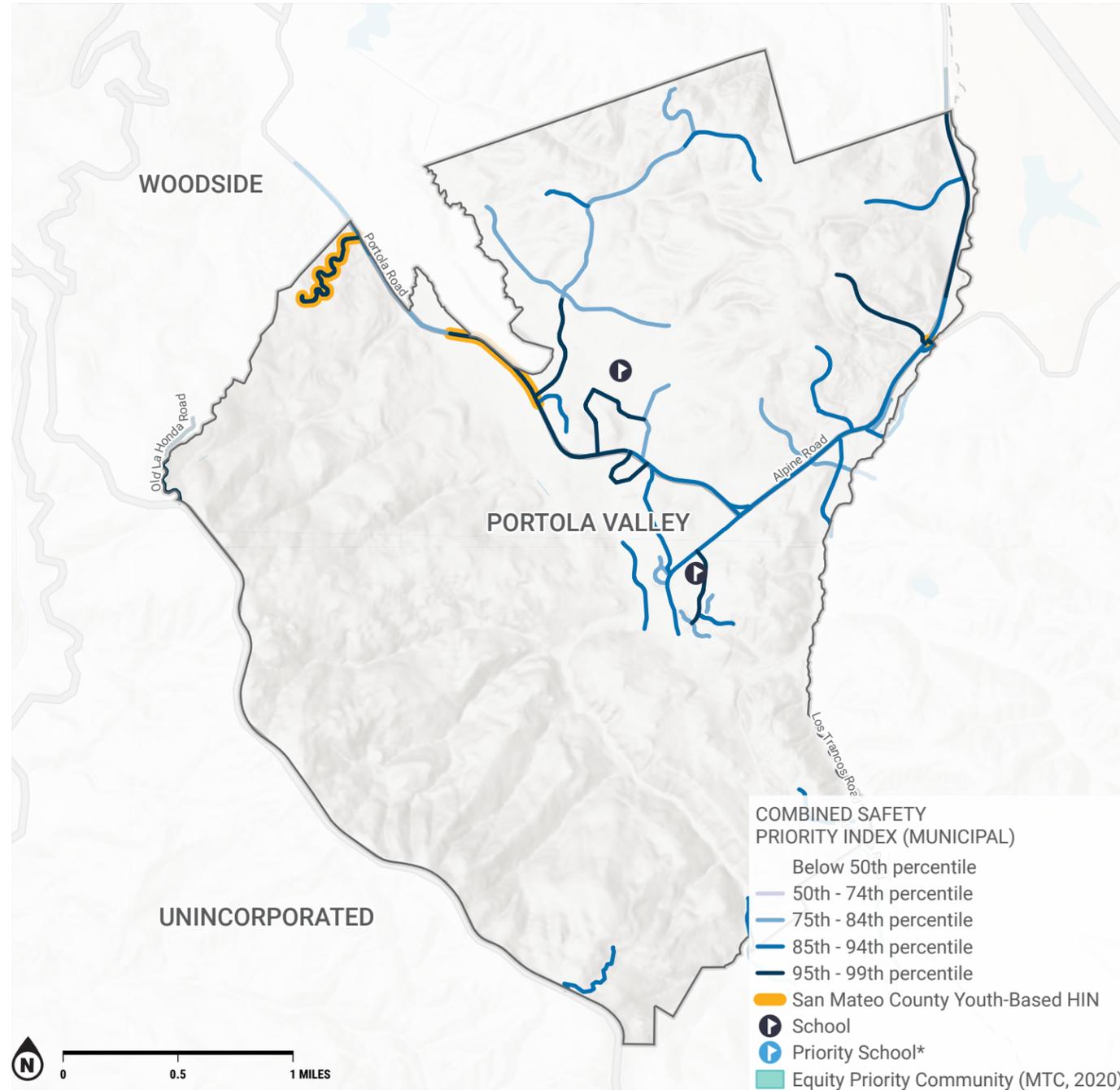
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

PORTOLA VALLEY SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

TOP 5 SAFETY PRIORITY CORRIDORS

Number of Collisions

Corridor	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Portola Rd	10	1	0	9	2
Alpine Rd	1	1	0	0	0
Brookside Dr	1	1	0	1	0
Longspur St	1	1	0	1	0
Westridge Dr	1	1	0	1	0

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

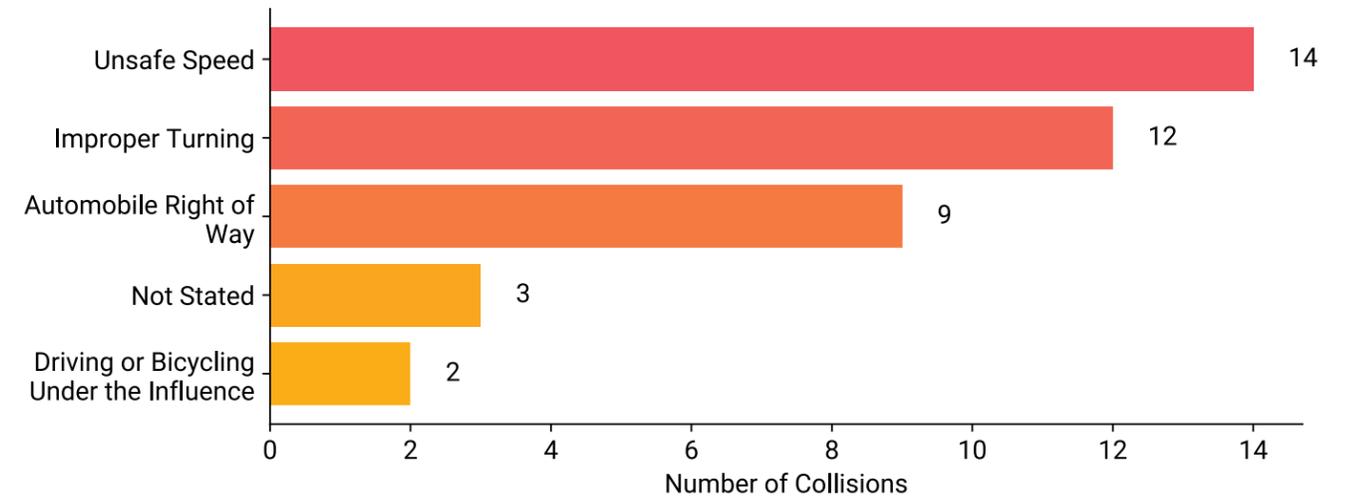
COLLISION STATISTICS FOR PORTOLA VALLEY, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

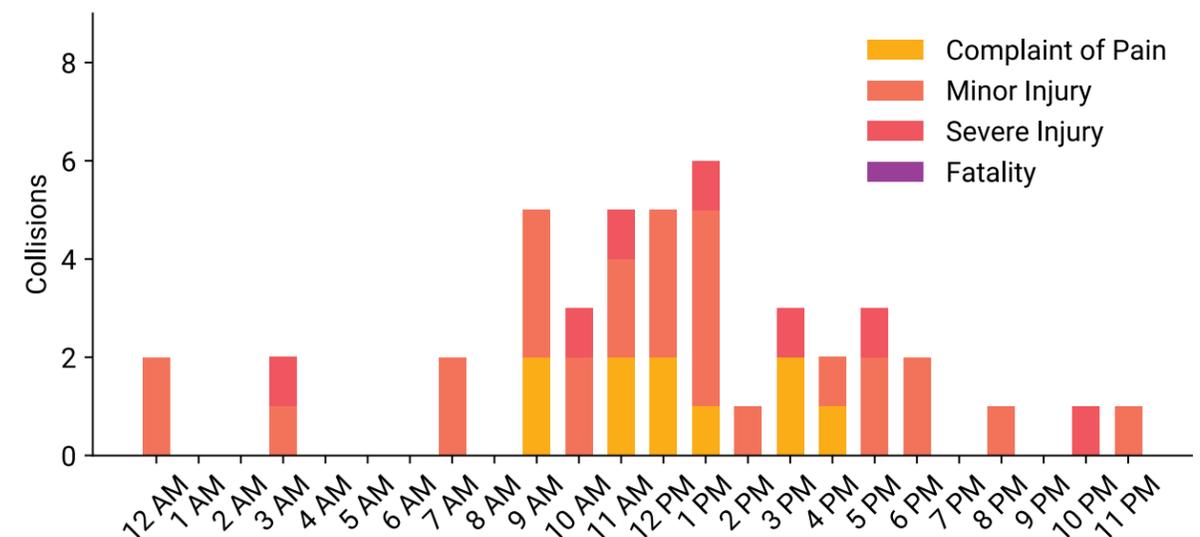
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	44	7	4	26	4	2	0	2
Alcohol Involved	4	1	0	0	1	0	0	0
Speeding Involved	14	2	1	7	3	1	0	2
Mid-Block Collision	25	4	3	14	1	0	0	0

TOP 5 COLLISION FACTORS, ALL COLLISIONS



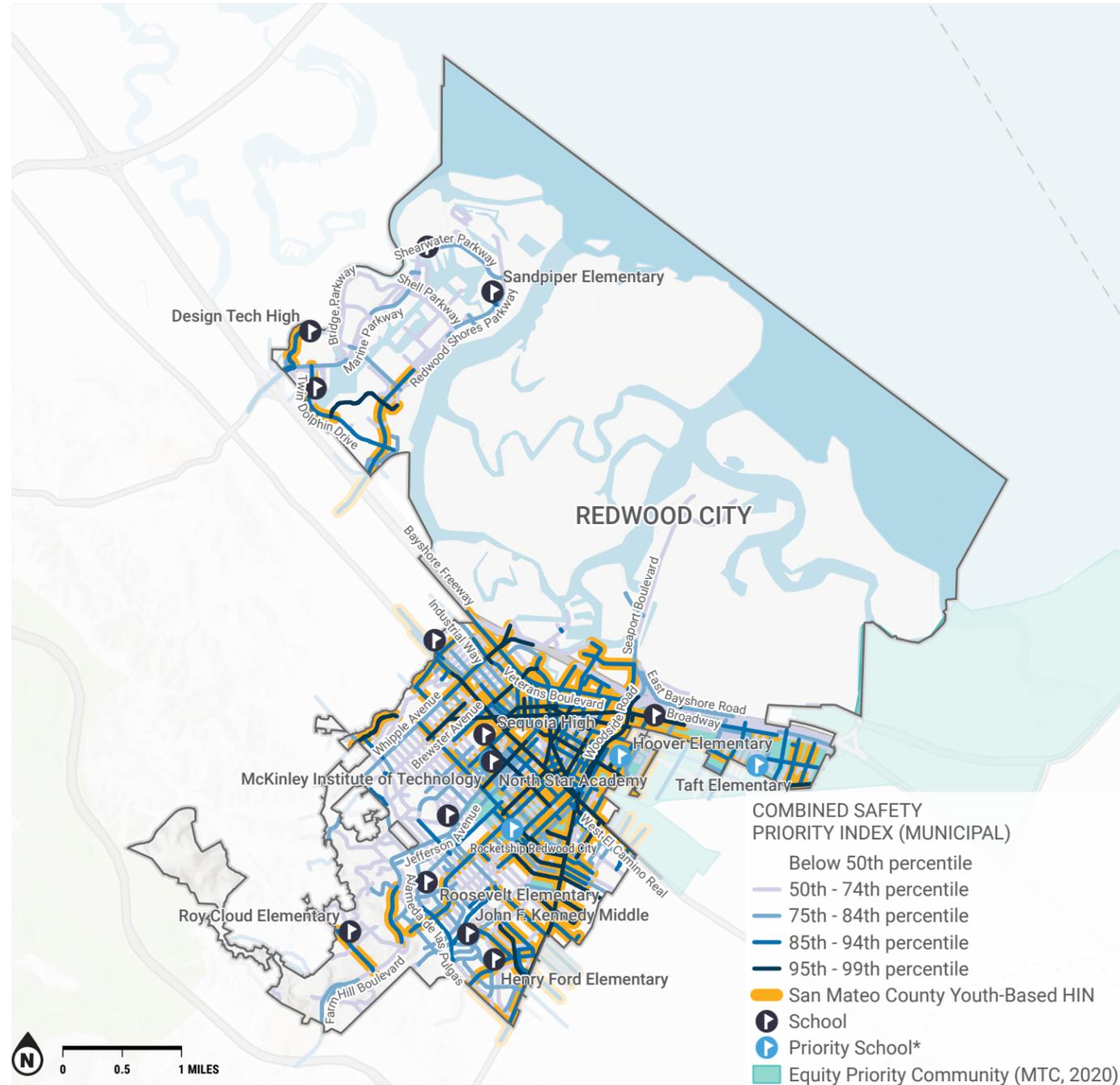
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

REDWOOD CITY SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

TOP 5 SAFETY PRIORITY CORRIDORS

Number of Collisions

Corridor	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Middlefield Rd	58	4	3	11	11
Kentfield Ave	4	1	1	1	2
State Highway 82	50	2	9	8	12
State Highway 82	63	3	5	11	12
Whipple Ave	33	1	1	1	8

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

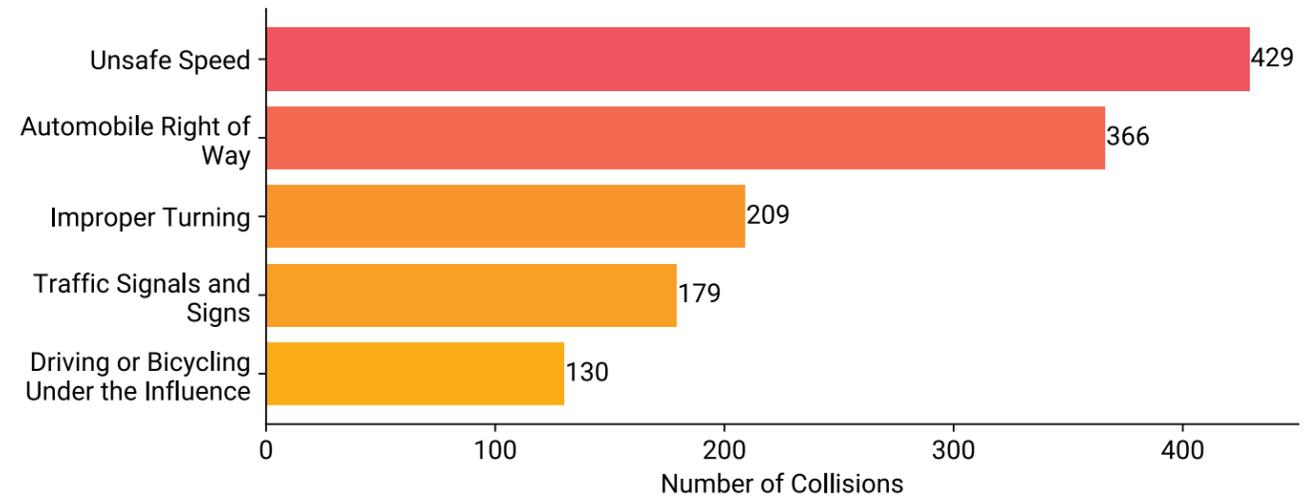
COLLISION STATISTICS FOR REDWOOD CITY, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

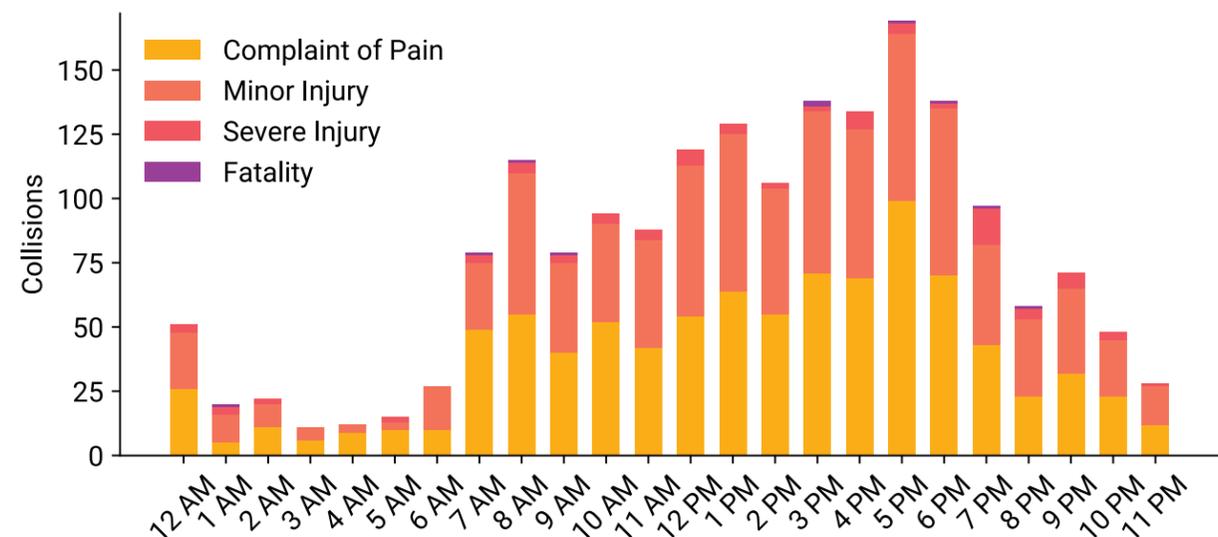
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School				Within 1/4 Mile of a Target* School			
	All	KSI	Youth	Active	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	1855	93	384	479	498	28	122	140	250	14	65	70
Alcohol Involved	201	23	22	34	55	7	7	6	32	3	3	5
Speeding Involved	429	9	93	36	105	4	23	12	54	2	11	5
Mid-Block Collision	842	42	171	203	235	13	57	67	110	4	34	36

TOP 5 COLLISION FACTORS, ALL COLLISIONS



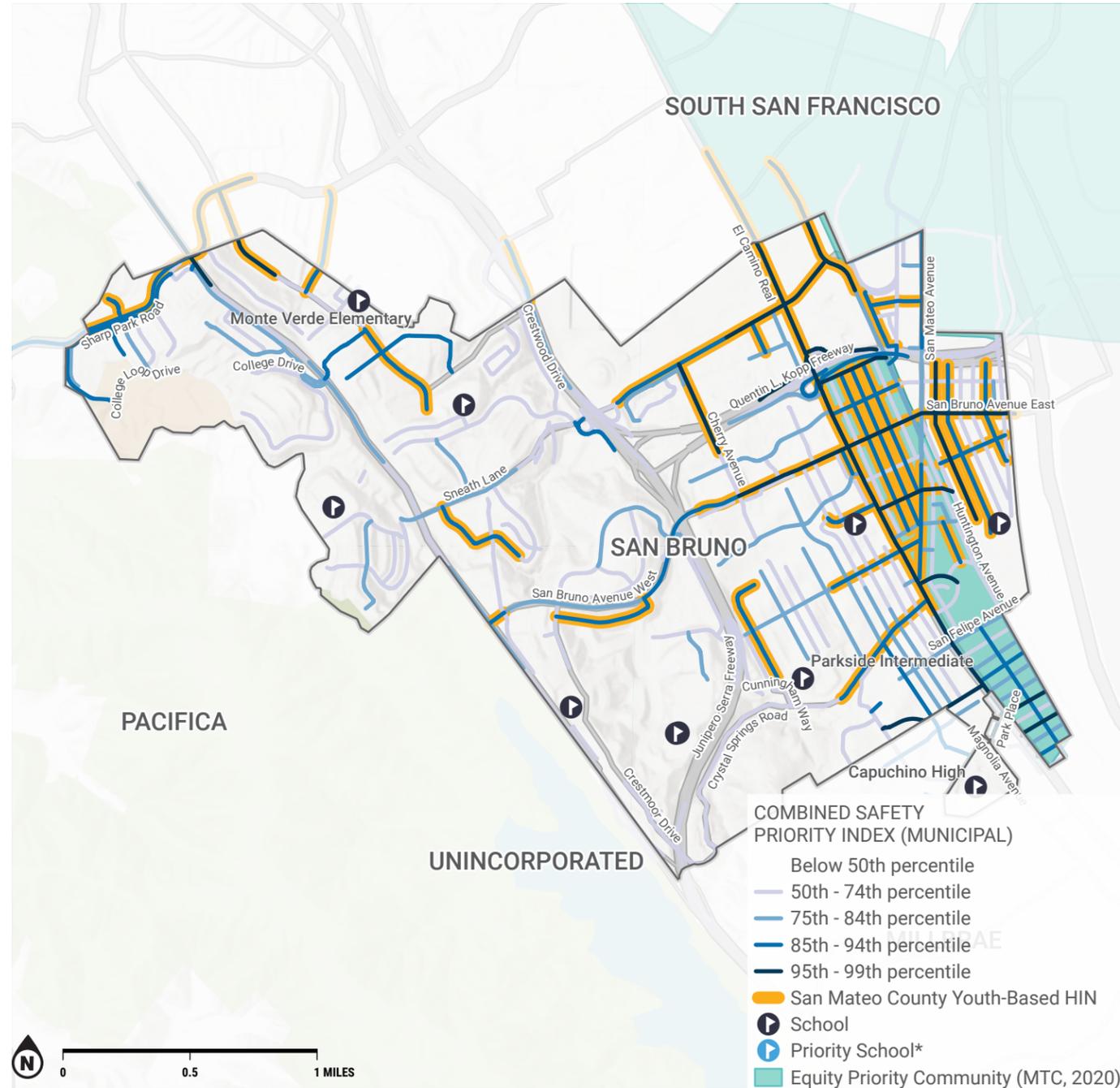
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

SAN BRUNO SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Number of Collisions

Corridor	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
State Highway 82	70	5	7	1	15
Sneath Ln	30	2	6	4	8
E San Bruno Ave	22	5	5	1	2
State Highway 82	42	5	11	2	11
2Nd Ave	7	1	3	0	1

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

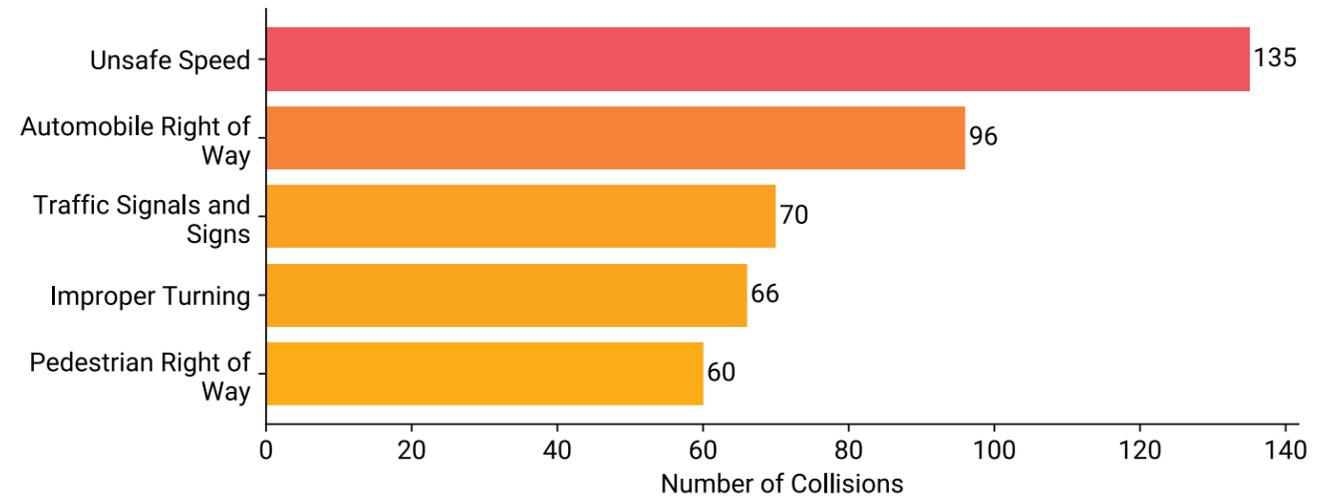
COLLISION STATISTICS FOR SAN BRUNO, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

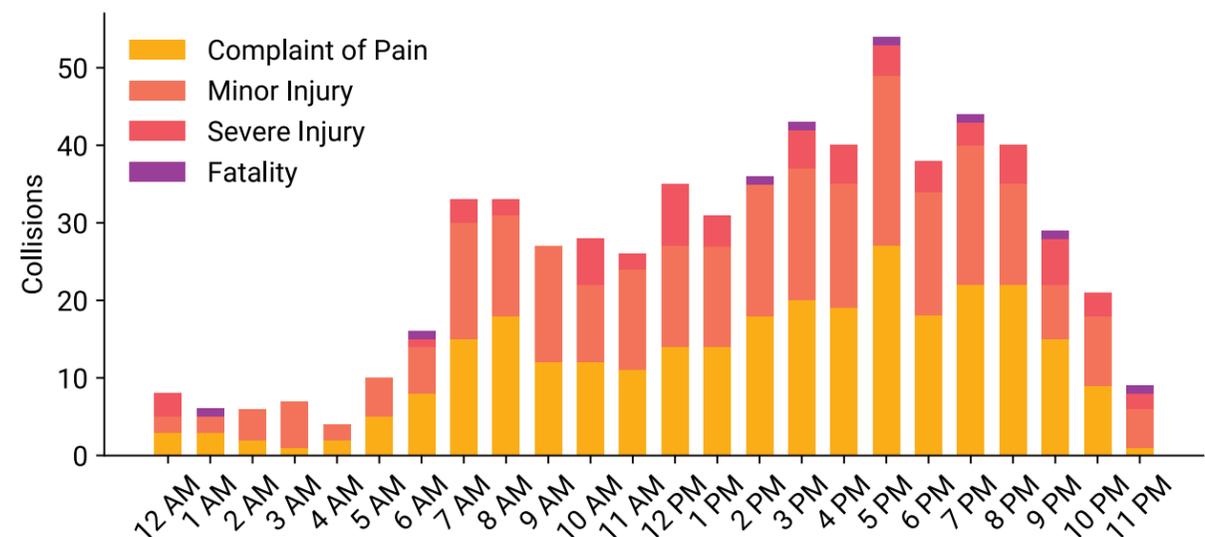
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	625	74	140	153	81	9	24	19
Alcohol Involved	57	10	4	10	9	1	2	1
Speeding Involved	135	16	36	14	13	1	6	2
Mid-Block Collision	342	49	73	72	50	6	14	10

TOP 5 COLLISION FACTORS, ALL COLLISIONS



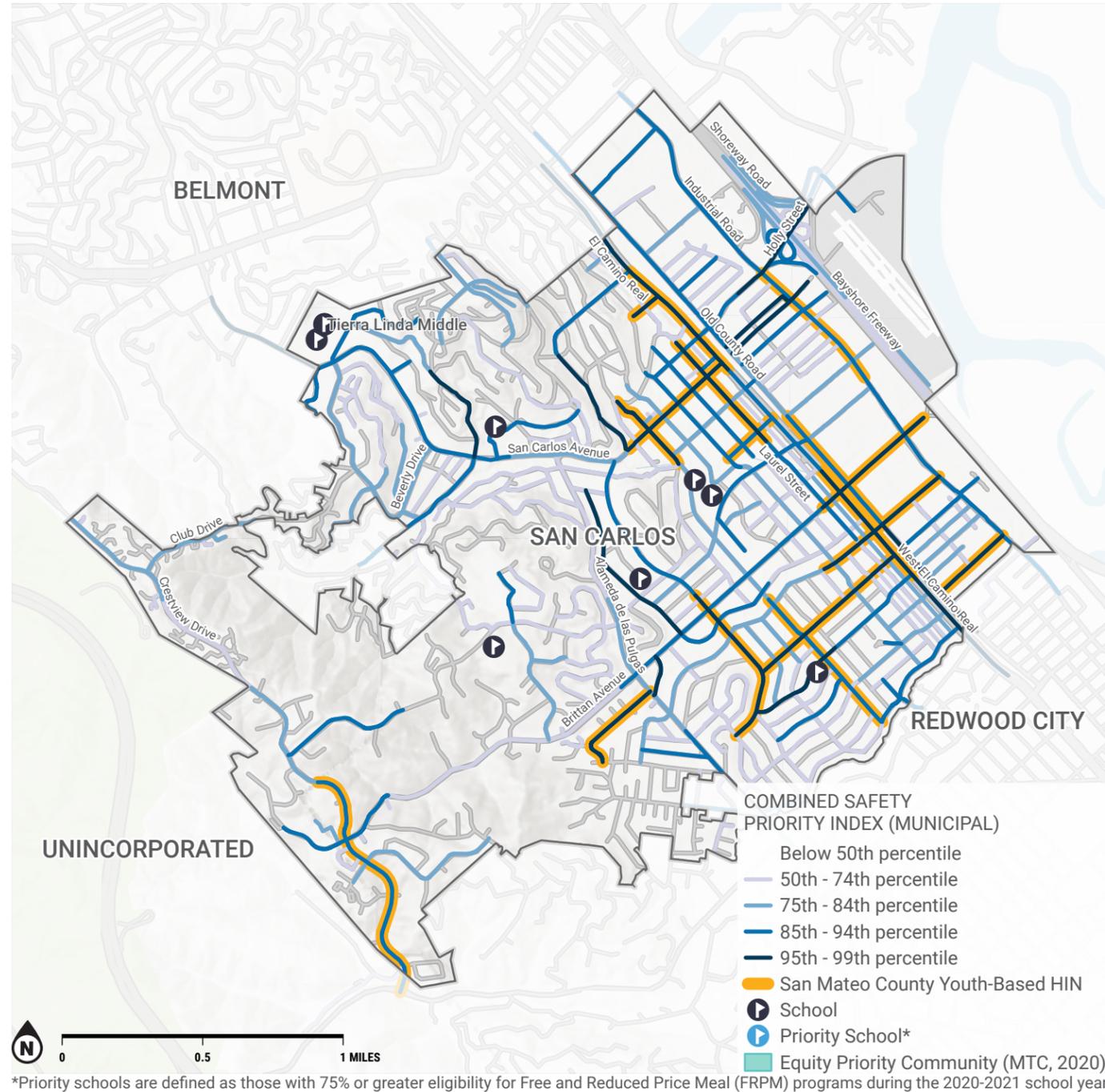
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

SAN CARLOS SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Belmont Ave	3	1	0	0	0
State Highway 82	47	1	2	2	7
Brittan Ave	12	2	0	1	2
State Highway 82	14	1	2	2	4
State Highway 82	18	1	5	1	4

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

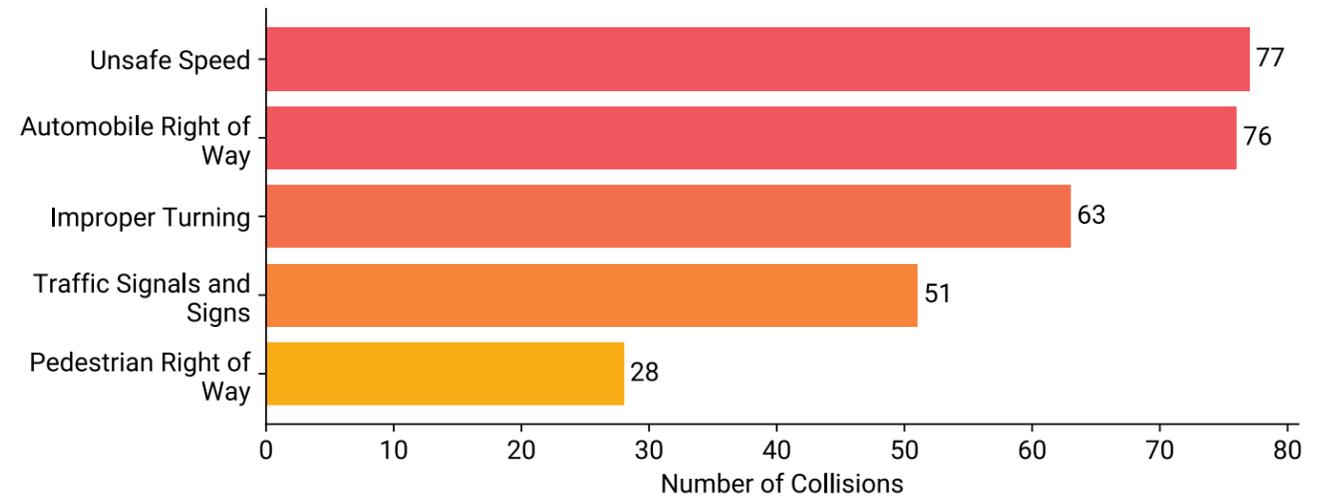
COLLISION STATISTICS FOR SAN CARLOS, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

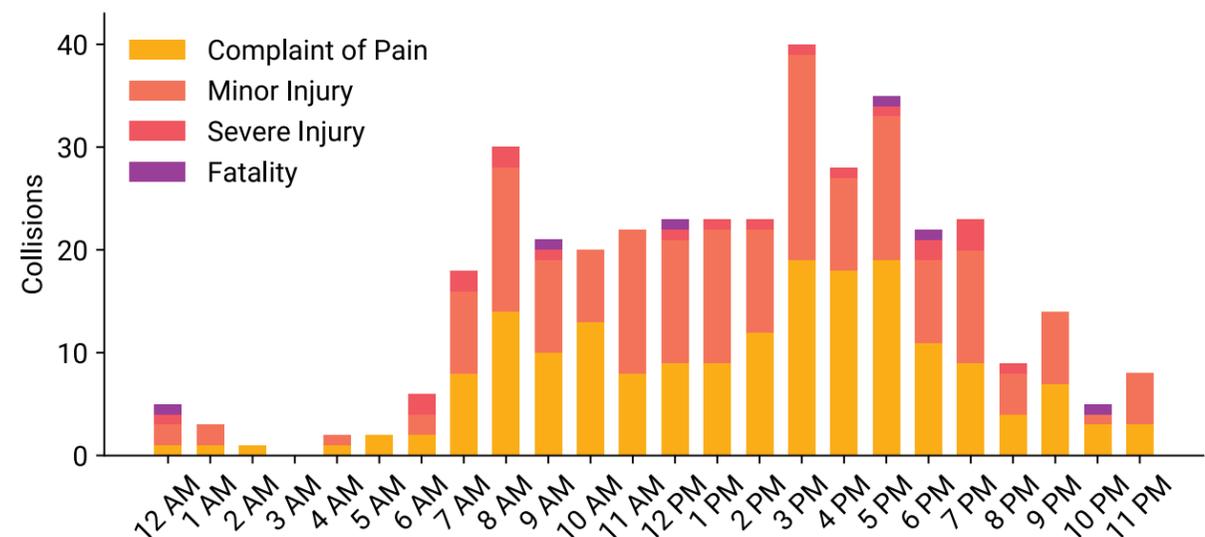
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	385	26	70	102	62	5	18	29
Alcohol Involved	34	5	4	9	2	1	0	2
Speeding Involved	77	4	14	8	8	0	1	2
Mid-Block Collision	220	17	42	56	33	4	10	14

TOP 5 COLLISION FACTORS, ALL COLLISIONS



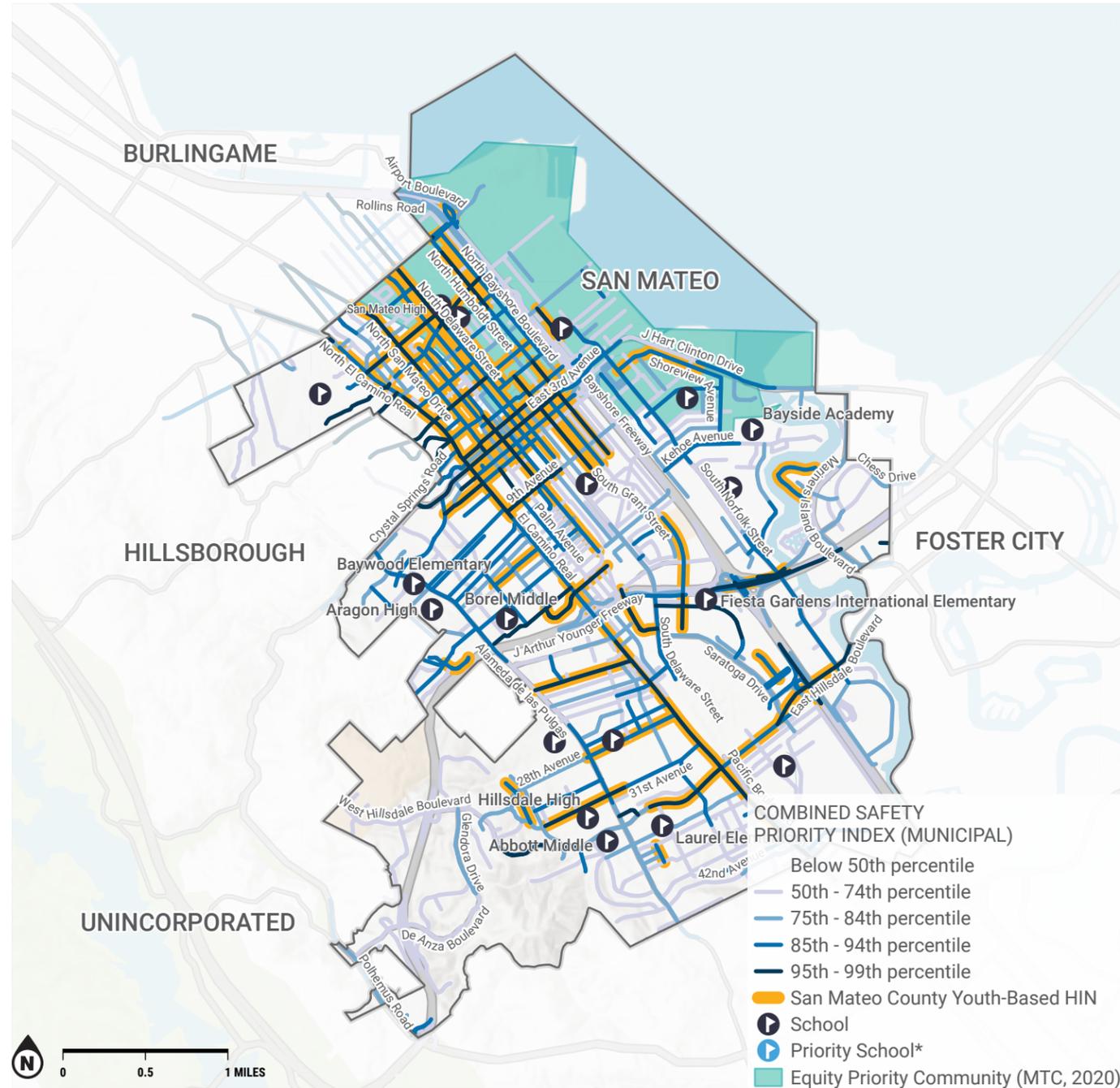
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

SAN MATEO SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Number of Collisions

Corridor	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
California Dr	31	5	8	5	4
State Highway 82	37	2	15	3	10
N Delaware St	18	4	9	2	7
N San Mateo Dr	29	1	5	3	7
E Hillsdale Blvd	19	2	1	6	3

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

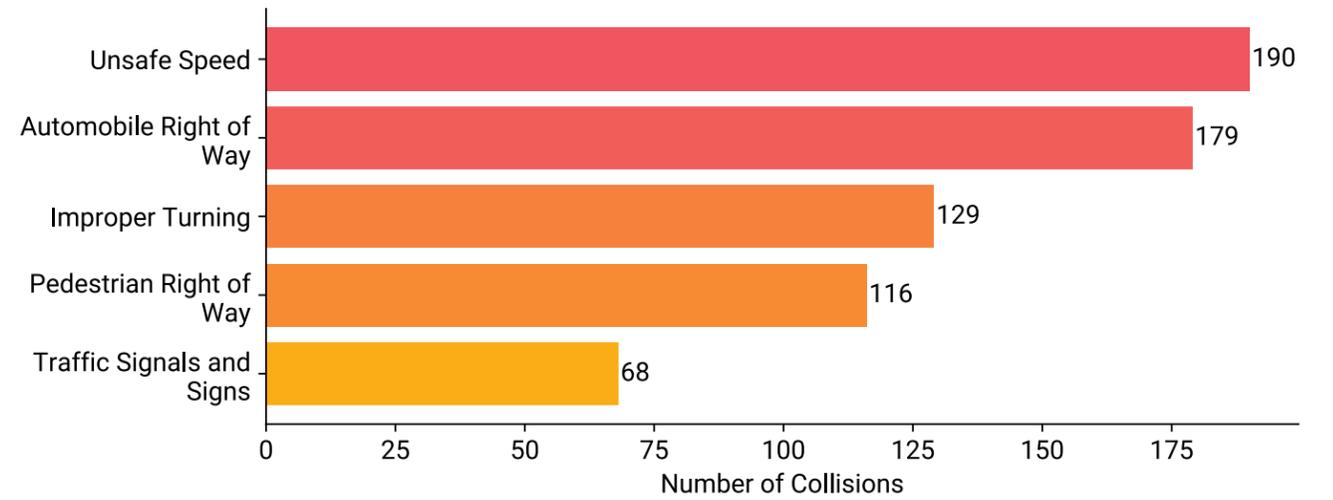
COLLISION STATISTICS FOR SAN MATEO, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

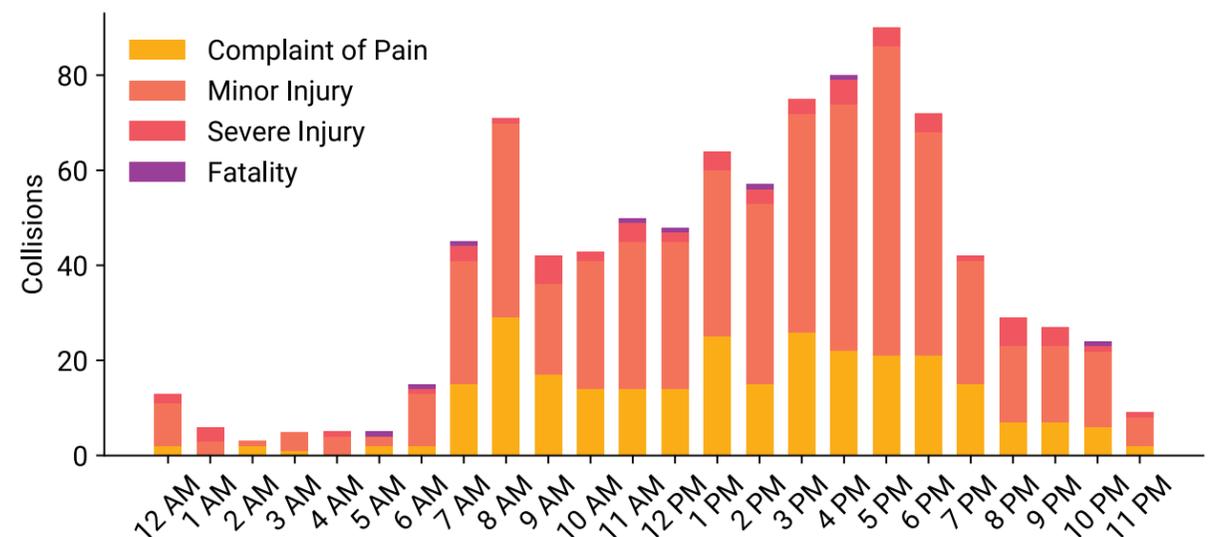
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	925	69	203	279	175	18	51	49
Alcohol Involved	95	10	16	23	18	2	3	0
Speeding Involved	190	8	40	19	30	1	7	4
Mid-Block Collision	454	34	93	130	85	10	23	19

TOP 5 COLLISION FACTORS, ALL COLLISIONS



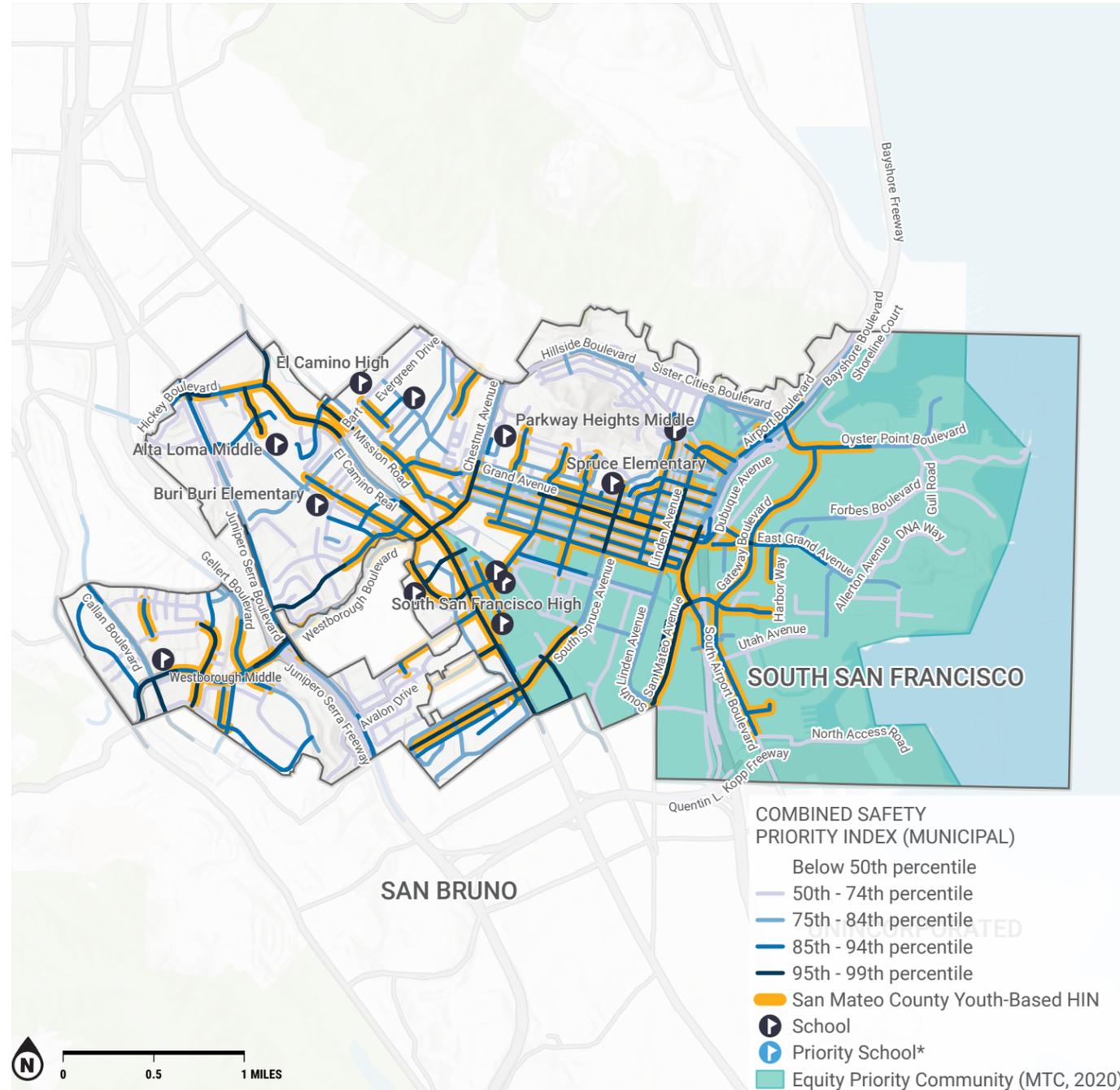
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

SOUTH SAN FRANCISCO SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Number of Collisions

Corridor	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Grand Ave	23	5	9	5	3
Spruce Ave	9	1	1	1	4
San Mateo Ave	14	2	0	1	2
Galway Pl	6	1	2	0	1
Skyline Blvd	25	3	1	0	4

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

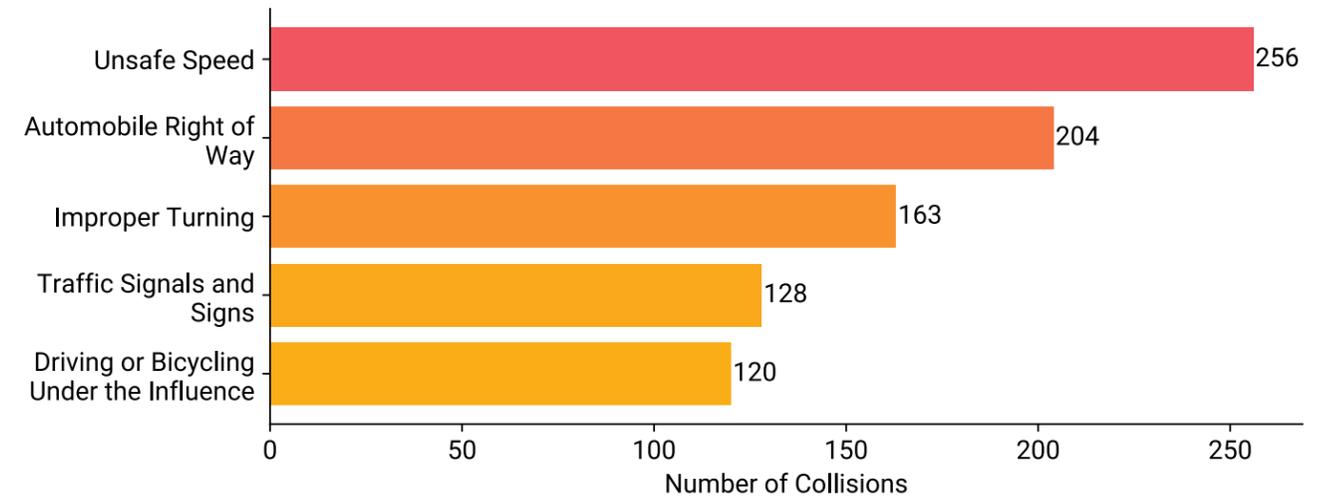
COLLISION STATISTICS FOR SOUTH SAN FRANCISCO, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

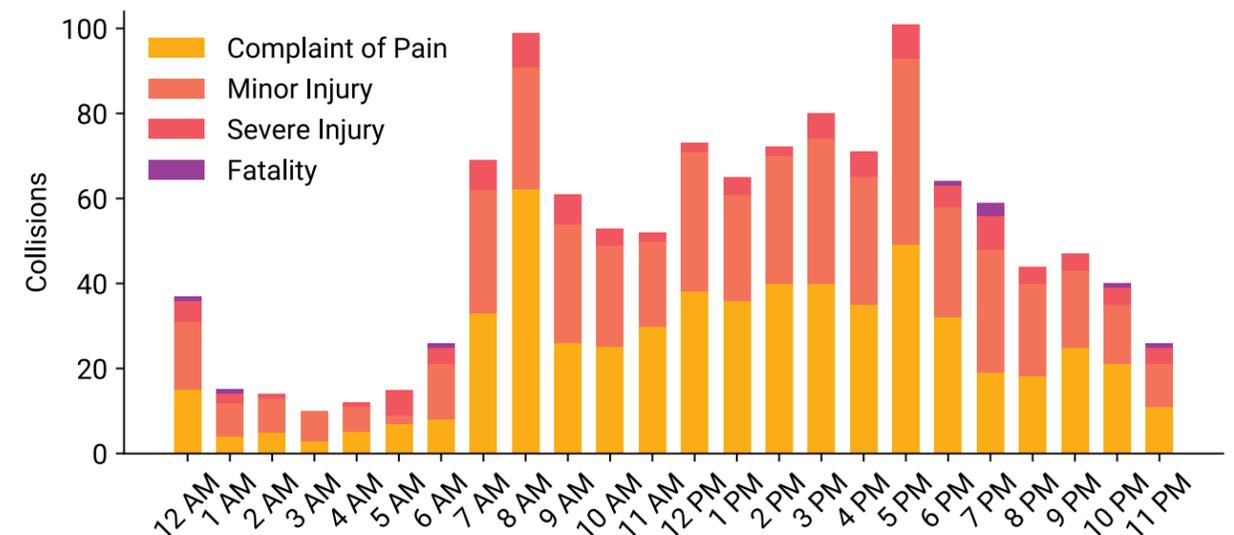
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	1212	113	258	254	261	24	70	71
Alcohol Involved	148	24	18	26	29	5	4	5
Speeding Involved	256	8	55	5	49	1	12	2
Mid-Block Collision	736	74	154	123	152	14	33	30

TOP 5 COLLISION FACTORS, ALL COLLISIONS



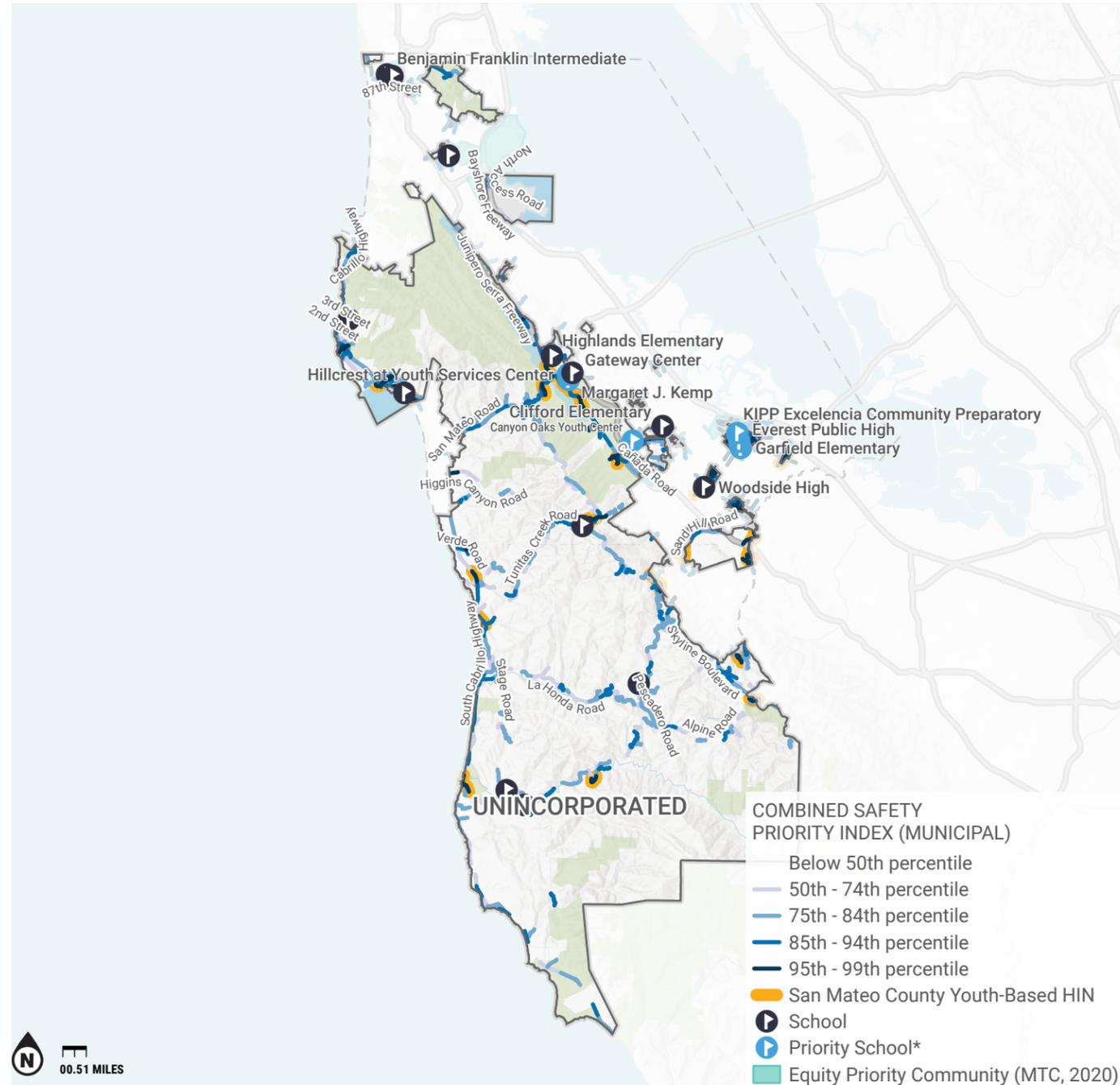
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

UNINCORPORATED SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Number of Collisions

Corridor	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Middlefield Rd	58	4	3	11	11
Avy Ave	12	1	0	7	2
Sand Hill Rd	1	1	0	1	0
Middlefield Rd	7	1	2	0	1
State Highway 82	24	3	5	2	4

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

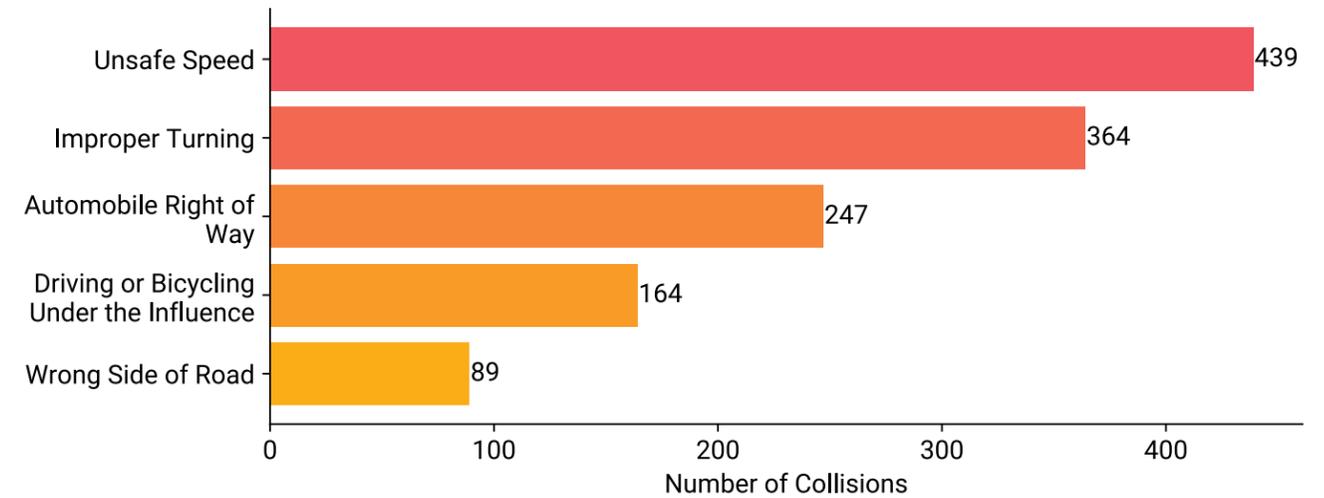
COLLISION STATISTICS FOR UNINCORPORATED, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

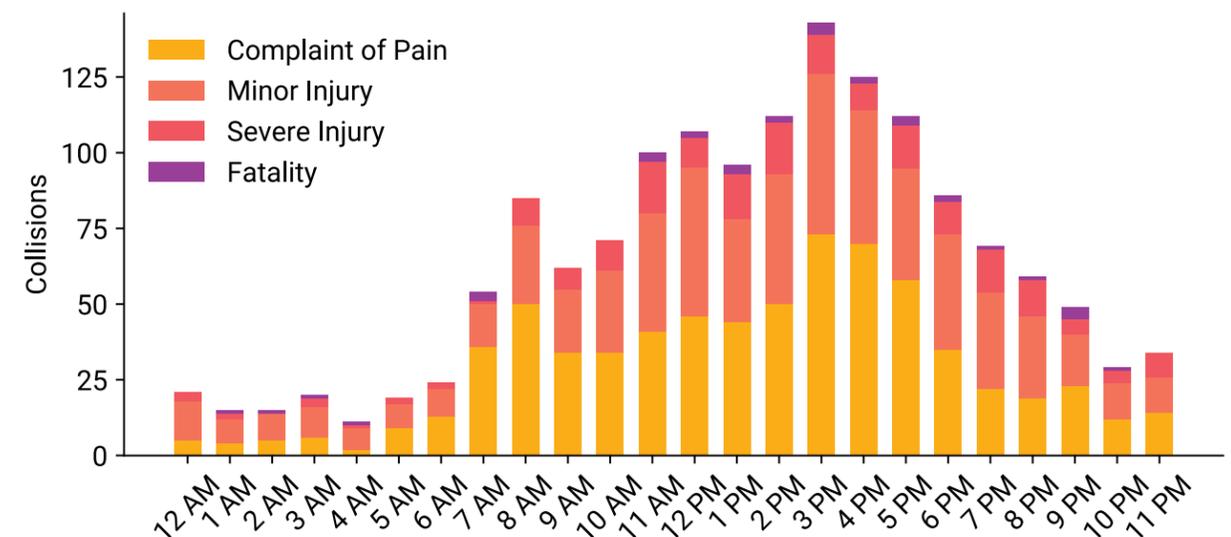
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School				Within 1/4 Mile of a Target* School			
	All	KSI	Youth	Active	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	1526	230	223	285	219	13	48	52	121	8	26	28
Alcohol Involved	206	47	19	21	24	5	3	5	18	4	2	5
Speeding Involved	439	53	64	75	52	2	12	7	17	1	4	3
Mid-Block Collision	1215	198	166	223	136	9	30	32	79	7	18	20

TOP 5 COLLISION FACTORS, ALL COLLISIONS



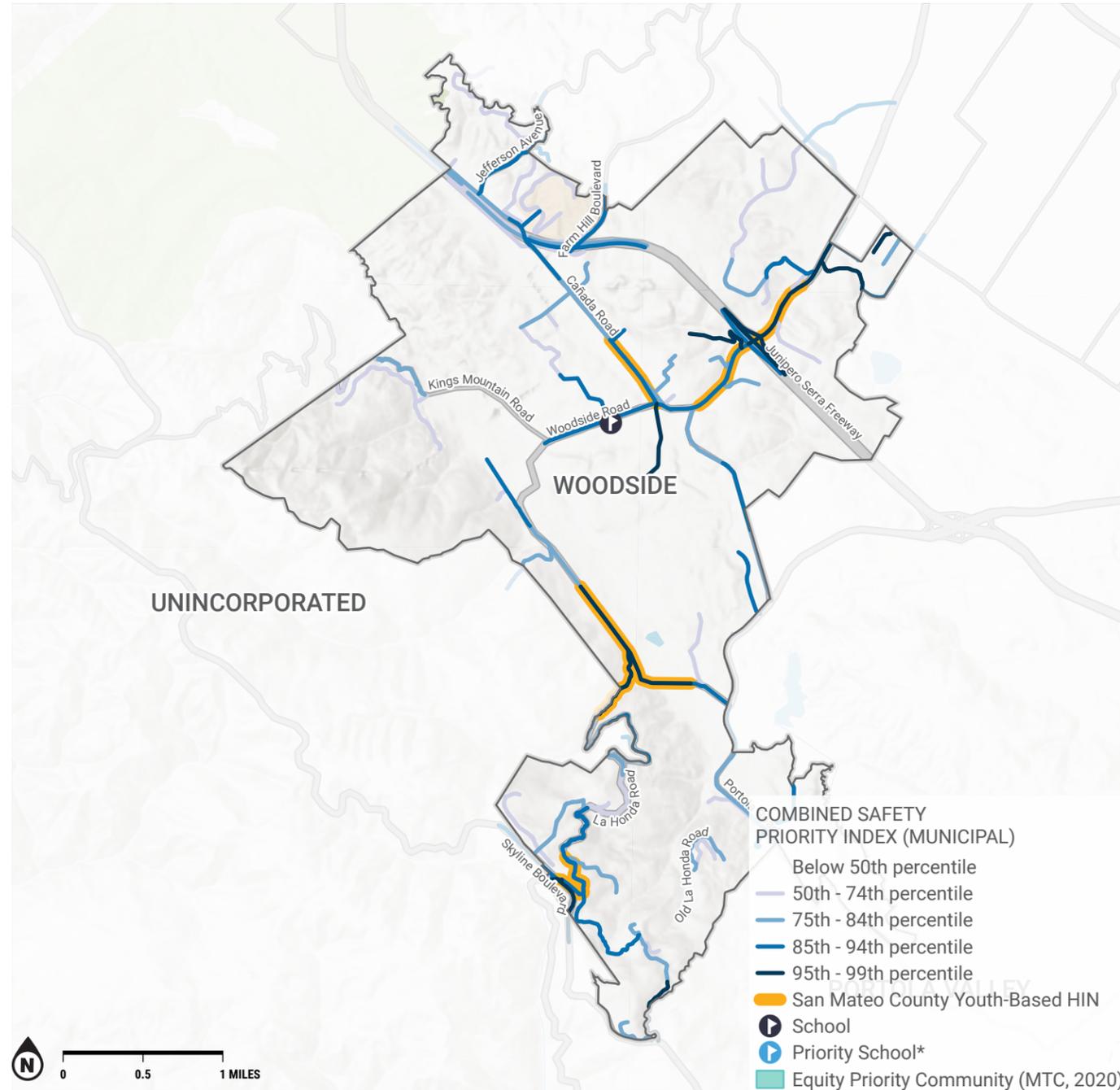
ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

WOODSIDE SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



*Priority schools are defined as those with 75% or greater eligibility for Free and Reduced Price Meal (FRPM) programs during the 2020-2021 school year.

TOP 5 SAFETY PRIORITY CORRIDORS

Number of Collisions

Corridor	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Tripp Rd	13	1	0	5	1
State Highway 84	5	1	0	1	2
Skyline Blvd	5	1	0	2	1
State Highway 84	15	1	1	4	5
Canada Rd	2	1	1	2	1

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM

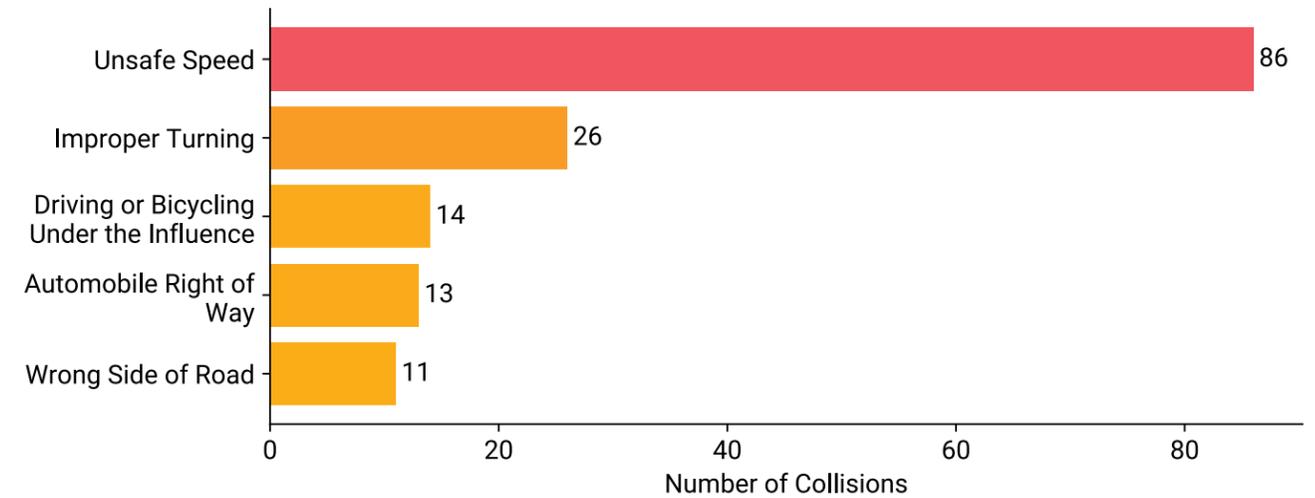
COLLISION STATISTICS FOR WOODSIDE, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

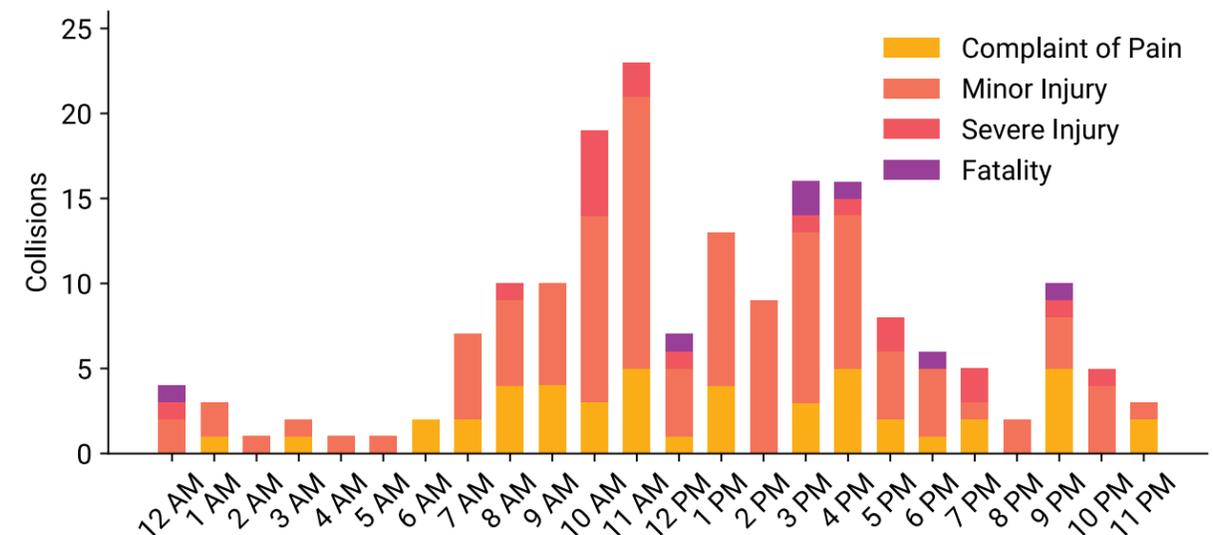
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School			
	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	184	25	28	56	5	2	0	2
Alcohol Involved	17	4	2	1	0	0	0	0
Speeding Involved	86	10	14	26	2	1	0	0
Mid-Block Collision	141	21	20	44	4	2	0	1

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY



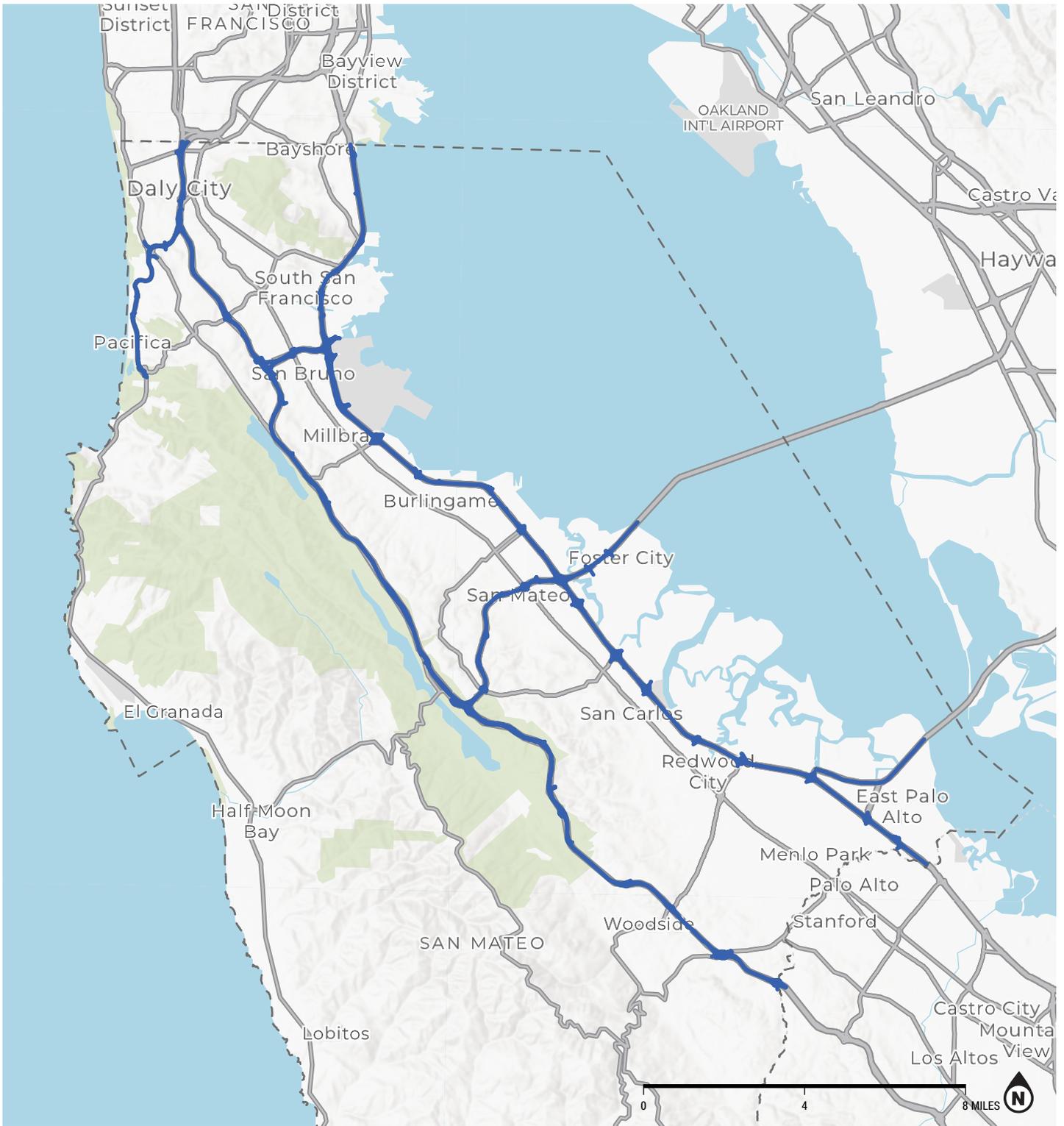
Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

Youth-Based High Injury Network (HIN) Methodology

A HIN is designed to identify a manageable subset of the roadway network where the majority of severe collisions occur to aid prioritization of future safety infrastructure investments. This requires two data sources:

- **Road centerline network** representing all roads in San Mateo County, provided by [San Mateo County GIS Enterprise Database](#). **Map 1** shows the location of interstates, freeways, and other limited-access roads that were excluded from consideration in the network, including portions of Highway 101 in north San Mateo County. The rest of Highway 101 is included where it functions as an at-grade arterial that is accessible to active modes. Road segments were aggregated by name and split into roughly ½ mile corridors to reduce the amount of fragmentation in the final HIN.
- **Collision data** for all collisions occurring from 2014 through 2020¹ was downloaded from the [Transportation Injury Mapping System \(TIMs\)](#) which has all injury and higher severity collisions from SWITRS and filtered to remove collisions that occurred on roadways excluded from the network or outside of the county.

¹ 2020 data was provisional at the time of download.



SMCOE SRTS

EXCLUDED ROADWAYS

ELEMENT

- Excluded Roadway
- San Mateo County

Map 1. Limited-access roadways that were excluded from consideration in the HIN.

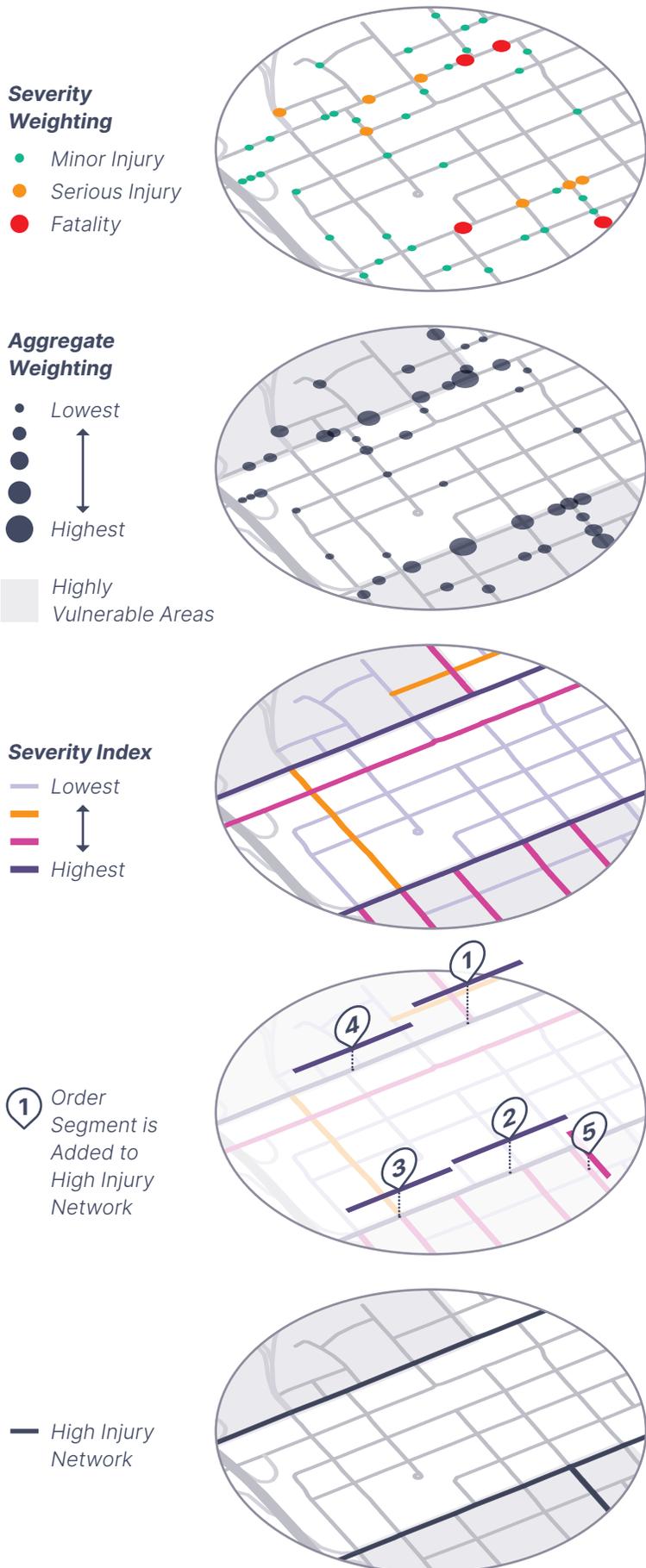
The HIN synthesizes information about collision characteristics, crash patterns, and user types to identify roadway segments that account for the highest number of specific types of collisions. In this analysis, the HIN considers not only the intensity of all collisions, but it also provides specific emphasis on KSI collisions, those that involve youth, or those that involve an active mode. Specifically, the analysis assigns a higher weight to these collision types, as listed below:

- **Severe Collisions:** (10x weight) Any victim is killed or severely injured.
- **Youth-Involved Collisions:** (10x weight) Any victim is under the age of 18.
- **Active Modes-Involved Collisions:** (10x weight) Any victim is a bicyclist or pedestrian.

Through this weighting process, each segment in the road network is assigned a Combined Safety Priority Index (CSPI) score based on three underlying weighted collision densities, one for each collision type. The CSPI is produced from a weighted sum that combines severe (20%), youth-involved (40%) and active mode-involved (40%) collision densities to assign an index that indicates the number and weight of collisions occurring around a corridor.

To translate the CSPI to a HIN, corridors are added to the HIN starting with the highest CSPI score until 55 percent of severe collisions are captured on included roadways. This minimizes the total amount of roadway miles while maximizing the number of collisions of concern to be addressed.

Figure 1. This figure visually illustrates the general process to generate high injury networks.



Determining the High Injury Network

Severity Weighting

One goal of a High Injury Network (HIN) is to identify an improvable subset of a community's streets that address the majority of collisions where a victim is Killed or Severely Injured (KSI). To achieve this, KSI collisions are assigned higher scores so they have more "weight" relative to collisions with less tragic outcomes.

Other Considerations

These scores can also be modified to include other considerations such as whether collisions involve vulnerable road users (bicyclists and pedestrians) or occur in socially vulnerable communities. These factors can be directly incorporated into the weights associated with each collision.

Severity Index

After weights are developed, they are associated to the network, aggregated, and normalized so that we can understand the relative intensities of collisions of concern.*

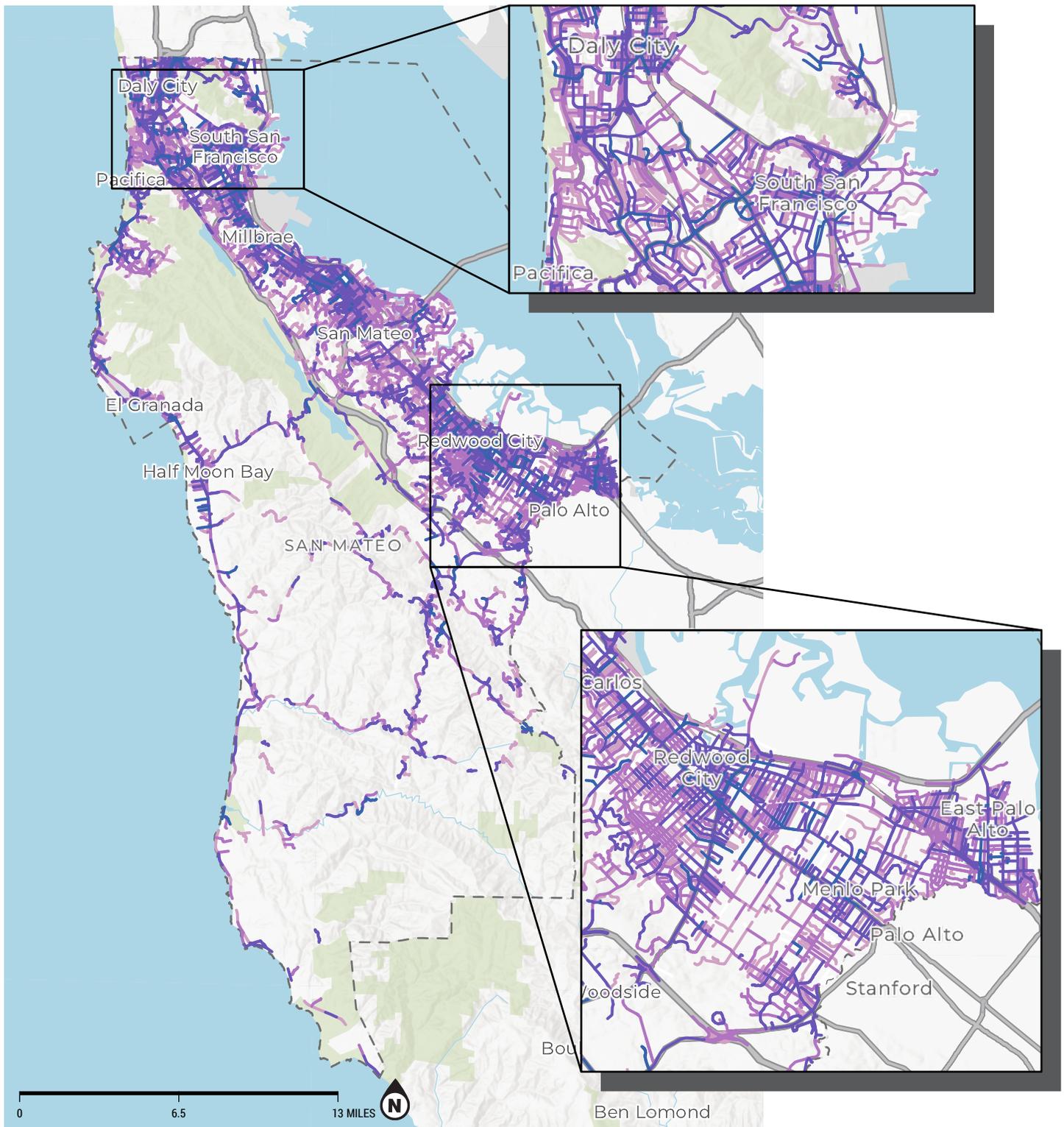
Accumulated Collisions by Severity Index

Once an index is created, we progressively add segments to the HIN in the order indicated by the Severity index. As more segments are added to the network look at KSI (or other collisions of interest) directly on the network, and track the percentage of collisions on the network relative to the percentage of its length.

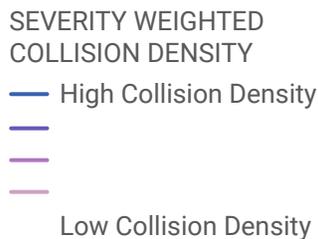
High Injury Network

At some point, a final High Injury Network determination is found based on stakeholder feedback and a qualitative review of when each additional mile added to the HIN starts to see a decreasing rate of severe collisions being added.

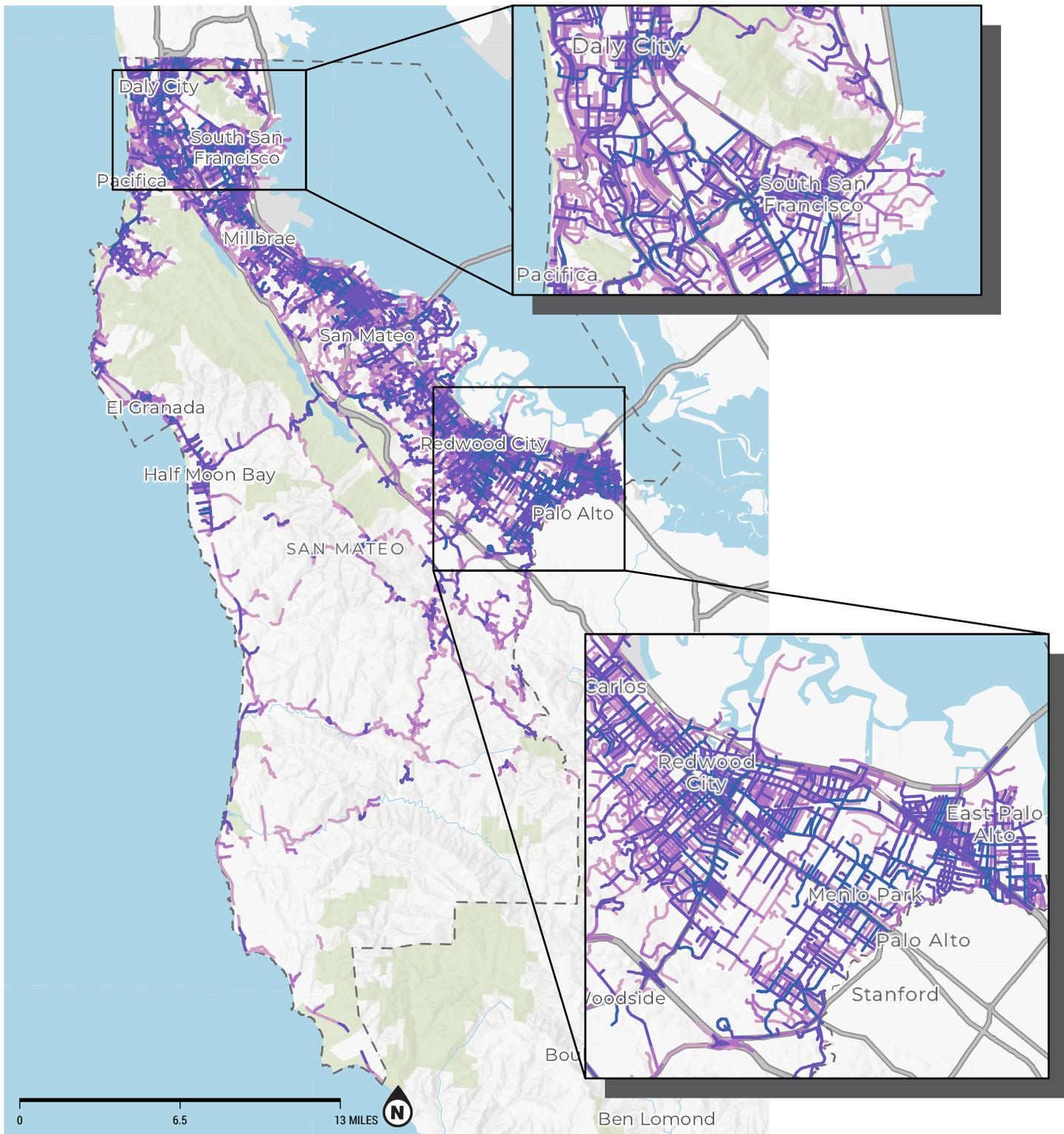
*There are many methods available to develop a final index including kernel density estimation (euclidean or network based), rolling window analysis, or aggregations to a segment normalized by network miles.



SMCOE SRTS
SEVERITY WEIGHTED
COLLISION DENSITY



Map 2. Severity weighted collision density.



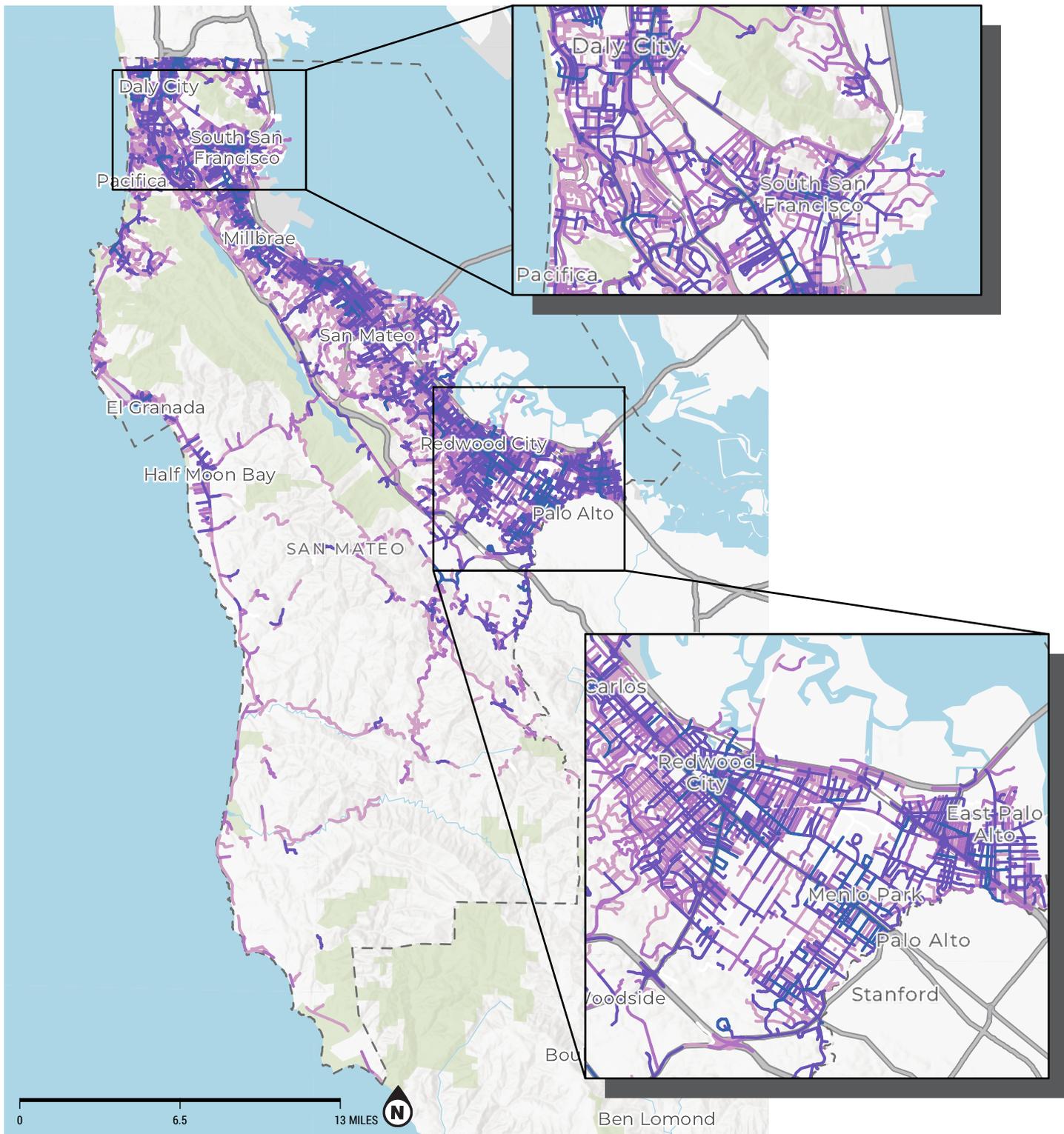
Data provided by the City of Mosier and ODOT. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy\GIS\Data\HIN\HIN.aprx. Date saved: 12/8/2021.

SMCOE SRTS YOUTH WEIGHTED COLLISION DENSITY

- YOUTH WEIGHTED
COLLISION DENSITY
- High Collision Density
 - Low Collision Density

Map 3. Youth weighted collision density.





Data provided by the City of Mosier and ODOT. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy\GIS\Data\HIN\HIN.aprx. Date saved: 12/8/2021.

SMCOE SRTS

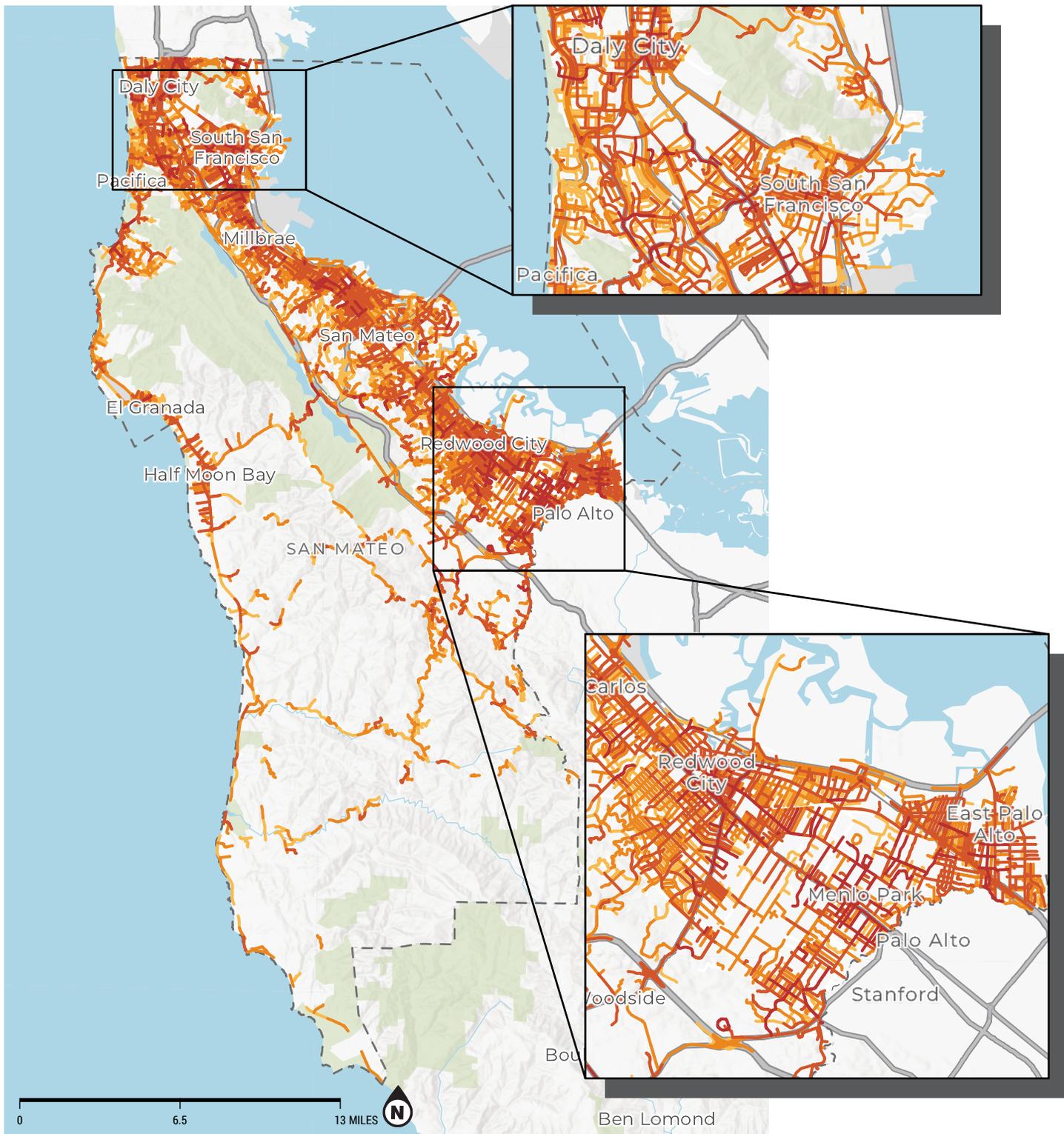
ACTIVE MODE WEIGHTED COLLISION DENSITY

ACTIVE MODE WEIGHTED COLLISION DENSITY

— High Collision Density

— Low Collision Density

Map 4. Active mode-weighted collision density



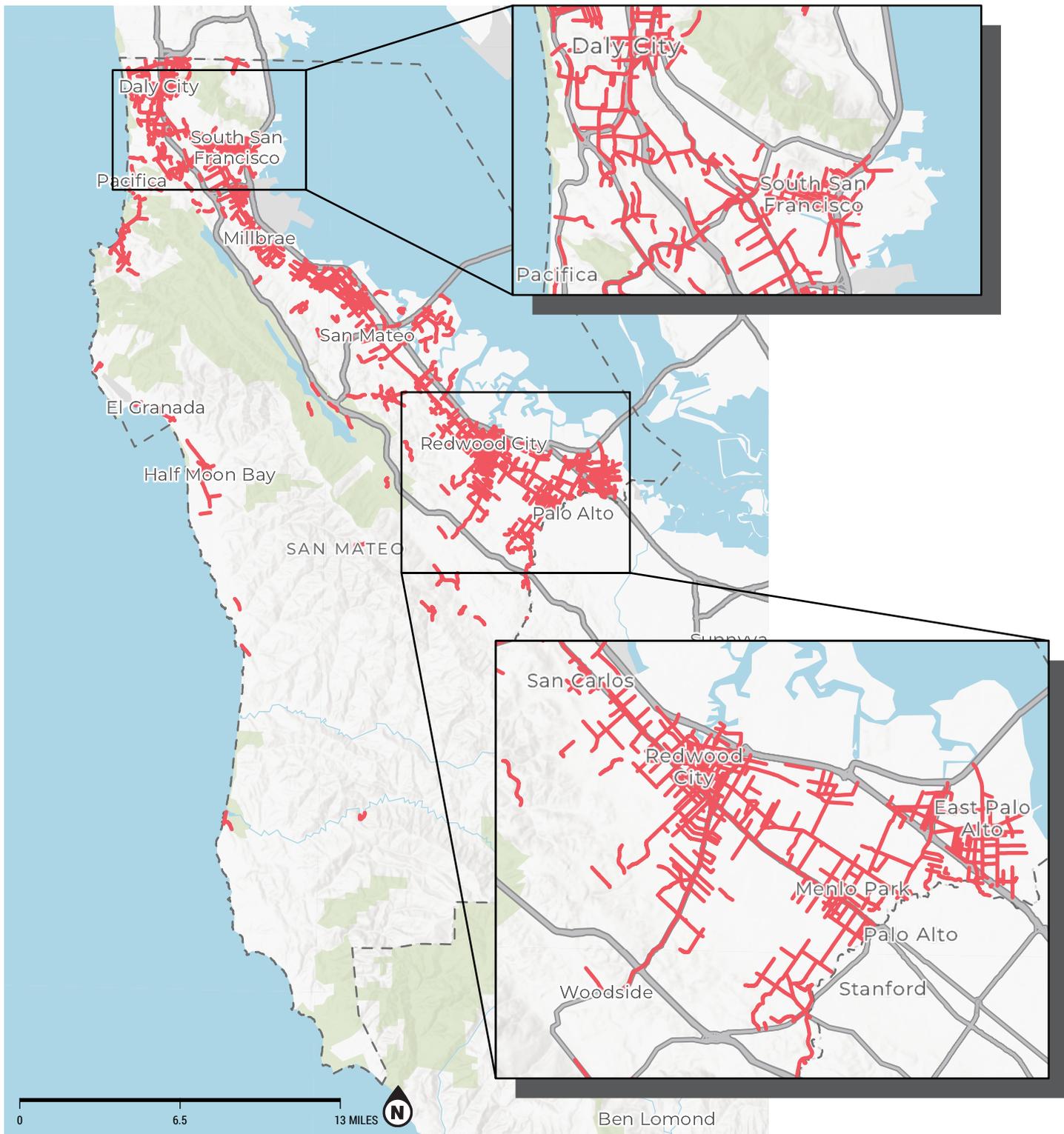
Data provided by the City of Mosier and ODOT. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy\GIS\Data\HIN\HIN.aprx. Date saved: 12/8/2021.

**SMCOE SRTS
COMBINED SAFETY
PRIORITY INDEX**

- COMBINED SAFETY
PRIORITY INDEX
- High Index Score
 -
 -
 - Low Index Score

Map 5. Combined Safety Priority Index.





Data provided by the City of Mosier and ODOT. Document: N:\Shared\PROJECTS\2021\00-2021-129 San Mateo, CA SRTS Strategy\GIS\Data\HIN\HIN.aprx. Date saved: 12/8/2021.

SMCOE SRTS HIGH INJURY NETWORK

- ELEMENT**
- High Injury Network Corridor
 - San Mateo County

Map 6. San Mateo County HIN.



Overview of City-level Data

City safety analysis infographics detailing local segments of the county-wide HIN and jurisdiction-level safety priority corridors, along with tabulations of collision attributes were developed for each of the 20 cities in San Mateo County as well as unincorporated county areas. An example infographic for Menlo Park is presented in **Figure 4** on the next page. The map on the left shows the Combined Safety Priority Index (CSPI) for each road segment, percentile ranked relative to all road segments in the city. This provides a localized ‘hot-spot’ analysis to identify top safety priority corridors in each city, particularly for those cities that may not have multiple road segments represented on the county-wide youth-based HIN.

Table 1 summarizes the percentage of the HIN located in each jurisdiction. Corridors with a higher CSPI percentile rank indicate that historically more collisions, particularly active-mode or youth-involved collisions, have occurred on that road segment.

Table 1. Percentage of San Mateo County Youth-Based HIN in Each Jurisdiction.

City	Percent of HIN
Unincorporated San Mateo County	13%
Redwood City	13%
Daly City	11%
San Mateo	10%
Menlo Park	9%
South San Francisco	9%
San Bruno	5%
Burlingame	5%
East Palo Alto	5%
Atherton	4%
Pacifica	4%
Belmont	3%
San Carlos	3%
Millbrae	3%
Woodside	3%
Foster City	2%
Half Moon Bay	2%
Hillsborough	2%
Colma	1%
Portola Valley	1%
Brisbane	1%

**Note table percentage may not add to 100% due to rounding.*

The map also shows the locations of public schools within the city, including a designation of schools that meet the 75% FRPM eligibility priority threshold. Finally, the map highlights areas designated by MTC as Equity Priority Communities.

Beneath the map, a table highlights the top five safety priority corridors for the city, ranked in descending order by CSPI, and lists the number of key collision types that occurred along that corridor. Note that the columns may sum to greater than the total number of collisions because a collision may be counted in multiple columns.

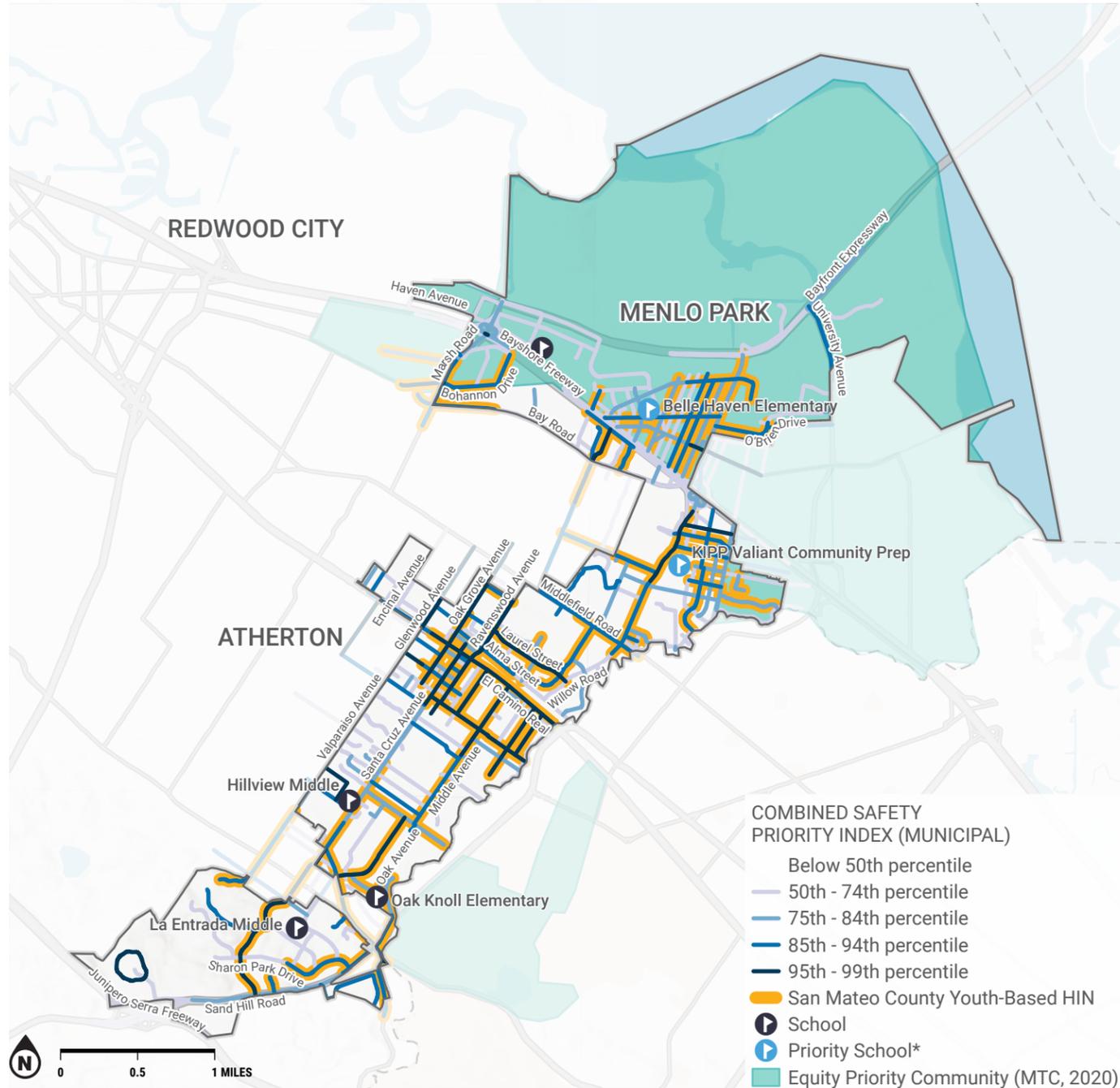
On the right side of the graphic, collisions types are first summarized by location to compare collisions occurring near schools to conditions within the city at large. Again, note that columns and rows may not add up because collisions may be counted in multiple columns.

The first bar graph presents the top 5 collision factors for all collisions occurring within the city, which may be mapped to common countermeasures presented in the following section. Finally, the graphic illustrates the time of day at which all collisions occurred, broken out by severity.

Figure 4. Example City Safety Analysis Infographic for Menlo Park.

MENLO PARK SCHOOL SAFETY ANALYSIS

YOUTH-BASED HIGH INJURY NETWORK (HIN) - TOP CORRIDORS



TOP 5 SAFETY PRIORITY CORRIDORS

Corridor	Number of Collisions				
	All Collisions	Fatal or Severe (KSI)	Pedestrian-Involved	Bicyclist-Involved	Youth-Involved
Ravenswood Ave	22	1	3	6	6
Avy Ave	12	1	0	7	2
State Highway 82	59	2	3	8	14
Laurel St	20	3	1	6	9
Glenwood Ave	6	1	0	3	2

Segments are sorted by their Combined Safety Priority Index scores. Columns may not add up because collisions may be counted in multiple columns.

Prepared 2/2/2022 5:09 PM



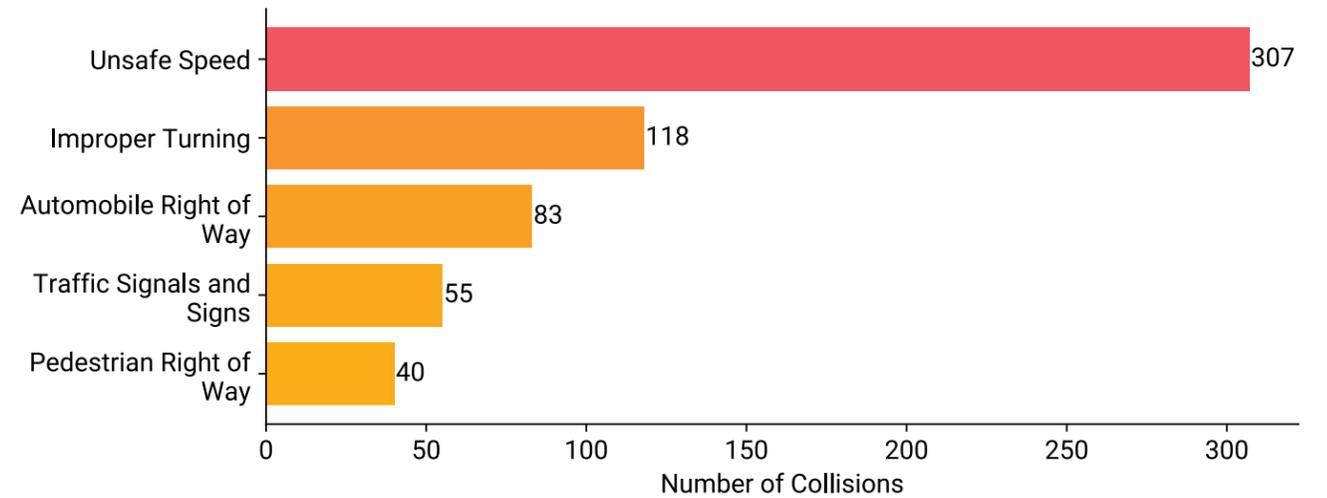
COLLISION STATISTICS FOR MENLO PARK, 2014-2020

See the San Mateo County SRTS High Injury Network Report for additional context and guidance on countermeasures.

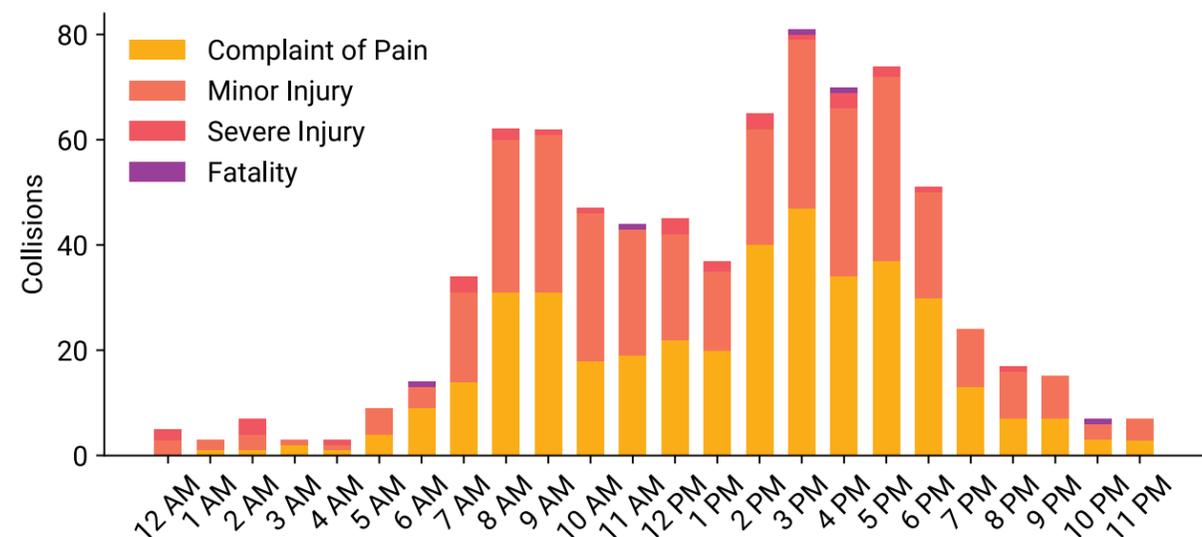
COLLISION TYPES BY LOCATION

	City-Wide				Within 1/4 Mile of a School				Within 1/4 Mile of a Target* School			
	All	KSI	Youth	Active	All	KSI	Youth	Active	All	KSI	Youth	Active
All Collisions	786	34	198	258	111	4	36	45	69	1	24	31
Alcohol Involved	53	8	9	19	12	1	3	5	8	0	2	4
Speeding Involved	307	11	69	39	47	2	15	9	26	0	9	3
Mid-Block Collision	403	21	103	101	59	3	20	19	37	1	12	11

TOP 5 COLLISION FACTORS, ALL COLLISIONS



ALL COLLISIONS BY TIME OF DAY



Collision data from 2014 to 2020 was downloaded from the statewide Transportation Injury Mapping System (TIMS) which reports all collisions resulting in an injury. 2020 data was provisional at the time of download.

C/CAG AGENDA REPORT

Date: February 17, 2022
To: Congestion Management Program Technical Advisory Committee
From: Susy Kalkin, Transportation Systems Coordinator
Subject: Affordable Housing and Sustainable Communities (AHSC) Program
(For further information please contact Susy Kalkin – kkalkin@smcgov.org)

RECOMMENDATION

Receive a presentation from the San Mateo County Department of Housing on the Affordable Housing and Sustainable Communities (AHSC) Program.

FISCAL IMPACT

None

SOURCE OF FUNDS

N/A

BACKGROUND

Established in 2014, the Affordable Housing and Sustainable Communities (AHSC) Program provides funding for projects that will reduce greenhouse gas (GHG) emissions, and benefit disadvantaged communities by increasing accessibility of affordable housing, employment centers and services via low-carbon transportation modes. The Program is administered by the Strategic Growth Council, implemented by the Department of Housing and Community Development (HCD) and funded by California's Cap-and-Trade program.

Results of the latest funding round (Round 6) were announced at the end of January 2022. Statewide, 37 projects were awarded a total of \$808M. San Mateo County received funding for the following two projects:

- Middlefield Junction (top point scorer in the state), received \$25M - \$14M for housing, \$10M for transportation
- 965 Weeks Street received \$27M - \$11.7M for housing, \$7.75M for transportation

The next Notice of Funding Availability (NOFA) for Round 7 is scheduled to be released in October 2022. The County Dept. of Housing has identified several affordable housing projects in the pipeline, and is requesting assistance in identifying/strategizing on upcoming complementary transportation projects that would benefit from AHSC funding. Department of Housing pipeline projects can be found here – [DOH Dashboard](#).

ATTACHMENT

1. AHSC Round 6 Awards - Details

Staff Recommendations: AHSC Round 6 Fiscal Year 2019-2020 and 2020-2021 Awards
Transit Oriented Developments (TOD)

Project Name	Applicants	Project Location	Final Score	Total Units	Income Restricted Units	Housing Funding	Programs Funding	Transportation Funding	Total AHSC Award	Disadvantaged Community	(GHG Reduction)/(AHSC Funding Request)
Umeya Apartments	LTSC Community Development Corporation; City of Los Angeles, Housing & Community Investment Department	Los Angeles	92	175	173	\$ 20,000,000	\$ 511,400	\$ 9,488,600	\$ 30,000,000	Y	0.001880
Grandview Apartments TOD	Abode Communities; City of Los Angeles, Housing & Community Investment Department	Los Angeles	88.5	100	94	\$ 9,054,838	\$ 319,200	\$ 4,630,800	\$ 14,004,838	Y	0.003169
Locke Lofts	Flexible PSH Solutions, Inc.; City of Los Angeles	Los Angeles	88	150	148	\$ 20,000,000	\$ 470,000	\$ 9,530,000	\$ 30,000,000	Y	0.001726
The Kelsey Civic Center	Mercy Housing California; City of San Francisco; County of San Francisco	San Francisco	87	112	98	\$ 20,000,000	\$ 269,952	\$ 9,000,000	\$ 29,269,952	N	0.001943
Dupont Apartments	First Community Housing	San Jose	86.16	141	107	\$ 7,979,600	\$ 208,000	\$ 4,628,993	\$ 12,816,593	N	0.002304
On Broadway Apartments	EAH Inc.	Sacramento	83.66	140	138	\$ 18,446,000	\$ 554,000	\$ 10,000,000	\$ 29,000,000	Y	0.002977
Tamien Station	Core Affordable Housing, LLC; Central Valley Coalition for Affordable Housing	San Jose	81.66	135	134	\$ 18,500,000	\$ 249,949	\$ 10,000,000	\$ 28,749,949	Y	0.001585
Balboa Reservoir	BRIDGE Housing Corporation; City of San Francisco; County of San Francisco	San Francisco	81.5	124	87	\$ 19,610,404	\$ 253,741	\$ 9,721,341	\$ 29,585,486	N	0.001213
1880 Walnut Street Housing	Heritage Housing Partners; City of Pasadena	Pasadena	78.66	58	25	\$ 4,375,000	\$ 30,000	\$ 4,345,000	\$ 8,750,000	N	0.004580
501 601 E. Compton	Keith B. Key Enterprises, LLC.; City of Compton	Compton	78.5	290	58	\$ 12,255,662	\$ 568,800	\$ 8,073,490	\$ 20,897,952	Y	0.002198
Longfellow Corner and Transit Improvements	Resources for Community Development; City of Oakland	Oakland	78	77	76	\$ 12,319,140	\$ 233,240	\$ 7,034,634	\$ 19,587,014	Y	0.001571
Lake Merritt BART Senior Affordable Housing	East Bay Asian Local Development Corporation; City of Oakland	Oakland	78	97	96	\$ 16,500,000	\$ 369,812	\$ 7,543,164	\$ 24,412,976	Y	0.001272
Mayfair El Cerrito	BRIDGE Housing Corporation; City of El Cerrito	El Cerrito	77.16	69	68	\$ 17,222,372	\$ 403,159	\$ 9,285,313	\$ 26,910,844	N	0.001174
Subtotal TOD Projects:				1668	1302	\$ 196,263,016	\$ 4,441,253	\$ 103,281,335	\$ 303,985,604		

Integrated Connectivity Projects (ICP)

Project Name	Applicants	Project Location	Final Score	Total Units	Income Restricted Units	Housing Funding	Programs Funding	Transportation Funding	Total AHSC Requested	Disadvantaged Community	(GHG Reduction)/(AHSC Funding Request)
Middlefield Junction	Mercy Housing California	Redwood City	95	179	155	\$ 14,860,000	\$ 637,500	\$ 10,000,000	\$ 25,497,500	N	0.001957
Richland Village	Sutter Community Affordable Housing; Sage Housing Group LLC	Yuba City	92	176	175	\$ 20,425,000	\$ 375,000	\$ 9,200,000	\$ 30,000,000	Y	0.001740
The Hunter House	Service First of Northern California	Stockton	89.33	120	119	\$ 17,240,556	\$ 293,460	\$ 9,473,054	\$ 27,007,070	Y	0.001652
965 Weeks Street	Mid-Peninsula The Farm, Inc.; East Palo Alto Community Alliance Neighborhood Dev. Organization; City of East Palo Alto	East Palo Alto	89	136	135	\$ 11,700,000	\$ 337,125	\$ 7,750,000	\$ 19,787,125	Y	0.001661
Renaissance at Baker	Vista Del Monte Affordable Housing Inc.; Housing Authority of the County of Kern; City of Bakersfield	Bakersfield	88.66	85	84	\$ 10,000,000	\$ 208,040	\$ 4,469,110	\$ 14,677,150	Y	0.001978
Lancaster	BRIDGE Housing Corporation; City of Lancaster	Lancaster	88	114	113	\$ 14,291,374	\$ 310,340	\$ 10,000,000	\$ 24,601,714	N	0.002726
West Valley Connector and Pomona East End Village	Vista Del Monte Affordable Housing Inc.; City of Pomona; San Bernardino County Transportation Authority	Pomona	87.66	125	123	\$ 18,432,668	\$ 332,840	\$ 8,822,321	\$ 27,587,829	Y	0.003416
West LA VA- Building 156 & 157 and Big Blue Bus Westside Expansion	Century Affordable Development, Inc. ("CADI"); City of Santa Monica - Big Blue Bus	Unincorporated Los Angeles County	87.33	112	110	\$ 10,157,108	\$ 232,500	\$ 8,809,534	\$ 19,199,142	N	0.001711
Menlo Ave Apartments	Omni America LLC; City of Los Angeles / Housing + Community Investment	Los Angeles	85.33	123	123	\$ 15,735,000	\$ 428,600	\$ 7,260,000	\$ 23,423,600	Y	0.001841
Sunnydale HOPE SF Block 3A	The Related Companies of California, LLC; Mercy Housing California; City of San Francisco; County of San Francisco	San Francisco	84.66	80	79	\$ 10,850,000	\$ 500,000	\$ 9,855,299	\$ 21,205,299	N	0.002142
Nellie Hannon Gateway Affordable Housing and Sustainable Transportation Improvements	Resources for Community Development	Emeryville	84.66	90	89	\$ 10,123,184	\$ 268,004	\$ 9,624,634	\$ 20,015,822	Y	0.001449
Central Terrace Apartments	Many Mansions	Oxnard	84	87	86	\$ 15,298,727	\$ 338,462	\$ 8,159,500	\$ 23,796,689	Y	0.001338
Subtotal ICP Projects:				1427	1391	\$ 169,113,617	\$ 4,261,871	\$ 103,423,451	\$ 276,798,939		

Rural Innovation Projects (RIPA)

Project Name	Applicants	Project Location	Final Score	Total Units	Income Restricted Units	Housing Funding	Programs Funding	Transportation Funding	Total AHSC Requested	Disadvantaged Community	(GHG Reduction)/(AHSC Funding Request)
Escalante Meadows	Housing Authority of the County of Santa Barbara; City of Guadalupe Community Revitalization and Development Corporation; Win River Hotel Corporation; City of Shasta Lake; ADK Properties LLC	Guadalupe	86.33	80	73	\$ 12,000,000	\$ 209,130	\$ 7,166,050	\$ 19,375,180	N	0.001078
Shasta Lake Downtown Revitalization		Shasta Lake	86	49	48	\$ 8,276,661	\$ 270,848	\$ 7,992,750	\$ 16,540,259	N	0.00044
Sugar Pine Village	The Related Companies of California, LLC; City of South Lake Tahoe	South Lake Tahoe	86	60	59	\$ 10,551,967	\$ 284,960	\$ 6,522,543	\$ 17,359,470	N	0.000840
Newmark Village Apartments	Pacific West Communities, Inc; City of Sanger	Sanger	84.66	72	71	\$ 6,700,000	\$ 302,240	\$ 3,658,000	\$ 10,660,240	Y	0.002089
Los Arroyos Housing and Transportation Improvement Project	Self-Help Enterprises	Farmersville	84	54	53	\$ 7,274,285	\$ 104,900	\$ 7,144,385	\$ 14,523,570	Y	0.004142
Subtotal RIPA Projects:				315	304	\$ 44,802,913	\$ 1,172,078	\$ 32,483,728	\$ 78,458,719		

Discretionary Funding

Project Name	Applicants	Project Location	Final Score	Total Units	Income Restricted Units	Housing Funding	Programs Funding	Transportation Funding	Total AHSC Requested	Disadvantaged Community	(GHG Reduction)/(AHSC Funding Request)
Lazulli Landing	MidPen Housing Corporation	Union City	83.33	81	74	\$ 13,500,000	\$ 488,958	\$ 7,134,634	\$ 21,123,592	N	0.001384
87th & Western Apartments	Innovative Housing Opportunities, Inc.; City of Los Angeles / Housing + Community Investment Department	Los Angeles	82.66	160	157	\$ 20,000,000	\$ 378,200	\$ 9,621,800	\$ 30,000,000	Y	0.00080
Pacific Station North	First Community Housing; City of Santa Cruz; Metro Santa Cruz	Santa Cruz	82.5	95	93	\$ 20,000,000	\$ 302,960	\$ 9,365,940	\$ 29,668,900	N	0.000491
Vista Terrace	Thomas Safran & Associates Development Inc.; City of Los Angeles / Housing + Community Investment	Los Angeles	82	102	101	\$ 12,000,000	\$ 381,800	\$ 9,618,200	\$ 22,000,000	Y	0.000917
Jordan Downs Area H2B	BRIDGE Housing Corporation; City of Los Angeles	Los Angeles	82	119	94	\$ 9,000,000	\$ 327,287	\$ 4,632,600	\$ 13,959,887	Y	0.000929
Azurik	Metropolitan Area Advisory Committee on Anti-Poverty of San Diego County, Inc.	San Diego (National City)	81.33	400	396	\$ 11,350,000	\$ 200,000	\$ 4,950,000	\$ 16,500,000	Y	0.001189
Jacaranda Gardens	Chelsea Investment Corporation; City of El Centro	El Centro	78.5	96	95	\$ 10,270,753	\$ 254,720	\$ 5,282,000	\$ 15,807,473	N	0.001692
Subtotal Discretionary:				1053	1010	\$ 96,120,753	\$ 2,333,925	\$ 50,605,174	\$ 149,059,852		

**Applications Not Recommended for Award
Transit Oriented Developments**

Appendix A-2

Project Name	Applicants	Project Location	Final Score	Total Units	Income Restricted Units	Housing Funding	Program Funding	Transportation Funding	AHSC Funds Requested	Disadvantaged Community	(GHG Reduction)/(AHSC Funding Request)
Union	The Skid Row Housing Trust; City of Long Beach	Long Beach	77	160	123	\$ 13,500,000	\$ 392,248	\$ 6,507,204	\$ 20,399,452	Y	0.001113
Metrowalk at Richmond Station	Pacific West Communities, Inc.; City of Richmond	Richmond	74.83	150	96	\$ 20,000,000	\$ 397,504	\$ 9,499,506	\$ 29,897,010	Y	0.001082
Watts Station	Thomas Safran & Associates Development Inc.; City of Los Angeles	Los Angeles	73	87	86	\$ 10,000,000	\$ 354,800	\$ 6,689,800	\$ 17,044,600	Y	0.000722

Integrated Connectivity Projects

Project Name	Applicants	Project Location	Final Score	Total Units	Income Restricted Units	Housing Funding	Program Funding	Transportation Funding	AHSC Funds Requested	Disadvantaged Community	(GHG Reduction)/(AHSC Funding Request)
699 YVR and Sustainable Transportation Improvements	Resources for Community Development	Walnut Creek	81	97	96	\$ 12,778,838	\$ 369,668	\$ 7,248,660	\$ 20,397,166	N	0.001456
Sunnydale HOPE SF Block 3B	The Related Companies of California, LLC; Mercy Housing California; City of San Francisco; County of San Francisco	San Francisco	80.33	90	89	\$ 9,381,500	\$ 500,000	\$ 6,420,000	\$ 16,301,500	N	0.001541
Meridian at Corona Station	Danco Communities; City of Petaluma; Sonoma Marin Area Rail Transit (SMART)	Petaluma	77.16	131	130	\$ 20,000,000	\$ 180,000	\$ 9,820,000	\$ 30,000,000	N	0.001469
Mirasol Village Block D	McCormack Baron Salazar; Sacramento Housing Redevelopment Agency	Sacramento	76.33	116	90	\$ 19,750,000	\$ 262,000	\$ 9,539,000	\$ 29,551,000	Y	0.000586
Mt. Etna San Diego	Chelsea Investment Corporation; City of San Diego	San Diego	74.5	94	71	\$ 6,850,000	\$ 321,824	\$ 4,453,402	\$ 11,625,226	N	0.000540
The Hillcrest Housing and Mobility Project	DFA Development LLC; City of San Diego	San Diego	73.5	68	67	\$ 8,575,912	\$ 352,280	\$ 2,650,000	\$ 11,578,192	N	0.001258
Anaheim Beach-Lincoln	Affordable Housing Access, Inc.; City of Anaheim	Anaheim	71.16	100	99	\$ 12,000,000	\$ 622,958	\$ 5,983,477	\$ 18,606,435	N	0.000507
Citadel Village Townhomes	Citadel Community Development Corporation	Hemet	34.33	50	50	\$ 13,750,000	\$ 1,000,000	\$ 5,000,000	\$ 19,750,000	N	0.000000
Citadel Boulder Village	Citadel Community Development Corporation	Hemet	29.66	91	91	\$ 24,256,864	\$ 1,000,000	\$ 5,000,000	\$ 30,256,864	Y	0.000000

Rural Innovation Projects

Project Name	Applicants	Project Location	Final Score	Total Units	Income Restricted Units	Housing Funding	Program Funding	Transportation Funding	AHSC Funds Requested	Disadvantaged Community	(GHG Reduction)/(AHSC Funding Request)
Eureka Scattered Site Project	Linc Housing Corporation; City of Eureka	Eureka	77.16	107	93	\$ 12,804,620	\$ 386,158	\$ 6,886,060	\$ 20,076,838	N	0.000666
Barstow Mountain View Apartments	Milestone Housing Group, LLC; City of Barstow; Pacific Housing, Inc.	Barstow	71.5	81	80	\$ 14,095,000	\$ 497,400	\$ 6,502,600	\$ 21,095,000	Y	0.000209
Parlier Family Apartments	Danco Communities; City of Parlier; Fresno County Rural Transit Agency	Parlier	70	81	80	\$ 10,000,000	\$ 239,928	\$ 5,370,000	\$ 15,609,928	Y	0.000304
River Walk Terrace Apartments	Central California Housing Corporation; Housing Authority of the City of Paso Robles	Paso Robles	55.33	79	78	\$ 11,000,000	\$ -	\$ 9,502,966	\$ 20,502,966	N	0.000169

Applications that withdrew, failed threshold review, or were deemed ineligible

Project Name	Applicants	Project Location	Project Type	Issue(s)	AHSC Funds Requested
2111 Firestone	Domus Development; County of Los Angeles; Elsey Holdings LLC	Los Angeles	TOD	Withdrew application	\$ 15,712,644

AHSC Awards According to Programmatic Objectives

	Number of Awards	Proposed Awards	Percent of Total Funding Recommended
Total Funding Recommended	37	\$808,303,114	100%
Affordable Housing	37	\$506,300,299	63%
Disadvantaged Community	22	\$490,591,711	61%
Low-Income Community	6	\$128,750,822	16%
Low-Income Community w.in 1/2 mile of Disadvantaged Community	5	\$118,609,361	15%
Federally Recognized Native American Tribal Project	1	\$16,540,259	2%

	Number of Awards	Proposed Awards	Percent of Available Funding (NOFA)
Available Funding (NOFA)	-	\$785,000,000	
Transit Oriented Development (TOD) Project Areas	13	\$303,985,604	39%
Integrated Connectivity Project (ICP) Areas	19	\$425,858,792	54%
Rural Innovation Project Areas (RIPA)	5	\$78,458,719	10%
Total Funding Recommended	37	\$808,303,114	103%

AHSC Housing Units Funded

Total Units Funded	4,463 units
Extremely Low Income (At or below 30% Area Median Income)	
Units Funded	1,354 units
Very Low Income (Between 31-50% Area Median Income)	
Units Funded	1,378 units
Low Income (Between 51-80% Area Median Income)	
Units Funded	1,406 units
Supportive Housing	
Units Funded	417 units
Senior Housing	
Units Funded	97 units

AHSC Awards- Disadvantaged Communities Breakdown

	Number of Projects	Total Dollars Funded	Percentage of Funding Awarded
CalEnviroScreen 3.0 Percentile			
95-100	7	\$173,249,427	21%
90-95	2	\$32,660,240	4%
85-90	5	\$93,969,113	12%
80-85	2	\$54,412,976	7%
75-80	6	\$136,299,955	17%

C/CAG AGENDA REPORT

Date: February 17, 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

2023 TIP Development

MTC is beginning the process of developing the 2023 Transportation Improvement Program (TIP). The Transportation Improvement Program (TIP) is a comprehensive four-year regional spending plan for near-term transportation projects, programs, and investment priorities.

The current 2021 TIP covers federal FY 2020-21 through FY 2023-24. The 2023 TIP will cover the four-year period from FY 2022-23 through FY 2025-26. Like the 2021 TIP, the 2023 TIP must be consistent with the existing Regional Transportation Plan, Plan Bay Area 2050.

Project sponsors will be requested to review their respective projects in FMS during the month of March and C/CAG staff will be reaching out to jurisdictions regarding updating the status of projects to clean up the TIP in FMS.

One Bay Area Grant 3 (OBAG 3) Program

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. Through the OBAG program, MTC is continuing 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; C/CAG will be administering the San Mateo County local program.

The Call for Project process is scheduled to begin in May and C/CAG is required to submit project nominations to MTC by September 30, 2022. As a reminder, MTC will perform the final prioritization and award projects within the county programs.

C/CAG staff is currently developing the guidelines that will be reviewed by MTC for consistency prior to releasing the call for projects in May.

For more information, please click here: <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3>

P-TAP 23: Call for Projects

MTC is soliciting projects for Round 23 of the Pavement Management Technical Assistance Program (P-TAP 23).

Applications are **due to MTC by 4:00 p.m. on Monday, February 28, 2022**. The application and related information can be accessed at MTC's P-TAP Call for Projects page by clicking on the following link:

<http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/fix-it-first/local-streets-roads/p-tap/p-tap>

The following schedule outlines major program milestones:

Date	Milestone
February 28, 2022	Applications due to MTC by 4:00 p.m.
March 9-11, 2022	MTC notifies grant finalists after Administration Committee approval
April 1, 2022	Local contribution checks due to MTC
April 2022	Projects Start
April 1, 2023	Final Report/Draft Certification letter due to jurisdictions
April 30, 2023	Final Report/Final Certification letter due to MTC

For more information regarding the application process, contact Sui Tan, P-TAP Project Manager, at (510) 400-8428 or stan@bayareametro.gov.

2023 Active Transportation Program (ATP) Cycle 6

The California Transportation Commission (CTC) is set to approve the final guidelines for both the statewide and MTC regional components of the 2023 Active Transportation Program (ATP) on March 16, 2022. The 2023 ATP (Cycle 6) covers four fiscal years from FY 2023-24 through FY 2026-27, with approximately \$220M available in the statewide component and \$50M in MTC's regional component. Applications for the Regional ATP are due to MTC by June 15, 2022, which is the same due date as the Statewide Competitive ATP.

For the Regional ATP, MTC staff recommends aligning the regional guidelines with the adopted One Bay Area Grant (OBAG 3) framework. The regional guidelines will require jurisdictions (cities and counties) to adopt a Local Road Safety Plan (LRSP) or equivalent safety plan, and a general plan housing element, certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA), by December 31, 2023.

The current schedule for ATP Cycle 6 is below.

ATP Development Schedule (Subject to Change)

Milestone	Statewide ATP	Regional ATP
MTC Guideline Adoption	N/A	February 23, 2022
CTC Guideline Approval	March 16, 2022	March 16, 2022
Call for Projects	March 16, 2022	March 16, 2022
Application Due Date	June 15, 2022	June 15, 2022
Staff Recommendations	October 2022	January 4, 2023
MTC Adoption	N/A	January 25, 2023
CTC Approval	December 7, 2022	June 28, 2023

For more information on the Regional ATP Program, click here:

<https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program>

February 9, 2022 MTC Programming and Allocations Committee Staff Report:
<http://mtc.legistar.com/gateway.aspx?M=F&ID=d2e53c6a-8947-485b-b76e-a7bd1995d684.pdf>

For more information on the Statewide ATP Program, click here:
<https://catc.ca.gov/programs/active-transportation-program>

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.

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 January 27, 2022
2. MTC's PMP Certification Status of Agencies within San Mateo County as of February 8, 2022
3. MTC Annual Obligation Plan for FY 2021-22 Status Report
4. Caltrans Lapsed Project End Dates Lookahead Report

Updated on 01/27/2022 2nd quarter inactive projects

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5438011	Inactive	Invoice returned to agency. Contact DLAE.	0400021118L1	HPLUL	4	SM	East Palo Alto	BAY ROAD: CLARKE/ILLINOIS TO COOLEY LANDING (BAY TRAIL) ROAD WIDEN, RESURFACE, STREETSCAPE, BIKE LANE	7/2/2021	4/4/2012	7/2/2021	7/2/2021	6	HY10	\$14,156,908.00	\$9,747,135.64	\$5,502,448.47	\$4,244,687.17
5226024	Inactive	Final invoice under review by Caltrans. Monitor for progress.	0419000302L		4	SM	San Bruno	SAN ANTONIO AVE BETWEEN SANTA INEZ TO SAN FELIPE AVE (PHASE I) STREET REHABILITATION (PHASE I)	5/4/2021	3/26/2020	5/4/2021	5/4/2021	8		\$925,884.00	\$673,000.00	\$392,437.27	\$280,562.73
5177033	Inactive	Invoice under review by Caltrans. Monitor for progress.	0414000209L	CML	4	SM	South San Francisco	EL CAMINO REAL (SR82: PM20.6-20.9) DR CHESTNUT TO ARROYO AVE IMPROVE PED. CROSSINGS, BULB OUT, ADA RAMPS	7/9/2021	1/31/2014	7/9/2021	7/9/2021	6	M003	\$7,088,262.00	\$1,000,000.00	\$878,609.36	\$121,390.64
6204113	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0400000684L	CML	4	SM	Caltrans	US 101 BROADWAY INTERCHANGE IN BURLINGAME, RECONSTRUCT INTERCHANGE INCLUDE BIKE/PED FACILITY	1/24/2020	1/30/2014	1/24/2020	1/24/2020	24	M400	\$50,647,000.00	\$3,613,000.00	\$3,559,977.49	\$53,022.51
5438018	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0420000013L		4	SM	East Palo Alto	WEST BAYSHORE RD, SCOFIELD ST, RUNNYMEDE ST., PULGAS AVE, O.CONNOR ST (NON-PARTICIPATING), NEWBRIDGE ST, COOLEY AVE ROADWAY REHABILITATION, INCLUDING: BASE REPAIR, CRACK SEAL. AC OVERLAY, GRINDING, ADJUST UTILITY FRAMES, REPLACE PAVEMENT MARKINGS AND TRAFFIC SIGNAL DETECTION	6/21/2021	3/5/2020	6/21/2021	6/21/2021	7		\$1,358,724.00	\$416,000.00	\$376,817.83	\$39,182.17
5029024	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0400021045L-N	BPMP	4	SM	Redwood City	BRIDGE PARKWAY OVER MARINE WORLD LAGOON, PREVENTATIVE MAINTENANCE	8/2/2017	4/13/2011	8/2/2017	8/2/2017	53	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94
5029025	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0400021046L-N	BPMP	4	SM	Redwood City	BRIDGE PARKWAY(RIGHT) OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PARKWAY, PREVENTATIVE MAINTENANCE	8/2/2017	4/13/2011	8/2/2017	8/2/2017	53	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94
5177040	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0419000112L		4	SM	South San Francisco	EL CAMINO REAL (SR82) FROM ARROYO TO KAISER WAY COMPLETE STREET IMPROVEMENTS	6/22/2021	1/4/2019	6/22/2021	6/22/2021	7		\$150,000.00	\$125,000.00	\$101,865.56	\$23,134.44
5333014	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0412000122L	BHLS	4	SM	Woodside	KINGS MOUNTAIN RD OVER WEST UNION CREEK; 0.05 MI EAST OF TRIPP RD, BRIDGE REHABILITATION	7/7/2020	3/16/2012	7/7/2020	7/7/2020	18	L1CE	\$135,090.00	\$119,595.00	\$98,399.16	\$21,195.84
5438015	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0414000191L	HPLUL	4	SM	East Palo Alto	UNIVERSITY OVERCROSSING US 101 BIKE PED PATH	10/25/2019	11/27/2013	10/25/2019	10/25/2019	27	HY20	\$950,000.00	\$760,000.00	\$739,979.07	\$20,020.93
5029032	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0414000103L	BPMP	4	SM	Redwood City	MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK BRIDGE PREVENTATIVE MAINTENANCE	8/28/2019	3/21/2014	8/28/2019	8/28/2019	29	M240	\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19
5333013	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	0412000121L	BHLS	4	SM	Woodside	MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION	7/7/2020	3/16/2012	7/7/2020	7/7/2020	18	L1CE	\$107,428.00	\$95,106.00	\$93,266.37	\$1,839.63

PMP Certification February 8, 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											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
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
-----------	------	------------	-------------------------------	----------	--	-------------

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