

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, November 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.

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Join by Phone: 669-900-6833

Meeting ID: 879 2384 6411

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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) | Stillman | No materials |
| 3. Issues from the November C/CAG Board meetings <ul style="list-style-type: none">Approval of Reso 22-94 authorizing execution of funding agreement with Town of Woodside in an amount up to \$290,848 using FY2022/23 TFCA Funds for the Glens Path Ped Safety Improvement Phase 3 ProjectApproval of appointments of Sam Bautista, Public Works Director from the City of Millbrae, to the TAC and Stormwater Committee; and Humza Javed, Public Works Director from the City of East Palo Alto, to the TACReceived a presentation on AB 2449 and return to in-person meetingsReceived a presentation on the update of C/CAG Congestion Relief Plan (CRP) covering fiscal years 2023 through 2027 | Cheung | No materials |
| 4. Approval of minutes from the October 20, 2022 Meeting (Action) | Cheung | Page 1-4 |
| 5. Review and recommend Board approval of the San Mateo County Shared Micromobility Feasibility Study and Implementation Plan (Action) | Wever | Page 5-11 |

| | | |
|--|-------------|--------------|
| 6. Review and recommend Board approval of the revised draft Committee Guidelines (Action) | Charpentier | Page 12-17 |
| 7. Review and provide input on the draft Scope of Work for the San Mateo Countywide Local Roadway Safety Plan (LRSP) (Information) | Lacap | Page 18-24 |
| 8. Regional Project and Funding Information | Lacap | Page 25-40 |
| 9. Executive Director Report | Charpentier | No materials |
| 10. Member Reports | All | |

The next regularly scheduled meeting is on December 15, 2022

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Court Yard, 555 County Center, Redwood City, 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)
October 20, 2022
MINUTES**

| No. | Member | Agency | Jan | Feb | Mar | Apr | May | Jul | Aug | Sept | Oct |
|-----|----------------------------|------------------------------------|-----|-----|-----|-----|-----|-----|-----|------|-----|
| 1 | Ann Stillman (Co-Chair) | San Mateo County Engineering | x | x | x | x | x | | x | x | x |
| 2 | Heba El-Guindy* | SMCTA / PCJPB / Caltrain | x | x | x | x | x | x | x | | x |
| 3 | Robert Ovardia | Atherton Engineering | x | x | x | x | x | x | x | x | x |
| 4 | Peter Brown | Belmont Engineering | x | x | x | x | | x | | x | x |
| 5 | Randy Breault | Brisbane Engineering | x | x | | x | x | x | | x | x |
| 6 | Syed Murtuza | Burlingame Engineering | x | x | x | | x | x | x | x | |
| 7 | Sean Charpentier | C/CAG | x | x | x | x | x | x | x | x | x |
| 8 | Brad Donohue | Colma Engineering | x | | | x | x | x | x | x | |
| 9 | Richard Chiu | Daly City Engineering | x | x | x | x | x | x | | x | x |
| 10 | Tatum Mothershead | Daly City Planning | x | x | x | | x | x | x | x | x |
| 11 | Louis Sun | Foster City Engineering | x | x | x | x | | x | x | x | x |
| 12 | Maz Bozorginia | Half Moon Bay Engineering | x | x | x | x | x | x | x | x | x |
| 13 | Paul Willis | Hillsborough Engineering | x | x | x | x | x | x | x | x | x |
| 14 | Nikki Nagaya | Menlo Park Engineering | | | x | x | x | x | x | x | x |
| 15 | Jane Kao | Millbrae Engineering | | x | x | x | x | x | x | x | |
| 16 | Lisa Petersen | Pacifica Engineering | x | x | x | x | x | x | x | x | x |
| 17 | Jessica Manzi | Redwood City Engineering | x | x | x | x | x | | | x | x |
| 18 | Matthew Lee | San Bruno Engineering | x | x | x | x | x | x | x | x | x |
| 19 | Steven Machida | San Carlos Engineering | x | | x | x | x | x | | x | x |
| 20 | Azalea Mitch | San Mateo Engineering | x | x | x | x | x | x | x | x | x |
| 21 | Eunejune Kim | South San Francisco Engineering | x | x | x | | | x | x | x | x |
| 22 | Billy Gross | South San Francisco Planning | x | x | x | x | x | x | x | x | x |
| 23 | Sean Rose | Woodside Engineering | x | | x | x | | x | x | x | x |
| 24 | James Choe | MTC | x | x | x | x | | x | x | x | |
| 25 | Nidal Tuqan* | Caltrans | | | | | | | | | |

*appointed to the TAC at the September 2022 C/CAG Board Meeting

The two hundred eighty-second (282nd) meeting of the Technical Advisory Committee took place on October 20, 2022 at 1:18 p.m.

TAC members attending are listed on the Roster and Attendance table on the preceding page. Others attending the meeting were: Jeffrey Lacap, Kaki Cheung, Eva Gaye, Kim Wever, Van Ocampo – C/CAG; Mohammad Suleiman – Caltrans; Sam Bautista – City of Millbrae; Humza Javed – City of East Palo Alto; Dave Bockhaus – City of South San Francisco; Art Morimoto – City of Burlingame 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 September and October 2022 C/CAG Board meetings (Information)

C/CAG staff Kaki Cheung shared the key items from the September and October meetings, as noted on the meeting agenda.

4. Approval of minutes from the September 15, 2022 Meeting (Action)

Motion – To approve the minutes of the September 15, 2022 TAC meeting, Willis/Breault. Roll Call was taken. All members in attendance voted to approve. Motion passed 17-0.

5. Review and provide input on the Draft San Mateo County Shared Micromobility Feasibility Study and Implementation Plan (Information)

C/CAG staff Kim Wever presented the revised recommendations for the San Mateo County Shared Micromobility Feasibility Study and Implementation Plan. Kim shared the recommended pilot locations, more information on the governance committee, and the proposed program manager for the project. The draft Plan, along with related materials, were released to the Committee. The Committee had the opportunity to provide feedback on the draft Plan during the meeting.

Member Ovadia asked if staff will look into grants such as funds from MTC. C/CAG staff Kim Wever responded that staff will be actively seeking grants funding.

Member Ovadia also asked if the vendor selected for the pilot will have exclusive rights. C/CAG staff Kim Wever responded it is not likely since a few jurisdictions already have programs and ordinance in place. It is potentially something to explore in the future.

Member Ovadia additionally asked if 500 vehicles may be too much. C/CAG staff Kim Wever responded that 500 vehicles is for the entire pilot location and it will probably be a maximum of 500 vehicles.

Member El-Guindy requested staff look into City of Santa Monica's successful program and

how that may generate revenue for the City. C/CAG staff Kim Wever responded that the team did study Sacramento's program and their revenue sharing program is something the County can consider after the pilot.

C/CAG staff Kim Wever stated that all additional feedback is due to her via email kwever@smcgov.org by Monday, November 7th at 5:00pm. Staff will bring back the Final Plan for approval to the Committee's next meeting.

6. Review and recommend Board approval of a total of \$290,848 in Fiscal Year 2023 Transportation Fund for Clean Air Funds for Town of Woodside's Glens Path Pedestrian Safety Improvements Phase 3 Project (Action)

C/CAG staff Kim Wever explained that an amount of \$290,848 remains in the Fiscal Year 2022-2023 TFCA funding cycle as "Other Projects to be determined." Staff originally planned to allocate this funding to active transportation and first last mile solutions such as shared micromobility program. However, Air District recently informed the Agency that this amount needs to be programmed by November 4, 2022, and the shared micromobility program needs additional time to incorporate feedback from C/CAG Committees and Board, as well as the participating jurisdictions. To ensure the timely obligation and use of funds, C/CAG staff proposes to direct this limited amount to the next highest scoring small project from the recent One Bay Area Grant (OBAG 3) Call for Projects.

Motion – To recommend Board approval of a total of \$290,848 in Fiscal Year 2023 Transportation Fund for Clean Air Funds for Town of Woodside's Glens Path Pedestrian Safety Improvements Phase 3 Project, Willis/Ovadia. Roll call was taken. Rose abstained. All other members in attendance voted to approve. Motion passed 18-1-0.

7. Review and approve the updated draft Committee Guidelines (Action)

C/CAG Executive Director Sean Charpentier presented the updated draft Committee Guidelines. The proposed revisions included that the positions of Committee Chair and Vice-Chair are open to any members and election shall take place every two years. An updated roster with the current members is also included with the Guidelines. The topic of BART membership on C/CAG Committees have changed to BART possibly joining the Congestion Management Environmental Quality (CMEQ) Committee. Additionally, staff is still studying the topic appointment of alternate members and will return to the TAC at a future meeting.

Member Ovadia asked if the guidelines require Board approval, or if the Committee can approve it. Staff believed that the guidelines are up to the Committee's approval, but will confirm with previous Board staff reports, since the Board does appoint Committee membership.

Member Brown asked the reason why the alternate member topic was not brought back and how was the planner membership was determined. C/CAG Executive Director Sean Charpentier stated that the topic on alternative members need to be discussed by all Committees. Staff has pivoted the Agency's focus to returning to in-person meetings due to the new legislation signed by the Governor. C/CAG Executive Director Sean Charpentier is not

familiar with the history of a set number of planners serving on TAC and staff will try to get some additional historical information. Committee Members supported the concept of planning representation in TAC. Staff will also investigate on why the City of East Palo Alto and Town of Portola Valley do not currently have seats on the TAC.

Co-Chair Stillman asked about the timing to revise the Committee Guidelines. C/CAG Executive Director Sean Charpentier said it will depend on the changes and if there is need for research.

Member Willis suggested that there should be a large and a small city representation for Chair/Vice chair.

Humza Javed stated that City East Palo Alto is open to be added to the TAC.

No action was taken. The Committee directed staff to continue the item next meeting.

8. Nomination/Election of a new Committee Chairperson and Vice Chairperson (Action)

No action was taken. The Committee directed staff to bring the item back next meeting.

9. Regional Project and Funding Information

C/CAG staff Jeff Lacap highlighted the following items from his staff report: Inactive Projects list; PMP Certification Status; and Caltrans staff presentations from September's MTC Local Streets and Roads/ Programming and Delivery Working Group meeting including efficiencies and encroachment permits.

C/CAG staff Jeff Lacap also shared an item not mentioned in his staff report, which was the Caltrans Clean California Local Grant Program. There is a workshop on November 3 and more information can be found on their webpage: <https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program>

Member Ovadia asked about the timing for OBAG 3 funding. C/CAG staff Jeff Lacap responded that MTC is evaluating all the grant applications now, and the Commission is targeting a January approval.

10. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier announced that the Governor is expected to end state of emergency at the end of February, therefore staff is preparing for in-person/hybrid Committee meetings starting in March. The C/CAG Board will be receiving a presentation on AB2449 that explains in-person meeting requirements/exceptions at their November meeting. Staff also emailed the Committee about Federal Lobbyist and timelines.

11. Member Reports (Information)

There were no member reports.

12. Adjournment

Co-Chair Stillman adjourned the meeting at 2:27p.m.

C/CAG AGENDA REPORT

Date: November 17, 2022

To: Congestion Management Program Technical Advisory Committee

From: Kim Wever, Transportation Program Specialist

Subject: Review and recommend Board approval of the San Mateo County Shared Micromobility Feasibility Study and Implementation Plan

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

RECOMMENDATION

That the Technical Advisory Committee reviews and recommends Board approval of the San Mateo County Shared Micromobility Feasibility Study and Implementation Plan

FISCAL IMPACT

The cost to develop the Study is \$99,994.

SOURCE OF FUNDS

Federal Surface Transportation Program and local Congestion Relief Plan funds.

BACKGROUND

Micromobility refers to services such as bikeshare and scooter-share, where users are able to check out various small and light-weight vehicles for short term use through a self-service rental portal. It has been envisioned as one of the tools to address first and last mile challenges, bridging the transportation gap between home and transit stations, and from transit stations to places of employment. Other benefits of micromobility includes reducing short distance vehicle trips and increasing transportation access. Micromobility was also one of the recommended programs in the Board adopted 2021 C/CAG Comprehensive Bicycle and Pedestrian Plan.

In December 2021, the Board approved a consultant contract with Alta Planning + Design to prepare the San Mateo County Shared Micromobility Feasibility Study and Implementation Plan (Plan).

Initial analysis that the consultant performed showed that a bikeshare and/or scooter-share program is feasible in San Mateo County. C/CAG staff also conducted an online survey between May and June of 2022, and received 154 responses from members of the community. The survey aimed to identify publics' interests, concerns, and recommendations related to the Plan. Although the survey is a small sample, the respondents expressed interests in using a bike share and scooter share program, and stated their preferences for a hybrid docked and dockless program.

In addition to the survey and feasibility analysis, the team developed the program goals and performance measures with the help of the Ad Hoc Advisory Group. The project team also researched best practices

and identified peer systems that are the most applicable to a future system in the County. The study has recommended a multi-jurisdictional shared micromobility pilot program in the County. The proposed pilot duration is one to two years with possible one-year extension. The consultant recommended making e-bicycles as the primary shared vehicle in the program. The program recommendations section of the Draft Plan (Attachment 2) describes the key considerations for how such a program should be governed and structured. The program guidelines section of the Draft Plan (Attachment 2) lists the proposed vendor requirements that will be used to develop procurement materials for a single vendor to operate the micromobility program in the County.

Throughout the planning process, the team has presented updates to the Ad Hoc advisory group, the Bicycle and Pedestrian Advisory Committee (BPAC), the Congestion Management Program Technical Advisory Committee (TAC), the Congestion Management and Environmental Quality (CMEQ) Committee, and the C/CAG Board of Directors. Additionally, the team conducted individual interviews with six local jurisdictions (Cities of Burlingame, Millbrae, Redwood City, San Mateo, South San Francisco, and County of San Mateo) and six partner agencies (Caltrain, Commute.org, Joint Venture, SamTrans, San Mateo County Transportation Authority, and Silicon Valley Bicycle Coalition) to engage their interest and participation in a multi-jurisdictional program.

Recommendations

The Plan Executive Summary (Attachment 1) provides an overview of the project and proposed recommendations and implementation. The project team has refined the recommendation as follows:

- **Pilot Location**

The study identified five potential pilot locations based on the criteria of 1) equity focus areas, 2) proximity to transit, 3) proximity to barriers, and 4) estimated micromobility demand. One of the identified locations, Millbrae/Burlingame, is implementing its own micromobility program.

The original recommendation was to select one of the five pilot sites to launch the program. After discussion with the project team, the revised recommendation is for the pilot to take place at the Daly City, Broadmoor and Colma area, in addition to the locations of Redwood City and North Fair Oaks. This refinement enables the team to examine potential demand in both the northern and southern part of the County. The team has been in active discussions with these aforementioned jurisdictions to assess levels of interest and to gather support. C/CAG staff has presented at City Councils meetings, and will continue to engage with key stakeholders.

It is expected that users would be able to check out micromobility devices in core areas such as downtown and near train and BART stations. Users can then utilize the e-bicycles and/or scooters generally within the limits of the jurisdictions.

- **Governance Committee**

The study recommends establishing a governance committee comprised of staff from the participating pilot jurisdictions, the program manager and any other key stakeholders as needed. The Committee will establish the basic framework of a governing body. The Committee will review and agree on the vendor procurement scope, and the vendor selection approach. This body would also serve as a venue to discuss program issues, share lessons learned, and resolve problems.

- **Program Manager**

The team is recommending C/CAG to lead the program given the agency's countywide program scope, its proven ability to build consensus with partners across jurisdictional boundaries, and general support from the C/CAG Board on the project concept and the program's ability to reduce

vehicle miles traveled. At some point, success in shared micromobility will depend on having programs that operate on a larger scale across multiple jurisdictions, and C/CAG has strengths in multi-jurisdictional programs.

It is important to note that additional staff and financial resources would be required to manage the program, and the program success is not guaranteed. The design and implementation of shared micromobility programs is still a work in progress in the Bay Area and throughout the nation.

The major costs are staffing costs to manage the program and an operator subsidy to support the equity components. The study estimated that at least one new full time equivalent staff will be required to manage the program, and that the Agency may need to provide the operator a subsidy of approximately \$100,000 to guarantee equity pricing program, a cap on user fees or other geographic operating requirements. In addition, prior to the pilot's official start, C/CAG will likely need some consultant assistance with the governance committee and the development of the procurement documents.

Final Plan

The Draft Plan was available for public review from October 13, 2022 to November 7, 2022. The team has received comments from Committee Members as well as multiple groups, including the Silicon Valley Bicycle Coalition, Commute.org, Midpeninsula Open Reserve, and Thrive Alliance. Some of the key comments were:

- Providing more details on equity program recommendations, such as equity pricing and adaptive vehicles;
- Expanding on the scope and tasks of the Governance Committee;
- Ensuring that public outreach takes place during the planning and procurement process; and
- Recommending that the operator to facilitate education and engagement events, particularly in underserved communities and equity priority areas.

Given the Committee's ongoing involvement with the project and previous review of all deliverables, staff recommends that the Committee recommends C/CAG's Board approval of the San Mateo County Shared Micromobility Feasibility Study and Implementation Plan. The C/CAG Board is expected to adopt the final Plan at its December meeting.

WEB ATTACHMENTS

1. Draft San Mateo County Shared Micromobility Feasibility Study and Implementation Plan Executive Summary
2. Draft San Mateo County Shared Micromobility Feasibility Study and Implementation Plan (*will be available online at <https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>*)

I. Executive Summary

Introduction

What is Shared Micromobility?

Shared micromobility is an umbrella term for lightweight, human or electric-powered vehicles that are operated as a fleet and can be accessed by the public to use. While many forms of micromobility vehicles exist, this study focuses on bikes, e-bikes, and e-scooters, which are the most common form of shared fleets. Shared micromobility services have expanded across the world. Their technologies and ownership structures have rapidly developed and evolved in the past 5-10 years. In 2021, 128 million trips were taken via shared micromobility in the North America.¹ Shared micromobility services changed significantly in 2018, with the widespread launch of scooter share systems in around 100 U.S. cities. Scooters accounted for 62.2 million trips in 2021.

Project Purpose

The City/County Association of Governments of San Mateo County (C/CAG) collaborated with local stakeholders to define what a successful shared micromobility program would look like for San Mateo County and to determine the feasibility of developing one. The existing status quo requires individual jurisdictions across San Mateo County to develop their own shared micromobility programs and guidelines. This study aims to define what a coordinated, proactive approach to shared micromobility could look like in San Mateo County.

Project Process

The study incorporated multiple analyses to evaluate the feasibility of a shared micromobility program in San Mateo County. Throughout the process, the project team worked with an Ad Hoc Advisory Group and various stakeholders to ensure the study reflected the values of the community. The process included:

- **Would shared micromobility work in San Mateo County?** Examining seven key factors known to influence program feasibility to better understand fatal flaws and/or significant barriers to implementing a shared micromobility program in San Mateo County.
- **How would shared micromobility fit into the San Mateo County context?** Analyzing local and regional policy and data to determine the transportation challenges and opportunities that a shared micromobility could address.
- **What would success look like for a program in San Mateo County?** Working with stakeholders to establish a vision, goals, and objectives that articulate what outcomes a shared micromobility program would need to support.
- **How would a shared micromobility program develop in San Mateo County?** Recommending a program structure and guidelines for implementation that best fit the context and resources of partnering agencies in San Mateo County.

Program Vision & Goals

Vision Statement:

A shared micromobility program in San Mateo County will provide residents and visitors—including low-income individuals, communities of color, persons with disabilities, and other historically marginalized communities—with an affordable, convenient, and sustainable transportation option that reduces vehicle miles travelled, connects communities to destinations across the County, and seamlessly integrates with transit.

Program Goals:

- **Replace Motor Vehicle Trips**
- **Integrate with Transit**
- **Ensure the Program Benefits Everyone**
- **Enhance Mobility Options for Local Residents**
- **Create a Cost-Effective and Self-Sustaining Program**
- **Support Economic Development**
- **Generate Positive Public Perception about the Program**
- **Support Tourism Opportunities**

¹ NABSA. "Shared Micromobility State of the Industry Report 2021". <https://nabsa.net/2022/08/03/2021industryreport/>

Program Feasibility

Many factors influence the level to which a shared micromobility program is feasible, and more specifically, whether a program that meets the local community's vision and goals is feasible. Based on the results of multiple analyses, or feasibility factors, the project team concluded that a shared micromobility program **is feasible** in San Mateo County. The feasibility factors, listed below, include qualitative analyses to better understand how a program might achieve its goals and to identify fatal flaws and/or significant barriers to implementing a shared micromobility program in San Mateo County.

Feasibility Factors

- **Planning and Policy Review:** Do existing plans and policies allow or recommend shared micromobility?
- **Demand Analysis:** Are there multiple areas around the county where share devices would likely be used?
- **Barriers Analysis:** Would users have viable routes/connections to travel on?
- **Equity Analysis:** Could a program benefit people with low-incomes and in communities of color?
- **Program Opportunity and Resource Analysis:** Are there sufficient resources available for the management, vendor equipment and operations, and funding of a program?

Program Recommendations

The recommendations apply best practices and lessons learned from peer programs to 1) create a program that is best positioned to achieve the vision and goals and 2) to leverage the county's strengths and adjust for challenges identified in the feasibility analysis.

While San Mateo County could elect to move forward with a structure other than the proposed, there are several negative governance outcomes of continuing with the current micromobility status quo. Individual jurisdictions would have to bear all procurement, management, and oversight responsibilities for a local program, resulting in an increased and redundant workload burden on jurisdiction staff. Jurisdictions would have no established regulatory or procurement standards from which to build their micromobility program. Individually, each community may struggle to attract the same number and quality of vendors as a multi-jurisdictional program. Additionally, jurisdictions and vendors would have no mechanism for coordinating planning, procurement, and negotiations and there would be no structure to manage or address inter-jurisdictional micromobility issues. The results would be a fragmented micromobility market where users may be restricted to making trips within a specific town or city, users may have to switch between operators based on where they are travelling, and users have less predictability regarding user pricing and riding rules.

Governance and Management Recommendations

- Establish a multi-jurisdictional program with a single program manager responsible for procurement and contract management.
- The recommended program manager is C/CAG given the agency's countywide program scope, its proven ability to build consensus with partners across jurisdictional boundaries, and general support from the C/CAG Board on the project concept and the program's ability to reduce vehicle miles traveled.
- Contract out to one or more private, third-party operators.
- Management and oversight responsibilities would be the responsibility of a single organization as the program manager, with support from other organizations in specialized roles.
- Individual jurisdictions could opt into the program with the flexibility to dictate certain operating requirements, such as no-ride areas, speed limited areas, and restricted parking areas. Jurisdictions will retain the ability to fine the operator or impound vehicles in instances of violations. Ideally, any day-to-day operational issues will be handled by the vendor with oversight from the program manager.
- Establish a governance committee composed of participating jurisdictions, the program manager and any other key stakeholders as needed. This body would be a venue to discuss program issues, share lessons learned, and resolve problems.

- Establish a process for escalating complaints and issues, creating a clear chain of command for any operational issues and complaints

System Type Recommendations

- E-bikes are the primary vehicle type, with the option to include manual bikes and/or e-scooters as determined by individual jurisdictions.
- Hybrid or dockless system types are preferred given their ease of implementation and flexibility of operations when considering a pilot program. However, the results of the feasibility analysis, best practices memo, and goals of the program indicate that multiple system types could be successful in San Mateo County. The peer system comparison showed a hybrid, docked, and/or dockless system can be successful for a regional program. The system type, therefore, will depend on level of funding available and interest from operators.

Costs & Funding Recommendations

- Through a competitive Request for Proposal (RFP) process, procure a private operator responsible for self-financing and operating the system.
- Public costs would be limited to the cost of procurement, oversight, and contract management. These costs could be partially recouped through a permit fee.
- Provide program funding or a program subsidy in return for operator guarantees such as the equity pricing program, caps on user fees, or certain geographic operating requirements.

Plan Development Recommendations

Phase 1 Pilot Program

The San Mateo Shared Micromobility Feasibility Study proposes a Phase 1 Pilot Program that would run for one to two years, with participating jurisdictions committing to stay within the program through the duration of the pilot. The study identified five potential pilot locations (see **Map 1** below) based on an analysis of high demand areas, equity focus areas², and the opportunity to connect across jurisdictional boundaries. The two locations recommended for the pilot are Daly City, Broadmoor, and Colma, and Redwood City and North Fair Oaks based on their close proximity to high frequency transit locations, the ability to serve a large population in an equity priority community with limited access to vehicles and high reliance on transit. Each pilot program should have a minimum of 500 vehicles and 50 stations/hubs (if a docked or hybrid system is chosen). This would include 1.6-2.0 designated parking spots per bike and 16 hubs per square mile in high density locations. The three additional areas identified as candidates for a pilot program include: Pacifica, South San Francisco, and San Bruno; South San Francisco and Unincorporated San Mateo County; and Millbrae and Burlingame.

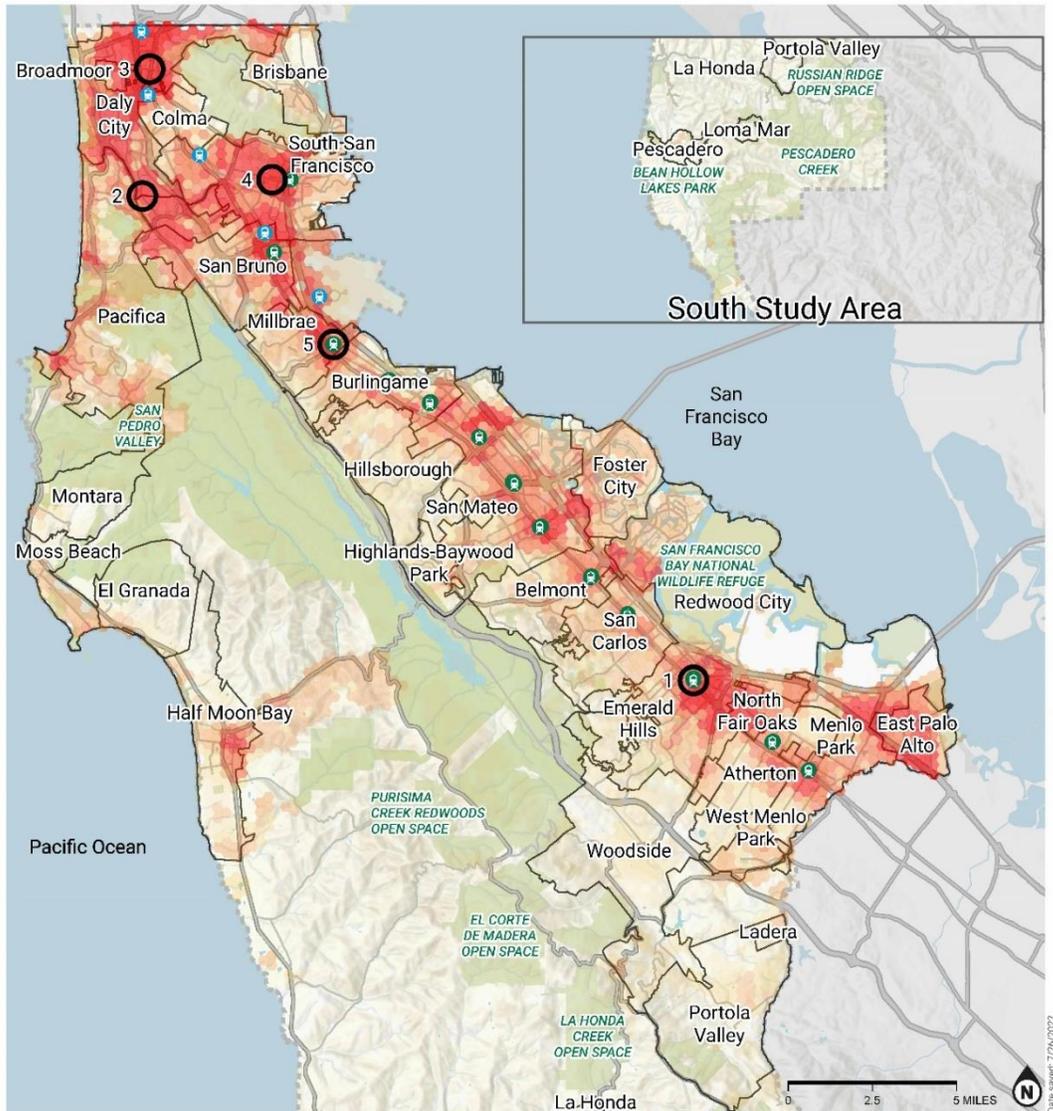
System Expansion

The pilot is an opportunity to test and refine the multi-jurisdictional micromobility management approach. At the end of the pilot period, the study team envisions that revised recommendations and program management structure may be adopted to incorporate lessons learned from the pilot. The system should expand beyond the initial Phase 1 Pilot Program service area based upon factors such as ridership, funding, infrastructure, new indicators of demand, and political will/agency capacity. Following the pilot program, with the multijurisdictional contract in place, the program manager should work with the operator(s) to develop satellite programs at coastal communities, with consideration for alternate service models, such as reduced user fees and/or long-term lending.

² Equity Focus Areas are consistent with the methodology used in the 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan and includes metrics such as share of the population that is non-white, median household income, housing and transportation cost burden, and share of households who do not own cars.

Program Guidelines & Requirements

An RFP for shared micromobility will lay out guidelines and requirements for the program that the selected vendor must follow. The San Mateo County Shared Micromobility Feasibility Study offers recommendations for common elements that will be included, such as type of vehicles permitted, rider age restrictions, and contract length.



PROSPECTIVE PILOT AREAS

SAN MATEO COUNTY SHARED MICROMOBILITY FEASIBILITY STUDY



PILOT STUDY RECOMMENDATIONS & SCORE

- Pilot Study Recommendations
- Higher Score
- Lower Score

DESTINATIONS + BOUNDARIES

- BART Station
- Caltrain Station
- County Boundary
- San Mateo County City Boundaries
- Water
- Park

MAP 1

Data provided by the 2021 C/CAG Comprehensive Bicycle and Pedestrian Plan (2021), Caltrans State Highway Network (2021), San Mateo County GIS Open Data (2021), ESRI Living Atlas (2021), American Community Survey 5 Year Estimates (2019), Longitudinal Employer-Household Dynamics (2019), Bureau of Transportation Statistics Docked Bikeshare Ridership (2021), US Environmental Protection Agency Smart Location Database (2021), and OpenStreetMap (2021).

C/CAG AGENDA REPORT

Date: November 17, 2022

To: Congestion Management Program Technical Advisory Committee

From: Sean Charpentier, Executive Director

Subject: Review and recommend Board approval of the revised draft Committee Guidelines
(For further information contact Sean Charpentier at scharpentier@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee reviews and recommends Board approval of the revised draft Committee Guidelines.

FISCAL IMPACT

There is no fiscal impact related to this item.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

In 1998, C/CAG Bylaws established the Congestion Management Program Technical Advisory Committee. The Committee is comprised of engineers and planners who provide technical expertise and professional recommendations to the C/CAG Board regarding transportation and air quality issues. There are currently a total of 25 positions, including 23 engineers and 2 planners from the C/CAG member agencies, as well as representatives from regional and state transportation agencies. Traditionally, the County of San Mateo's Public Works Director and the San Mateo County Transportation Authority representative take turn chairing the meetings. The Committee Guidelines were last updated on November 24, 2009.

Given that a significant amount of time has lapsed since the last Committee Guidelines update, staff brought this topic to the Committee at its September meeting. The Committee discussed the possibility of expanding its membership to include representation from BART, changing the chairmanship to any Committee members and electing new leadership every two years, and considering the possibility of appointing alternate members. At the October meeting, the staff brought a set of proposed guidelines for the Committee's consideration. The Committee directed staff to revise the membership composition to include all San Mateo County jurisdictions and give some additional thoughts on the participation of planners.

Taking into considerations the feedback received thus far, staff has developed a revised set of draft

Guidelines for the Committee's review. The proposed language stipulates the following:

- The positions of Committee Chair and Vice-Chair are open to any members, and election shall take place every two years.
- The composition of Committee membership is expanded to include representation from all San Mateo County jurisdictions. Additional seats for the City of East Palo Alto and Town of Portola Valley have been created.

Furthermore, the Committee would include two Planners to be appointed for a two-year term. C/CAG will seek to provide a balance among small, medium, and large cities. C/CAG would reach out to members' Planning Directors or Community Development Directors, seeking letters of interests. The C/CAG Board will then consider and appoint the candidates. At the November Meeting, staff will review the revised Guidelines with the Committee. Staff recommends the Committee to recommend C/CAG Board approval of the revised draft Guidelines. Due to the need to prepare for in person Committee and Board meetings, staff is unable to work on the question of alternate Committee members at this time. This topic will be discussed at a future meeting.

ATTACHMENT

1. Draft Congestion Management Program Technical Advisory Committee (CMP TAC) Guidelines Updated October 2022 (redlined)

Congestion Management Program Technical Advisory Committee (CMP TAC)

Guidelines

[Established 11/24/09](#)

[Revised 11/17/2022](#)

Mission

The CMP TAC is a staff committee composed of engineers and planners who provide technical expertise and professional recommendations to the CMEQ Committee and C/CAG Board regarding transportation and air quality issues, the Congestion Management Program, and the Countywide Transportation Plan.

Membership

The CMP TAC was originally established to include representatives from the Bay Area Air Quality Management District (BAAQMD) (1), the Metropolitan Transportation Commission (MTC) (1), San Francisco International Airport (SFIA) (1), the San Mateo County Transit District (SamTrans) (1 with 1 alternate), the San Mateo County Transportation Authority (SMCTA) (2), San Mateo County Government (3), the Central County Cities (2), the North County Cities (2), the South County Cities (2), the Cities at large (1), and Caltrans (3). A total of 19 members.

The [current](#) composition of the Technical Advisory Committee includes ~~up to twenty~~ [twelve](#) city engineers and [two](#) planners, one county engineer, ~~one county planner~~, one representative each from the Metropolitan Transportation Commission, Caltrans, SamTrans/the Transportation Authority/the [Peninsula Corridor](#) Joint Powers Board ([JPB/Caltrain](#)), and ~~C/CAG/the Congestion Management Program~~.

~~There are currently a total of 25 positions including 15 engineers and 4 planners from the local jurisdictions in addition to representatives from Caltrans, SamTrans, Peninsula Corridor JPB, SMCTA, MTC, and C/CAG.~~

- ~~• 25 members on average~~
- ~~• The CMP TAC is currently composed of 24 members made up of engineers representing SMCTA, Peninsula Corridor JPB (Caltrain), Caltrans, MTC, C/CAG, and the cities and County~~
- ~~• 16 jurisdictions (15 cities and the County) are represented~~
- ~~• Burlingame, San Mateo, Daly City, and the County have 2 representatives each (engineer and planner)~~
- ~~• 5 cities NOT represented: Hillsborough, San Bruno, Portola Valley, Half Moon Bay, and East Palo Alto~~
- ~~• The total number of members fluctuates with the highest of 27 in 2005 and lowest of 20 in 2000 with 20. The current number of members is 24.~~

Term Limits

- There are no term limits for the CMP TAC. Members can remain on the TAC indefinitely or until the member voluntarily relieve him/or herself of the membership.
- [Membership of Planners](#)
 - [The CMP TAC shall have a maximum of two planners.](#)
 - [There are no term limits, but Planners shall be appointed every two years.](#)
 - [C/CAG will issue a call for applicants every two years. Interested planners shall submit letters of interest to the C/CAG Board, who will make the appointment.](#)
 - [C/CAG shall strive to include Planners that balance small, medium, and large cities.](#)

Chair and Vice Chair

- The Chair and Vice Chair for the CMP TAC are appointed by Committee members at a CMP TAC Meeting every two years.
- There are no term limits.
- The role of the Chair is to manage the Committee meetings by calling the meeting to order, leading the Committee through the agenda topics, monitoring meeting discussion to ensure all discussion remains on topic, and leading the motion and approval of all action items. The role of the Vice Chair is to support the Chair and lead the Committee meeting should the Chair be unable to attend.

Selection Process

- To fill the vacant engineering positions, jurisdictions shall submit a nomination letter from the City/Town/County Manager to the C/CAG Executive Director. staff solicits individuals from C/CAG member agencies who have expressed interest in being on the TAC and requested that a letter of interest be submitted to C/CAG for considerations. Staff would focus on the cities' Public Works Directors/City Engineers that are not currently represented on the Committee. For backfilling a vacant "Planner" position, staff will contact the Planning Directors.
- Interested individuals are then asked to submit a letter of interest and request from the City Manager. Based on the number of vacancies and responses received, the C/CAG Executive Director makes the recommendation for the appointment of new member(s) to backfill the vacancies. If there is more interest than positions available, the Director has the discretion to expand the number of members to maintain a representational and diverse committee.
- The C/CAG's Board of Directors then approve the nomination at the next regularly scheduled Board meeting.

2022 Congestion Management Program Technical Advisory Committee Roster

| <u>Agency</u> | <u>Representative</u> |
|-------------------------------------|--------------------------|
| <u>San Mateo County Engineering</u> | <u>Ann Stillman</u> |
| <u>SMCTA / PCJPB / Caltrain</u> | <u>Heba El-Guindy</u> |
| <u>Atherton Engineering</u> | <u>Robert Ovadia</u> |
| <u>Belmont Engineering</u> | <u>Peter Brown</u> |
| <u>Brisbane Engineering</u> | <u>Randy Breault</u> |
| <u>Burlingame Engineering</u> | <u>Syed Murtuza</u> |
| <u>C/CAG</u> | <u>Sean Charpentier</u> |
| <u>Colma Engineering</u> | <u>Brad Donohue</u> |
| <u>Daly City Engineering</u> | <u>Richard Chiu</u> |
| <u>Daly City Planning</u> | <u>Tatum Mothershead</u> |
| <u>East Palo Alto Engineering</u> | <u>Humza Javed</u> |
| <u>Foster City Engineering</u> | <u>Louis Sun</u> |
| <u>Half Moon Bay Engineering</u> | <u>Maziar Bozorginia</u> |
| <u>Hillsborough Engineering</u> | <u>Paul Willis</u> |
| <u>Menlo Park Engineering</u> | <u>Nikki Nagaya</u> |
| <u>Millbrae Engineering</u> | <u>Sam Bautista</u> |
| <u>Pacifica Engineering</u> | <u>Lisa Petersen</u> |
| <u>Portola Valley Engineering</u> | <u>Vacant</u> |
| <u>Redwood City Engineering</u> | <u>Jessica Manzi</u> |
| <u>San Bruno Engineering</u> | <u>Matthew Lee</u> |

| | |
|--|---------------------------------------|
| <u>San Carlos Engineering</u> | <u>Steven Machida</u> |
| <u>San Mateo Engineering</u> | <u>Azalea Mitch</u> |
| <u>South San Francisco Engineering</u> | <u>Eunejune Kim</u> |
| <u>South San Francisco Planning</u> | <u>Billy Gross</u> |
| <u>Woodside Engineering</u> | <u>Sean Rose</u> |
| <u>MTC</u> | <u>James Choe</u> |
| <u>Caltrans</u> | <u>Nidal Tuqan</u> |

| 2009 TAC Roster and Attendance | |
|---------------------------------------|-------------------------------|
| Member | Agency |
| Jim Porter (Co-Chair) | San Mateo County Engineering |
| Joseph Hurley (Co-Chair) | SMCTA |
| Duncan Jones | Atherton Engineering |
| Karen Borrmann | Belmont Engineering |
| Randy Breault | Brisbane Engineering |
| Syed Murtuza | Burlingame Engineering |
| Bill Meeker | Burlingame Planning |
| Sandy Wong | C/CAG |
| Gene Gonzalo | Caltrans |
| Rick Mao | Colma Engineering |
| Robert Ovadia | Daly City Engineering |
| Tatum Mothershead | Daly City Planning |
| Ray Towne | Foster City Engineering |
| Chip Taylor | Menlo Park Engineering |
| Ron Popp | Millbrae Engineering |
| Van Ocampo | Pacifica Engineering |
| April Chan | Peninsula Corridor JPB |
| Peter Vorametsanti | Redwood City Engineering |
| Robert Weil | San Carlos Engineering |
| Larry Patterson | San Mateo Engineering |
| Bob Beyer | San Mateo Planning |
| Steve Monowitz | San Mateo County Planning |
| Dennis Chuck | So. San Francisco Engineering |
| Kenneth Folan | MTC |
| | |
| <i>Staff Support</i> | |
| John Hoang | C/CAG |

C/CAG AGENDA REPORT

Date: November 17, 2022

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and provide input on the draft Scope of Work for the San Mateo Countywide Local Roadway Safety Plan (LRSP)

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

RECOMMENDATION

That the Technical Advisory Committee reviews and provides input on the draft Scope of Work for the San Mateo Countywide Local Roadway Safety Plan (LRSP).

FISCAL IMPACT

There is no financial impact related to this item at this time. An amount of \$400,000 has been set aside in the Agency budget for this effort.

SOURCE OF FUNDS

The San Mateo Countywide Local Road and Safety Plan (LRSP) will be funded with federal funds allocated by the Metropolitan Transportation Commission (MTC) as part of the approved One Bay Area Grant (OBAG) Cycle 3 Regional Program.

BACKGROUND

The Local Roadway Safety Plans (LRSP) identifies and analyzes roadway safety needs and develops a prioritized list of safety countermeasures. The LRSP also contributes to the California Strategic Highway Safety Plan (SHSP), which aims to reduce traffic fatalities and serious injuries across the State's roadways. The San Mateo Countywide LRSP will identify existing conditions of the county's roadway network and provide a framework for systematic safety improvements in the areas of engineering, enforcement, education, and emergency response. In addition, the completion of the LRSP will render jurisdictions in the County eligible for grant funding from the Metropolitan Transportation Commission (MTC) OBAG 3 County & Local Program, and future funding for Caltrans Highway Safety Improvement Program.

Staff intends to release a Request for Proposals for the Plan on November 23, 2022. Staff aims to select a consultant by the end of January 2023 and seek C/CAG Board's approval of the consultant contract at the February 9th, 2023 meeting. The project is anticipated to begin at the end of February 2023 and be completed by December 31, 2023.

Staff recommends that the Committee reviews and provides input on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP) Scope of Work (Attachment 1).

ATTACHMENTS

1. Draft Countywide Local Roadway Safety Plan (LRSP) Scope of Work

ATTACHMENT 1
DRAFT SAN MATEO COUNTY LOCAL ROADWAY SAFETY PLAN
SCOPE OF WORK

General

The City/County Association of Governments of San Mateo County (C/CAG) is seeking qualified consultants to submit proposals for the development of a Countywide Local Roadway Safety Plan (LRSP).

Federal regulations require that each State has a Strategic Highway Safety Plan (SHSP). An SHSP is a statewide data-driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accident fatalities and serious injuries on all public roads. In coordination with federal, state, local and private sector safety stakeholders, the SHSP establishes goals, objectives, and emphasis (or challenge) areas. The SHSP address the 4Es of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

While the SHSP is used as a statewide approach for improving roadway safety, a Local Road Safety Plan (LRSP) can be a way to provide local and rural road owners with an opportunity to address unique highway safety needs in their jurisdictions, while contributing to the success of the SHSP. The process of preparing an LRSP creates a framework to systematically identify and analyze safety problems and recommend safety improvements. Preparing an LRSP facilitates the development of local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that can demonstrate a defined need and contribute to the statewide plan. The LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges.

An LRSP provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads. The process of developing an LRSP can be tailored to local protocols, needs, and issues.

The key elements for the San Mateo Countywide Local Roadway Safety Plan (LRSP) include, but is not limited to, the following:

1. Executive Summary: This section should include the agency's objectives and focus for the LRSP and a brief summary of the major results. Include discussion on what methodologies were used to limit the data analysis and studies to stay within the funding limits. Other high-level discussions may include crash trends, corridors identified, stakeholder outreach, countermeasures considered, conceptual projects identified, benefit-cost ratios for the projects, etc.
2. Safety Data: Analyze at least three (3) years of the most current crash data. Crash data from each jurisdiction's own crash database (C/CAG will work with local law enforcement to attain), the California Statewide Integrated Traffic Records System (SWITRS) database, or UC Berkeley Transportation Injury Mapping (TIMS) are recommended.;
3. Public Outreach: Summarize outreach conducted and feedback received from the public, community stakeholders, and emergency response personnel.

4. Data Analysis Techniques and Results: Crash trends and crash concentrations should be analyzed based on overall numbers, identifying the leading causes of fatalities and severe injuries. Consultant should identify crashes on a ‘rate’ basis and compare the results of numbers vs. rates.
5. Highest Occurring Crash Types: Focus on top 3 to 10 crash types responsible for the fatalities and severe injuries occurring on each jurisdiction’s roadway network. If it is chosen to focus on specific “high-risk corridors and intersections,” it is expected to briefly review and discuss top crash types occurring on the overall network.
6. High-Risk Corridors and Intersections (Crash History and Roadway Characteristics): Focus on top 3 to 10 high-risk corridors in each jurisdiction and the top 5 to 20 intersections responsible for fatalities and severe injuries occurring on their roadway network. If it is chosen to focus on specific crash types, it is still expected to briefly review and discuss their high-risk corridors and intersections on the overall network.
7. Countermeasures Identified to Address the Safety Issues: Use crash reduction factors provided in the Local Roadway Safety Manual (LRSM) to identify potential low-cost systemic countermeasures that mitigate the local agencies’ primary crash type trends. In addition, use crash concentrations (system-wide, corridors, and spot locations) to identify the countermeasures with a high likelihood of addressing the crashes that are appropriate for the characteristics of the roadway.
8. Viable Project Scopes and Prioritized List of Safety Projects: Once the crash areas, trends, and corresponding systemic countermeasures have been identified, it is required to create preliminary safety project scopes. It is recommended to focus on finding the ideal balance between collision analyses on a systemic basis while also addressing high-crash locations. For the lowest cost improvements, like signing and striping, it may be an appropriate goal to have the entire roadway network eventually upgraded to a minimum level.

In contrast, the costlier systemic countermeasures may only be feasible to install at higher crash locations/characteristics on a corridor-by-corridor basis. Estimating total-project costs and calculating Benefit/Cost (B/C) ratio are the next steps in prioritizing the list of safety projects.

Cost estimates may be based on individual construction items or lump sum project costs per mile or per location. For calculating the B/C ratio of a project, the Caltrans HSIP Analyzer Tool should be used.

Task 1: Project Initiation and Management

The Consultant shall host project initiation meeting and weekly check-ins with C/CAG staff to maintain communication and ensure project will be delivered within the project timeline. The Consultant shall also schedule and facilitate a minimum of five (5) meetings with an ad hoc advisory group comprised of planners, engineers, emergency services, bike/pedestrian and community-based organizations, and other stakeholders. The Consultant shall present progress updates at a minimum of eight (8) C/CAG committee meetings and three (3) Board meetings. The Consultant shall provide monthly progress reports and invoices for work completed during the prior month.

Task 1 Deliverables:

1. Project Kick-off Meeting
2. Monthly project management meeting agendas and action items
3. Materials for advisory group meetings and/or workshops
4. Presentation to C/CAG Committees and Board meetings
5. Monthly Invoices and progress reports

Task 2: Review of Existing LRSP and Collision Data Reports/Literature Review

The Consultant shall conduct a review of existing LRSPs and Vision Zero plans and coordinate with jurisdictions in San Mateo County that have an LRSP (including LRSPs that are underway) or Vision Zero plans to incorporate in the San Mateo Countywide LRSP.

The Consultant shall also review the C/CAG-San Mateo County Office of Education (SMCOE) Youth-Based High Injury Network Report to incorporate any relevant findings that can be incorporated into a LRSP.

Consultant will also review currently available documents that present “best-case practices” regarding Local Road Safety Plans and Vision Zero Action Plans; this will include researching multi-modal safety documents such as Vision Zero. Consultant will identify key factors relating to collisions, data collection, and best practices of how to apply treatments.

Task 2 Deliverables:

1. Review of existing and in-progress LRSPs,
2. Review of C/CAG-SMCOE Youth-Based High Injury Network Report
3. Review comparable Local Road Safety Plans, Vision Zero Action Plans, and award-winning “safety” or “vision zero” documents to identify “best-practices” for data collection and safety treatments
4. Summary of literature review highlighting current “best-practices” and summarizing suggested methodology going forward.

Task 3: Data Collection and Analysis

Consultant shall develop an existing conditions analysis report of the roadway in San Mateo County including a comprehensive analysis of crash data. The Consultant shall identify collision characteristics, crash patterns, and user types to identify roadway segments that account for the highest number of specific types of collisions.

The Consultant shall collect collision data from Transportation Injury Mapping System (TIMS) and Statewide Integrated Traffic Records System (SWITRS) to identify collisions occurring within the most recent 5-year period.

The Consultant shall conduct a review of existing LRSPs and coordinate with jurisdictions that have an LRSP or report that is underway to incorporate in the San Mateo Countywide-LRSP.

The Consultant shall coordinate with jurisdictions to identify locations that have high potential for collisions.

Task 3 Deliverables:

1. Roadway Collision Analysis, identify high collision/priority locations,
2. Map of high collision areas

Task 4: Community and Stakeholder Engagement

Consultant shall conduct public outreach to San Mateo County community-based organizations, members of the public, bicyclists, pedestrians, emergency personnel, and other stakeholders. Public outreach may include in-person meetings in each participating City, in-person or virtual meetings with law enforcement and/or emergency response personnel, and/or a virtual outreach campaign to obtain feedback.

Task 4: Deliverables

1. Community workshop (in-person and virtual)
2. Education and Outreach materials
3. Meeting minutes from each meeting
4. Analysis of how proposed safety projects can address community concerns

Task 5: Countermeasures/ Implementation

Consultant shall provide a recommendation in the areas of engineering, enforcement, education, and emergency response to improve traffic safety. Recommendations should include goal and strategies to address long-term and short-term safety. Recommendations should also include cost-effective measures to addressing safety areas. The consultant shall provide a strategy for implementing LRSP and means of monitoring safety outcomes to evaluate the effectiveness of the countermeasures.

Utilizing Caltrans' HSIP Analyzer tool, consultant will identify the most cost-effective treatment at each location. B/C ratios for each identified location will be calculated and summarized for each jurisdiction in San Mateo County.

Task 5: Deliverables

1. Safety recommendations
2. Implementation plan for LRSP
3. Means of monitoring safety outcomes

Task 6. Receive Concurrence from Local Jurisdictions

Consultant, with assistance from C/CAG, will provide location, treatment, and B/C ratio information to each jurisdiction in San Mateo County. Each jurisdiction's public works staff will provide concurrence for each location and suggested treatment to consultant or will suggest an alternative treatment for consideration. If another treatment is suggested, consultant will run a new analysis on the location, with the alternative treatment, and provide updated information on B/C ratios. If the consultant's suggested treatment has a higher B/C ratio than the jurisdictions alternative treatment, the jurisdiction will have the final decision on which treatment is to be included.

Task 6: Deliverables

1. Receive concurrence on list of locations identified as having a high potential for collisions, along with suggested treatments and calculated B/C ratios to San Mateo County jurisdictions.

Task 7. Develop Prioritized List of Safety Projects for Each Jurisdictions in San Mateo County

Based on calculated B/C ratio and feedback from San Mateo County jurisdictions, consultant will develop a prioritized list of safety projects for each jurisdiction in San Mateo County. The lists should clearly identify projects that are eligible for HSIP funding for the upcoming cycle.

Consultant will coordinate with C/CAG and jurisdictions with existing LRSPs to develop a detailed scope of engineering for priority projects identified in that jurisdiction. These priority projects should have an HSIP B/C ratio high enough to be eligible for HSIP funding.

Task 7: Deliverables

1. Develop a prioritized list of safety projects for each of the jurisdictions in San Mateo County; clearly identify which projects are eligible for HSIP funding.

Task 8: Countywide LRSP Development

Consultant shall provide a complete Local Roadway Safety Plan for the County. The Plan will have a chapter for each jurisdiction. Additionally, each jurisdiction chapter will have sections identifying automobile safety locations.

Task 8: Deliverables

1. Draft Countywide LRSP
2. Final Countywide LRSP

Task 9: Optional Tasks as Needed

As needed and only upon prior approval from the C/CAG project manager, optional tasks as assigned may include, but are not limited to:

- Prepare a report presenting strategies on how to update the report in the future.

Task 9 Deliverables

1. To be determined

C/CAG AGENDA REPORT

Date: November 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 related items.

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

FY 2021-22 Local Streets and Roads Program Annual Expenditure Reporting - Due December 1st

Per Streets and Highways Code Section 2034(b), each fiscal year in which a city or county receives an apportionment of Road Maintenance and Rehabilitation Account Local Streets and Roads Program Funds shall submit a report to the California Transportation Commission (CTC) detailing the expenditure of those funds within the fiscal year. At a minimum, the report is to include in progress and completed projects for which program funds were expended. The Annual Project Expenditure Report must include a project description, location, amount of program funds expended, date of completion or estimated completion, and if applicable, the estimated useful life of the improvement.

CalSMART is now open for FY 2021-22 Expenditure Reporting and will remain open until December 1st at 11:59 p.m.

A copy of the Local Streets and Roads Funding Program Annual Expenditure Report Technical Training presented by CTC staff be found here: <https://catc.ca.gov/-/media/ctc-media/documents/programs/local-streets-and-roads/2022/final-handout-version-fy-21-22-calsmart-technical-training-exp-report-v4-a11y.pdf>

2021 Regional Pavement Condition Summary Report

MTC's Regional Streets & Roads Program staff has completed the 2021 regional pavement condition summary report. A copy of the report is attached (Attachment 3).

MTC Pavement Management Technical Assistance Program (P-TAP) Round 24 Call for Projects

MTC's Pavement Management Technical Assistance Program (P-TAP) uses federal dollars to help Bay Area cities and counties stretch their road budgets by:

- Implementing, updating and maintaining pavement management databases
- Providing accurate pavement condition data to city councils, county supervisors or other local decision makers
- Supporting the region's management of non-pavement street and road assets, such as signs, storm drains, curbs and gutters, traffic signals and street lights as pilot projects

P-TAP 24 Call for Projects is currently open and applications are due on November 23, 2022, by 4 pm.

More information can be found here: <https://mtc.ca.gov/tools-resources/technical-assistance/pavement-management-technical-assistance-program-p-tap/p-tap-24-call-projects>

Clean California Local Grant Program Cycle 2

Caltrans is developing the Clean California Local Grant Program as part of the nearly \$1.1 billion Clean California Program, which makes serious investment in beautifying our local communities to create spaces of pride for all Californians. The two-year Clean California Local Grant Program includes approximately \$100 million for communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to restore pride in public spaces.

The following is the projected timeline for Call for Projects.

| | |
|-------------------------------------|-----------------------|
| Call for Projects | January 2023 |
| Project Application Deadline | April 2023* |
| Project Award Notification | August/September 2023 |

* specific dates will be updated as they are solidified.

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

USDOT Notice of Funding Opportunities 2022

In order to provide stakeholders with more visibility into upcoming funding opportunities, US Department of Transportation (USDOT) has published a list of anticipated dates for Notice of Funding Opportunities (NOFOs) for key Bipartisan Infrastructure Law programs. The NOFO list is not comprehensive and will be *updated periodically* with new programs and dates.

Full details can be found here: <https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>

Statewide ATP Cycle 6 Recommendations

The California Transportation Commission (CTC) released staff recommendations for the Statewide Competitive ATP list of projects on October 20, 2022. CTC Staff is recommending funding six projects in the Bay Area (Alameda, Contra Costa, San Francisco, and Santa Clara county) for a total of \$51 million, out of a statewide program of \$853 million (10% of the statewide total). The state received approximately 434 applications requesting just over \$3.1 billion. See Attachment 4 for more information.

In the Statewide competitive programs, none of the projects submitted by San Mateo County were chosen for funding. C/CAG staff will work with MTC and CTC staff on how to better position member agencies for success on the next cycle of the ATP Call for Projects.

Lapsed Project End Dates

Please review the Caltrans Project End Date (PED) lookahead report attached (Attachment 5) 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 Technical Assistance Trainings

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

- 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 October 13, 2022
2. MTC's PMP Certification Status of Agencies within San Mateo County as of October 11, 2022
3. 2021 Regional Pavement Condition Summary Report
4. 2023 State Active Transportation Program Recommendations
5. Caltrans Lapsed Project End Dates as of November 1, 2022

Updated on 10/13/2022 1st quarter inactive projects

| > \$50,000 unexpended balance | | | | | | | | | | | | | | | | | | |
|-------------------------------|----------|--|------------------|----------------|----------|--------|---------------------|--|-------------|-----------------------------|---------------------|------------------|-----------------------|---------------|-------------------|--------------------|--------------------|--------------------|
| 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 |
| 5177040 | Inactive | Project is inactive. Funds at risk. Invoice immediately. | 0419000112L | CML | 4 | SM | South San Francisco | EL CAMINO REAL (SR82) FROM ARROYO TO KAISER WAY COMPLETE STREET IMPROVEMENTS | 02/25/2022 | 1/4/2019 | 2/25/2022 | 9/9/2022 | 7 | Y003 | \$3,584,180.00 | \$3,120,000.00 | \$125,000.00 | \$2,995,000.00 |
| 5171023 | Inactive | Invoice under review by Caltrans. Monitor for progress. | 0418000443L | CML | 4 | SM | Burlingame | ALONG BROADWAY CORRIDOR REMOVE AND REPLACE OLD STREET LIGHTING WITH NEW PEDESTRIAN LIGHT FIXTURES AND POLES | 11/22/2021 | 06/24/2020 | 11/22/2021 | 11/22/2021 | 10 | Z003 | \$865,106.00 | \$720,000.00 | \$1,327.95 | \$718,672.05 |
| 5357010 | Inactive | Project is inactive. Funds at risk. Invoice immediately. | 0417000486L | BRLS | 4 | SM | Half Moon Bay | MAIN STREET BRIDGE OVER PILARCITOS CREEK, BR 3500025 REHABILITATE HISTORIC BRIDGE. NO ADDED CAPACITY | 02/15/2022 | 2/27/2018 | 2/15/2022 | 2/15/2022 | 7 | Z001 | \$1,291,000.00 | \$1,142,922.00 | \$751,946.33 | \$390,975.67 |
| 5333017 | Inactive | Project is inactive. Funds at risk. Invoice immediately. | 0417000338L | BRLS | 4 | SM | Woodside | OLD LA HONDA ROAD OVER DRAINAGE SWALE: 0.1 WEST OF PORTOLA RD (BR # 3500190) BRIDGE REPLACEMENT | 02/04/2022 | 7/28/2017 | 2/4/2022 | 2/4/2022 | 7 | Z001 | \$1,810,063.00 | \$1,337,592.00 | \$1,063,218.88 | \$274,373.12 |
| 5267023 | Inactive | Invoice under review by Caltrans. Monitor for progress. | 0418000359L | STPL | 4 | SM | San Carlos | CEDAR STREET BETWEEN SAN CARLOS AVENUE AND CITY OF BELMONT, AND BRITAN AVENUE BETWEEN ELM STREET AND THE ALLEYWAY SOUTH OF EL CAMINO REAL AC OVERLAY AND INSTALL ADA RAMPS | 12/28/2021 | 01/16/2020 | 12/28/2021 | 4/8/2022 | 9 | Z230 | \$602,896.56 | \$524,537.20 | \$349,107.95 | \$175,429.25 |
| 5226023 | Inactive | Project is inactive. Funds at risk. Invoice immediately. | 0419000066L | CML | 4 | SM | San Bruno | SAN BRUNO: ON HUNTINGTON AVE FROM SAN BRUNO AVE TO THE ENTRANCE OF THE CENTENNIAL WAY TRAIL. BIKEPED FACILITIES. CONVERT RIGHT LANE ON NB HUNTINGTON AVE TO A TWO-WAY CYCLE TRACK. SLURRY SEAL | 03/28/2022 | 11/16/2018 | 3/28/2022 | 3/28/2022 | 6 | Z003 | \$155,000.00 | \$122,000.00 | \$30,817.34 | \$91,182.66 |
| 5177033 | Inactive | Project is inactive. Funds at risk. Invoice immediately. | 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 | 01/28/2022 | 1/31/2014 | 1/28/2022 | 1/28/2022 | 8 | M003 | \$7,088,262.00 | \$1,000,000.00 | \$917,777.43 | \$82,222.57 |

| < \$50,000 unexpended balance | | | | | | | | | | | | | | | | | | |
|-------------------------------|----------|--|------------------|----------------|----------|--------|---------------------|--|-------------|-----------------------------|---------------------|------------------|-----------------------|---------------|-------------------|--------------------|--------------------|--------------------|
| 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 |
| 5935079 | Inactive | Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE. | 0418000322L | BPMP | 4 | SM | San Mateo County | CLOVERDALE ROAD OVER BUTANO CREEK, NORTH OF BUTANO PARK ROAD (BR NO 3500041) SCOUR COUNTERMEASURES AND TREAT DECK WITH METHACRYLATE (TC) | 11/22/2021 | 11/7/2018 | 11/22/2021 | 11/22/2021 | 10 | Z233 | \$150,000.00 | \$150,000.00 | \$104,072.57 | \$45,927.43 |
| 5177041 | Inactive | Invoice under review by Caltrans. Monitor for progress. | 0419000138L | HSIPL | 4 | SM | South San Francisco | INTERSECTION OF SPRUCE AVENUE AND COMMERCIAL AVENUE INSTALL NEW TRAFFIC SIGNAL WITH PEDESTRIAN COUNTDOWN TIMERS AND ADA CURB RAMPS | 02/25/2022 | 12/12/2019 | 2/25/2022 | 2/25/2022 | 7 | ZS30 | \$542,600.00 | \$444,000.00 | \$403,593.45 | \$40,006.55 |
| 5029035 | Inactive | Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE. | 0416000282L | CML | 4 | SM | Redwood City | MIDDLEFIELD ROAD BETWEEN MAIN STREET AND WOODSIDE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS: SIDEWALK WIDENING, CORNER BULB OUT, CROSSWALKS, BUS STOP, BENCHES, PED LIGHTS, STREET LIGHTS, BIKE LANES, SIGNS, STRIPING | 10/12/2021 | 2/27/2018 | 10/12/2021 | 10/12/2021 | 11 | Z003 | \$7,286,350.00 | \$1,752,000.00 | \$1,711,999.99 | \$40,000.01 |
| 5438018 | Inactive | Project is inactive. Proceed to next phase/closure project. | 0420000013L | STPL | 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 | 06/21/2021 | 3/5/2020 | 6/21/2021 | 6/21/2021 | 15 | Z230 | \$1,358,724.00 | \$416,000.00 | \$376,817.83 | \$39,182.17 |
| 5029024 | Inactive | Project is inactive. Proceed to next phase/closure project. | 0400021045L-N | BPMP | 4 | SM | Redwood City | BRIDGE PARKWAY OVER MARINE WORLD LAGOON, PREVENTATIVE MAINTENANCE | 08/02/2017 | 4/13/2011 | 8/2/2017 | 8/2/2017 | 61 | Q120 | \$75,000.00 | \$66,398.00 | \$39,121.06 | \$27,276.94 |
| 5029025 | Inactive | Project is inactive. Proceed to next phase/closure project. | 0400021046L-N | BPMP | 4 | SM | Redwood City | BRIDGE PARKWAY (RIGHT) OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PARKWAY, PREVENTATIVE MAINTENANCE | 08/02/2017 | 4/13/2011 | 8/2/2017 | 8/2/2017 | 61 | Q120 | \$75,000.00 | \$66,398.00 | \$39,121.06 | \$27,276.94 |
| 5333014 | Inactive | Project is inactive. Proceed to next phase/closure project. | 0412000122L | BHLS | 4 | SM | Woodside | KINGS MOUNTAIN RD OVER WEST UNION CREEK, 0.05 MI EAST OF TRIPP RD, BRIDGE REHABILITATION | 07/07/2020 | 3/16/2012 | 7/7/2020 | 7/7/2020 | 26 | L1CE | \$135,090.00 | \$119,595.00 | \$98,399.16 | \$21,195.84 |
| 5438015 | Inactive | Project is inactive. Proceed to next phase/closure project. | 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 | 35 | HY20 | \$950,000.00 | \$760,000.00 | \$739,979.07 | \$20,020.93 |
| 5029032 | Inactive | Project is inactive. Proceed to next phase/closure project. | 0414000103L | BPMP | 4 | SM | Redwood City | MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK BRIDGE PREVENTATIVE MAINTENANCE | 08/28/2019 | 3/21/2014 | 8/28/2019 | 8/28/2019 | 37 | M240 | \$26,250.00 | \$23,239.00 | \$4,519.81 | \$18,719.19 |
| 5333013 | Inactive | Project is inactive. Proceed to next phase/closure project. | 0412000121L | BHLS | 4 | SM | Woodside | MOUNTAIN HOME RD OVER BEAR CREEK: 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION | 07/07/2020 | 3/16/2012 | 7/7/2020 | 7/7/2020 | 26 | L1CE | \$107,428.00 | \$95,106.00 | \$93,266.37 | \$1,839.63 |

| \$1,000 or less unexp. balance | | | | | | | | | | | | | | | | | | |
|--------------------------------|----------|---|------------------|----------------|----------|--------|----------------------------|--|-------------|-----------------------------|---------------------|------------------|-----------------------|---------------|-------------------|--------------------|--------------------|--------------------|
| 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 |
| 6204125 | Inactive | Project is inactive. Proceed to next phase/closure project. | 0413000206L | FERPL | 4 | SM | Caltrans | ON US101 FROM 0.3 MILES NORTH OF SAN ANTONIO ROAD (SCL -PM 50.8) TO 0.3 MILES SOUTH OF GRAND AVENUE INTERCHANGE (SM-PM 21.8) US 101 INSTALL HOV/HOT LANE | 07/02/2019 | 5/16/2017 | 7/2/2019 | 7/2/2019 | 38 | RPS0 | \$20,999,258.82 | \$9,547,698.97 | \$9,547,074.22 | \$624.75 |
| 6204113 | Inactive | Project is inactive. Proceed to next phase/closure project. | 0400000684L | CML | 4 | SM | Caltrans | ON STATE ROUTE 101, US 101 BROADWAY INTERCHANGE IN BURLEIGH RECONSTRUCT INTERCHANGE INCLUDE BIKEPED FACILITY | 01/24/2020 | 1/30/2014 | 1/24/2020 | 2/24/2022 | 32 | M400 | \$50,043,250.63 | \$3,559,977.49 | \$3,559,977.49 | \$0.00 |
| 5268020 | Inactive | Project is inactive. Proceed to next phase/closure project. | 0415000290L | STPL | 4 | SM | Belmont | BELMONT VILLAGE, SPECIFIC IMPLEMENTATION PLAN | 04/25/2018 | 4/9/2015 | 4/25/2018 | 4/25/2018 | 53 | M23E | \$550,000.00 | \$440,000.00 | \$440,000.00 | \$0.00 |
| 6204111 | Inactive | Project is inactive. Proceed to next phase/closure project. | 0400000743L | HPLULCML | 4 | SM | Caltrans | STATE ROUTE 1 SAN PABLO BRIDGE, BRIDGE REPLACEMENT | 05/26/2017 | 11/1/2013 | 5/26/2017 | 5/26/2017 | 64 | HY10 | \$10,166,000.00 | \$3,390,749.00 | \$3,390,749.00 | \$0.00 |
| 6419007 | Inactive | Project is inactive. Proceed to next phase/closure project. | 04449209L | CML | 4 | SM | City/County Association of | ARTERIAL ALONG ECR TO SR101 FR I280 HOLLY ST IMPLEMENT ITS ELEMENTS | 02/17/2011 | 1/27/2009 | 2/17/2011 | 2/17/2011 | 139 | L400 | \$415,000.00 | \$367,000.00 | \$367,000.00 | \$0.00 |
| 5935044 | Inactive | Project is inactive. Proceed to next phase/closure project. | 04924729L | CML | 4 | SM | San Mateo County | MIRADA SURF BIKEPED TRAIL, BIKEPED CLASS 1 TRAIL | 06/24/2010 | 2/5/2009 | 6/24/2010 | 6/17/2013 | 147 | L400 | \$184,604.00 | \$163,429.29 | \$163,429.29 | \$0.00 |

LEGEND
XXXXXXX Inactive projects require justification. Justifications will be sent to FHWA.

| | |
|---------------------------------------|---|
| PMP Certification November 2, 2022 | Expired |
| | Expiring within 60 days |
| | Certified (including Pending & Extension) |

* "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 | Status |
|-----------|---------------------|------------------------|-------------------------------|-------------|--------------------------|
| San Mateo | San Bruno | 8/3/2019 | 9/1/2021 | 22 | Certified with Pending |
| San Mateo | Atherton | 6/30/2020 | 7/1/2022 | 23 | Certified with Pending |
| San Mateo | Colma | 6/13/2019 | 7/1/2022 | 23 | Certified with Pending |
| San Mateo | San Mateo County | 7/31/2019 | 8/1/2022 | 23 | Certified with Pending |
| San Mateo | Brisbane | 8/4/2020 | 9/1/2022 | 23 | Certified with Pending |
| San Mateo | Burlingame | 8/15/2020 | 9/1/2022 | 23 | Certified with Pending |
| San Mateo | East Palo Alto | 8/15/2020 | 9/1/2022 | 21 | Expired |
| San Mateo | Hillsborough | 8/15/2020 | 9/1/2022 | 23 | Certified with Pending |
| San Mateo | Pacifica | 8/28/2020 | 9/1/2022 | 23 | Certified with Pending |
| San Mateo | Woodside | 8/19/2020 | 9/1/2022 | 21 | Expired |
| San Mateo | Millbrae | 9/26/2020 | 10/1/2022 | 23 | Certified with Pending |
| San Mateo | Daly City | 10/1/2019 | 11/1/2022 | 23 | Certified with Pending |
| San Mateo | San Carlos | 10/7/2019 | 11/1/2022 | 23 | Certified with Pending |
| San Mateo | Menlo Park | 12/31/2020 | 1/1/2023 | 23 | Certified with Pending |
| San Mateo | Portola Valley | 2/28/2021 | 3/1/2023 | 21 | Certified |
| San Mateo | South San Francisco | 2/23/2020 | 3/1/2023 | 20 | Certified with Extension |
| San Mateo | Foster City | 8/7/2021 | 9/1/2023 | 21 | Certified with Extension |
| San Mateo | San Mateo | 9/3/2020 | 10/1/2023 | 21 | Certified with Extension |
| San Mateo | Belmont | 11/1/2021 | 12/1/2023 | 22 | Certified with Pending |
| San Mateo | Half Moon Bay | 11/1/2021 | 12/1/2023 | 22 | Certified |
| San Mateo | Redwood City | 12/1/2021 | 12/21/2023 | 22 | Certified |

(*) 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

Pavement Condition Of Bay Area Jurisdictions 2021

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2021

3-Year Moving Average

| Jurisdiction | County | Total Lane Miles | 2019 | 2020 | 2021 |
|--------------------------------|--------------|------------------|------|------|------|
| Very Good (PCI = 80–89) | | | | | |
| Cupertino | Santa Clara | 297.7 | 84 | 85 | 84 |
| Orinda | Contra Costa | 187.4 | 75 | 81 | 83 |
| Palo Alto | Santa Clara | 414.4 | 84 | 84 | 83 |
| Dublin | Alameda | 327.0 | 85 | 84 | 82 |
| Brentwood | Contra Costa | 425.9 | 82 | 81 | 81 |
| Solano County | Solano | 930.1 | 81 | 80 | 80 |
| Good (PCI = 70–79) | | | | | |
| Danville | Contra Costa | 324.0 | 80 | 80 | 79 |
| Foster City | San Mateo | 120.1 | 81 | 80 | 79 |
| Los Altos Hills | Santa Clara | 124.7 | 80 | 79 | 79 |
| Clayton | Contra Costa | 94.2 | 82 | 81 | 79 |
| Woodside | San Mateo | 96.9 | 81 | 81 | 79 |
| Livermore | Alameda | 725.4 | 79 | 79 | 79 |
| Menlo Park | San Mateo | 196.6 | 77 | 79 | 79 |
| Burlingame | San Mateo | 162.4 | 78 | 79 | 78 |
| Daly City | San Mateo | 256.8 | 82 | 79 | 78 |
| Hillsborough | San Mateo | 166.4 | 80 | 78 | 78 |
| San Ramon | Contra Costa | 503.8 | 78 | 78 | 78 |
| Pleasanton | Alameda | 516.0 | 79 | 78 | 78 |
| Ross | Marin | 22.0 | 78 | 77 | 77 |
| Portola Valley | San Mateo | 70.9 | 78 | 77 | 77 |
| Colma | San Mateo | 26.9 | 79 | 78 | 77 |
| Sunnyvale | Santa Clara | 639.2 | 76 | 76 | 77 |
| Union City | Alameda | 329.2 | 78 | 77 | 76 |
| Yountville | Napa | 16.6 | 74 | 74 | 76 |
| Windsor | Sonoma | 171.1 | 77 | 76 | 76 |
| Tiburon | Marin | 67.5 | 76 | 77 | 75 |
| Emeryville | Alameda | 47.2 | 74 | 74 | 75 |
| Atherton | San Mateo | 105.3 | 76 | 75 | 75 |
| Lafayette | Contra Costa | 199.3 | 76 | 75 | 75 |
| Oakley | Contra Costa | 293.2 | 77 | 76 | 75 |

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2021 (continued)

3-Year Moving Average

| Jurisdiction | County | Total Lane Miles | 2019 | 2020 | 2021 |
|---------------------------|---------------|-------------------------|-------------|-------------|-------------|
| Brisbane | San Mateo | 66.7 | 77 | 76 | 75 |
| San Francisco | San Francisco | 2144.6 | 74 | 74 | 74 |
| Santa Clara | Santa Clara | 608.3 | 75 | 75 | 74 |
| Moraga | Contra Costa | 113.3 | 72 | 74 | 74 |
| Newark | Alameda | 256.0 | 75 | 74 | 73 |
| Walnut Creek | Contra Costa | 435.0 | 73 | 73 | 73 |
| San Mateo County | San Mateo | 628.7 | 73 | 74 | 73 |
| Morgan Hill | Santa Clara | 301.7 | 72 | 73 | 73 |
| South San Francisco | San Mateo | 294.9 | 75 | 73 | 73 |
| Fremont | Alameda | 1081.4 | 73 | 73 | 72 |
| Redwood City | San Mateo | 358.6 | 75 | 73 | 72 |
| Alameda County | Alameda | 993.7 | 71 | 72 | 72 |
| El Cerrito | Contra Costa | 137.6 | 80 | 76 | 72 |
| Mill Valley | Marin | 116.0 | 68 | 73 | 72 |
| San Mateo | San Mateo | 426.9 | 75 | 73 | 71 |
| Milpitas | Santa Clara | 302.5 | 75 | 73 | 71 |
| Vacaville | Solano | 697.2 | 69 | 70 | 71 |
| Belvedere | Marin | 23.4 | 73 | 71 | 71 |
| Contra Costa County | Contra Costa | 1337.7 | 72 | 71 | 70 |
| San Pablo | Contra Costa | 104.2 | 72 | 71 | 70 |
| Monte Sereno | Santa Clara | 31.3 | 65 | 68 | 70 |
| Sonoma | Sonoma | 68.3 | 73 | 71 | 70 |
| Fair (PCI = 60–69) | | | | | |
| Campbell | Santa Clara | 218.7 | 69 | 70 | 69 |
| Hayward | Alameda | 655.3 | 70 | 70 | 69 |
| Los Gatos | Santa Clara | 230.0 | 68 | 69 | 69 |
| Alameda | Alameda | 278.1 | 70 | 70 | 68 |
| Fairfield | Solano | 772.3 | 72 | 69 | 68 |
| Napa | Napa | 467.6 | 71 | 69 | 68 |
| Pleasant Hill | Contra Costa | 225.3 | 67 | 67 | 68 |
| Mountain View | Santa Clara | 332.8 | 73 | 73 | 68 |
| San Jose | Santa Clara | 4468.0 | 66 | 66 | 67 |
| Rohnert Park | Sonoma | 227.9 | 67 | 68 | 67 |
| Hercules | Contra Costa | 122.3 | 67 | 67 | 67 |

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2021 (continued)

3-Year Moving Average

| Jurisdiction | County | Total Lane Miles | 2019 | 2020 | 2021 |
|----------------------------|---------------|-------------------------|-------------|-------------|-------------|
| Martinez | Contra Costa | 233.0 | 63 | 64 | 67 |
| San Anselmo | Marin | 81.5 | 66 | 68 | 67 |
| Larkspur | Marin | 65.6 | 52 | 59 | 67 |
| Novato | Marin | 318.7 | 69 | 68 | 67 |
| Los Altos | Santa Clara | 227.0 | 69 | 68 | 66 |
| Corte Madera | Marin | 72.2 | 67 | 66 | 66 |
| Marin County | Marin | 851.0 | 66 | 65 | 66 |
| Saratoga | Santa Clara | 284.4 | 68 | 67 | 66 |
| Antioch | Contra Costa | 685.3 | 68 | 66 | 65 |
| Half Moon Bay | San Mateo | 55.4 | 60 | 66 | 65 |
| San Rafael | Marin | 331.5 | 65 | 65 | 65 |
| Dixon | Solano | 143.6 | 65 | 64 | 65 |
| Healdsburg | Sonoma | 94.1 | 61 | 63 | 65 |
| Piedmont | Alameda | 78.4 | 64 | 64 | 64 |
| Santa Clara County | Santa Clara | 1428.9 | 66 | 66 | 64 |
| Richmond | Contra Costa | 576.9 | 64 | 63 | 62 |
| Belmont | San Mateo | 139.2 | 57 | 60 | 62 |
| San Bruno | San Mateo | 180.1 | 61 | 62 | 62 |
| Santa Rosa | Sonoma | 1131.8 | 60 | 62 | 62 |
| Cotati | Sonoma | 49.2 | 56 | 59 | 61 |
| Calistoga | Napa | 30.6 | 59 | 61 | 61 |
| Pittsburg | Contra Costa | 343.9 | 62 | 61 | 61 |
| American Canyon | Napa | 112.8 | 63 | 62 | 61 |
| East Palo Alto | San Mateo | 82.7 | 65 | 62 | 60 |
| Rio Vista | Solano | 46.0 | 63 | 59 | 60 |
| Sausalito | Marin | 56.4 | 63 | 62 | 60 |
| San Carlos | San Mateo | 179.2 | 62 | 61 | 60 |
| Gilroy | Santa Clara | 269.6 | 65 | 62 | 60 |
| At Risk (PCI=50-59) | | | | | |
| Concord | Contra Costa | 716.9 | 60 | 59 | 58 |
| Suisun City | Solano | 153.6 | 61 | 59 | 58 |
| Albany | Alameda | 59.4 | 57 | 56 | 57 |
| Pinole | Contra Costa | 119.3 | 62 | 59 | 57 |

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2021 (continued)

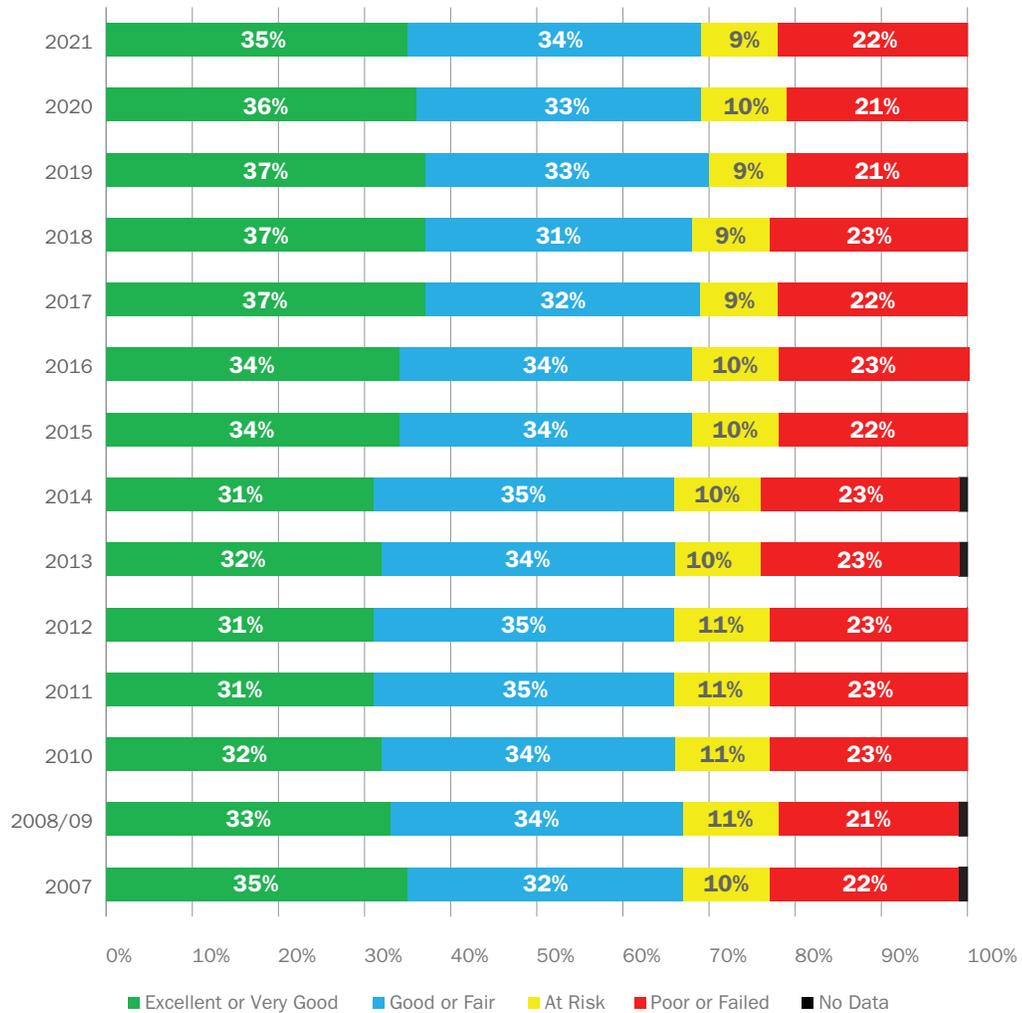
| | | | 3-Year Moving Average | | |
|-------------------------|-----------|------------------|-----------------------|-----------|-----------|
| Jurisdiction | County | Total Lane Miles | 2019 | 2020 | 2021 |
| Berkeley | Alameda | 450.5 | 57 | 58 | 57 |
| Fairfax | Marin | 54.7 | 60 | 58 | 56 |
| Cloverdale | Sonoma | 64.7 | 58 | 56 | 55 |
| San Leandro | Alameda | 393.8 | 57 | 55 | 55 |
| Millbrae | San Mateo | 120.6 | 53 | 56 | 55 |
| Oakland | Alameda | 2022.5 | 53 | 52 | 53 |
| Benicia | Solano | 198.0 | 53 | 51 | 53 |
| St Helena | Napa | 51.5 | 57 | 54 | 52 |
| Sonoma County | Sonoma | 2691.1 | 49 | 50 | 51 |
| Poor (PCI=25-49) | | | | | |
| Vallejo | Solano | 710.9 | 52 | 49 | 48 |
| Napa County | Napa | 828.7 | 48 | 45 | 46 |
| Sebastopol | Sonoma | 47.5 | 51 | 48 | 46 |
| Petaluma | Sonoma | 391.8 | 45 | 44 | 44 |
| Pacifica | San Mateo | 188.1 | 47 | 42 | 42 |
| Bay Area | — | 43,953 | 67 | 67 | 67 |

Aggregate City and County PCI for Bay Area Counties, 2021

| Jurisdiction | Total Lane Miles | 3-Year Moving Average | | |
|----------------------------|------------------|-----------------------|------|------|
| | | 2019 | 2020 | 2021 |
| Good (PCI= 70–79) | | | | |
| San Francisco | 2,145 | 74 | 74 | 74 |
| San Mateo | 3,925 | 72 | 71 | 70 |
| Santa Clara | 10,193 | 70 | 70 | 70 |
| Fair (PCI= 60–69) | | | | |
| Contra Costa | 7,190 | 70 | 70 | 69 |
| Alameda | 8,285 | 68 | 68 | 67 |
| Marin | 2,059 | 66 | 66 | 66 |
| Solano | 3,707 | 67 | 68 | 66 |
| At Risk (PCI=50–59) | | | | |
| Napa | 1,513 | 57 | 56 | 55 |
| Sonoma | 4,937 | 54 | 55 | 55 |

Figure 1: Year-Over-Year Comparison of Local Roadway Conditions

Pavement Conditions for Local Roadways,
2007–2021 (Lane Miles)



| Regional Weighted PCI (Year-over-Year) | | | | | | | | | | |
|--|------|------|------|------|------|------|------|------|------|-----------|
| Year | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
| Weighted PCI | 66 | 66 | 66 | 67 | 67 | 67 | 67 | 67 | 67 | <u>67</u> |

Metropolitan Transportation Commission

2023 State Active Transportation Program Recommendations*

Funded in Statewide Component
 Bay Area Projects > 85

| CO | Agency | Project Title | Application Type (L, M, S, Plan, NI) | Total Project Cost (\$1,000s) | Total Fund Request (\$1,000s) | CTC Score |
|-----|-------------|--|---|----------------------------------|-------------------------------------|--------------|
| ALA | BATA | West Oakland Link of the Bay Skyway | L | 65,035 | 17,600 | 97 |
| ALA | Berkeley | Addison Street Bicycle Boulevard Project | M | 6,165 | 4,870 | 95 |
| CC | CCPW | Pacifica Avenue Safe Routes to School Project | M | 4,342 | 3,902 | 94 |
| SCL | VTA | Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue) | L | 46,685 | 39,103 | 93 |
| SF | SFMTA | Bayview Multimodal Community Corridor | L+NI | 15,445 | 12,325 | 90.5 |
| CC | CCPW | San Pablo Avenue Complete Streets/Bay Trail Gap Closure Project | L | 11,717 | 10,517 | 90 |
| SF | SFMTA | Howard Streetscape Project | L+NI | 49,435 | 23,691 | 89 |
| ALA | ACPW | Oakland Making Moves: Active Oakland Neighborhoods | NI | 1,000 | 999 | 88 |
| ALA | Berkeley | Washington Elementary and Berkeley High Safe Routes to School project | S | 1,511 | 1,511 | 88 |
| ALA | Oakland | Bancroft Avenue Greenway | L | 34,675 | 29,311 | 88 |
| CC | CCPW | Appian Way - Pedestrian Crossings and Sidewalk Gap Closure | S | 3,265 | 3,265 | 88 |
| CC | EBRPD | Martinez Intermodal Station - Crockett Bay Trail Gap Closure Project | M | 3,751 | 2,998 | 88 |
| ALA | ACPW | Mission Boulevard Safe and Complete Streets for Active Transportation | L | 32,683 | 25,000 | 87 |
| ALA | ACPW | San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County | L+NI | 33,477 | 26,777 | 87 |
| SOL | Fairfield | Travis Safe Routes to School and Transit Project | M+NI | 6,108 | 4,108 | 87 |
| SON | Healdsburg | Healdsburg Avenue Complete Streets Project | L | 14,774 | 11,819 | 87 |
| SCL | Santa Clara | Central Santa Clara Bicycle and Pedestrian Improvement Project | M | 9,559 | 7,638 | 86 |
| CC | San Pablo | Broadway-El Portal Safe Routes (BESR) Project | M+NI | 9,143 | 7,248 | 85 |
| NAP | Napa County | Napa Valley Vine Trail between Yountville and St. Helena | L | 29,890 | 15,000 | 85 |

*Table only shows the highest scoring state projects, projects below an 85 not shown.

Project End Date Reporting

Last Updated: 11/1/2022

*** Submit PED extension requests at least one month prior to expiration to account for processing times and reduce nonparticipating gaps ***

| Project Number xxxx(xxx) | Prefix | Responsible Agency | Agency's Portfolio with Lapses (%) | PE Auth "Other" (NI/Studies) | PE Auth | RW Auth | CON Auth | Monitoring Class | Approved PED (* Legacy) | PED Expires (Months) | PED by Expiration (Based on current PED) | Current SEQ # | Current FADS SEQ Status | Pending PED Change | Lapse Occurrences | Lapse Action by SEQ # (WR) or (NP) | FHWA Approves Waiver Request | Nonparticipating PED Lapses (Adjusted for Waiver Approvals) | AMS Adv ID (* Multi Adv IDs) | AMS Adv Acct Codes | FMIS Status |
|-----------------------------|--------|---------------------|------------------------------------|------------------------------------|----------|---------|----------|------------------|----------------------------|----------------------|---|---------------|-------------------------|--------------------|-------------------|------------------------------------|------------------------------|---|------------------------------|--------------------|-------------|
| 5438(018) | STPL | East Palo Alto | 100.0% | | | | 03/05/20 | | 08/31/21 * | -15 | ● PED Expired | 1 | Approv | | 1 | | | SEQ# 1(8/31/2021 to Present) | 042000013 | | ACTIVE |
| 5029(035) | CML | Redwood City | 20.0% | | | | 02/27/18 | | 07/31/22 * | -4 | ● PED Expired | 1 | Approv | | 1 | | | SEQ# 1(7/31/2022 to Present) | 0416000282 | | ACTIVE |
| 5438(011) | HPLUL | East Palo Alto | 100.0% | | 04/04/12 | | | | 09/30/22 * | -2 | ● PED Expired | 6 | Approv | | 1 | | | SEQ# 6(9/30/2022 to Present) | 0400021118 | 2W | ACTIVE |
| 5438(015) | HPLUL | East Palo Alto | 100.0% | | 11/27/13 | | | | 10/30/22 * | -1 | ● PED Expired | 5 | Pend HQ | 06/28/25 | 1 | | | SEQ# 4(10/30/2022 to Next FMIS Appv) | 0414000191 | 2W | ACTIVE |
| 5935(064) | BPMP | San Mateo County | 40.0% | | 08/10/18 | | | | 10/31/22 * | 0 | ◆ PED 0 to < 3 mos | 2 | Pend HQ | 12/31/24 | 1 | | | SEQ# 1(10/31/2022 to SEQ# 2 Approval) | 0413000030 | | ACTIVE |
| 5268(021) | CML | Belmont | 33.3% | | | | 12/23/20 | | 11/01/22 | 0 | ◆ PED 0 to < 3 mos | 1 | Approv | | | | | | 0419000270 | | ACTIVE |
| 5177(039) | BPMP | South San Francisco | 33.3% | | 11/19/19 | | | | 12/30/22 * | 2 | ◆ PED 0 to < 3 mos | 1 | Approv | | | | | | 0418000191 | | ACTIVE |
| 5196(040) | ATPL | Daly City | 0.0% | | 04/17/17 | | 07/02/20 | | 12/31/22 * | 2 | ◆ PED 0 to < 3 mos | 2 | Approv | | | | | | 0417000097 | | ACTIVE |
| 5177(033) | CML | South San Francisco | 33.3% | | 01/31/14 | | 01/09/17 | | 03/31/23 | 5 | ◆ PED 3 to < 6 mos | 4 | Approv | | 1 | 3-WR | Yes (Partial) | SEQ# 3(09/01/2020 to 1/14/2021)w | 0414000209 | 2W | ACTIVE |
| 5196(042) | STPL | Daly City | 0.0% | | | | 01/02/20 | | 05/09/23 | 6 | ◆ PED 6+ mos | 3 | Approv | | | | | | 0419000152 | | ACTIVE |
| 5357(010) | BRLS | Half Moon Bay | 0.0% | | 02/27/18 | | | | 06/30/23 * | 8 | ◆ PED 6+ mos | 2 | Approv | | | | | | 0417000486 | | ACTIVE |
| 5267(023) | STPL | San Carlos | 100.0% | | | | 01/16/20 | Dist "Final" | 12/18/23 | 13 | ◆ PED 6+ mos | 3 | Approv | | 1 | | | SEQ# 1(12/18/2021 to 12/21/2021) | 0418000359 | | ACTIVE |
| 5333(012) | BRLS | Woodside | 0.0% | | 03/16/12 | | 03/26/21 | | 12/30/23 | 14 | ◆ PED 6+ mos | 4 | Approv | | | | | | 0412000119 | 2W | ACTIVE |
| 5333(017) | BRLS | Woodside | 0.0% | | 07/28/17 | | 01/31/20 | | 12/30/23 | 14 | ◆ PED 6+ mos | 5 | Approv | | | | | | 0417000338 | | ACTIVE |
| 5935(075) | ATPLNI | San Mateo County | 40.0% | | | | 06/15/17 | | 01/01/24 | 14 | ◆ PED 6+ mos | 2 | Approv | | | | | | 0417000250 | 2W | ACTIVE |
| 5029(032) | BPMP | Redwood City | 20.0% | | 03/21/14 | | | | 03/21/24 * | 16 | ◆ PED 6+ mos | 2 | Approv | | | | | | 0414000103 | 2W | ACTIVE |
| 5268(022) | STPL | Belmont | 33.3% | | | | 03/04/22 | | 05/01/24 | 18 | ◆ PED 6+ mos | 1 | Approv | | | | | | 0421000026 | | ACTIVE |
| 5177(043) | HSIPL | South San Francisco | 33.3% | | | | 11/15/21 | | 06/01/24 | 19 | ◆ PED 6+ mos | 2 | Approv | | | | | | 0420000025 | | ACTIVE |
| 5935(087) | STPL | San Mateo County | 40.0% | | 11/01/21 | | 08/29/22 | | 06/30/24 | 20 | ◆ PED 6+ mos | 3 | Approv | | | | | | 0422000053 | | ACTIVE |
| 5171(023) | CML | Burlingame | 0.0% | | | | 06/24/20 | | 07/01/24 | 20 | ◆ PED 6+ mos | 2 | Approv | | | | | | 0418000443 | | ACTIVE |
| 5102(049) | BRLS | San Mateo | 50.0% | | 06/09/18 | | | | 07/28/24 | 21 | ◆ PED 6+ mos | 2 | Approv | | 1 | | | SEQ# 1(8/6/2020 to 5/6/2021) | 0417000373 | | ACTIVE |
| 5102(051) | STPL | San Mateo | 50.0% | | | | 03/07/22 | | 10/31/24 | 24 | ◆ PED 6+ mos | 1 | Approv | | | | | | 0420000363 | | ACTIVE |

Project End Date Reporting

Last Updated: 11/1/2022

*** Submit PED extension requests at least one month prior to expiration to account for processing times and reduce nonparticipating gaps ***

| Project Number xxxx(xxx) | Prefix | Responsible Agency | Agency's Portfolio with Lapses (%) | PE Auth "Other" (NI/Studies) | PE Auth | RW Auth | CON Auth | Monitoring Class | Approved PED (* Legacy) | PED Expires (Months) | PED by Expiration (Based on current PED) | Current SEQ # | Current FADS SEQ Status | Pending PED Change | Lapse Occurrences | Lapse Action by SEQ # (WR) or (NP) | FHWA Approves Waiver Request | Nonparticipating PED Lapses (Adjusted for Waiver Approvals) | AMS Adv ID (* Multi Adv IDs) | AMS Adv Acct Codes | FMIS Status |
|-----------------------------|--------|--|------------------------------------|------------------------------------|----------|---------|----------|------------------|----------------------------|----------------------|---|---------------|-------------------------|--------------------|-------------------|------------------------------------|------------------------------|--|------------------------------|--------------------|-------------|
| 5177(047) | CRRSAL | South San Francisco | 33.3% | | | | 09/09/22 | | 12/31/24 | 26 | ◆ PED 6+ mos | 1 | Approv | | | | | | 0422000384 | | ACTIVE |
| 5226(023) | CML | San Bruno | 50.0% | | 11/16/18 | | | | 01/01/25 | 26 | ◆ PED 6+ mos | 2 | Approv | | 1 | | | SEQ# 1(11/1/2020 to 3/18/2021) | 0419000066 | | ACTIVE |
| 6419(027) | CMLNI | City/County Association of Governments of San Mateo County | 0.0% | | | | 10/18/17 | | 03/31/25 * | 29 | ◆ PED 6+ mos | 2 | Approv | | | | | | 0418000108 | | ACTIVE |
| 5226(026) | STPL | San Bruno | 50.0% | | | | 09/13/22 | | 06/30/25 | 32 | ◆ PED 6+ mos | 1 | Approv | | | | | | All AC | | ACTIVE |
| 5029(039) | STPL | Redwood City | 20.0% | | | | 09/12/22 | | 08/31/25 | 34 | ◆ PED 6+ mos | 1 | Approv | | | | | | 0422000084 | | ACTIVE |
| 5177(040) | CML | South San Francisco | 33.3% | | 01/04/19 | | 09/09/22 | | 12/31/26 | 50 | ◆ PED 6+ mos | 2 | Approv | | 1 | | | SEQ# 1(2/1/2022 to 9/9/2022) | 0419000112 | | ACTIVE |
| 5333(013) | BHLS | Woodside | 0.0% | | 03/16/12 | | | | NA * | | ■ No PED Established | 3 | Approv | | | | | | 0412000121 | 2W | ACTIVE |
| 5333(014) | BHLS | Woodside | 0.0% | | 03/16/12 | | | | NA * | | ■ No PED Established | 3 | Approv | | | | | | 0412000122 | 2W | ACTIVE |
| 5029(024) | BPMP | Redwood City | 20.0% | | 04/13/11 | | | | NA * | | ■ No PED Established | 1 | Approv | | | | | | 0400021045 | 2W | ACTIVE |
| 5029(025) | BPMP | Redwood City | 20.0% | | 04/13/11 | | | | NA * | | ■ No PED Established | 1 | Approv | | | | | | 0400021046 | 2W | ACTIVE |
| 5935(044) | CML | San Mateo County | 40.0% | | | | 02/05/09 | "Fin" Invoice | NA-Zero \$ * | | ■ No PED Established | 3 | Approv | | | | | | 0400001511 | | ACTIVE |
| 5268(020) | STPL | Belmont | NA | | 04/09/15 | | | Acct Final | 12/01/18 * | -48 | ■ NA-Closing | 1 | Approv | | 1 | | | SEQ# 1(12/1/2018 to Present) | 0415000290 | 7D | ACTIVE |
| 5935(079) | BHLO | San Mateo County | NA | | 11/07/18 | | | Vouchered | 07/01/22 * | -5 | ■ NA-Closing | 4 | Pend HQ | No change | 2 | | | SEQ# 4 (SEQ# 4 Approval to Present) SEQ# 3(7/1/2022 to Next FMIS Appv) | 0418000322 | 9A | ACTIVE |
| 5177(041) | HSIPL | South San Francisco | NA | | | | 12/12/19 | Acct Final | 11/25/22 | 0 | ■ NA-Closing | 2 | Approv | | | | | | 0419000138 | 7D | ACTIVE |
| 6419(007) | CML | City/County Association of Governments of San Mateo County | NA | | 01/27/09 | | | Acct Final | NA-Zero \$ * | | ■ NA-Closing | 2 | Approv | | | | | | 0400001169 | 7D | ACTIVE |
| 5299(013) | STPL | Millbrae | NA | 02/06/15 | | | | Acct Final | NA-Zero \$ * | | ■ NA-Closing | 1 | Approv | | | | | | 0415000126 | 7D | ACTIVE |