

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, February 16, 2023

Time: 1:15 P.M.

On September 16, 2021, the Governor signed AB 361, which amended certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings remotely via telephonically or by other electronic means under specified circumstances. Thus, pursuant to Government Code section 54953(e), the C/CAG Board and Committee meetings will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below.

Join Zoom Meeting

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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 February C/CAG Board meetings <ul style="list-style-type: none">Accepted the 2022 attendance report for the C/CAG Board and Committee meetings.Adopted Reso 23-07 approving the population data to be used by C/CAG for calculation of member contributions and a variety of administrative related items.	Cheung	No materials
4. Approval of minutes from the January 19, 2023 Meeting (Action)	Cheung	Page 1-3
5. Review and recommend approval of the Fiscal Year 2023/24 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County (Action)	Wever	Page 4-6
6. Receive an update on the Congestion Relief Plan (CRP) and provide input on the development of Plan reauthorization for FY23/24 to FY26/27 (Information)	Cheung	Page 7-17

7. Receive a presentation on AB 2449 and Updated Requirements for Brown Act Meetings (Information)	Charpentier	Page 18-22
8. Receive C/CAG's Draft 2 Year Workplan (Information)	Charpentier	Page 23-30
9. Regional Project and Funding Information	Lacap	Page 31-43
10. Executive Director Report	Charpentier	No materials
11. Member Reports	All	

The next regularly scheduled meeting is on March 16, 2023

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)
January 19, 2023
MINUTES**

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

The two hundred eighty-fifth (285th) meeting of the Technical Advisory Committee took place on January 19, 2023 at 1:17 p.m.

TAC members attending are listed on the Roster and Attendance table on the preceding page. Others attending the meeting were: Jeffrey Lacap, Kaki Cheung, Eva Gaye, Kim Wever, Van Ocampo – C/CAG; Peter Skinner – SMCTA; Matthew Ruble – City of South San Francisco; 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 January 2022 C/CAG Board meeting (Information)

C/CAG staff Kaki Cheung shared the key items from the January meeting, as noted on the meeting agenda.

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

Motion – To approve the minutes of the December 15, 2022 TAC meeting, Breault/Machida. Roll Call was taken. Donohue, Petersen, and Rose abstained. All other members in attendance voted to approve. Motion passed 18-0-3.

5. Nomination/Election of two new Congestion Management Program Technical Advisory Committee Co-Chairs (Action)

Motion – To nominate and elect Member Paul Willis as Congestion Management Program Technical Advisory Committee Co-Chair, Sun/El-Guindy. To nominate and re-elect Member Ann Stillman as Congestion Management Program Technical Advisory Committee Co-Chair, Nagaya/Murtuza. Roll Call was taken. All members in attendance voted to approve. Motion passed 23-0.

6. Receive information on funding recommendations for One Bay Area Grant Cycle 3 and Regional Active Transportation Program Cycle 6 (Information)

C/CAG staff Jeff Lacap summarized the funding recommendations for One Bay Area Grant (OBAG) Cycle 3 and Regional Active Transportation Program Cycle 6.

Member Murtuza requested information on next steps for the projects that are being recommended for OBAG 3 award. C/CAG staff Jeff Lacap responded that C/CAG staff will work with city staff to submit any outstanding OBAG 3 requirements with further direction from MTC.

C/CAG Executive Director Sean Charpentier added that staff will continue to look for funding for the projects that were not recommended for One Bay Area Grant Cycle 3 and Regional Active Transportation Program Cycle 6.

Member Nagaya mentioned that the City of Menlo Park will be having a debriefing meeting with MTC staff . C/CAG Executive Director Sean Charpentier suggested that C/CAG staff to be invited to any debrief meetings so lessons learned can be noted and compiled for future cycles.

7. Regional Project and Funding Information

C/CAG staff Jeff Lacap highlighted the following items from his staff report: inactive project list, Pavement Management Program (PMP) certification, MTC Annual Obligation Plan, grant opportunities, local assistance trainings, and Project End Date (PED) report.

8. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier shared that C/CAG Board approved the changes to the TAC Membership and staff will be recruiting for planners in the near future. Sean announced that the Committee will be returning to in-person meeting in March, and he will provide more details next Committee meeting. Sean also provided a brief overview for work coming in the next year, which includes CMP update, STIP update, the Local Streets and Roads Safety Plan, and Micromobility Pilots.

Sean provided an update on the Express Lanes project. The Express Lanes are now open for HOV 3+ and Clean Air Vehicles between Whipple Ave. and I-380. The rain has caused some delays, but the team is actively working to advance towards toll commencement.

9. Member Reports (Information)

Member El-Guindy announced the Call for Projects workshop for the shuttle program and that applications are due February 24. She also announced the upcoming Highway Call for Projects will be released the first week of July and applications will be due the first week of September.

Member Choe shared that MTC will be releasing funding opportunities for Mobility Hubs and Parking Planning Studies in the next month.

Co-Chair Willis inquired about the potholes on the new pavement on US-101 and explore why that pavement failed. Member Tuqan provided an update and noted that Caltrans is working to address pavement issue. He shared that the maintenance team is working hard on 36 emergency projects in the Bay Area including 6 in San Mateo County.

11. Adjournment

Co-Chair Willis adjourned the meeting at 2:10 p.m.

C/CAG AGENDA REPORT

Date: February 16, 2023

To: Congestion Management Program Technical Advisory Committee

From: Kim Wever, Transportation Program Specialist

Subject: Review and recommend approval of the Fiscal Year 2023/24 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County

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

RECOMMENDATION

That the Technical Advisory Committee (TAC) reviews and recommends approval of the Fiscal Year 2023/24 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

FISCAL IMPACT

The total estimated funding amount is \$1,370,011. Of the \$1.37M, an estimated amount of \$65,364 will be used for program administration, and approximately \$1,304,647 will be allocated to projects.

SOURCE OF FUNDS

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

BACKGROUND

The Air District had issued a County Program Manager Fund Expenditure Plan Guidance (Guidance) for TFCA funding covering Fiscal Year 2023/24. Cost Effectiveness (C-E), as defined in the Guidance, is used as screening criteria for all projects considered for allocation under the TFCA program. For instance, ridesharing projects must result in a C-E of less than \$150,000 per weighted ton of reduced emissions. Existing First Last Mile Connection (Shuttles) must show a C-E of less than \$200,000 per weighted ton of reduced emissions.

For the past several years, C/CAG has allocated the TFCA funds to projects implemented by the San Mateo County Transit District (SamTrans) and Commute.org. Historically, funds were provided to SamTrans to help fund the BART Shuttle Program, which provide peak commute period shuttle service from BART stations to employment sites in San Mateo County. To better streamline operation, a shuttle study conducted by SamTrans recommended Commute.org to take over the BART shuttles. Effectively in Fiscal Year 2022/23, Commute.org will be the new project sponsor. In addition to the BART Shuttle Program, funds will also be provided to Commute.org cover costs associated with the Countywide Voluntary Trip Reduction Program. The program aims to reduce single occupant vehicle trips and provides funding for the countywide Guaranteed Ride Home program.

In FY 2022/23, as summarized in the table below, in addition to the Voluntary Trip Reduction Program and BART Shuttle Program, Resolution 22-94 approved funds for Town of Woodside’s Glens Path Pedestrian Safety Improvements Phase 3 Project in November 2022.

	FY 2022/23
	<u>TFCA Funds</u>
Administration	\$68,456
Commute.org - Countywide Voluntary Trip Reduction	\$600,000
Commute.org - BART Shuttle	\$136,000
Town of Woodside - Glens Path Pedestrian Safety Improvements Phase 3 Project	\$290,848
Total	<u>\$1,095,304</u>

FY 2023/24 Funding Recommendations

The BAAQMD estimated that San Mateo County will receive a total of \$1,370,011 (\$1.02M in new funds and \$0.35M in reprogramming of underbudgeted projects) in TFCA funding for FY 2023/24. An amount of \$65,364 is budgeted for administration purpose, with the remaining \$1,304,647 available for projects.

For this cycle, it is recommended that Commute.org receive an allocation up to \$600,000 for the Countywide Trip Reduction Program. Staff also proposes directing up to \$46,400 for the BART Shuttle Program in order to meet the Air District’s cost effectiveness ratio. Commute.org anticipates additional contribution from private employers to fully fund the shuttle program.

In addition, staff also recommends allocating up to \$300,000 to C/CAG for the implementation of the San Mateo County Shared Micromobility Pilots. Lastly, staff recommends the remaining \$320,636 to be allocated to projects that focus on active transportation. Detailed project scope(s) will be determined at a later time and brought back to the Committee for approval. These funding recommendations are subject to submission of an acceptable work plan and C-E calculations acceptable to BAAQMD.

A summary of the Fiscal Year 2023/24 TFCA County Program Manager fund recommendation is shown below:

	<u>Estimated FY 2023/24 TFCA Funds</u>
Administration	\$65,464
Commute.org - Countywide Voluntary Trip Reduction	\$600,000
Commute.org - BART Shuttle	\$46,400
C/CAG – Shared Micromobility Pilots	\$300,000
Other Projects to be determined	\$358,247
Total	<u>\$1,370,011</u>

Staff requests that the Committee reviews and recommends approval of the Fiscal Year 2023/24 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

ATTACHMENTS

- None

C/CAG AGENDA REPORT

Date: February 16, 2023

To: Congestion Management Program Technical Advisory Committee

From: Kaki Cheung, Program Director

Subject: Receive an update on the Congestion Relief Plan (CRP) and provide input on the development of the Plan reauthorization for FY23/24 to FY26/27

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

RECOMMENDATION

That the Technical Advisory Committee receives an update on the Congestion Relief Plan (CRP) and provides input on the development of the Plan reauthorization for FY23/24 to FY26/27.

FISCAL IMPACT

The cost to develop the CRP Reauthorization is at \$36,993.91.

SOURCE OF FUNDS

The Plan update is funded using federal Surface Transportation Program money, with local match from the C/CAG member assessment.

BACKGROUND

The San Mateo County Congestion Relief Plan (CRP/Plan) was first adopted by C/CAG on February 8, 2002 in response to traffic congestion measurements, at locations throughout the County, which exceeded the standards adopted by C/CAG under the Congestion Management Program (CMP/Program). The CMP is a legal requirement (California Government Code Section 65089(b)(1)(A)), mandating that every urban county within California to prepare, implement, and biennially update a CMP. The purpose of Program is to develop a procedure to alleviate or control anticipated increases in roadway congestion and to ensure that “federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.” The CMP requirements were further modified by the passage of AB471, which requires all local jurisdictions to maintain the adopted Level of Service (LOS) standard on all CMP roadways, or risk losing their gas tax revenues. C/CAG’s most recent adopted biennial Congestion Management Program was in 2021. C/CAG will be preparing the next biennial update for adoption in 2023.

The Program also requires the development of deficiency plans when Level of Service standards on a CMP roadway or intersection has been deteriorated. The 2021 CMP monitoring report identified six roadway segments and intersections that exceeded the Level of Service standard, including sections of SR 84 and multiple locations along the US101 corridor. C/CAG’s Congestion Relief Plan was developed to serve as a Countywide Deficiency Plan, so that the individual cities and the County would not have to develop multiple deficiency plans with corresponding implementation costs. Over the years, the C/CAG Board determined that a countywide approach would be more

cost-effective and provide more comprehensive benefits to the overall transportation system in the County. Programs should have some nexus to congestion management and trip reductions. The adoption of the Congestion Relief Plan relieves all San Mateo County jurisdictions from State mandates to fix the specific congested locations that triggered a deficiency, and any locations that might trigger a deficiency in the subsequent five years. Aside from meeting the State mandate, it is also prudent for all San Mateo County jurisdictions to share resources and address traffic and transportation issues together.

The C/CAG Board adopted the last Plan at the May 2019 meeting, and reauthorized an annual member assessment of \$1.85M covering four years, from July 1, 2019 to June 30, 2023. See Attachment 1 with the current breakdown among member agencies. The total amount of \$1.85 million has remained unchanged at least since 2007. The current Plan is divided into four major programs, and the funding breakdown for each program is captured in the table below:

2019-2023 Adopted Congestion Relief Plan			
1	Local Transportation Services Program	\$500,000	
2	Travel Demand Management	\$550,000	
3	Intelligent Transportation Systems (ITS)/ Traffic Operational Improvement Strategies; Express Lane operations support; Smart Corridor Expansion	\$200,000	
4	Linking Transportation and Land Use:	\$600,000	
	4A. Innovative Trip Reduction Strategies (Carpool 3.0)/ Mobility Action Plan		\$150,000
	4B. Transportation Improvement Strategy to reduce GHG (GW TAP/743 toolkit/ Performance assessments)		\$150,000
	4C. Climate Change and Resiliency Planning (RICAPS, Climate Action Plan, Sea level rise planning for Trans. Facilities)		\$150,000
	4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation. (21 Elements/ Sub-RHNA/ Legislation compliance)	\$150,000	
Total		\$1,850,000	

All jurisdictions make financial contributions to the Plan based on population data and trip generation information from the C/CAG Santa Clara Valley Transportation Authority travel demand model. The population data is updated annually based on information from the Department of Finance. Much of the Congestion Relief Plan assessment fees are invested in local and Countywide activities including:

1. TDM efforts such as Commute.org; shuttles, the TDM Policy Update, and the Micromobility Feasibility Study;
2. GHG/VMT reduction efforts including the SB 743 VMT/GHG Model and the GHG Mitigation Planning Grant;
3. Countywide Smart Corridor program; and
4. Countywide planning and programs like the VTA C/CAG Travel Demand Model; and 21-Elements; and the Equity Assessment.

The Congestion Relief Plan is also designed to be used as matching funds to leverage other competitive federal, state, and local grants that align with program goals. This approach has provided more impact with the invested funds.

As the Plan approaches its reauthorization date, staff has embarked on an effort to update the Plan. Staff has selected Steer to support the Plan reauthorization effort after a competitive procurement process. Steer will summarize the previous expenditures and outcomes from the Congestion Relief Plan. The report will be used to inform and guide the update of the Plan. In addition to revising the

programs and strategies, the consultant will estimate the costs for implementation. At the upcoming meeting, staff and the consultant will hold a plan development workshop to obtain input on the program goals and strategies.

It is anticipated that the Committee will get another update on program strategies at the March meeting. The C/CAG Board will receive a presentation on the draft Plan at its April meeting. At the May 2023 Committee meeting, staff will be seeking the Board's reauthorization of the Congestion Relief Plan for a period of 4 years, covering fiscal years 2023 through 2027.

ATTACHMENT

1. FY 2019 - FY2023 Congestion Relief Plan Program Details
2. Congestion Relief Program Fee Summary 2022-2023

SAN MATEO COUNTY CONGESTION RELIEF PLAN REAUTHORIZATION

PROGRAM DETAILS FOR 7/1/2019 – 6/30/2023

Adopted on 5/9/2019

1) Local Transportation Services Program.

The Local Transportation Services Program focuses on connecting employment centers to transit centers (BART, Caltrain, and Ferry) and provides funds for local jurisdictions or their designees to provide transportation services for its residents that meet the unique characteristics and needs of that jurisdiction. Under the Local program, jurisdictions have the flexibility to determine the best mix of services, which sometimes results in combining commuter service, school service, services for special populations, on-demand services, and mid-day service.

This program is modified to include innovative solutions and emerging mobility options that facilitate local transportation services to reduce congestion. Examples of emerging mobility options may include autonomous shuttles/ vehicles, and shared economy mobility services.

Proposed: The program is amended to include innovative solutions and emerging mobility alternatives to traditional shuttle services. The annual fund level for the program is currently \$500,000. It is proposed that the new authorization remain at the same level of funding.

Goals:

- To increase transit use and thereby reduce congestion.
- Facilitate the use of innovative emerging mobility options that reduce congestion.

2) Countywide Travel Demand Management Program.

The Countywide Travel Demand Management (TDM) Program is operated by the Peninsula Traffic Congestion Relief Alliance (Commute.Org). Core Commute.Org work includes voluntary trip reduction programs, working with employers to reduce peak commute trips, employer-based shuttle development and management, employer alternative commuting support services, and alternative commute incentive programs. Commute.Org also incorporates other projects to adapt to changing commute patterns and technologies.

Commute.Org has been extremely successful in meeting the needs of the individual communities, city and county governments, and employers throughout San Mateo County. Recent and current projects include: Deployment and promotion of the STAR Platform (branded STAR Platform by vendor Ride Amigos) to promote, track and incentivize alternative commuting behavior and working with partners who are developing and deploying app-based and other technologies that will lead to the reduction in single-occupancy vehicle trips in San Mateo County.

Proposed: There is no proposed change to program implementation. The annual fund level for this program is currently \$550,000. It is proposed that the new authorization remain at the same

level of funding.

Goals:

- Increase transit use and use of alternative commute options through education and incentives.
- Reduce single occupant vehicle trips through education and incentives.

3) Countywide Intelligent Transportation System (ITS) Program / Traffic Operational Improvement Strategies.

Under the original Congestion Relief Plan a Countywide Intelligent Transportation System (ITS) Plan was developed. Funding under this Program is used as seed funding for design and implementation of individual components of the ITS Plan.

In addition, Caltrans has developed a Corridor System Management Plan (CSMP) and a Comprehensive Corridor Plan (CCP) which studies the US 101 Corridor from the San Francisco County line to Santa Clara County line. Caltrans has also developed a Transportation Concept Reports (TCR) for Interstate 280 and State Route 92. The CSMP identifies current management strategies, existing travel conditions and mobility challenges, corridor performance management, planning management strategies, and capital improvements. TCRs are long-range planning documents that appraise existing conditions and maintenance needs, analyze imminent population and job growth scenarios, then, in accord with local governments and planning agencies, suggest strategies to cope with both current and future mobility challenges.

It is anticipated that funding under this Program will be used to study, design, implement, or maintain operational and safety improvement strategies. This also includes funding technological strategies that support congestion reduction along major corridors.

Proposed: The annual fund level for this program is currently \$200,000. It is proposed that the new authorization remain at the same level of funding.

Goals:

- Analyze the causes of congestion and identify solutions to mitigate congestion.
- Support and implement solutions that utilize technology for congestion reduction and traffic operation improvements.
- Initial support of the US 101 Express Lanes.
- Implement and operate the San Mateo Smart Corridors.
- Extend ITS improvements to the northern county.
- Define ITS strategies for US 101, SR 92, I-280, and El Camino Real.

4. Linking Transportation and Land Use.

4A. Innovative Trip Reduction Strategies.

This program was originally designed to provide local matching funds to incentivize planning and facilitate implementation of El Camino Real “Grand Boulevard Initiative” type projects, consistent with C/CAG goals and policies. Under the 2011 reauthorization, this program was expanded to apply to other major corridors to address traffic congestion and to support the economy by enhancing the movement of people and goods. As part of the 2011 reauthorization, the addition of innovative strategies to reduce auto commute trip demands, by partnering with other public or private entities was added.

There has been increased interest in the recent C/CAG carpool incentive programs. This authorization would modify the program to promote and deploy more innovative projects and programs that serve to make travel on major corridors more reliable by increasing person throughput on existing facilities and programs that can reduce trips and congestion on the existing system. An example innovative program that was previously funded under this program was the highly successful pilot Carpool Program that has been modified and continues as Carpool 2.0. It is anticipated that implementation of a carpool incentive program would continue in the future.

A US 101- Mobility Action Plan (MAP) is currently being developed by five partners, SamTrans, C/CAG, San Francisco County Transportation Authority (SFCTA), Santa Clara Valley Transportation Authority (VTA), Metropolitan Transportation Commission (MTC), and in coordination with San Mateo County Transportation Authority (SMCTA), Caltrans, and Transform. The goal of the MAP is to build on infrastructure and mobility improvement already planned and identify near-term policy changes and programs that address unreliable and inequitable mobility challenges on the corridor today. It is anticipated that some programs developed as part of this effort could be implemented under this program.

Proposed: It is proposed to remove the corridor planning incentive and expand innovative strategies that reduce auto commute trip demands and/ or address mobility deficiencies in major corridors, in partnership with other public or private entities. The annual fund level for this program is currently \$200,000. It is proposed that the new authorization level be reduced to \$150,000 (See note under Total Funding).

Goals:

- Implement innovative strategies to reduce auto commute trip demands in partnership with other public or private entities.
- Implement programs or projects that address the mobility challenges on major corridors in the county.

4B. Transportation Improvement Strategies to Reduce Green House Gases.

The Transportation Improvement Strategies to Reduce Green House Gases is a program to provide matching funds to implement countywide or regionally significant transportation projects that reduce greenhouse gases.

Previous match contributions made under this program included: contributing \$80,608 in

matching funds to develop an Alternative Fuel Readiness Plan (AFRP) for San Mateo County, contributing \$25,000 towards a Bay Area Air Quality Management District (BAAQMD) Regional Bike-sharing Pilot Program, and contributing \$25,000 towards ad SamTrans “Making the last Mile Connection Pilot Program.”

This reauthorization proposes to modify the purpose of this program to implement or contribute funds towards Green House Gases related programs and projects. These include but are not limited to a) developing tools to assist member agencies and project partners with SB 743 compliance, to b) provide grant writing technical assistance to member agencies for appropriate Federal, State, or other external competitive grant funds, and c) to evaluate performance measures identified in the SMCTP 2040 Action Plan and develop feasible plans to track performance measures.

- a) In September 2013, the State Legislature passed into law SB 743, which required agencies to change the significance metric used to assess the transportation impacts of land use and transportation projects under CEQA (California Environmental Quality Act) from LOS (automobile delay, Level of Service) to VMT (Vehicle Miles Traveled). The intent was to align other statewide goals, such as greenhouse gas emissions reduction and Sustainable Communities Strategies (SCS) that encourage multimodal development and promote infill opportunities in dense urban areas.

OPR (Governor’s Office of Planning Research) was charged with developing guidelines to implement SB 743. OPR published the final CEQA Guidelines on December 28, 2018 with statewide application to begin on July 1, 2020.

C/CAG hosted several working group meetings with staff member jurisdictions and there is consensus to have C/CAG take a lead in helping agencies move towards the use of VMT as a CEQA metric and to work with city staff to develop a consistent methodology.

- b) Over the years, there have been numerous transportation and other funding opportunities offered at the state, federal, or regional levels on a competitive basis. However, projects sponsored by San Mateo County jurisdictions have not been as competitive due to various reasons, one of which is the lack of availability of staff resources needed to understand and comply with grant application requirements, as well as to prepare grant applications. In May 2018 C/CAG approved of a pilot Grant Writing Technical Assistance Program (GW-TAP). The concept was well received by committees and the Board. It is expected that this program could be continued or expanded if there is a demand.
- c) San Mateo Countywide Transportation Plan 2040 (SMCTP 2040), was adopted by the C/CAG Board of Directors on February 9, 2017. The SMCTP 2040 serves as a long-range, comprehensive transportation planning document by establishing both a coordinated planning framework and systematic transportation planning process for identifying and resolving transportation issues. A SMCTP 2040 Action Plan was developed as a living document which serves as a roadmap for implementing and tracking progress of the SMCTP 2040. The Action Plan included considerations for procuring, tracking, and evaluating performance measures.

Proposed: The annual fund level for this program is currently set at \$100,000. It is proposed that the new authorization be set at \$150,000. (See note under Total Funding).

Goals:

- Leverage funds towards projects aimed at reducing GHG.
- Develop tools to assist member agencies and project partners with SB 743 compliance.
- Evaluate performance measures identified in the SMCTP 2040 Action Plan and develop feasible plans to track performance measures

4C. Climate Change and Resiliency Planning

In 2009, the C/CAG Board formed the Resource Management and Climate Protection (RMCP) Committee which supports the development of energy efficiency- and climate change-related programs.

The RMCP Committee provides advice and recommendations to the Congestion Management and Environmental Quality (CMEQ) Committee and the full C/CAG Board related to energy, water use, and greenhouse gas mitigation efforts, including planning measures related to reducing vehicle miles traveled in San Mateo County and the region. More recently, the Committee is also considering the reduction of emissions from transferring the vehicle stock in San Mateo county from gasoline to hybrid or electric.

Also, in 2009, the C/CAG Board launched the San Mateo County Energy Watch Program (SMCEW), a Local Government Partnership between C/CAG and PG&E. A portion of the SMCEW budget, combined with additional C/CAG Congestion Relief Funds, provides climate action planning assistance to San Mateo County local governments through a program called the Regionally Integrated Climate Action Planning Suite (RICAPS).

RICAPS is a set of tools developed through grant funding from the Bay Area Air Quality Management District and PG&E with matching funds from C/CAG. This grant program provides ongoing climate action planning technical assistance to local governments in San Mateo County and is supported by the C/CAG-PG&E Local Government Partnership (LGP) and C/CAG. The program also includes monthly working group meeting with sustainability staff across San Mateo County. These meeting may include information or reducing VMT and electrification of existing transportation.

With State goals of reducing emission by 40% by 2030 and 80% by 2050, there will be increased emphasis on transportation-related emissions. The recently-formed community choice aggregator in San Mateo County, Peninsula Clean Energy (PCE), is focused on decarbonizing our electricity energy source. 100% carbon-free electricity is expected to be available in San Mateo County by 2025. To support and leverage the efforts and programs of other regional organizations, such as PCE and Joint Venture Silicon Valley, C/CAG may use program funds to coordinate with these organizations' efforts.

There is also a need to expand planning efforts to include sea level rise effects on the transportation facilities in San Mateo County. The County of San Mateo finalized a Sea Level Rise Vulnerability Assessment in 2018. In 2019, the Office of Sustainability launched Climate Ready SMC to share best practices for climate change preparedness with municipalities and agencies, non-profits, private development, and businesses. This work, funded by Caltrans, will finish in 2020 and will result in improved climate models to address transportation risk including vulnerability to temperature and heat, wildfires, riverine flooding and how these risks impact urban heat islands, health and disadvantaged communities. The work will also result in a menu of adaptation strategies, policy and planning templates to allow the County and Cities to effectively prepare for transportation related climate impacts.

Proposed: This program would incorporate sea level rise and adaptation in transportation planning efforts. The annual fund level for this program is currently \$150,000. It is proposed that the new authorization remain at the same level of funding (See note under Total Funding).

Goals:

- Leverage regional efforts through collaboration and coordination to benefit San Mateo County cities and the County of San Mateo
- Maintain climate action planning and emission inventory tools and technical support to San Mateo County Cities and the County of San Mateo
- Enhancing resources needed to implement projects identified in the San Mateo County Energy Strategy.
- Continue collaboration efforts with the County on adaptation strategies.

4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation.

Beginning in FY2005-06, C/CAG has programmed funds to support various activities that address the linkage between housing and transportation. Over these years, the Board has reviewed and approved staff proposals for housing/transportation-related activities in four broad areas: policy leadership; promotion of housing in transit corridors; cost-effective responses to State regulatory mandates; and local funding to meeting housing goals. The intent of all the proposed programs was to provide tools, technical support and financial incentives to help member jurisdictions plan and produce housing in transit corridors, downtowns, station areas and El Camino Real types of corridors, and promote densities that support frequent mass transit and reduce climate impacts while strengthening local neighborhoods and the regional economy.

Measures supported by C/CAG through the years have included the Transit Oriented Development Housing Incentive Program and the Grand Boulevard Multimodal Transportation Corridor Plan.

Since 2006, C/CAG and the County Department of Housing (DOH) have co-sponsored the 21 Elements project which assists all jurisdictions in San Mateo County to update their respective Housing Elements and share information on housing policies and programs.

The 21 Elements project is a cost-effective countywide work program that assists all jurisdictions to implement Housing Elements and develop effective on-going housing implementation policies and programs. In past years, C/CAG and the San Mateo County Department of Housing (DoH) have been co-funding the 21 Elements project, with DoH acting as the lead agency in managing the consultant contract. Staff recommends the continuation of this cooperative partnership to support the 21 Elements.

In 2008, state law SB 375 was approved which required the Bay Area Region to develop a Sustainable Communities Strategy (SCS), which must factor in and integrate land use planning, transportation policies, and transportation investments. The California Department of Housing and Community Development (HCD) identifies the total housing need for the San Francisco Bay Area for an eight-year period. Association of Bay Area Governments (ABAG) must then develop a methodology to distribute this need to local governments in a manner that is consistent with the development pattern included in the Sustainable Communities Strategy (SCS).

In 2005, C/CAG championed an amendment of State law related to Housing Elements to enable formation of county-level subregions to allocate planned housing growth (CA Government Code §65584.03). C/CAG has utilized the Sub-RHNA process in two rounds of RHNA to date. The 6th Cycle of RHNA and housing element updates must be completed by January 2023 for the planning period of January 2023 to 2031. It is anticipated that work to initiate the next round of Sub-RHNA and housing element updates will need to factor in new State law requirements.

There is also a strong sentiment in the region and the state to condition housing production to transportation funding. In 2019, over 200 bills were introduced to address the “housing crisis.” Staff recommends utilizing the 21 Elements to assist C/CAG with the analysis and implementation of any new State laws related to land use, housing and other inter-related issues.

Funding is proposed in anticipation of activities associated with implementing the Sub-RHNA and assisting member agencies in developing their housing elements. Program funds would also be used in part to, analyze new housing legislation, assist member agencies with implementation of new state requirements, and promote best practices to stimulate infill housing in the transit corridors.

Proposed: The annual fund level for the program is currently \$100,000. In anticipation of the workload associated with the new RHNA cycle and implementation of new requirements, it is proposed that the new authorization be set at \$150,000 (see note under Total Funding).

Goals:

- Support San Mateo County transportation-land use and sustainability planning efforts.
- Facilitate the Cycle 6 Sub-RHNA process and assisting agencies in developing their associated housing elements.
- Provide countywide technical support and analysis to C/CAG member agencies for countywide housing planning efforts and reporting requirements.

Total Funding

The total funding from C/CAG Member Agencies for reauthorization of the Congestion Relief Plan is \$1,850,000. It is recommended that the Congestion Relief Plan be reauthorized for four years which will meet the requirements of a Countywide Deficiency Plan for the next two Congestion Management Program cycles (through June 30, 2023).

Note: Flexibility will be provided to shift funds between items 4A, 4B, 4C, and 4D as long as the overall total for Item 4 does not exceed \$600,000, subject to C/CAG annual budget approval.

Draft C/CAG Member Fees - FY 2022-2023

Agency	Population	Percent of Population	General Fund Fee	Gas Tax Fee	Total Fee
			\$ 289,433	\$ 430,975	\$ 720,408
Atherton	6,896	0.901%	\$ 2,608	\$ 3,884	\$ 6,492
Belmont	26,470	3.459%	\$ 10,012	\$ 14,908	\$ 24,919
Brisbane	4,579	0.598%	\$ 1,732	\$ 2,579	\$ 4,311
Burlingame	29,746	3.887%	\$ 11,251	\$ 16,753	\$ 28,003
Colma	1,659	0.217%	\$ 627	\$ 934	\$ 1,562
Daly City	108,599	14.191%	\$ 41,075	\$ 61,161	\$ 102,236
East Palo Alto	30,350	3.966%	\$ 11,479	\$ 17,093	\$ 28,572
Foster City	32,842	4.292%	\$ 12,422	\$ 18,496	\$ 30,918
Half Moon Bay	12,309	1.609%	\$ 4,656	\$ 6,932	\$ 11,588
Hillsborough	11,391	1.489%	\$ 4,308	\$ 6,415	\$ 10,724
Menlo Park	34,825	4.551%	\$ 13,172	\$ 19,613	\$ 32,785
Millbrae	22,509	2.941%	\$ 8,513	\$ 12,677	\$ 21,190
Pacifica	37,890	4.951%	\$ 14,331	\$ 21,339	\$ 35,670
Portola Valley	4,560	0.596%	\$ 1,725	\$ 2,568	\$ 4,293
Redwood City	85,182	11.131%	\$ 32,218	\$ 47,973	\$ 80,191
San Bruno	44,936	5.872%	\$ 16,996	\$ 25,307	\$ 42,303
San Carlos	29,814	3.896%	\$ 11,276	\$ 16,791	\$ 28,067
San Mateo	103,045	13.466%	\$ 38,974	\$ 58,033	\$ 97,007
South San Francisco	67,135	8.773%	\$ 25,392	\$ 37,809	\$ 63,201
Woodside	5,628	0.735%	\$ 2,129	\$ 3,170	\$ 5,298
San Mateo County	64,880	8.478%	\$ 24,539	\$ 36,539	\$ 61,079
TOTAL	765,245	100.000%	\$ 289,433	\$ 430,975	\$ 720,408

NOTES:
 1. C/CAG member fees are comprised of two portions: General Fund and Gas Tax.
 2. For FY 2022-23, C/CAG member fees for General Fund portion is proposed a one-time increase by 5% (\$13,783 countywide, from \$275,651 to \$289,433). For FY 2022-23 C/CAG member fee for the Gas Tax portion is proposed a one-time increase by 5% (\$20,523 countywide, from \$410,452 to \$430,975). Adopted by C/CAG Resolution 22-04.
 3. Individual jurisdiction's share is based on new population data from Dept of Finance, 1/1/2021, adopted by C/CAG Resolution 22-06.

Congestion Relief Program (CRP) Assessment - FY 2022-2023

Agency	Percent of Population	Total Trips	% of Trips	Congestion Relief
Atherton	0.901%	45,201	0.89132%	\$ 16,580
Belmont	3.459%	156,279	3.08167%	\$ 60,501
Brisbane	0.598%	39,066	0.77034%	\$ 12,661
Burlingame	3.887%	278,460	5.49096%	\$ 86,747
Colma	0.217%	42,332	0.83475%	\$ 9,727
Daly City	14.191%	514,686	10.14910%	\$ 225,150
East Palo Alto	3.966%	109,433	2.15791%	\$ 56,647
Foster City	4.292%	202,400	3.99113%	\$ 76,616
Half Moon Bay	1.609%	89,658	1.76797%	\$ 31,232
Hillsborough	1.489%	54,917	1.08291%	\$ 23,786
Menlo Park	4.551%	275,259	5.42784%	\$ 92,303
Millbrae	2.941%	147,546	2.90946%	\$ 54,121
Pacifica	4.951%	206,200	4.06606%	\$ 83,411
Portola Valley	0.596%	29,645	0.58457%	\$ 10,919
Redwood City	11.131%	639,969	12.61956%	\$ 219,696
San Bruno	5.872%	294,349	5.80427%	\$ 108,006
San Carlos	3.896%	212,462	4.18954%	\$ 74,791
San Mateo	13.466%	784,576	15.47106%	\$ 267,664
South San Francisco	8.773%	442,379	8.72328%	\$ 161,841
Woodside	0.735%	39,034	0.76971%	\$ 13,923
San Mateo County	8.478%	467,397	9.21661%	\$ 163,678
TOTAL	100.000%	5,071,248	100.00000%	\$ 1,850,000

NOTES:
 1- Total CRP (countywide total) is the same as prior years at \$1,850,000.
 2- Congestion Relief Fee is calculated based on population and trips generated, 50% each, respectively.

NPDES Member Fee - Estimate Only (not actual)

Agency	NPDES Basic (1)	NPDES	TOTAL NPDES
Atherton			
Belmont			
Brisbane	\$0	\$ 11,281	\$ 11,281
Burlingame			
Colma	\$0	\$ 3,852	\$ 3,852
Daly City			
East Palo Alto			
Foster City			
Half Moon Bay			
Hillsborough			
Menlo Park			
Millbrae			
Pacifica			
Portola Valley			
Redwood City			
San Bruno			
San Carlos			
San Mateo	\$0	\$ 118,256	\$ 118,256
South San Francisco			
Woodside	\$ 8,789	\$ 10,115	\$ 18,904
San Mateo County			
TOTAL			

NOTES:
 1. NPDES assessments shown above are for INFO ONLY.
 2- Agencies not listed are collected by the Flood Control Dist.
 3- Basic fees for Brisbane, Colma, San Mateo are collected by the Flood Control District.
 4. NPDES assessments are based on total parcels in each jurisdiction.

C/CAG AGENDA REPORT

Date: February 16, 2023

To: Congestion Management Program Technical Advisory Committee

From: Sean Charpentier, Executive Director

Subject: Receive a presentation on AB 2449 and updated requirements for Brown Act meetings
(For further information, contact Sean Charpentier at scharpentier@smcgov.org).

RECOMMENDATION

That the Technical Advisory Committee accepts this report regarding AB 2449 and updated requirements for Brown Act meetings.

FISCAL IMPACT

None.

BACKGROUND

In response to the COVID-19 pandemic, the Governor issued a number of Executive Orders that adjusted the rules for online meetings of Brown Act bodies, and the Legislature followed up with adoption of AB 361. Under these authorities, a meeting can be conducted online under streamlined procedures for remote participation under AB 361 as long as a state-declared emergency remained in effect and the local agency finds that requiring participants to attend in person would present imminent risks to public health and safety.

On September 13, 2022, Governor Newsom signed AB 2449 into law. The bill authorizes a member of a legislative body to participate remotely for “just cause,” or allows the legislative body to consider and take action on a request from a member to participate remotely in a meeting due to “emergency circumstances.” The new law goes into effect on January 1, 2023 and will remain in effect until January 1, 2026.

In addition, Governor Newsom recently announced that the COVID-19 State of Emergency will end on February 28, 2023. As a result, Brown Act bodies will no longer be able to conduct remote meetings under the provisions of AB 361 after February 28, 2023, unless the State of Emergency is unexpectedly extended or renewed.

DISCUSSION

Starting January 1, 2023, AB 2449 will allow a member of a Brown Act body (for C/CAG, this includes the C/CAG Board of Directors and C/CAG standing committees, including the Technical Advisory Committee (TAC)) to participate remotely under the streamlined teleconference procedures in either of the following two circumstances:

1. The member unilaterally notifies the legislative body at the earliest opportunity possible, including at the start of a regular meeting, of the member's need to participate remotely for "**just cause**," including a general description of the circumstances relating to their need to appear remotely at the given meeting.

"**Just cause**" means any of the following: (a.) A childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely; (b.) A contagious illness that prevents a member from attending in person; (c.) A need related to a physical or mental disability not otherwise accommodated; (d.) Travel while on official business of the legislative body or another state or local agency. This method may not be used by any member of the legislative body for more than two meetings per calendar year.

2. The member requests the legislative body to allow them to participate in a particular meeting remotely due to "**emergency circumstances**" and the legislative body takes action to approve the request.

"**Emergency circumstances**" means a physical or family medical emergency that prevents a member from attending in person. The legislative body shall request a 20-word general description of the circumstances relating to their need to appear remotely at the given meeting. The request can be made by the member and acted upon by the legislative body at the beginning of the meeting to which the request applies. The prohibition on taking action on items not appearing on the timely-posted agenda is suspended for purposes of approving a request.

Both provisions require that at least a quorum of the Board or the committee be physically present in the same room where the public may attend and give comment, and also permit remote public participation, including public comment. AB 2449 limits the number of times a member may participate remotely to no more than three consecutive months or 20 percent of the regular meetings for the local agency within a calendar year, or more than two meetings if the legislative body regularly meets fewer than 10 times per calendar year.

With the anticipated end of the COVID-19 State of Emergency on February 28, 2023, AB 2449 will be the only alternative to posting an agenda and allowing members of the public to attend at all remote location(s).

C/CAG staff are preparing to return to in-person meetings beginning in March 2023. Before the pandemic, C/CAG Board meetings and Committee meetings were not televised or streamed online. Staff is testing the audio-visual system at the SamTrans auditorium to prepare for compliance with AB 2449 and to offer the public the opportunity to participate remotely after returning to in-person C/CAG Board of Directors meetings in March. For the C/CAG Committees, staff are exploring the use of "OWL" technology to facilitate the streaming and remote participation for the public and to comply with AB 2449.

C/CAG is also pursuing legislative solutions that would provide more flexibility for remote meetings. C/CAG sent a letter (Attachment 1) to the San Mateo County legislative delegation requesting legislation to provide flexibility to the Brown Act to allow the following legislative bodies to continue to have remote meetings:

1. Countywide or regional Boards that are appointed; and
2. Advisory committees that do not take binding actions.

ATTACHMENT

1. C/CAG Letter to San Mateo County Delegation requesting flexibility to meet remotely.

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

January 30, 2023

C/CAG Legislative Delegation
State Capital
Sacramento, CA
Transmitted via Electronic Mail

RE: Brown Act Amendment Request

Dear C/CAG Legislative Delegation Members:

On behalf of the City/County Association of Governments of San Mateo County, I write to respectfully ask that you please consider sponsoring a limited extension to the permissions granted in AB 361 (Rivas) [Chapter 165, Statutes of 2021) for the remote convening of legislative bodies. We are requesting the Legislature consider a bill that would allow the following to continue to meet remotely without having to follow the specific quorum, location notification, and accessibility requirements required by the Brown Act and/or AB 2449 (Rubio) [Chapter 285, Statutes of 2022]:

1. Advisory bodies that can take no action or establish policy on behalf of a local elected body.
2. Countywide or regional multi-jurisdictional organizations whose members are appointed rather than directly elected.

C/CAG, as you may know, employs several advisory committees to help guide its work, such as the Congestion Management Program Technical Advisory Committee and the Bicycle and Pedestrian Advisory Committee, which consist of local elected officials, city government employees, and members of the public, most of whom work outside jobs unrelated to the effort they put in for C/CAG to better San Mateo County. We believe this proposal will result in a much-needed cost-savings to local agencies without jeopardizing public participation.

C/CAG has one Board of Directors and nine standing advisory committees with a total of 146 seats or members from all points in the County. In the past, many members would travel significant distances to attend meetings. Prior to the current remote meeting flexibility, C/CAG Committee members that live on the Coast would have to drive across the Santa Cruz Mountains or members would have to drive the length of the County during commute hours for a 30-minute committee meeting.

Notably, allowing remote meeting flexibility for advisory bodies would further our goals to reduce trips, vehicle miles traveled, and greenhouse gas emissions. It will provide additional flexibility for these non-decision-making advisory bodies to continue to meet remotely while maintaining agenda notification requirements. Virtual public access will enable C/CAG and other local agencies to incentivize

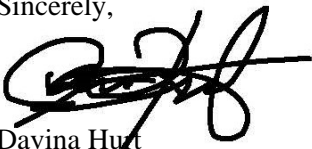
participation from well-qualified, interested individuals while allowing participating individuals to maintain unrelated commitments relating to work, school, and their families.

For these reasons, C/CAG respectfully asks that you please consider authoring this proposal and support these efforts during the 2023-34 Legislative Session.

In addition, many of our member agencies are requesting amendments to AB 2449 to improve the ability to provide flexibility in certain cases. We have also attached a representative letter from the City of San Carlos requesting remote meeting flexibility, which we are also supportive of for optimal public meeting participation.

Thank you for your consideration. Please contact Sean Charpentier, C/CAG Executive Director at scharpentier@smcgov.org if you have any questions.

Sincerely,



Davina Hunt
C/CAG Chair

C/CAG AGENDA REPORT

Date: February 16, 2023

To: Congestion Management Program Technical Advisory Committee

From: Sean Charpentier, Executive Director

Subject: Receive C/CAG's Draft 2 Year Workplan

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

RECOMMENDATION

That the Technical Advisory Committee receives C/CAG's draft 2-Year workplan.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

C/CAG is a multi-faceted JPA that serves multiple Countywide functions. C/CAG has a team of 12 staff members. C/CAG's goals are to improve mobility, the environment, equity, and the quality of life in San Mateo County.

Key functions include:

- a) Serving as the County Transportation Agency and Congestion Management Agency, allocating local, State, and Federal Transportation Funding, managing several Countywide Transportation Plans; and supporting member agencies with projects and funding timelines. Manage multiple transportation programs like Safe Routes to School, the Micromobility Program and the Smart Corridor system. Support the Express Lane JPA. Leading or co-sponsoring with the SMTCA approximately \$1 billion of transportation projects.
- b) Leading Countywide effort with all jurisdictions for compliance with the Regional Storm Water Permit, including major long term multi-million dollar contract to support our efforts. Supporting countywide efforts for regional stormwater projects and well as smaller more local green infrastructure projects.
- c) Managing the Countywide TDM policy, the Airport Land Use Commission, and 21-Element.
- d) Leading and supporting Countywide energy efficiency efforts, including San Mateo County

Energy Watch and Climate Action Planning.

- e) Support C/CAG Board and 9 Standing Committees with 146 seats, including 76 seats reserved for elected officials.

Structure of the Workplan:

The work plan shows the progression of work over 9 quarters, through the first quarter of 2025. The work plan is color coded with the following denotations.

1. Yellow- Major Categories of work within C/CAG.
2. Light Blue- Activities required by Statute, or Role, or Ownership. These are activities that are required by the C/CAG JPA or compliance with local, regional, or state regulations or statute. This also includes general management and operational activities. For example, C/CAG has to serve as the Airport Land Use Commission (ALUC), prepare the biannual Congestion Management Plan, manage the Regional Stormwater Permit, and maintain C/CAG owned components of the C/CAG Smart Corridor system.
3. Green- Discretionary Actions Necessary to Accomplish C/CAG's Mission/Goals: These are activities that are not required by our JPA or Statute, but are necessary to achieve our mission and goals. C/CAG has traditionally played a leadership role in creating or supporting solutions for problems that require coordinated Countywide responses, such as Commute.org; OneShoreline; and the San Mateo County Express Lanes. For example, the Equity Assessment and the Micromobility Feasibility Plan and Program are not required by Statute, but are essential to achieving our mobility goals and improving equity.
4. Orange: Discretionary Actions Not Yet Started: These are anticipated activities that have not yet started.
 - a) C/CAG Strategic Plan Development: Staff would like to begin a strategic planning effort for the Agency after the Equity Assessment is completed.
 - b) Carbon Neutrality Plan: California is supposed to be Carbon Neutral by 2045. This is a very ambitious goal. C/CAG is exploring how San Mateo County can create a Blueprint for accomplishing this goal and include periodic updates.
 - c) Electric Bike Strategic Plan: A critical strategy in accomplishing our GHG/VMT reduction goals is going to be shifting trips from automobiles to bicycling and transit. A major opportunity to shift trips is with electric bikes, which significantly expand the range of a bicycle trip. Supporting electric bikes will require longer and safer bicycle facilities and strategies to ensure that electric bikes are accessible to lower income households. Staff would like to conduct a highly focused strategic plan to augment the adopted C/CAG Countywide Bicycle Plan with the identification of which bicycle facilities would be best for E Bikes. The Plan would analyze the possibility of an electric bike "route" that would connect the Coastside to the Bayside; and develop strategies to provide equity incentives for e bikes.
 - d) Countywide Adaptive Traffic Signal Synchronization Plan and Implementation: One of the

strategies to manage recurring and non-recurring congestion is to leverage adaptive traffic signal technologies to maximize the efficiencies of our existing roadway networks. The project also aims to prioritize signal timing for transit vehicles and emergency vehicles.

Analysis:

This is a draft Workplan. In the last few years, the Agency has seen a significant increase in transportation funding and funding for other C/CAG program areas. Staff have been opportunistically and aggressively pursuing these funding sources. To date, C/CAG's staffing has not increased to reflect the increased workload. Timely implementation of this work plan will require additional C/CAG staffing resources.

Staff will continue to refine it based on input from the C/CAG Board and as needs arise.

ATTACHMENTS

1. Draft 2-Year Workplan

C/CAG Draft 2 YR workplan

Color CODING KEY	
Key Categories	
Required Activities By Statute or Role or Ownership	
Discretionary Actions Necessary to accomplish C/CAG's Mission/Goals	
Discretionary Actions Not Yet Started	

			2023				2024				2025	
			1Qtr	2Qtr	3Qtr	4Qtr	1Qtr	2Qtr	3Qtr	4Qtr	1Qtr	
1	Agency wide efforts											
2	Measure M Management (General)	Manage Measure M (\$10 Vehicle License Fee) including planning, admin, and annual formula distributions.	X	X	X	X	X	X	X	X	X	X
3	General Financial/Organizational Tasks (contracts, HR, CALPERs, financial management, Audits, Finance Committee Investment policies)		X	X	X	X	X	X	X	X	X	X
4	General Time Spent Managing and attending Committees (CMEQ, TAC, BPAC, AAC, Stormwater, Finance)		X	X	X	X	X	X	X	X	X	X
5	Airport Land Use Commission Activities and Committee	ALUC Meetings, project review, and ALUCP Management.	X	X	X	X	X	X	X	X	X	X
6	21- Elements support	C/CAG is a major partner in supporting 21 Elements efforts.										
7	C/CAG Equity Assessment and Plan	Equity Assessment underway	X	X	X							
8	State and Federal Advocacy Program	State advocacy (Shaw Yoder Antwih Schmelzer & Lange) for tracking and commenting on legislation and pursuing funding; & Federal Funding advocacy (Ken Brown & Associates)	X	X	X	X	X	X	X	X	X	X
9	C/CAG Strategic Plan Development	Will initiate as Equity Study concludes					X	X	X	X	X	X
10												
11	Stormwater Program											
12	Regional Water Board MRP Compliance	Managing Regional Water Permit for all permittees (21) in San Mateo County, including 5 Year contract with EOA and coordinating annual compliance.	X	X	X	X	X	X	X	X	X	X
13	Multi Benefit Regional Projects	Continue to support Orange Memorial Park project in SSF; Implement recent \$2.4m Federal Earmark for project in San Bruno; Red Morton Park in Redwood City; and Twin Pines project in Belmont. Initiate design on future regional projects.	X	X	X	X	X	X	X	X	X	X
14	Exploring Risk-based Integrated Water Management		X	X	X	X	X	X	X	X	X	X
15	Exploration of Stormwater Funding/Financing		X	X	X	X	X	X	X	X	X	X
16	Phase II Green Infrastructure Tracking & Mapping Tool		X	X	X	X	X	X	X	X	X	X
17	Pilot Bulk Rain Barrel Rebates	Annual project to distribute approximately 800+ rain barrels. See press release and coverage in Agenda #9 Communications.	X	X	X	X	X	X	X	X	X	X
18	Scaling Schoolyard Greening Efforts	Green infrastructure investments in 12 schools	X	X	X	X	X	X	X	X	X	X
19												
20	Energy and Climate Program											
21	San Mateo County Energy Watch (SMCEW)		X	X	X	X	X	X	X	X	X	X
22	Climate Action Planning (RICAPS)		X	X	X	X	X	X	X	X	X	X
23	Laundry to Landscape Program		X	X	X	X	X	X	X	X	X	X
24	Carbon Neutrality Plan								X	X	X	
25												
26												

C/CAG Draft 2 YR workplan

Color CODING KEY
Key Categories
Required Activities By Statute or Role or Ownership
Discretionary Actions Necessary to accomplish C/CAG's Mission/Goals
Discretionary Actions Not Yet Started

			2023				2024				2025	
			1Qtr	2Qtr	3Qtr	4Qtr	1Qtr	2Qtr	3Qtr	4Qtr	1Qtr	
27	Transportation Plans/Studies C/CAG LEAD											
28	Community Based Transportation Plans (Daly City & Southern SMC)	MTC required transportation plans for Equity Priority Communities. Delayed by Covid, but will complete in 2023.	X	X								
29	Congestion Management Plan Biannual Update	Required update of Congestion Management Plan every two years to monitor traffic on CMP Network and Companion Network.	X	X	X	X						
30	Congestion Relief Plan Update	Update of Congestion Relief Plan and Fee that occurs every 4 years. CRP provides funding for Commute.org, shuttles, congestion reduction plans and policies.	X	X								
31	MTC RTP PBA 2050 Update	Every 4 years MTC must update its RTP Plan Bay Area. This update is intended to be a "focused" update. RTP is a 30 year plan that identifies over \$5.1 billion in San Mateo County projects.					X	X	X	X	X	X
32	County Transportation Plan Update (CTP)	Countywide update to the Countywide Transportation Plan. Required by MTC to connect Countywide efforts to the RTP PBA.					X	X	X	X	X	X
33	Dumbarton Corridor Feasibility Study and Plan (Pre PID)	Study to identify alternatives to connect the Dumbarton Bridge to the Highway 101 Express Lanes. Roadway and ATP only. Alternatives will then be studied in greater detail in a PID. Starting vendor recruitment. \$500k	X	X	X	X	X	X				
34	Local Roadway Safety Plan	Countywide Local Roadway Safety Plan will identify safety improvement in Cities and ensure jurisdictions are eligible for certain types of MTC funding as well as making the County more competitive for certain types of Federal Funding. Recruiting vendor now. Estimated \$400k	X	X	X	X	X					
35	Planning Buffered Bike Lane El Camino Real San Bruno/Millbrae	Planning and design for 3.7 mile of buffered bike lane along ECR in San Bruno and Millbrae. Funded with \$760k budget request from then Asm. Mullin.		X	X	X	X	X	X	X	X	X
36	VMT/GHG Mitigation Plan and Program	Planning for a GHG/VMT Mitigation Program. Funded by Caltrans Planning Grant. \$670k. Recruiting consultant now.	X	X	X	X	X					
37	E Bike Strategic Plan	Future project for E Bike study to build on C/CAG Countywide Bicycle Plan by identifying best E-Bike routes, analyzing potential E bike connections to Coastside and potential equity incentives for E Bikes. May seek Federal Earmark.								X	X	X
38	Countywide Adaptive Traffic Signal Synchronization Plan and Implementation	Identify key corridors and routes to implement adaptive signal timing; prioritize signal timing for transit vehicles and emergency vehicles; install bicycle detection software; and leverage technology to better control and manage traffic flow. May seek federal earmark funding.								X	X	X

C/CAG Draft 2 YR workplan

Color CODING KEY	
Key Categories	
Required Activities By Statute or Role or Ownership	
Discretionary Actions Necessary to accomplish C/CAG's Mission/Goals	
Discretionary Actions Not Yet Started	

			2023				2024				2025	
			1Qtr	2Qtr	3Qtr	4Qtr	1Qtr	2Qtr	3Qtr	4Qtr	1Qtr	
39												
40	Transportation Plans/Studies C/CAG Supporting Role											
41	Countywide Autonomous Vehicle Strategic Plan (SMCTA)	Identify the current state of AV in San Mateo County, establish a shared-vision for AV deployment, identify opportunities and challenges for AV deployment in the county, and to develop an AV action plan with prioritized next steps that align with potential funding availability.	X	X	X	X	X					
42	US 101 Multimodal Strategy (SMCTA)	Develop a strategy and conduct outreach to create a multimodal package of projects to be added to or bundled with and complement the existing highway projects.	X	X	X	X	X	X	X			
43												
44	Transportation Programs											
45	Ongoing STIP, RTIP, MEASURE M, OBAG, Federal Project Delivery, and other required admin activities	Assist cities with regional, state, and Federal Funding. Currently assisting member agencies with the delivery of approx \$195m in funding throughout the County	X	X	X	X	X	X	X	X	X	X
46	Safe Routes To School Program	The (SRTS) Program is a collaborative effort between (C/CAG and the San Mateo County Office of Education (SMCOE). The program encourages and enables school children to walk and bicycle to school by implementing projects and activities that improve the health, well-being, and safety of children, resulting in less traffic congestion and vehicle emissions caused by school-related travel.	X	X	X	X	X	X	X	X	X	X
47	TDM Policy Management	C/CAG's Countywide TDM policy is used by a majority of the Cities.	X	X	X	X	X	X	X	X	X	X
48	Shuttles	C/CAG supports shuttle investment.	X	X	X	X	X	X	X	X	X	X
49	Regional Support and Advocacy at MTC/ABAG and Caltrans	Coordinate with multiple staff level committees, brief MTC Commissioners on relevant issues, support member agency applications and projects.										
50	Transportation Fund for Clean Air County Program Manager Fund Management	C/CAG distributes Air District funds to qualifying projects that reduce air pollution, greenhouse gas emissions, and traffic congestion by improving transportation options.	X	X	X	X	X	X	X	X	X	X
51	Big Data (StreetLight Data) Services	C/CAG manages a joint countywide subscription to StreetLight Data, allowing users to access big data to perform robust transportation analytics.	X	X	X	X						
52	Micromobility (Bikeshare/Scooter share) Program Implementation	C/CAG Board adopted the Shared Micromobility Feasibility Study and Implementation Plan in December 2022. C/CAG will form a Governance Committee of participating pilot jurisdictions to finalize the program guidelines and procure vendor to launch the pilot. Pilot is anticipated to be operational in 2024.	X	X	X	X	X	X	X	X	X	X
53												

C/CAG Draft 2 YR workplan

Color CODING KEY	
Key Categories	
Required Activities By Statute or Role or Ownership	
Discretionary Actions Necessary to accomplish C/CAG's Mission/Goals	
Discretionary Actions Not Yet Started	

			2023				2024				2025		
			1Qtr	2Qtr	3Qtr	4Qtr	1Qtr	2Qtr	3Qtr	4Qtr	1Qtr		
54	Calls For Projects/Funding												
55	Lifeline STA County Block Call For Projects	Will initiate as soon as CBTP are completed. Line 26			X	X	X	X					
56	TDA Article 3	Provide planning and capital funding for active transportation projects. Will facilitate FY24-25 Call for Projects in beginning 2023 Q4.				X	X	X	X	X			
57	Measure M Countywide Transportation Innovative Grant Program	A new Countywide Competitive Pilot Program dedicated to fund nimble Senior Mobility, ITS/Smart Corridor, Safe Routes to School, and Stormwater Management projects.				X	X	X	X	X	X		X
58	2023 STIP Update	Required update for County Formula Share STIP Funds.		X	X	X							
59													
60	Smart Corridor Projects (C/CAG Lead)												
61	Smart Corridor Ongoing Maintenance	Maintenance for fixtures and of Fiberoptic line that currently spans from East Palo Alto to San Bruno.	X	X	X	X	X	X	X	X	X	X	X
62	Proj- Smart Corridor SSF Const	Support construction of Smart Corridor in SSF, including providing funding. Construction cost estimated at \$8.5M and anticipate completion by end of 2023.	X	X	X	X	X						
63	Proj Smart Corridor N Cities PSE	Advance PSE for remaining Smart Corridor segment.	X	X									
64	Proj Smart Corridor N Cities Const	Support construction of Smart Corridor in Brisbane, Daly City, and Colma, including providing funding. Construction cost estimated at \$12.6M and anticipate construction advertisement in summer 2023.			X	X	X	X	X				
65													
66	Express Lane I 380 To Santa Clara County Line (Co-Sponsor with SMCTA)												
67	Construction	Section between Whipple and Santa Clara County line is open for tolling. Section between Whipple and I380 is still under construction and is anticipated to commence tolling in early 2023. \$585m	X	X									
68													
69	Managed Lane North of I 380 (Co-Sponsor with SMCTA)												
70	PAED (Planning)	Project would extend the managed lanes north of I 380 to the SM/SF county line and close the remaining gap in SMC along 101. Total Project Cost Estimated at \$315.5M (Construction estimated at \$272.2M)	X	X	X	X	X	X					
71	PSE (Design) 12/2024 - 12/2026											X	X
72	Construction 8/2027 - 8/2029												
73													
74	92/101 Multi Modal Area Improvements (Co-Sponsor with SMCTA)												
75	PSE (Design)	Project would improve 92/101 Interchange at 4 locations, construction buffered bike lane along Fashion Island Blvd, and a mobility hub interchange. Construction Cost Est \$47m with a shortfall of \$40m	X	X	X	X							
76	Construction									X	X	X	
77													

C/CAG Draft 2 YR workplan

Color CODING KEY	
Key Categories	
Required Activities By Statute or Role or Ownership	
Discretionary Actions Necessary to accomplish C/CAG's Mission/Goals	
Discretionary Actions Not Yet Started	

			2023				2024				2025		
			1Qtr	2Qtr	3Qtr	4Qtr	1Qtr	2Qtr	3Qtr	4Qtr	1Qtr		
78	92/101 Direct Connector (Co-Sponsor with SMCTA)												
79	PAED (Planning)	Project is analyzing options to provide a direct connector between Hwy 92 and the Hwy 101 express lanes to encourage transit and HOVs. Total Proj Cost Est \$195.3M - Construction cost est is \$165M		X	X	X	X	X	X	X	X	X	X
80	PSE (Design) 1/2025 - 12/2026												
81	Construction 5/2027 - 4/2029												
82													
83	San Mateo County Express Lane JPA (101 Express Lanes)												
84	Northern Segment Toll Commencement	Commence toll operation from Whipple Road to I-380.	X	X									
85	FY Budget Preparation	Prepare program budget.	X	X			X	X					X
86	Equity Program Oversight	Oversee equity progme with Samaritan House that distributes \$100 Clipper Cards or \$100 FasTrak Transponders.	X	X	X	X	X	X	X	X	X	X	X
87	Expenditure Plan	State Required expenditure plan before any net revenue is			X	X	X	X					
88	Organizational Assessment	Founding JPA requires an organizational assessment regarding the administrative structure of the organization.			X	X	X	X	X	X	X	X	X
89	Organizational Admin and Management		X	X	X	X	X	X	X	X	X	X	X
90	Express Lane Program Operation	Ongoing management of the \$78m in operational and maint contracts.	X	X	X	X	X	X	X	X	X	X	X
91	Ongoing management of Express Lanes Asset Database	Develop a database that enables strategic and systematic process of maintaing, upgrading and expanding assets to support Express Lane operation. Designed to focus on resource allocation and planning.	X	X	X	X	X	X	X	X	X	X	X
92													

C/CAG AGENDA REPORT

Date: February 16, 2023

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.

Project Delivery*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 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.

MTC Annual Obligation Plan for FY 2022-23 Status Report

The MTC Annual Obligation Plan status report for FY 2022-23 is attached for your reference (Attachment 3). The jurisdictions listed in this report are required to deliver a complete, funding obligation Request for Authorization (RFA) package to Caltrans Local Assistance that results in the receipt of an authorization of the funds (i.e. E-76) before January 31, 2021. Funds that do not meet the obligation deadline of January 31, 2023 are subject to re-programming by MTC. Project sponsors can track the E-76 status of their projects at <http://www.dot.ca.gov/hq/LocalPrograms/E-76-status.php>.

Lapsed Project End Dates

Please review the Caltrans Project End Date (PED) lookahead report attached (Attachment 4) and work with Caltrans Local Assistance to take appropriate action.

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

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

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

Current and Upcoming Funding Opportunities

SMCTA 2023 Call for Project Look Ahead Newsletter

The information provided in Attachment 5 provides the status of current or upcoming Call for Projects opportunities for each of the applicable programs from the San Mateo County Transportation Authority. Please direct any general questions regarding the Transportation Authority's Call for Projects to Patrick Gilster, Manager of Programming and Monitoring, at gilsterp@samtrans.com.

SMCTA-C/CAG Joint Shuttle Program Call for Projects Fiscal Year 2024/2025

The San Mateo County Transportation Authority (TA) and City/County Association of Governments of San Mateo County (C/CAG) have released the San Mateo County Shuttle Program Call for Projects (CFP) for fiscal year (FY) 2024 and 2025. The funding for this CFP is intended to start new local transportation services, augment existing services, or continue projects previously funded by the Shuttle Program. Shuttles funded through this Program must be open to the general public, and must conform to all applicable federal, state and local laws and regulations.

The Shuttle Program is made up of a combination of C/CAG's Congestion Relief Program and the TA's Measure A sales tax funds. This combined funding program offers an estimated \$11,000,000 available on a competitive basis for a two-year funding cycle (\$10 million from the TA and \$1 million from C/CAG).

For any new proposed shuttle services, sponsors are required to attend a pre-submittal meeting with TA staff, District Operations Planning staff, and Commute.org (for commuter shuttles only) for shuttle technical assistance prior to the submittal of an application. In the pre-submittal meeting, staff will agree on the most appropriate technical metrics to be used as assumptions for assessing the proposed service during the CFP.

Please reach out to Patrick Gilster at gilsterp@samtrans.com and Jennifer Williams at williamsj@samtrans.com. All applications must be emailed to both Patrick and Jennifer **by February 24, 2023 by 4:00 PM.**

Program guidelines and application materials can be found here:

<https://www.smcta.com/whats-happening/call-projects/shuttle-program-call-projects-fiscal-year-20242025>

Caltrans FY 2023-24 Sustainable Transportation Planning Grant Program - Call for Applications

The California Department of Transportation (Caltrans) has released the Fiscal Year (FY) 2023-24 Sustainable Transportation Planning Grant Application Guide and Call for Applications. Applications are **due by 5:00 PM on Thursday, March 9, 2023.**

The grant awards will be announced this summer 2023. This year's grant program includes a one-time augmentation of \$50 million in Climate Adaptation Planning grants to support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure. Caltrans will be conducting grant application workshops to provide a grant program overview and review the resources, that they have, to assist with competitive application development. Contact the appropriate Caltrans district staff to request workshop information and draft application feedback. They can also help choose the best grant category for your proposed planning project.

Visit the grants website for workshop dates and times, the Grant Application Guide, application forms and templates, and Caltrans district staff contacts.

Sustainable Transportation Planning Grants Website:

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>.

RAISE Discretionary Grants FY23

The USDOT has announced \$1.5 billion available for RAISE (formerly BUILD and TIGER) discretionary grants, with applications due February 23, 2023. This program appropriates \$1.5 billion for surface transportation infrastructure projects that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration, and innovation. **Applications are due to USDOT on Thursday, February 28, 2023.** Agencies developing applications can submit a LOS request provided the proposal aligns with the following criteria. Notice of Funding Opportunity:

<https://www.transportation.gov/RAISEgrants/raise-nofo>

USDOT RAISE 2023

- Merit Criteria outlined in the RAISE Notice of Funding Opportunity
- Minimum grant award is \$5 million (except for rural areas, where minimum award size is \$1 million)
- Maximum grant award is \$25 million
- Federal share and RAISE grant shall not exceed 80 percent of the total project cost unless the project is located in a rural area, historically disadvantaged community, or an area of persistent poverty
- More details can be found here:

<https://www.transportation.gov/RAISEgrants/raise-application-faqs>

Clean California Local Grant Program – Cycle 2

Caltrans developed the Clean California Local Grant Program through which funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers. Through the combination of adding beautification measures and art in public

spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation.

The goals of the Clean CA Local Grant Program are to:

- Reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces.
- Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect.
- Enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.
- Advance equity for underserved communities.

The following is the projected draft timeline for Cycle 2 of the Clean California Local Grant Program.

Workshops on Program Guideline Updates	Click here for workshop recording and slides: https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program
Call for Projects	January 2023
Three Application Workshops	January through March 2023
Project Application Deadline	April 2023
Project Award Notification	August/September 2023
Project Completion Date	June 2026

Affordable Housing and Sustainable Communities (AHSC)

The Affordable Housing and Sustainable Communities (AHSC) program funds coordinated housing and transportation improvement projects, and in the past has funded new transit vehicles and infrastructure, bike lanes, pedestrian amenities, and public spaces. Draft guidelines for Round 7 of the AHSC program were released in late September.

The following is the projected timeline for Call for Projects.

Final Guidelines presented to California Strategic Growth Council (SGC)	December 2022
HCD released NOFA and application workbook	January 2023
Applications Due	March 2023
Award recommendations presented to SGC	August 2023

For more information, please follow the link: <http://sgc.ca.gov/programs/ahsc/>

USDOT Notice of Funding Opportunities 2022

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

Training Opportunities

Local Assistance Training Day (March 8th and June 7th)

We invite you to join the Caltrans Local Assistance Training Day. This training is intended for the RTPA group members, local agencies, partners, and all interested parties. The Caltrans Division of Local Assistance, in partnership with the Regional Transportation Planning Agencies (RTPA), provides a quarterly, statewide webinar. Subjects include information sharing, local project delivery policies, processes, procedures, and facilitating peer-sharing of best practices. Once registered, you will receive an access link via email from Sacramento State, College of Continuing Education.

Questions regarding this event, please contact ca-ctap@csus.edu

To register for the March 8th webinar, please click on the following link – <https://apps.cce.csus.edu/sites/cce/reg/?CID=5102>

To register for the June 7th webinar, please click on the following link <https://apps.cce.csus.edu/sites/cce/reg/?CID=5103>

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 January 23, 2023
2. MTC's PMP Certification Status of Agencies within San Mateo County as of February 1, 2023
3. MTC Annual Obligation Plan for FY 2022-23
4. Caltrans Lapsed Project End Dates as of January 3, 2023
5. SMCTA 2023 Measure A & W Calls for Projects Look Ahead

Updated on 01/23/2023 2nd 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
5102049	Inactive	Invoice under review by Caltrans. Monitor for progress.	0417000373L	BRLS	4	SM	San Mateo	BERMUDA DRIVE OVER FIESTA CHANNEL (BR # 35C0077) BRIDGE REPLACEMENT	6/21/2022	6/9/2018	6/21/2022	6/21/2022	6	Z001	\$534,414.00	\$473,117.00	\$80,032.53	\$393,084.47
5333017	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0417000338L	BRLS	4	SM	Woodside	OLD LA HONDA ROAD OVER DRAINAGE SWALE: 0.1 WEST OF PORTOLA RD (BR # 35C0190) BRIDGE REPLACEMENT	2/4/2022	7/28/2017	2/4/2022	2/4/2022	10	Z001	\$1,810,063.00	\$1,337,592.00	\$1,063,218.88	\$274,373.12

< \$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
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	14	Z003	\$7,286,350.00	\$1,752,000.00	\$1,711,999.99	\$40,000.01
5438018	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	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	6/21/2021	3/5/2020	6/21/2021	6/21/2021	18	Z230	\$1,358,724.00	\$416,000.00	\$376,817.83	\$39,182.17
5333014	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0412000122L	BHLS	4	SM	Woodside	KINGS MOUNTAIN RD OVER WEST UNION CREEK; 0.05 MI EAST OF TRIPP RD, BRIDGE REHABILITATION	7/7/2020	3/16/2012	7/7/2020	7/7/2020	29	L1CE	\$135,090.00	\$119,595.00	\$98,399.16	\$21,195.84
5438015	Inactive	Invoice under review by Caltrans. Monitor for progress.	0414000191L	HPLUL	4	SM	East Palo Alto	UNIVERSITY OVERCROSSING US 101 BIKE PED PATH	10/25/2019	11/27/2013	10/25/2019	12/20/2022	38	HY20	\$14,138,000.00	\$760,000.00	\$739,979.07	\$20,020.93
5029032	Inactive	Project is inactive. Greater than or equal to 36 months inactivity.	0414000103L	BPMP	4	SM	Redwood City	MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK BRIDGE PREVENTATIVE MAINTENANCE	8/28/2019	3/21/2014	8/28/2019	8/28/2019	40	M240	\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19
5333013	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0412000121L	BHLS	4	SM	Woodside	MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION	7/7/2020	3/16/2012	7/7/2020	7/7/2020	29	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/ closeout project.	0413000206L	FERPL	4	SM	Caltrans	ON US101 FROM 0.3 MILES NORTH OF SAN ANTONIO ROAD (SCL -PM 50.6) TO 0.3 MILES SOUTH OF GRAND AVENUE INTERCHANGE (SM-PM 21.8) US 101: INSTALL HOV/HOT LANE	7/2/2019	5/16/2017	7/2/2019	7/2/2019	41	RPS0	\$20,999,258.82	\$9,547,698.97	\$9,547,074.22	\$624.75
5299013	Inactive	Final Voucher Complete- sent to Fed Reimb (Federal)	0415000126L	STPL	4	SM	Millbrae	MILLBRAE DOWNTOWN AND EL CAMINO REAL CORRIDOR, MILLBRAE PRIORITY DEVELOPMENT AREA SPECIFIC PLAN	4/19/2022	2/6/2015	4/19/2022	4/19/2022	8	M23E	\$650,000.00	\$500,000.00	\$500,000.00	\$0.00
6204113	Inactive	Project is inactive. Proceed to next phase/ closeout project.	040000684L	CML	4	SM	Caltrans	ON STATE ROUTE: 101. US 101 BROADWAY INTERCHANGE IN BURLINGAME RECONSTRUCT INTERCHANGE INCLUDE BIKE/PED FACILITY	1/24/2020	1/30/2014	1/24/2020	2/24/2022	35	M400	\$50,043,250.63	\$3,559,977.49	\$3,559,977.49	\$0.00
5268020	Inactive	Project is inactive. Proceed to next phase/ closeout project.	0415000290L	STPL	4	SM	Belmont	BELMONT VILLAGE, SPECIFIC IMPLEMENTATION PLAN	4/25/2018	4/9/2015	4/25/2018	4/25/2018	56	M23E	\$550,000.00	\$440,000.00	\$440,000.00	\$0.00
6204111	Inactive	Project is inactive. Proceed to next phase/ closeout project.	040000743L	HPLULC ML	4	SM	Caltrans	STATE ROUTE 1 SAN PEDRO BRIDGE, BRIDGE REPLACEMENT	5/26/2017	11/1/2013	5/26/2017	5/26/2017	67	HY10	\$10,166,000.00	\$3,390,749.00	\$3,390,749.00	\$0.00
5935044	Inactive	Project is inactive. Proceed to next phase/ closeout project.	04924729L	CML	4	SM	San Mateo County	MIRADA SURF BIKE/PED TRAIL, BIKE/PED CLASS 1 TRAIL	6/24/2010	2/5/2009	6/24/2010	6/17/2013	150	L400	\$184,604.00	\$163,429.29	\$163,429.29	\$0.00

PMP Certification February 1, 2023	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

MTC FFY2022-23 Annual Obligation Plan Delivery Status

MTC FFY 2022-23 Annual Obligation Plan										Obligation		Total Obligations	Total Programmed	Remaining Balance
Project List												5%	100%	95%
November 30, 2022										Latest Action Status	Latest Action Date	\$16,026,762	\$325,051,660	\$309,024,898
County	Local Agency	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action	Action Date	Oblig Amount	Total	Balance
San Mateo	Brisbane	SM-170041	6644	STP-T5-OBAG2-CO	OBAG 2	STP	-5376(016)	CON	Crocker Trail Commuter Connectivity Upgrades	RFA at CT-HQ	15-Nov-2022	\$0	\$885,000	\$885,000
San Mateo	Burlingame	SM-210007	7292	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-5171()	CON	Burlingame Ped Safe Routes and Mobility Imp			\$0	\$200,000	\$200,000
San Mateo	Burlingame	SM-210009	7311	CMAQ-T5-OBAG2-REG-CI	OBAG 2	CMAQ	-5171()	CON	Burlingame Square Caltrain Station Mobility Hub			\$0	\$500,000	\$500,000
San Mateo	Daly City	SM-210012	7312	STP-T5-OBAG2-CO	OBAG 2	STP	STPL-5196(044)	CON	Southgate Ave and School St Safety Improvements	RFA at CT-HQ	31-Oct-2022	\$0	\$450,000	\$450,000
San Mateo	East Palto Alto	SM-070006	2565	EARMARK-T3-HPP	EARMARK	EARMARK	HPLUL-5438(015)	PE	US 101 University Ave Interchange Improvements	RFA at FHWA	16-Nov-2022	\$0	\$206,000	\$206,000
San Mateo	East Palto Alto	SM-070006	2565	EARMARK-T3-HPP	EARMARK	EARMARK	HPLUL-5438(015)	CON	US 101 University Ave Interchange Improvements	RFA at FHWA	16-Nov-2022	\$0	\$771,000	\$771,000
San Mateo	Half Moon Bay	SM-170013	6626	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5357(011)	CON	Half Moon Bay - Poplar Complete Streets	NEPA Clearance	24-Sep-2021	\$0	\$1,202,000	\$1,202,000
San Mateo	Millbrae	SM-210010	7314	CMAQ-T5-OBAG2-REG-CI	OBAG 2	CMAQ	CML-5299(019)	CON	Millbrae Transit Center MicroMobility Hub Pilot	NEPA Clearance	18-Nov-2022	\$0	\$345,150	\$345,150
San Mateo	Millbrae	SM-210011	7310	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5299(018)	CON	Park Blvd, San Anselmo Ave and Sta. Teresa Wy Imps	NEPA Clearance	31-Aug-2022	\$0	\$347,000	\$347,000
San Mateo	Portola Valley	SM-170044	6671	STP-T5-OBAG2-CO	OBAG 2	STP	-5390(006)	CON	Portola Valley Street Preservation	NEPA Clearance	9-Sep-2022	\$0	\$201,000	\$201,000
San Mateo	San Bruno	SM-210003	7244	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	STPL-5226(026)	CON	San Bruno Transit Corridor Ped Connection Ph4	AC Authorized	13-Sep-2022	\$0	\$385,000	\$385,000
San Mateo	San Bruno	SM-170017	6682	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5226(023)	CON	Huntington Transit Corridor Bike/Ped Improvements	NEPA Clearance	31-Aug-2021	\$0	\$792,000	\$792,000
San Mateo	San Carlos	SM-090008	4246	CMAQ-T5-OBAG2-CO	OBAG 2	CMAQ	-5267()	CON	US101/Holly St I/C Mod and Bike/Ped Overcrossing			\$0	\$1,000,000	\$1,000,000
San Mateo	SF City/County	SM-130031	6022	STP-T4-2-PCA-REG	OBAG	STP	STPL-6216(003)	CON	Southern Skyline Blvd. Ridge Trail Extension			\$0	\$1,000,000	\$1,000,000
San Mateo	SMCCAG	SM-170046	6845	RIP-T6-22-FED-SM	RTIP	RTIP-FED	-6419()	CON	ITS Improvements in San Mateo County Northern Citi	NEPA Clearance	1-Jul-2020	\$0	\$7,900,000	\$7,900,000
San Mateo	SMCCAG	SM-170046	6845	RIP-COVID21-SM	RTIP	RTIP-FED	-6419()	CON	ITS Improvements in San Mateo County Northern Citi	NEPA Clearance	1-Jul-2020	\$0	\$1,412,000	\$1,412,000
San Mateo	SMCCAG	SM-110022	4919	STP-T6-OBAG3-CO	OBAG 3	STP	-6419()	CON	San Mateo County SR2S Program	NEPA Clearance	31-Oct-2022	\$0	\$1,500,000	\$1,500,000
San Mateo	South San Francisco	SM-110003	4697	RIP-T5-18-FED-SM	RTIP	RTIP-FED	-5177()	PSE	US 101/Produce Avenue New Interchange	NEPA Clearance	1-Oct-2022	\$0	\$5,000,000	\$5,000,000

Project End Date Reporting

Last Updated: 1/3/2023

*** 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 *	-17	● 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 *	-6	● 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 *	-4	● PED Expired	6	Approv		1			SEQ# 6(9/30/2022 to Present)	0400021118	2W	ACTIVE
5935(064)	BPMP	San Mateo County	25.0%		08/10/18				10/31/22 *	-3	● PED Expired	1	Approv		1			SEQ# 1(10/31/2022 to Present)	0413000030		ACTIVE
5268(021)	CML	Belmont	66.7%				12/23/20		11/01/22	-3	● PED Expired	1	Approv		1			SEQ# 1(11/1/2022 to Present)	0419000270		ACTIVE
5177(039)	BPMP	South San Francisco	60.0%		11/19/19				12/30/22 *	-1	● PED Expired	1	Approv		1			SEQ# 1(12/30/2022 to Present)	0418000191		ACTIVE
5196(040)	ATPL	Daly City	50.0%		04/17/17		07/02/20		12/31/22 *	-1	● PED Expired	2	Approv		1			SEQ# 2(12/31/2022 to Present)	0417000097		ACTIVE
5177(033)	CML	South San Francisco	60.0%		01/31/14		01/09/17		03/31/23	2	◆ PED 0 to < 3 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	50.0%				01/02/20		05/09/23	4	◆ PED 3 to < 6 mos	3	Approv						0419000152		ACTIVE
5357(010)	BRLS	Half Moon Bay	0.0%		02/27/18				06/30/23 *	5	◆ PED 3 to < 6 mos	2	Approv						0417000486		ACTIVE
5333(012)	BRLS	Woodside	0.0%		03/16/12		03/26/21		12/30/23	12	◆ PED 6+ mos	4	Approv						0412000119	2W	ACTIVE
5333(017)	BRLS	Woodside	0.0%		07/28/17		01/31/20		12/30/23	12	◆ PED 6+ mos	5	Approv						0417000338		ACTIVE
5935(075)	ATPLNI	San Mateo County	25.0%				06/15/17		01/01/24	12	◆ PED 6+ mos	2	Approv						0417000250	2W	ACTIVE
5029(032)	BPMP	Redwood City	20.0%		03/21/14				03/21/24 *	14	◆ PED 6+ mos	2	Approv						0414000103	2W	ACTIVE
5268(022)	STPL	Belmont	66.7%				03/04/22		05/01/24	16	◆ PED 6+ mos	1	Approv						0421000026		ACTIVE
5177(043)	HSIPL	South San Francisco	60.0%				11/15/21		06/01/24	17	◆ PED 6+ mos	2	Approv						0420000025		ACTIVE
5935(087)	STPL	San Mateo County	25.0%		11/01/21		08/29/22		06/30/24	18	◆ PED 6+ mos	3	Approv						0422000053		ACTIVE
5171(023)	CML	Burlingame	0.0%				06/24/20		07/01/24	18	◆ PED 6+ mos	2	Approv						0418000443		ACTIVE
5102(049)	BRLS	San Mateo	50.0%		06/09/18				07/28/24	19	◆ PED 6+ mos	2	Approv		1			SEQ# 1(8/6/2020 to 5/6/2021)	0417000373		ACTIVE
5376(016)	STPL	Brisbane	0.0%				12/06/22		09/15/24	20	◆ PED 6+ mos	1	Approv						0421000136		ACTIVE
5102(051)	STPL	San Mateo	50.0%				03/07/22		10/31/24	22	◆ PED 6+ mos	1	Approv						0420000363		ACTIVE
5177(047)	CRRSAL	South San Francisco	60.0%				09/09/22		12/31/24	24	◆ PED 6+ mos	1	Approv						0422000384		ACTIVE

Project End Date Reporting

Last Updated: 1/3/2023

*** 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
5226(023)	CML	San Bruno	50.0%		11/16/18				01/01/25	24	◆ 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 *	27	◆ PED 6+ mos	2	Approv						0418000108		ACTIVE
5438(015)	HPLUL	East Palo Alto	100.0%		11/27/13		12/20/22		06/28/25	30	◆ PED 6+ mos	5	Approv		1			SEQ# 4(10/30/2022 to 12/20/2022)	0414000191	2W	ACTIVE
5226(026)	STPL	San Bruno	50.0%				09/13/22		06/30/25	30	◆ PED 6+ mos	1	Approv						All AC		ACTIVE
5029(039)	STPL	Redwood City	20.0%				09/12/22		08/31/25	32	◆ PED 6+ mos	1	Approv						0422000084		ACTIVE
5177(040)	CML	South San Francisco	60.0%		01/04/19		09/09/22		12/31/26	48	◆ 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	25.0%				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 *	-50	■ NA-Closing	1	Approv		1			SEQ# 1(12/1/2018 to Present)	0415000290	7D	ACTIVE
5299(013)	STPL	Millbrae	NA	02/06/15				Acct Final	NA-Zero \$ *		■ NA-Closing	1	Approv						0415000126	7D	ACTIVE



SMCTA 2023 Measure A & W Calls for Projects Look Ahead

The San Mateo County Transportation Authority (TA) wishes you a happy New Year as we look toward an exciting 2023 that includes both the Shuttle Program Call for Projects (CFP) and the Highway Program Call for Projects (CFP). We look forward to continuing to invest in first/last-mile connections for the San Mateo County shuttle network as people to continue to return work as we recover from the COVID-19 pandemic. The TA is also excited to further multimodal, safety, and operational enhancements to highway system throughout the county.

This look ahead is intended to help inspire our local partners and eligible sponsors to begin planning and budgeting for these upcoming opportunities. Key details for each CFP are listed below. We also encourage you to check our CFP webpage for updates throughout the year as deadlines and funding is subject to change. Please feel free to contact Patrick Gilster, the TA's Manager of Planning and Funding Management at gilsterp@samtrans.com with any questions.

https://www.smcta.com/whats happening/Call_for_Projects.html

2022 CFP RECAP

In 2022, we had the opportunity to award \$3 million to 19 projects as part of our new Alternative Congestion Relief and Transportation Demand Management Program (ACR/TDM). Some example awards include the Midcoastside TDM Plan for Half Moon Bay and San Mateo County, provide rideshare vouchers in Colma to support the Veterans Village and low-income workers, and provide startup funding for the Burlingame and Millbrae Bikeshare program. To read more about the program and review the full list of awards, check out our [ACR/TDM page](#).

The TA also held its largest ever CFP for Cycle 6 of the Pedestrian and Bicycle Program awarding about \$22 million in funding for 25 projects spread across San Mateo County. Some example awards include the construction of pedestrian improvements along Redwood Avenue in Redwood City, design and construction of bikeway improvements on Esplanade Avenue & Palmetto Avenue in Pacifica and developing Vision Zero Design Standards in Daly City. To read more about the program and review the full list of awards, check out our [Pedestrian and Bicycle page](#).

WINTER 2023 - SHUTTLE PROGRAM (JOINT CFP WITH C/CAG)

The next joint TA and City/County Association of Governments of San Mateo County (C/CAG) Shuttle CFP for Fiscal Years 2024 and 2025 will build on the 2021 Peninsula Shuttle Study that was prepared jointly by SamTrans and Caltrain. The Shuttle Study identified strategies to streamline the management of shuttle operations and made recommendations for SMCTA and C/CAG to consider for the CFP process. The new evaluation criteria and application process will be incorporated in this CFP (see Appendix A of the [Shuttle Study](#) for more details).

The funding for this CFP is intended to start new local transportation services, augment existing services, or continue shuttle service previously funded by the Program. Shuttles funded through

this program must be open to the general public, and conform to all applicable federal, state and local laws and regulations. Eligible applicants, including local jurisdictions and/or public agencies within San Mateo County, can apply for funding to establish local shuttle services designed to assist resident and employee travel within the County and/or to connect with regional transportation service (e.g., major SamTrans routes, Caltrain, BART, ferries).

Key Dates

- CFP Release: January 13, 2023
- Applications Due: February 24, 2023
- Expected Awards: June 2, 2023

Available Funding

- TA Measure A Shuttle Program - \$10 million
- C/CAG Congestion Relief Program - \$1 million

FALL 2023 - HIGHWAY PROGRAM

The 2023 Highway Program CFP will include upward of \$100 million in combined funding from Measure A and W. The focus of the program is to reduce traffic congestion and improve throughput and safety on the most critical commute corridors in San Mateo County. With the passage of Measure W, the TA is able to fund more multimodal projects on the highway system with the goal of improving conditions for all transportation system users.

In 2021, the TA Board adopted the Short Range Highway Plan (SRHP) and Capital Improvement Program (CIP) to support future investment decisions for the Measure A Highways & Measure W Countywide Highway Congestion categories. To be eligible for the Call for Projects a project must be included in the CIP, identified in the gap analysis in the SRHP, or be specifically identified in either the Measure A or W expenditure plans. Please also note that the TA can only fund up to 50% of a projects total cost and all grant requests must include a minimum funding match of 10%.

To find out more about this program, see past successful awards, and review the SRHP and CIP, please visit Highway Program page [here](#).

- **Key Dates**
 - Release: July 7, 2023
 - Applications Due: September 1, 2023
 - Expected Awards: December 7, 2023
- **Available Competitive Funding**
 - TA Measure A & W - \$100 million+

**Note the funding availability and planned dates are subject to change based on Measure A & W funding availability or TA staffing.*