

# 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*

### AGENDA

#### BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

<b>Date:</b> Thursday, March 23, 2023	<b>Join by Zoom Meeting:</b> <a href="https://us02web.zoom.us/j/87362024773?pwd=ZXN1eFlyY3p4MHMvVWROeUJld1VPUT09">https://us02web.zoom.us/j/87362024773?pwd=ZXN1eFlyY3p4MHMvVWROeUJld1VPUT09</a>
<b>Time:</b> 7:00 p.m.	
<b>Location:</b> 455 County Center 4 <sup>th</sup> Floor, Room 402 Redwood City, CA, 94063	<b>Zoom Meeting ID:</b> 873 6202 4773  <b>Password:</b> 894749  <b>Join by Phone:</b> (669) 900-6833

#### \*\*\*HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE\*\*\*

This meeting of the C/CAG BPAC will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

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1.	Call to Order	Action (Schneider)	No materials
2.	Public comment on items not on the agenda	Limited to 2 minutes per speaker.	No materials
3.	Approval of the Minutes from the January 26, 2023 Meeting	Action (Schneider)	Page 4-11
4.	Review and recommended approval to amend the One Bay Area Grant 2 (OBAG 2) Program Funds to reflect a reallocation of \$1,000,000 for City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project	Action (Gaye)	Page 12-28

5.	Receive a presentation on bicycle and pedestrian safety from the Metropolitan Transportation Commission on the Bay Area Vision Zero (BayVIZ) System and from the Silicon Valley Bicycle Coalition on safety education, engagement, and programs	Information (Shiramizu)	Page 29
6.	Receive C/CAG's Draft 2 Year Workplan	Information (Charpentier)	Page 30-37
7.	Member Communications	Information (Schneider)	No materials
8.	Adjournment	Information (Schneider)	No materials

**The next regularly scheduled BPAC meeting will be on May 25, 2023.**

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**PUBLIC NOTICING:** All notices of C/CAG regular BPAC 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 BPAC 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 meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Committee. The BPAC 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 Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org) 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 Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org), five working days prior to the meeting date.

**ADA REQUESTS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org) by 10:00 a.m. prior to the meeting date.

**PUBLIC PARTICIPATION DURING HYBRID MEETINGS:** During hybrid meetings of the Bicycle and Pedestrian Advisory Committee, members of the public may address the Committee as follows:

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to [ashiramizu@smcgov.org](mailto:ashiramizu@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 BPAC 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 in person and through Zoom. Public comments will be taken first by speakers in person, followed by via Zoom. Please read the following instructions carefully:

**\*In-person participation:**

1. If you wish to speak to the C/CAG BPAC, please fill out a speaker's slip placed by the entrance of the meeting room. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to the C/CAG staff who will distribute the information to the Committee members and staff.

**\*Remote participation:**

Spoken comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The C/CAG BPAC 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. If calling in via phone, press \*9 to raise your hand and when called upon press \*6 to unmute.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff:

Transportation Program Specialist: Audrey Shiramizu ([ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org))

**City/County Association of Governments of San Mateo County (C/CAG)**

**Bicycle and Pedestrian Advisory Committee (BPAC)**

**Meeting Minutes**

**January 26, 2023**

**1. Call to Order**

Chair Schneider called the meeting to order at 7:00PM. The Chair began with a statement for thoughts and prayers for the recent shootings at Half Moon Bay and Monterey Park.

<b>Name</b>	<b>Agency</b>	<b>Jan 2023</b>
<b><u>Public</u></b>		
Matthew Self – Vice Chair	County of San Mateo	X
Malcolm Robinson	San Bruno	X
Alan Uy	Daly City	X
Angela Hey	Portola Valley	X
Brian Levenson	Redwood City	
Justin Yuen	South San Francisco	X
Marina Fraser	Half Moon Bay	X
<b><u>Elected</u></b>		
Ann Schneider – Chair	Millbrae	X
Emily Beach	Burlingame	X
Flor Nicolas	South San Francisco	X
Mary Bier	Pacifica	X
Patrick Sullivan	Foster City	X
John Goodwin	Colma	
Debbie Ruddock	Half Moon Bay	
Lisette Espinoza-Garnica	Redwood City	X

The BPAC members in attendance at the January 26 meeting is listed above.

Others attending the meeting were: Krzysztof Lisaj – San Mateo County, Greg Currey - Caltrans, Shirley Chan – Daly City, Malahat Owrang – Redwood City,

Staff attending: Sean Charpentier, Kaki Cheung, Eva Gaye, Jeff Lacap, Audrey Shiramizu, Kim Springer

**2. Review of Meeting Procedures**

C/CAG Transportation Program Specialist Audrey Shiramizu reviewed procedures related to how the meeting would be conducted via Zoom.

**3. Public comment on items not on the agenda**

None.

**4. Approval of the Minutes from October 27, 2022 Meeting**

Member Sullivan asked staff to confirm that he attended the September 9, 2022 meeting. Following the meeting, staff confirmed that Member Sullivan did not attend that Committee meeting.

Chair Schneider noted that on page 9 of the packet, she was quoted saying that the County had a program that helped local staff apply for grants. The Chair clarified that a consultant was hired through the Public Works department to help agencies write better grant applications.

There were no public comments on the minutes.

*Motion: Member Robinson motioned to approve minutes. Member Sullivan seconded the motion. Roll call was taken. Member Espinoza-Garnica abstained from the vote. All other members in attendance voted to approve. The motion passed.*

**5. Review and approval of the 2023 Committee meeting calendar**

C/CAG Transportation Program Specialist Audrey Shiramizu presented the proposed 2023 Committee meeting calendar. Staff reminded the committee that the committee will return to in-person meetings starting in March.

*Motion: Member Nicolas motioned to approve. Member Espinoza-Garnica seconded the motion. Roll call was taken. All members in attendance voted to approve. The motion passed.*

**6. Receive an update from Transportation Development Act (TDA) Article 3 program sponsors on recently completed and active Bicycle and Pedestrian Projects**

The Cities of Redwood City and Daly City, along with the County of San Mateo presented project updates to the Committee. These three project sponsors initially received project funding in FY 2019-20 from the TDA program and received project extensions in 2022. The three project sponsors shared schedule and photo updates of their projects.

Committee members Bier, Robinson, Espinoza-Garnica, and Uy thanked Malahat Owrang, City of Redwood City staff, for the presentation on the Vera Avenue Bicycle Boulevard project and the project work. Member Espinoza-Garnica noted the improvements makes the project corridor feel safer. Member Uy asked staff why 20% of the neighborhood were opposed to the project (as noted in staff's presentation). City staff responded that the neighborhood initially had negative reactions to the traffic circles.

Vice Chair Self noted that those with larger vehicles may have more trouble navigating traffic circles. Chair Schneider asked if C/CAG requested project sponsors to conduct evaluations. C/CAG Program Director Kaki Cheung noted that staff will follow up with other project sponsors.

Committee members Self, Sullivan, and Schneider thanked Shirley Chan, City of Daly City staff, for the presentation on the Mission Street Streetscape Project and project work. Member Hey asked how the bulbouts impact bicyclists riding near the curb. City staff noted that the bulbouts do not extend past the parking meter and that if bicyclists ride in the travel lane, they avoid the bulbouts. Chair Schneider asked if the demolition of Mission Street included El Camino Real. City staff responded that the demolition was on the local part of Mission Street. Staff also noted that potholing revealed rail tracks that the project team were able to avoid. Member Sullivan asked the length of the project and if that impacts crossing the street. City staff noted that because it is only the local portion of Mission Street, the length is about half a mile. Staff also noted that members of the public found it easier to cross the street. Chair Schneider suggested C/CAG staff publish project presentations and updates to the C/CAG website.

Committee members Schneider, Uy, Fraser, and Sullivan complimented and thanked Krzysztof Lisaj, San Mateo County staff, for the presentation on the Midcoast Multimodal Project and project work. Chair Schneider asked if the colorized concrete added cost. County staff noted that it was not in the original bid and noted that because the County has used colored concrete on in the past, the County was able to leverage for this project. Member Uy complimented the new replacement bridge. Member Fraser noted the robustness of the trail, and that it is a huge benefit for people walking and biking along the coast. County staff noted that this project has a robust foundation that will last and matches the coast side aesthetic well.

**7. Receive a presentation from Caltrans on active transportation projects along El Camino Real in San Mateo County**

Greg Currey, Pedestrian and Bicycle Branch Chief from Caltrans District 4 presented on upcoming active transportation projects along El Camino Real (State Route 82) within San Mateo County.

Member Hey commented that SR 82 as a bicycle road is strange because of the high number of entrances and exits. Member Hey noted that Bayshore freeway, parallel to US 101, and I-280, may be better bicycle road options because they are quieter and/or wider. Greg Currey responded that Caltrans has an obligation to improve walking, biking, transit, and driving on Caltrans' corridors as much as possible. Greg noted that Caltrans is working to implement their active transportation plans and studies.

Chair Schneider requested for offline follow-up between Caltrans and the City of Millbrae. Chair Schneider also asked about project 0K810 and if it is the same project where the City of Burlingame is working on four lanes in either direction along El Camino Real. Caltrans staff will follow up. Chair Schneider also noted that on Millbrae

Avenue, the City of Burlingame currently has three left turn lanes serving Burlingame and one lane serving Millbrae. The Chair noted that if project 0K810 involves any portion of the City of Millbrae, the City will have an opportunity to provide input.

Chair Schneider asked if project 0AA32 is the same project that C/CAG recently received funding from Assemblymember Mullin. C/CAG Executive Director Sean Charpentier asked Caltrans staff if that project is under a PID (Project Initiation Document). Staff responded that Caltrans is currently working on the PID. C/CAG Executive Director confirmed these are two separate projects, and that C/CAG received a budget request from Assemblymember Mullin to begin planning for a 3.7 mile protected bike lane between the Cities of San Bruno and Millbrae.

C/CAG Executive Director noted that the agency wants to reduce greenhouse gas emissions and vehicle miles traveled by having more long-range bicycle facilities, making El Camino Real a good option for those facilities. He noted that if implemented, the facilities will be transformational for the County, providing longer lengths, safer trips, and connections to transit. He gave recognition and gratitude to Caltrans for working on these projects.

Chair Schneider agreed but noted that projects like California High Speed Rail built a parking lot in the City of Millbrae. She noted that safety is important on El Camino Real and that the City of Millbrae has a completed specific plan that includes a road diet to two lanes in either direction on El Camino Real. She also noted the City's desire for connected bike corridors and a commuter line along Caltrain right-of-way to connect BART stations. C/CAG Executive Director noted that all of these projects will be done with the full participation of the local agencies.

Member Robinson noted that he sits on the Caltrans District 4 pedestrian and bicycle committee. He asked if Caltrans car/truck and pedestrian/bicycle projects come together, will there be an emphasis on repaving roads and new crosswalks? Caltrans staff responded that project alignment has been happening the last few years. Caltrans is moving towards a new practice of bicycle and pedestrian-focused projects. Caltrans staff noted the agency still faces challenges on repaving and including crosswalks in certain areas, especially if there are environmental challenges or if a current crossing is unsafe for pedestrians. Member Robinson noted that a crosswalk should be added at the parking lot at Montara State Beach.

Chair Schneider commented that having SR-82 as an alternative to US-101 is part of the reason El Camino Real in Millbrae is dangerous. She noted that people exiting I-380 and I-280 exit at high speeds onto El Camino Real. The Chair noted that SR-82 should not be an alternative to US-101.

## **8. Receive information on funding recommendations for One Bay Area Grant Cycle 3 and Regional Active Transportation Program Cycle 6**

C/CAG Transportation Systems Coordinator Jeff Lacap presented the Metropolitan

Transportation Commission's (MTC) funding recommendations for One Bay Area Grant 3 (OBAG 3) and the Regional Active Transportation Program Cycle 6 (ATP). These are separate funding programs with different guidelines.

On the OBAG 3 program, Vice Chair Self noted that the seven recommended projects were the top projects that C/CAG recommended, and that it was good to hear that MTC took the recommendations seriously. C/CAG staff Jeff Lacap noted that the Peninsula Interchange Project withdrew their application during evaluation.

Member Hey asked if there are remaining funds, does the committee review or have say in what can get funded? C/CAG staff Jeff Lacap responded that C/CAG submitted 120% above C/CAG's target. If additional funding or savings are available, MTC may draw upon the contingency list. Staff noted that the committee does not have any action items at this time.

C/CAG Executive Director Sean Charpentier thanked the committee and evaluators on the process. He noted that C/CAG views the contingency list as part of C/CAG's work plan and will continue to work with project sponsors to find funding. He noted that staff were able to move some remaining funding from the FY2023 Transportation Fund for Clean Air (TFCA) program to complete the Woodside project.

Chair Schneider asked what the unfunded projects were. C/CAG Executive Director Sean Charpentier responded the projects recommended by C/CAG but were not funded were projects from Atherton, Pacifica, and Millbrae. Chair Schneider asked about the smaller projects. The C/CAG Executive Director noted that C/CAG received 28 applications requesting for \$88 million. The project list is long, and those with lower scores were not recommended. C/CAG could backfill the Woodside project because there was funding available that needed to be used, and it was a small amount to fund a lower cost project.

Member Bier asked if projects that were not selected will receive feedback from MTC. C/CAG staff Jeff Lacap noted that staff are working with city staff on debriefs and that MTC is also available to discuss with project sponsors.

Member Sullivan noted as Vice Mayor of Foster City, he would like to receive feedback on his City's application. He requested more clarity for those projects that were not selected and why.

Vice Chair Self noted that the scores came from the BPAC scoring committee, and those were submitted to MTC. He noted that feedback should come directly from the scoring committee within the BPAC. C/CAG Executive Director added that MTC did confirm to the rankings supplied. Vice Chair Self added that the priority list was the County's recommendation with little to no intervention from MTC.

Chair Schneider noted staff did a phenomenal job debriefing with the committee and documenting in the minutes on the Transportation Development Act Article 3 (TDA 3) and OBAG 3 evaluations at the October meeting. She noted the recommendation to create a subcommittee to discuss MTC's scoring structure that weighs well-written

applications heavily versus the necessity and benefits of the actual project, with a goal of the subcommittee to draft a letter to MTC.

Member Bier noted this is an opportunity for staff and committee to learn from.

Chair Schneider also noted that MTC offered grants for large projects and small projects, but did not end up funding small projects.

C/CAG Transportation Systems Coordinator Jeff Lacap also presented an update on the Regional Active Transportation Program Cycle 6 (ATP), which is also led by MTC.

There were no questions or comments from the committee or the public.

## **9. Receive information on C/CAG's Equity Focus Areas and an update on C/CAG's Equity Assessment and Framework Development project**

C/CAG Transportation Program Specialist Audrey Shiramizu presented on C/CAG's equity focus areas, including the background and methodology.

Chair Schneider asked if the City of Millbrae's equity focus areas were always included in the map. C/CAG staff Audrey Shiramizu noted that the map has not changed since adoption by the C/CAG Board in 2021. C/CAG Executive Director Sean Charpentier noted that the interactive online map link of the equity focus areas was provided in the recent TDA Article 3 grant application.

Member Sullivan asked what Census year the data was pulled from to create the maps. Member Sullivan recommended that more community outreach is critical to supplement the data. C/CAG Executive Director Sean Charpentier noted that staff used the most current data at the time of preparation. Member Sullivan asked about outreach including surveys and website input. He noted reaching out to people that have challenges in diverse communities. C/CAG Executive Director noted that C/CAG regularly conducts outreach through its various committees, through surveys, and that the equity focus area map was vetted by these committees.

Member Robinson noted this discussion is important because it impacts how funding is distributed. He noted that people need help where streets are flooded.

Member Hey noted that the cities of Millbrae and Foster City both could have many low-income people but it is not reflected in how the equity focus areas weigh equity. She recommended looking at equity and who rides bicycles.

Member Beach noted that when measuring equity, it is important to be data driven and not opinion driven. For example, using quantifiable data like income, race, and communities that are traditionally underserved. She noted that community outreach is useful when speaking with underserved areas to figure out needs, but that data should be used to determine equity areas/zones.

C/CAG Transportation Systems Coordinator Kim Springer presented an update on C/CAG's Equity Assessment and Framework Development project.

Member Beach thanked staff for working on this, and noted that the first clause of the equity definition talks about addressing existing and historic equity, and that it appears to aim for race neutrality. She suggested more language that is proactively and intentionally directing resources to underserved and historically disadvantaged communities. She noted the second clause does echo this sentiment but suggested modifying the first clause.

Member Espinoza-Garnica agreed with Member Beach. They noted a priority to recognize marginalized groups.

Member Sullivan appreciated the definition and asked how it addresses people with physical disabilities. Member Espinoza-Garnica suggested the language to include "marginalized communities" which encompasses those with physical and mental disabilities. They noted that the City of Redwood City uses this in their definition.

Chair Schneider asked if the study looked at air pollution and diesel and communities close to the San Francisco International Airport (SFO). C/CAG Executive Director Sean Charpentier noted that staff will investigate this, and that C/CAG Airport Land Use Commission (ALUC) works with noise contours.

Member Bier echoed Member Beach's and Member Espinoza-Garnica's comments.

C/CAG Executive Director Sean Charpentier noted the feedback received and that staff will incorporate into the draft definition for C/CAG Board's review.

#### **10. Receive a presentation on AB 2449 and Updated Requirements for Brown Act Meetings**

C/CAG Executive Director Sean Charpentier presented on AB 2449 and requirements for returning to in-person meetings. The Executive Director noted that quorum has to be physically located at one single site to be able to use any provisions of AB 2449. He also noted that staff are working with legislators to get more flexibility for remote meetings.

Chair Schneider noted that prior to the pandemic, the committee discussed rotating meeting locations. Majority of the committee were open to rotating meeting locations in the future. The Chair asked committee members that have meeting space to reach out to staff and the Chair/Vice Chair.

C/CAG Executive Director Sean Charpentier noted that staff plans to offer hybrid meetings with streaming through Zoom.

## **11. Member Communications**

Chair Schneider announced that the City of Millbrae is hosting a Lunar New Year festival on January 29.

## **12. Adjournment**

Chair Schneider adjourned the meeting at 9:41 PM.

## C/CAG AGENDA REPORT

Date: March 23, 2023

To: Bicycle and Pedestrian Advisory Committee (BPAC)

From: Eva Gaye, Transportation Program Specialist

Subject: Review and recommended approval to amend the One Bay Area Grant 2 (OBAG 2) Program Funds to reflect a reallocation of \$1,000,000 for City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project.

(For further information or questions, contact Eva Gaye at [egaye@smcgov.org](mailto:egaye@smcgov.org))

### RECOMMENDATION

That the Bicycle and Pedestrian Advisory Committee (BPAC) review and recommend approval to amend the One Bay Area Grant 2 (OBAG 2) Program Funds to reflect a reallocation of \$1,000,000 for City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project.

### FISCAL IMPACT

The total available amount of OBAG 2 funds is \$1,000,000. Upon C/CAG and MTC approval, OBAG 2 funds will be reallocated to the City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project. In addition, the project also is recommended to receive \$358,247 of FY 2023/24 Transportation Fund for Clean Air (TFCA) County Program Manager Funds and \$900,000 of Measure M Safe Routes to School funds.

### SOURCE OF FUNDS

Federal funds are allocated by MTC through the OBAG 2 Program. Those federal funds include Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program (STP) funds. Additional funding for the project also comes from the Measure M (\$10 vehicle registration fee) program and TFCA County Program Manager Funds.

### BACKGROUND

#### One Bay Area Grant (OBAG) 2

On November 18, 2015, MTC and ABAG adopted Resolution 4202 outlining and approving the OBAG 2 Grant Program. The OBAG 2 Program is composed of two fund sources, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ). The Program covers a five-year fiscal year period of FY 2017/18 through FY 2021/22, funding various transportation projects. As the County Transportation Agency (CTA) and Congestion Management Agency (CMA) for San Mateo County, C/CAG is the designated agency responsible for administering the OBAG 2 Program for San Mateo County.

On May 12, 2016, the C/CAG Board adopted the funding Framework for the One Bay Area Grant 2 (OBAG 2) Program in San Mateo County. The OBAG 2 Program is comprised of various transportation categories, such as Local Streets and Roads Rehabilitation Preservation (LS&R), Bicycle and Pedestrian Improvements (BPIP), Transportation for Livable Communities (TLC),

Planning, and outreach activities. On March 9, 2017, the C/CAG Board approved the One Bay Area Grant 2 (OBAG 2) Bicycle Pedestrian Improvement Program (BPIP) through Resolution 17-10. All OBAG 2 funds are required to be obligated for construction (E-76) no later than January 31, 2024.

The Holly Street/US-101 Pedestrian Overcrossing Project from the City of San Carlos received an OBAG 2 allocation of \$1 million in 2017. The project currently has a \$16 million funding gap and there are no major funding application cycles between now and January 2024 that would fill the \$16 million shortfall. In February 2023, San Carlos staff indicated that the project was not possible to be completed within the timely use of funds guidelines and formally relinquished the \$1 million of OBAG 2 grant amount on March 9, 2023. C/CAG Staff will need to expeditiously find another project to obligate the funds. Otherwise, San Mateo County will lose the OBAG 2 funding.

### OBAG 3 County & Local Program

At the April 14, 2022 C/CAG Board meeting, the Board of Directors approved the guidelines and process for the Metropolitan Transportation Commission One Bay Area Grant (OBAG) 3 County & Local Program. As part of the OBAG 3 process, the C/CAG Board authorized an infusion of \$900,000 in Measure M funds to fund Safe Routes to School (SRTS) eligible projects.

C/CAG received 29 applications from 18 jurisdictions and 3 partner agencies requesting a total of \$87 million in OBAG 3 funds (See Attachment 2 for a Table of the OBAG 3 applications). C/CAG had a target of approximately \$32 million in funding for projects. The applications were ranked by an evaluation panel comprised of representatives from the C/CAG Congestion Management and Environmental Quality (CMEQ) and Bicycle and Pedestrian Advisory Committee (BPAC), Commute.org, Silicon Valley Bicycle Coalition, and local city staff.

At the September 15, 2022 C/CAG Board meeting, the Board approved the project nomination list for the OBAG 3 Program. The nomination list includes 11 projects requesting approximately \$32M of OBAG 3 funding. The C/CAG Board approved Resolution 22-81, which included an allocation of \$900,000 in Measure M SRTS funds for the Pacifica Sharp Park Priority Development Area Pedestrian Improvement Project, in conjunction with \$1,269,801 of OBAG 3 funds.

In January 2023, the Metropolitan Transportation Commission (MTC) approved the OBAG 3 County & Local Program, which awarded San Mateo County a total of \$30.8 million to 7 projects in the county and 2 countywide programmatic categories (Safe Routes to School and County Transportation Agency Planning).

Due to funding constraints, the MTC did not recommend funding the following projects for OBAG 3 funding.

1. Town of Atherton, Adelante Selby Spanish Immersion School Safe Routes to School Project in the amount of \$3.1 million. MTC placed this project on a contingency list if additional federal funding becomes available.
2. City of Pacifica, Sharp Park PDA Pedestrian Improvement Project in the amount of \$1.2 million in OBAG 3 funding.
3. City Of Millbrae, Mobility Hub Phase II Project in the amount of \$0.8 million.

4. City of San Mateo, 101/Peninsula Interchange in the amount of \$1 million. The City of San Mateo rescinded this project application due to project redesign.
5. City of Belmont, Pedestrian and Bike Improvement Project in the amount of \$1 million was submitted as a substitute for the City of San Mateo's US 101 Peninsula Avenue Interchange Improvement Project. This was because the improvement project is the next highest ranked project requesting \$1 million.

C/CAG staff have continued to advance projects on the OBAG 3 list, including advocating with MTC staff for contingency funding for the Atherton project; sharing a current MTC Notice of Funding availability for Mobility Hubs (due date of March 31<sup>st</sup>) with Millbrae; and partially funded the Woodside Glens Path with \$291,000 with residual FY2023 TFCA funds.

At the March 9, 2023 C/CAG Board meeting, the Board authorized the C/CAG Executive Director to execute an agreement with the City of Pacifica for the Sharp Park Priority Development Area Pedestrian Improvement Project using Measure M Safe Routes to School funding in an amount not to exceed \$900,000.

C/CAG Staff's recommendation for the Pacifica project is described below.

#### Recommendation

MTC's OBAG 3 funding reflects geographic distribution of funding to projects along the Bayside of the County, but did not fund a project on the Coastside (See Attachment 3). C/CAG staff recommends that the Bicycle and Pedestrian Advisory Committee recommends approval of reallocating the \$1,000,000 in available OBAG 2 funds to the City of Pacifica. C/CAG staff has confirmed that the project sponsor of the recommended project can meet the timely use of funds requirements of the OBAG 2 program and will be able to obligate the funds by the January 31, 2024 timeline.

On March 16, 2023 the Congestion Management Program Technical Advisory Committee (TAC) recommended approval of the funding recommendation.

Staff also recommends allocating a balance of \$358,247 of Transportation Fund for Clean Air (TFCA) County Program Manager Funds to the City of Pacifica so as to fully fund the project. Attachment 4 is an excerpt of the City's OBAG 3 application, which includes the Project Information, Project Cost & Funding, and Project Area Map. The funding recommendation is subject to submission of an acceptable work plan and C-E calculations acceptable to BAAQMD.

The next steps include:

<b>Event</b>	<b>Date</b>
C/CAG CMEQ Committee Review	March 27, 2023
C/CAG Board of Directors Considers Recommendation	April 13, 2023
C/CAG and project sponsors submit necessary revisions in FMS	May 2023
MTC revises OBAG 2 program to reflect programming change	June 2023
MTC approves TIP amendment	August 2023
Project sponsors can seek to obligate funds	January 2024

#### **ATTACHMENTS**

1. Letter from City of San Carlos
2. OBAG 3 Table of Applications
3. Map of MTC OBAG 3 Projects Recommended for Funding
4. City of Pacifica's OBAG 3 Application: Project Information, Project Cost & Funding, and Project Area Map Sections

CITY OF SAN CARLOS  
PUBLIC WORKS DEPARTMENT



600 ELM STREET  
SAN CARLOS, CA 94070  
(650) 802-4200  
CITYOFSANCARLOS.ORG

Via electronic mail

March 9, 2023

Mr. Jeffrey Lacap  
Transportation Systems Coordinator  
City/County Association of Governments of San Mateo County  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063

**RE: Notice of Intent to Relinquish OBAG 2 Funds  
Holly St./US 101 Pedestrian Overcrossing Project**

Dear Mr. Lacap:

The City has determined that it is not possible to obligate the OBAG 2 funds by the January 31, 2024 deadline. Therefore, the City intends to relinquish the \$1,000,000 OBAG 2 Bicycle and Pedestrian Improvement Program (BPIP) funding grant.

Should you have any questions, please feel free to contact me.

Thank you for your support.

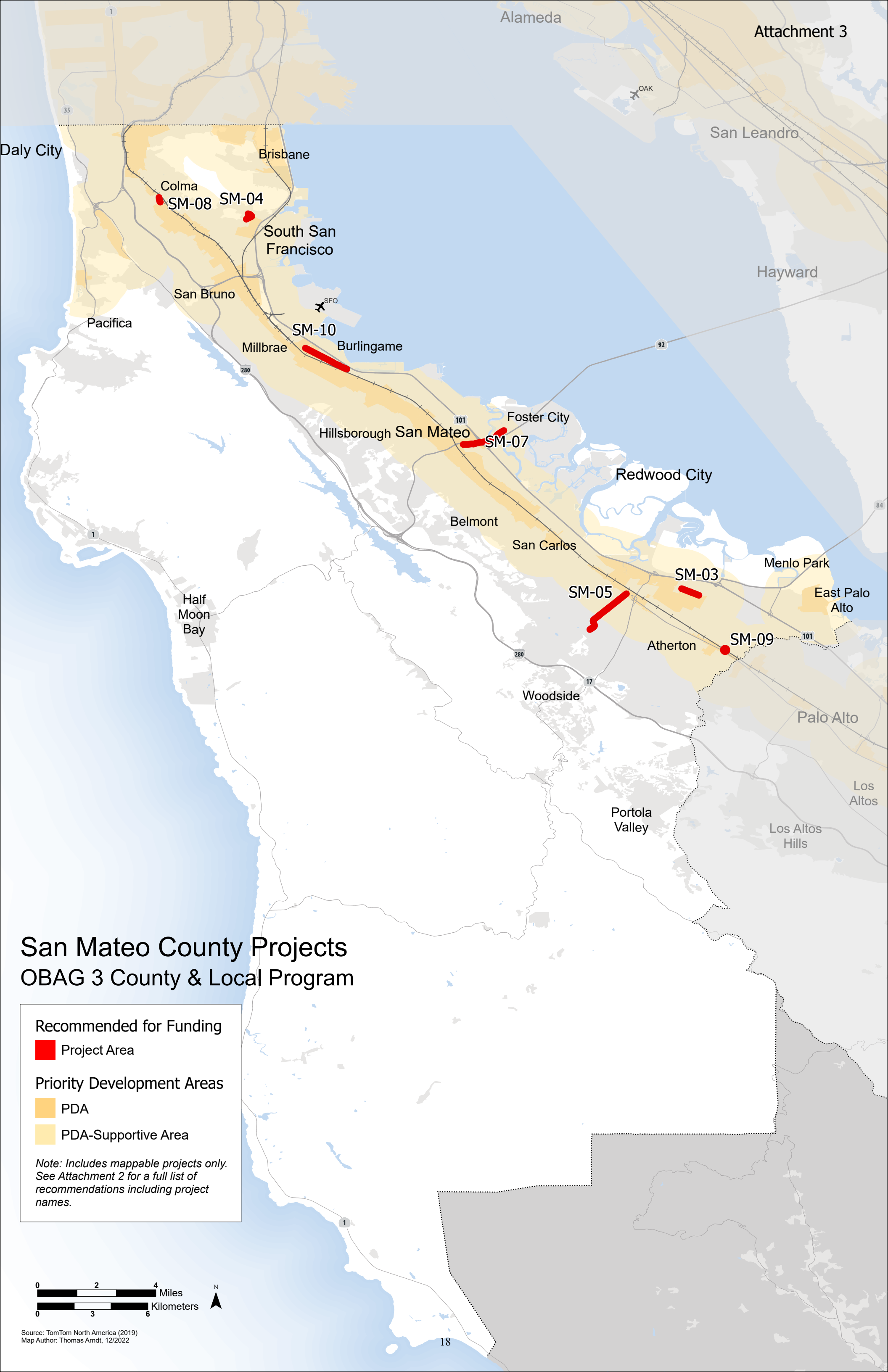
Sincerely,

Grace Le  
City Engineer

ID	Sponsor Name	Project Name	OBAG3 Funds Requested	TOTAL Score	C/CAG BOD 9/15/22 Recommended Funding Allocations (Reso 22-81)		Submitted to MTC for OBAG 3 Funding Consideration (2)	OBAG 3 Final Funding Allocation - MTC 1/25/23		C/CAG BOD TFCA Funding Recommendation 11/10/22 (Reso 22-94)
					OBAG 3	Measure M		Funded	Contingency (Not Yet Funded)	Funded
1	San Mateo County	Bay Road Complete Street Rehabilitation Project	\$3,806,790	115.6	\$3,806,790			\$3,806,790		
2	City of South San Francisco	School Street/Spruce Avenue and Hillside Boulevard Safety and Access Improvement Project	\$3,127,385	113.9	\$3,127,385			\$3,127,385		
3	City of Redwood City	Roosevelt Avenue Traffic Calming Project	\$3,400,000	111.2	\$3,400,000			\$3,400,000		
4	City of San Mateo (1)	US 101/Peninsula Avenue Interchange Improvements Project	\$5,000,000	111.2	\$1,000,000			\$0		
5	San Mateo County Transportation Authority	19th Avenue/Fashion Island Boulevard Complete Street Class IV Bikeway	\$3,375,000	109.6	\$3,375,000			\$3,375,000		
6	Town of Colma	El Camino Real Complete Street Project from Mission Road to City of South San Francisco (Segment B)	\$4,640,000	105.6	\$4,640,000			\$4,640,000		
7	City of Menlo Park	Middle Avenue Caltrain Pedestrian and Bicycle Undercrossing	\$5,000,000	105.0	\$5,000,000			\$5,000,000		
8	City of Burlingame	Rollins Road Bicycle and Pedestrian Improvement Project	\$3,100,000	104.3	\$3,100,000			\$3,100,000		
9	Town of Atherton	Adelante Selby Spanish Immersion School Safe Route to Schools Project	\$3,115,024	100.8	\$3,115,024				\$3,115,024	
10	City of Pacifica	Sharp Park Priority Development Area Pedestrian Improvement	\$2,360,000	98.8	\$1,269,801	\$900,000				
11	City of Millbrae	Micro-Mobility Hub Phase 2 and Electric Vehicle Shuttle Program servicing riders to and from Multi-Modal BART/Caltrain/HSR Station, Affordable Housing, Job Centers and Schools	\$880,000	95.0	\$800,000					
12	City of Belmont (2)	City of Belmont Pedestrian and Bike Improvements	\$1,000,000	77.3			\$1,000,000	\$0		
13	Town of Woodside	The Glens Path - Pedestrian Safety Improvements – Phase 3	\$536,000	80.0						\$291,000
14	City of Redwood City	101/Woodside UPRR Bikeway Project	\$4,800,000	104.3						
15	City of Redwood City	Broadway Bicycle and Pedestrian Vision Zero Project	\$3,054,300	103.1						
16	City of Burlingame	California Drive Bicycle and Pedestrian Improvement Project	\$2,000,000	101.3						
17	City of Menlo Park	El Camino Real Pedestrian Crossing Improvements	\$2,000,000	100.3						
18	San Mateo County Transit District (SamTrans)	Express Bus Mobility Hub	\$5,000,000	99.6						
19	BART	Next Generation Fare Gates Project at Northern San Mateo County BART Stations	\$4,457,455	99.1						
20	BART	Next Generation Fare Gates Project at Central San Mateo County	\$4,791,764	97.9						
21	City of Half Moon Bay	Kelly Avenue Complete Street Project	\$5,000,000	96.9						
22	City of Daly City	Bayshore and Woodrow Wilson Safe Routes to School Project	\$4,550,000	89.9						
23	City of San Carlos	Holly Street/US-101 Pedestrian and Bicyclist Overcrossing	\$5,000,000	87.3						
24	East Palo Alto	Runnymede Street between Pulgas Avenue and the Bay Trail within the City of East Palo Alto.	\$2,010,000	82.0						
25	City of Pacifica	Rosita Road from Adobe Drive to Oddstad Boulevard, Pacifica, CA	\$1,781,600	77.8						
26	City of Foster City	Street Rehabilitation – Edgewater (FY 24-25)	\$1,200,000	75.8						
27	City of Foster City	Foster City Safe Routes to School Improvements	\$504,000	72.1						
28	City of San Carlos	Safe Routes to School Improvement Project	\$1,100,000	68.6						
29	Town of Hillsborough	Hillsborough Street Resurfacing Project	\$1,000,000	67.2						
30	<b>Subtotal Projects</b>		<b>\$87,589,318</b>		<b>\$32,634,000</b>	<b>\$900,000</b>	<b>\$1,000,000</b>	<b>\$26,449,175</b>	<b>\$3,115,024</b>	<b>\$291,000</b>
31	<b>Programmatic Categories</b>									
32	C/CAG	CTA Planning Efforts (4 YRS)	\$5,750,000		\$5,750,000			\$5,750,000		
33	C/CAG	Safe Routes to School Non Infrastructure Program (4 YRS)	\$2,120,000		\$2,120,000			\$2,120,000		
34	<b>Subtotal Programmatic</b>		<b>\$7,870,000</b>		<b>\$7,870,000</b>			<b>\$7,870,000</b>		
35										
36	<b>Total Project &amp; Programmatic</b>		<b>\$95,459,318</b>		<b>\$40,504,000</b>	<b>\$900,000</b>	<b>\$1,000,000</b>	<b>\$34,319,175</b>	<b>\$3,115,024</b>	<b>\$291,000</b>

(1) City of San Mateo rescinded application due to project redesign.

(2) \$1m Belmont project was added to MTC list after City of San Mateo rescinded its \$1m application for 101/Peninsula.



# San Mateo County Projects

## OBAG 3 County & Local Program

Recommended for Funding

Project Area

Priority Development Areas

PDA

PDA-Supportive Area

Note: Includes mappable projects only.

See Attachment 2 for a full list of

recommendations including project

names.





One Bay Area Grant (OBAG 3) – County & Local Program  
Template Application Form (v1)

1. Project Information	
Project Name:	City of Pacifica - Sharp Park Priority Development Area Pedestrian Improvement Project
Project Sponsor:	City of Pacifica
Sponsor Single Point of Contact:	Sam Bautista, P.E., Dep. Director of Public Works (650) 738-3771 sbautista@pacificagov
Project Location:	Paloma Avenue, Carmel Avenue, and Santa Maria Avenue, City of Pacifica, California
Safe Routes to School	<p>Indicate if project is located within ½ mile of a school: <b>X</b> Located within ½ mile of a school</p> <p>Describe how the project supports the Safe Routes to School Program and include project location maps.</p> <p><i>The project is within ½ of Ingrid B. Lacy Middle School and Oceana High School. The Pacifica School District is a district of choice. Families can choose which school they want their child to attend, regardless of proximity to the school. Despite this planning challenge, the City and the School District are working cooperatively to improve the Safer Routes to School Plan. The proposed improvements envisioned in the Sharp Park Area Pedestrian Plan, accompanied with programs and outreach, can increase both active (walking and biking) and shared (carpool and transit) access to school. Together, the School District and the City will address the mobility needs and safety concerns of families through improved design and infrastructure. See Attachment "A" for Project Location and School Proximity Maps.</i></p>
Brief Project Description (Limit to 500 words)	<p><i>The Sharp Park Priority Development Area (PDA) Pedestrian Improvement Project is an essential component within the City of Pacifica's larger Sharp Park Specific Plan (SPSP) and will largely influence mobility in the Sharp Park community and beyond. The Sharp Park PDA Pedestrian Improvement Project will close sidewalk gaps, improve sidewalk to above ADA standards, install new ADA compliant driveways and corner curb ramps, install curb and gutter to improve storm water management, remove and replace failed pavement, slurry seal, and install bicycle and pedestrian striping along Paloma Avenue, Carmel Avenue and Santa Maria Avenue from Francisco Boulevard to Beach Boulevard. The new driveways and sidewalks will provide ADA complaint path of travel in the project area and provide a vital link for pedestrians and bicyclists from the eastern residential neighborhood of Pacifica to the Sharp Park district, Palmetto business area, Pacifica Civic Center, two schools, the Sharp Park Library, and the popular Sharp Park Beach and Pacifica Pier. Furthermore, the pavement improvements will aid bicyclists and pedestrians by remove tripping hazards while also installing up to date and improved pavement striping for a safer overall experience. See Attachment "B" for Project Plans and details.</i></p> <p><i>The SPSP will guide the development of the City's core civic area by integrating the following four elements: 1. Housing; 2. Economy; 3. Transportation; and 4. Land Use.</i></p> <p><i>Furthermore, the Sharp Park PDA Pedestrian Improvement Project in its design and development will adhere to the following guiding principles:</i></p> <ol style="list-style-type: none"> <li><i>Promote a vibrant mix of uses—including unique stores, restaurants and cafés, places for the making and display of art, and cultural establishments—that enhance Palmetto Avenue's attraction for those who live in Pacifica and those who visit.</i></li> </ol>



	<ol style="list-style-type: none"> <li>2. <i>Support office space in locations that do not detract from an active streetscape along Palmetto Avenue in order to increase opportunities for local employment, improve weekday daytime activity, and decrease vehicle miles traveled to employment locations outside Pacifica.</i></li> <li>3. <i>Ensure development honors the area's character, history, and coastal locale.</i></li> <li>4. <i>Promote development of housing in mixed-use settings, which accommodates residents of all incomes, family types, and life stages.</i></li> <li>5. <i>Foster development of a "complete neighborhood", with uses, activities, and services that support everyday living, promote social connectedness, and enhance community well-being.</i></li> <li>6. <i>Prioritize placemaking in public and private spaces to create inviting places that enhance the experience in Sharp Park.</i></li> <li>7. <i>Expand opportunities for outdoor recreation which maximize Sharp Park's coastal location and proximity to trails and open spaces.</i></li> <li>8. <i>Improve connections within Sharp Park and to other Pacifica neighborhoods through sidewalk completion, streetscape improvements, pedestrian-scale lighting, and signage.</i></li> <li>9. <i>Build on existing bicycle and pedestrian infrastructure to create an even more appealing public realm along Francisco Boulevard and Palmetto Avenue corridors and across key east-west routes.</i></li> <li>10. <i>Establish a sustainable future for the Sharp Park area by planning for coastal resiliency using strategies identified in the Local Coastal Program.</i></li> </ol> <p><i>The PDA will take into consideration existing pedestrian conditions, and community input to develop a plan featuring appropriate pedestrian facilities and sustainable techniques. Moreover, the Project will improve safety, install ADA-compliant curb ramps, beautify pedestrian pathways and will promote walking, biking and other micro-mobility through proposed sidewalk improvements, bike-friendly streets, and multi-use paths.</i></p>
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<p><b>Project Justification/Need</b>                  (Please limit to 500 words or less):</p>	<p>Project justification/need: describe critical need for project with empirical data, describe how project addresses issues raised:</p> <p><i>The Sharp Park Priority Development Area (PDA) Pedestrian Improvement Project is an intrinsic component of the Sharp Park Specific Plan (SPSP). The SPSP prioritizes improvements to the project area's circulation network. The Project, when completed, will ensure alignment with the City's updated General Plan and updated regulatory documents responsive to contemporary local and regional issues. Moreover, the final design and construction will influence, not just the Sharp Park community, but greater Pacifica. The Sharp Park PDA Pedestrian Improvement Project will improve a circulation system that is currently out of sync with the needs of a growing Pacifica. There is a considerable need to improve residents' and visitors' access to the city's neighborhoods, employment and educational opportunities, public services, commercial and recreational areas, and regional destinations. How and why this needs to be done can summarized in the following shared goals and objectives of civic leaders, City staff and constituents:</i></p> <ol style="list-style-type: none"> <li><i>1. Safety:                      Walking and bicycling in the Sharp Park community will become safer for persons of all ages and abilities with installation of bike and pedestrian facilities, counter-measures, and ADA improvements along the road segments and intersections.</i></li> <li><i>2. Connectivity:                      The City will build upon its existing active transportation networks and become a more connected city linking neighborhoods together.</i></li> <li><i>3. Safe Routes to School:                      Pacifica will prioritize bicycle and pedestrian infrastructure improvements around schools to make it safer for students and families to walk and bike to school.</i></li> <li><i>4. Increase support for walking and biking for persons of all ages and abilities:                      Through infrastructure and deliberate encouragement activities (open street events, Bike to Work Day/Month activities, Safe Routes to Schools programming, etc.), the Project will foster a culture of walking and biking within the project area and beyond.</i></li> </ol> <p><i>Sharp Park, lying in between the coast and Highway 1, is a popular tourist destination spot and the densest area of the City. Census tracts, in the project area, average over 8,000 people per square mile. Unremarkably, as a fast growing built-out area, the mobility needs and the safety concerns have become more complex. The City, in this case, is responding with the soon to be adopted Sharp Park Specific Plan by proposing the Sharp Park PDA Pedestrian Improvement Project. This project is supported and consistent with the adopted Sharp Park Policy Guidelines. These guidelines emphasize improving mobility with updates of transportation, land use and urban design policies and recommendations. Concurrently, Sharp Park residents, local businesses and their employees, students/schools and visitors, are concerned with a rise in pedestrian and bike safety injuries. According to the UC Berkeley Traffic Injury Mapping System (see Attachment "C" – UC Berkeley Traffic Injury Mapping System for data), bike and pedestrian injuries have risen over the last 5 years in the Sharp Park community. Participants in workshops, for example, have cited the need for traffic safety related infrastructure improvements and enhancements, such as ADA ramps, wider sidewalks, signage, etc. Overall, the City of Pacifica is growing. Instead of moving in a direction that complicates the need to improve safety, the economy, affordable housing and climate, the City must design a community to leads to better solutions and future for all.</i></p>
<p><b>2. Program Eligibility</b></p>	



<p><b>Federal Fund Eligibility</b> <i>Is the project eligible for federal transportation funds?</i></p>	<p>Select the OBAG 3 federal fund source(s) for which the project is eligible:</p> <p><input checked="" type="checkbox"/> Surface Transportation Block Grant (STP) Program (See <a href="#">FHWA fact sheet</a>)</p> <p><input type="checkbox"/> Congestion Mitigation &amp; Air Quality Improvement (CMAQ) Program (See <a href="#">FHWA fact sheet</a>)</p> <p><i>Note: projects eligible for CMAQ funding must provide inputs for air quality improvement calculations, using templates provided on the <a href="#">OBAG 3 webpage</a>.</i></p>
<p><b>Eligible Project Type</b> <i>Is the project an eligible project type?</i></p>	<p>Select the eligible project type(s) (refer to <a href="#">MTC Resolution No. 4505</a> for detailed eligibility guidelines):</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p><b>Growth Framework Implementation</b></p> <p><input type="checkbox"/> PDA Planning Grant</p> <p><input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050 Growth Geographies</i>)</p> <p><b>Complete Streets &amp; Community Choice</b></p> <p><input checked="" type="checkbox"/> Bicycle/Pedestrian Infrastructure</p> <p><input type="checkbox"/> Bicycle/Pedestrian Program</p> <p><input checked="" type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program</p> <p><input type="checkbox"/> SRTS Infrastructure</p> <p><input type="checkbox"/> Safety project</p> <p><input type="checkbox"/> Safety Planning efforts</p> <p><input checked="" type="checkbox"/> Complete Streets improvements</p> <p><input checked="" type="checkbox"/> Streetscape improvements</p> <p><input type="checkbox"/> Local Streets and Roads Preservation</p> <p><input type="checkbox"/> Rural Roadway Improvement</p> <p><input type="checkbox"/> Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an <a href="#">Equity Priority Community (EPC)</a></p> <p><input type="checkbox"/> CBTP/PB Project Implementation</p> </div> <div style="width: 48%;"> <p><b>Climate, Conservation, &amp; Resilience</b></p> <p><input type="checkbox"/> Transportation Demand Management (TDM) Program</p> <p><input type="checkbox"/> Mobility Hub</p> <p><input checked="" type="checkbox"/> Parking/Curb Management</p> <p><input type="checkbox"/> Car/Bike Share Capital</p> <p><input type="checkbox"/> Open Space Preservation and Enhancement</p> <p><input type="checkbox"/> Bicycle/Pedestrian Access to Open Space/Parkland</p> <p><input type="checkbox"/> Regional Advance Mitigation Planning (RAMP)</p> <p><b>Multimodal Systems Operations &amp; Performance</b></p> <p><input type="checkbox"/> Transit Capital Improvement</p> <p><input type="checkbox"/> Transit Station Improvement</p> <p><input type="checkbox"/> <a href="#">Transit Transformation Action Plan</a> Project Implementation</p> <p><input type="checkbox"/> Active Operational Management</p> <p><input type="checkbox"/> Mobility Management and coordination</p> </div> </div>

3. Policy Alignment	
<b>Federal Performance Goals</b> <i>How does the project support federal performance measures? (Select all that apply)</i>	<p>Select the <u>federal performance measures</u> that are supported by the project:</p> <p><input checked="" type="checkbox"/> <b>Safety:</b> Significantly reduce traffic fatalities and serious injuries for all users on all public roads and improve the safety of all public transportation systems.</p> <p><input type="checkbox"/> <b>Infrastructure Condition:</b> Improve the pavement condition on the Interstate and National Highway System (NHS) and NHS bridges and maintain the condition of public transit assets in a state of good repair.</p> <p><input type="checkbox"/> <b>Congestion Reduction:</b> Significantly reduce congestion on the NHS in urbanized areas.</p> <p><input type="checkbox"/> <b>System Reliability:</b> Improve the reliability of the Interstate system and NHS.</p> <p><input type="checkbox"/> <b>Freight Movement and Economic Vitality:</b> Improve the reliability of the Interstate system for truck travel.</p> <p><input type="checkbox"/> <b>Environmental Sustainability:</b> Maximize emission reductions from CMAQ-funded projects.</p> <p>Describe how the project supports the selected federal performance measure(s):</p> <p><i>This project will create a safer pedestrian experience by providing safe, accessible ADA compliant pathways that are visible to automobiles, thereby greatly reducing the risk of vehicle/pedestrian related injuries. Consideration for safety improvements were taken at community workshops, and will be addressed in the project design. Additionally, the project will comply to the City's approved Complete Streets Policy.</i></p>
<b>Plan Bay Area 2050 Strategies</b> <i>How does the project align with Plan Bay Area 2050? Include all applicable PBA strategies</i>	<p>Describe how the project supports <u>Plan Bay Area 2050</u> Strategies and/or <u>Implementation Plan</u>:</p> <p><i>The City of Pacifica Sharp Park PDA Pedestrian Improvement Project prioritizes the addition of American with Disabilities Act (ADA) approved driveways along the streets of Paloma Avenue, Carmel Avenue, and Santa Maria Avenue between the boundaries of Beach Boulevard and Francisco Boulevard. General sidewalk restoration and improvements will ensure existing sidewalks that are narrow, uneven, and heavily cracked are restored and ADA compliant. In some areas, there are gaps without a sidewalk at all. <b>There is currently no ADA compliant path of travel on either side of the street.</b> These key pathways, located in the City's civic core, allow for connection to many unique businesses, such as the iconic Pacifica Pier, and major bus routes on Palmetto Avenue and Oceana Boulevard.</i></p> <p><i>The City of Pacifica Sharp Park PDA Pedestrian Improvement Project aligns with the Complete Streets Priorities detailed in Section 8 of Plan Bay Area 2050's final plan. Specifically, the Project will improve Pacifica's Core Area by enhancing streets to promote walking, biking, and other micro-mobility through sidewalk improvements, bike-friendly streets, and multi-use paths.</i></p> <p><i>New driveways, to be constructed within the Plan Bay Area 2050, will satisfy Transportation Strategy #8: Build a Complete Streets network. These driveways will allow those impacted by disabilities to access the sidewalk much easier, which is an example of the micro-mobility through sidewalk improvements that this strategy addresses. The City of Pacifica is finalizing the Sharp Park Specific Plan and has developed cross-sections for the various streets in the Project limits. The Sharp Park PDA Pedestrian Improvement Project will construct right-of-way improvements that will be consistent with the cross-sections developed in the Sharp Park Specific Plan, such as widening the sidewalk on the south side of Paloma Avenue to six-feet.</i></p>



	<p><i>Additionally, the project links with a previously successfully funded and executed OBAG project delivering active transportation improvements (sidewalks, ADA, and class 2 bike lanes) along Palmetto Avenue.</i></p>
<p><b>Regional Policy Alignment</b> <i>How does the project align with other regional policies and plans?</i></p>	<p>Select the regional plans and policies with which the project is aligned:</p> <p> <input checked="" type="checkbox"/> <u>Regional Safety/Vision Zero Policy</u>      <input type="checkbox"/> <u>Transit Oriented Communities Policy</u>  <input checked="" type="checkbox"/> <u>MTC's Equity Platform</u>      <input type="checkbox"/> <u>Blue Ribbon Transit Transformation</u>  <input type="checkbox"/> <u>Regional Active Transportation Plan</u>      <u>Action Plan</u> </p> <p>Describe how the project aligns with the selected regional plans and/or policies:</p> <p><i>The project is guided by Regional Safety/Vision Zero Policy. The project will identify and address current unsafe pathways and will encourage pedestrian and bicycle modes of transport. We anticipate that these improvements, appropriately designed, will reduce the probability of traffic collisions or injuries resulting from vehicles operating in the project area.</i></p> <p><i>The City of Pacifica, since the Project's inception, has actively engaged and solicited input from the community members, stakeholders, and business owners representing the diversity, with respect to age, background, ethnicity and profession, within the city. This approach is consistent with our ongoing effort to implement the Sharp Park Project in alignment with the policies outlined in MTC's Equity Plan. These efforts include the following priorities: 1. Community-driven design; 2. Community engagement; 3. Project delivery; 4. Completion of promised projects that reflect community input; 5. Communications &amp; marketing with regular; and 6. On-going, varied and culturally specific communications to reach community members at their convenience.</i></p>
<p><b>Regional Growth Geographies</b> <i>Does the project support PBA 2050 Growth Geographies? (Select all that apply)</i></p>	<p>Indicate the project's relationship to <u>Plan Bay Area 2050 Growth Geographies</u>:</p> <p><b>Priority Development Area (PDA)</b></p> <p><input checked="" type="checkbox"/> Meets the uniform definition of a PDA-supportive project (within <u>one mile or less</u> of a PDA boundary)</p> <p><i>The Sharp Park Priority Development Area, in February 2020, was designated a "Priority Development Area" by the Metropolitan Transportation Commission and the Association of Bay Area Governments. This decision was made due to the area's potential to support new housing and create employment opportunities near transit.</i></p> <p><input type="checkbox"/> Does not meet the uniform definition of a PDA-supportive project, but otherwise has a clear and direct connection to PDA implementation <i>Please describe</i></p> <p><input checked="" type="checkbox"/> Included in a locally adopted PDA plan (e.g., Specific Plan, PDA Investment and Growth Strategy) <i>Locally-adopted PDA (see Attachment "D" - City Council report dated January 13, 2020 establishing Sharp Park as a Priority Development Area.)</i></p> <p><b>Transit Rich Area (TRA)</b></p> <p><input checked="" type="checkbox"/> Within a TRA or otherwise supportive of a TRA (see <u>Growth Geographies</u> map) <i>Yes, the Plan's boundaries are located within the approved areas of the Transit Rich Area. This is reflected in the Growth Geographies map.</i></p>



	<p><b>Priority Production Area (PPA)</b></p> <p><input type="checkbox"/> Supports the preservation of a PPA (see <a href="#">Growth Geographies</a> map)</p> <p><i>Referencing the Growth Geographies map, the project supports the preservation of a PPA.</i></p>
<p><b>Equity Priority Communities</b></p> <p><i>Does the project invest in historically underserved communities? Include supportive documentation for projects that are not within an EPC but otherwise supportive of EPC</i></p>	<p>Indicate how the project invests in historically underserved communities, including <i>Plan Bay Area 2050 Equity Priority Communities</i> (EPCs): In addition to ensuring that underserved communities are fully integrated into the process and vision for the project, the project relies heavily upon the collaboration of nonprofit partners and service organizations in the area, enabling the consistent participation of groups that would not otherwise have access to the process.</p> <p><input type="checkbox"/> Located within and supportive of an EPC (see <a href="#">Equity Priority Communities</a> map)</p> <p><input checked="" type="checkbox"/> Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community (Include supportive documentation)</p> <p><i>The Sharp Park Specific Plan area includes a large number of high density multifamily units, where a majority of residents are renters (69.2%). Renters in the project area burdened by high rents that are steadily increasing without any indicating of abating. The City of Pacifica is committed to ensuring that affordable housing opportunities are accessible to all members of our community. See Attachment “E” for Housing Data in the Sharp Park Neighborhood.</i></p>
<p><b>C/CAG Comprehensive Bicycle/Pedestrian Plan Equity Focus Area</b></p> <p><i>Does the project invest in historically underserved communities?</i></p>	<p>Indicate how the project invests in historically underserved communities, including C/CAG Comprehensive Bicycle/Pedestrian Plan Equity Focus Area (EFA): (<a href="#">C/CAG Web Map – bikewalkCCAG.com</a> (<a href="#">tooleedesign.github.io</a>))</p> <p><input type="checkbox"/> Located within an EFA with a score of 8 or higher</p> <p><input checked="" type="checkbox"/> Not located within an EFA with a score of 8 or higher, but is otherwise supportive of an EPC or other historically underserved community</p>
<p><b>Local Housing Policies</b></p> <p><i>Is the project located in a jurisdiction with policies that support affordable housing? Include supportive documentation for policies that support affordable housing</i></p>	<p>Indicate if the project is located in a jurisdiction that has adopted policies which support the “3Ps” approach to affordable housing by listing the relevant adopted policies for each element of the 3Ps. Additional guidance and resources on affordable housing policies are provided on the <a href="#">OBAG 3 webpage</a>.</p> <p><input checked="" type="checkbox"/> <b>Protect</b> current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).</p> <p><i>The City, per its General Plan will “protect the social mix, variety, and fundamental character of each neighborhood by providing for the safety and welfare of all residents equally and commitment to providing housing opportunities for all income groups.”</i></p> <p><input checked="" type="checkbox"/> <b>Preserve</b> existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).</p> <p><i>“The City’s General Plan favors keeping more affordable housing in mixed existing residential neighborhoods and not isolating it. Its Inclusionary zoning policy is consistent with the General Plan statement that “Pacifica has the quality of mixed housing values within existing residential neighborhoods. This quality should be continued and no effort should be made to concentrate low income housing in one or two neighborhoods.”</i></p> <p><input checked="" type="checkbox"/> <b>Produce</b> new housing at all income levels.</p> <p><i>The City, per its General Plan will “Encourage the development and availability of housing affordable to a broad range of households with varying income levels.”</i></p>
<p><b>4. Community Support</b></p>	



<p><b>Community Support</b> <i>Does the project have community support, particularly if it is located in a historically underserved community? Describe how public input will inform the project and include proposed outreach</i></p>	<p>Indicate if the project has demonstrated community support through one or more of the following:</p> <p><input checked="" type="checkbox"/> Public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses. <i>The City in July 2019 initiated a series of workshops to inform, solicit, and gather input to develop the Sharp Park Specific Plan. The Sharp Park Pedestrian Plan, which is an essential component of the Sharp Park Specific Plan, developed through the City's General Plan and Specific Plan related neighborhood planning workshops. In addition to the workshops and Council meeting, public input was gathered via the City created website portal. Challenges, These community engagement opportunities led to the development of the Plan's vision, framework and eventual public plan and review. The community's input that began as general support moved forward toward the creation of a concept, and support for guiding policies and specificities relative to facilities and design for the Pedestrian Plan in Spring 2020.</i></p> <p><input checked="" type="checkbox"/> Project is consistent with an adopted local transportation plan. <i>The Sharp Park PDA Pedestrian Improvement Project is consistent with the City's General Plan. The Pedestrian, which is a component of the Sharp Park Specific Plan, was developed, concurrent with the City's General Plan update in 2019. This was done to ensure the eventual adoption of a forward-looking vision for Pacifica and Sharp Park, and provide the City with regulatory documents that respond to contemporary issues and legal context. One of the most frequently expressed neighborhood changes across all neighborhoods were improvements to infrastructure. Common themes included prioritizing street and sidewalk maintenance and improvements, especially considering Pacifica's older population; concerns about aging utilities and their ability to support new development; a desire to see utilities undergrounded; and concerns about access points for emergency vehicles. The Specific Plan responded to residents' desire for more direct connections between places and stressed the need for improved bike and pedestrian paths to promote active transportation and walkability, especially for youth and teens. Moreover, The Sharp Park PDA Improvement Project is guided and is aligned with the City's Bicycle and Pedestrian Master Plan. The Master Plan, first adopted in 2000, was recently update in 2020. The update serves as provides additional bicycle infrastructure and policy recommendations but also incorporates the pedestrian mode as a critical component of Pacifica's overall transportation network.</i></p> <p><i>See Attachment "F" for Project Support Letters from various elected officials and organizations.</i></p>
	<p>Indicate if the project has demonstrated support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low income and communities of color. Resources for identifying impacted communities are available on the <a href="#">OBAG 3 webpage</a>. Community support may be demonstrated through one or more of the following:</p> <p><input type="checkbox"/> Prioritization of the project in a Community Based Transportation Plan (CBTP) or Participatory Budgeting (PB) process. <i>CBTP or PB reference</i></p> <p><input type="checkbox"/> Endorsements from a Community-Based Organizations representing historically underserved and potentially impacted communities. <i>Description of CBO endorsement</i></p>

5. Deliverability & Readiness																					
<b>Project Readiness</b> <i>Is the project ready to be delivered?</i>	<p>Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required:</p> <p><i>The project is at 30% design, and there are no right-of-way impacts.</i></p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit.</p> <p><i>Caltrans approvals status and timeline – Not Applicable.</i></p>																				
<b>Deliverability</b> <i>Are there any barriers to on-time delivery? Is the project scope amendable if required?</i>	<p>Describe the project's timeline, scope of work, and status, as well as the sponsor's ability to meet the January 31, 2027, obligation deadline (also include targeted year of obligation):</p> <table border="0"> <tr> <td><i>OBAG Program Approval</i></td> <td><i>Jan-23</i></td> </tr> <tr> <td><i>Planning Complete</i></td> <td><i>Apr-23</i></td> </tr> <tr> <td><i>Field Review</i></td> <td><i>Jun-23</i></td> </tr> <tr> <td><i>Begin Environmental Studies</i></td> <td><i>Jun-23</i></td> </tr> <tr> <td><i>NEPA/CEQA Approval</i></td> <td><i>Dec-22</i></td> </tr> <tr> <td><i>R/W Certification</i></td> <td><i>Mar-24</i></td> </tr> <tr> <td><i>Complete PS&amp;E</i></td> <td><i>Apr-24</i></td> </tr> <tr> <td><i>Obtain E-76 from Caltrans</i></td> <td><i>Oct-24</i></td> </tr> <tr> <td><i>Ready to Advertise</i></td> <td><i>Dec-24</i></td> </tr> <tr> <td><i>Contract Award</i></td> <td><i>Jan-25</i></td> </tr> </table> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks:</p> <p><i>There are no known risks to the project schedule.</i></p>	<i>OBAG Program Approval</i>	<i>Jan-23</i>	<i>Planning Complete</i>	<i>Apr-23</i>	<i>Field Review</i>	<i>Jun-23</i>	<i>Begin Environmental Studies</i>	<i>Jun-23</i>	<i>NEPA/CEQA Approval</i>	<i>Dec-22</i>	<i>R/W Certification</i>	<i>Mar-24</i>	<i>Complete PS&amp;E</i>	<i>Apr-24</i>	<i>Obtain E-76 from Caltrans</i>	<i>Oct-24</i>	<i>Ready to Advertise</i>	<i>Dec-24</i>	<i>Contract Award</i>	<i>Jan-25</i>
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<i>Contract Award</i>	<i>Jan-25</i>																				
6. Project Cost & Funding																					
<b>Grant Minimum</b> <i>Does the project meet the minimum grant size requirements?</i>	<p><input checked="" type="checkbox"/> Project meets the minimum grant size requirements. Projects must be a minimum of \$500,000).</p> <p><i>Exception request to minimum grant size</i></p>																				
<b>Local Match</b> <i>Does the project meet local match requirements?</i>	<p><input type="checkbox"/> Project sponsor will provide a local match of at least 11.47% of the total project cost if the project is located within an Equity Focus Area with a score of 8 or higher. (See the <a href="https://bikewalkCCAG.com">C/CAG Web Map – bikewalkCCAG.com</a> (<a href="https://tooledesign.github.io">tooledesign.github.io</a>))</p> <p><input checked="" type="checkbox"/> Project sponsor will provide a local match of at least 20% of the total project cost if the project is NOT located within an Equity Focus Area</p>																				

### Project Cost & Funding

#### OBAG 3 Grant Request:

Total Grant Request	\$ 2,360,000
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**Note:** Projects eligible for OBAG 3 cannot be a design only project. Project funds may cover some design cost, but project must include a fully funded construction phase.

#### Project Cost & Schedule:

Project Phases	Total Cost	Secured Funds		Unsecured Funds		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual	\$	\$	Secured fund sources, notes	\$	\$	January 2023
Environmental Studies (PA&ED)	\$	\$	Secured fund sources, notes	\$	\$	June 2023
Design Engineering (PS&E)	\$320,000	\$320,000	Match @ 20% Measure W	\$	\$	April 2023
Right-of-way	\$	\$	Secured fund sources, notes	\$	\$	March 2024
Construction	\$2,630,000	\$270,000	Match Measure W	\$2,360,000	\$	January 2025
<b>Total</b>	<b>\$2,950,000</b>	<b>\$590,000</b>		<b>\$ 2,360,000</b>	<b>\$</b>	

#### Project Investment by Mode:

Mode	Share of project investment	Share of project investment within C/CAG Equity Focus Area (EFA)
Auto	15%	%
Transit	5%	%
Bicycle/Pedestrian	80%	%
Other	%	%
<b>Total</b>	<b>100%</b>	<b>N/A%</b>

\* This allocation reflects the tie-in to the City's broader Sharp Park Specific Plan which focuses on the quality of streets and their role in creating an attractive, interconnected public realm that encourages walking, bicycling, and social activity.

## C/CAG AGENDA REPORT

Date: March 23, 2023

To: Bicycle and Pedestrian Advisory Committee

From: Audrey Shiramizu, Transportation Program Specialist

Subject: Receive a presentation on bicycle and pedestrian safety from the Metropolitan Transportation Commission on the Bay Area Vision Zero (BayVIZ) System and from the Silicon Valley Bicycle Coalition on safety education, engagement, and programs.

(For further information or questions, contact Audrey Shiramizu at [ashiramizu@smcgov.org](mailto:ashiramizu@smcgov.org))

### RECOMMENDATION

That the Bicycle and Pedestrian Advisory Committee receives a presentation on bicycle and pedestrian safety from the Metropolitan Transportation Commission on the Bay Area Vision Zero (BayVIZ) System and from the Silicon Valley Bicycle Coalition on safety education, engagement, and programs.

### FISCAL IMPACT

There is no direct fiscal impact to C/CAG.

### SOURCE OF FUNDS

N/A.

### BACKGROUND

As the County's Transportation Agency, C/CAG often brings topics related to transportation planning, safety and funding to the Committee. This month, C/CAG is partnering with regional and countywide entities such as the Metropolitan Transportation Commission and Silicon Valley Bicycle Coalition to have a focused discussion on bicycling and walking safety.

The Metropolitan Transportation Commission (MTC) has developed the Bay Area Vision Zero (BayVIZ) system to improve access to safety-related data and analysis tools, with the goal of reducing traffic fatalities within the nine-county region. At the March BPAC meeting, the Committee will receive a presentation on this tool and have an opportunity to ask questions.

The Silicon Valley Bicycle Coalition (SVBC) is a nonprofit that works to support healthier and more just communities in San Mateo and Santa Clara counties. At the March BPAC meeting, the Committee will receive a presentation on SVBC's programs and activities in San Mateo County.

### ATTACHMENTS

1. MTC Presentation (*will be available online at <https://ccag.ca.gov/committees/bicycle-and-pedestrian-advisory-committee/>*)
2. SVBC Presentation (*will be available online at <https://ccag.ca.gov/committees/bicycle-and-pedestrian-advisory-committee/>*)

## C/CAG AGENDA REPORT

Date: March 23, 2023

To: Bicycle and Pedestrian 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](mailto:scharpentier@smcgov.org))

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### RECOMMENDATION

That the Bicycle and Pedestrian 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.

**ATTACHMENT**

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	<b>Agency wide efforts</b>										
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
3	General Financial/Organizational Tasks (contracts, HR, CALPERs, financial management, Audits, Finance Committee Investment policies)		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
5	Airport Land Use Commission Activities and Committee	ALUC Meetings, project review, and ALUCP Management.	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
9	C/CAG Strategic Plan Development	Will initiate as Equity Study concludes					X	X	X	X	X
10											
11	<b>Stormwater Program</b>										
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
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
14	Exploring Risk-based Integrated Water Management		X	X	X	X	X	X	X	X	X
15	Exploration of Stormwater Funding/Financing		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
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
18	Scaling Schoolyard Greening Efforts	Green infrastructure investments in 12 schools	X	X	X	X	X	X	X	X	X
19											
20	<b>Energy and Climate Program</b>										
21	San Mateo County Energy Watch (SMCEW)		X	X	X	X	X	X	X	X	X
22	Climate Action Planning (RICAPS)		X	X	X	X	X	X	X	X	X
23	Laundry to Landscape Program		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	<b>Transportation Plans/Studies C/CAG LEAD</b>										
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
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
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
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	<b>Transportation Plans/Studies C/CAG Supporting Role</b>										
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	<b>Transportation Programs</b>										
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
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
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
48	Shuttles	C/CAG supports shuttle investment.	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
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
53											

## C/CAG Draft 2 YR workplan

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Key Categories	
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Discretionary Actions Not Yet Started	

			2023				2024				2025
			1Qtr	2Qtr	3Qtr	4Qtr	1Qtr	2Qtr	3Qtr	4Qtr	1Qtr
54	<b>Calls For Projects/Funding</b>										
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
58	2023 STIP Update	Required update for County Formula Share STIP Funds.		X	X	X					
59											
60	<b>Smart Corridor Projects (C/CAG Lead)</b>										
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
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	<b>Express Lane I 380 To Santa Clara County Line (Co-Sponsor with SMCTA)</b>										
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	<b>Managed Lane North of I 380 (Co-Sponsor with SMCTA)</b>										
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	<b>92/101 Multi Modal Area Improvements (Co-Sponsor with SMCTA)</b>										
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	<b>92/101 Direct Connector (Co-Sponsor with SMCTA)</b>										
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
80	PSE (Design) 1/2025 - 12/2026										
81	Construction 5/2027 - 4/2029										
82											
83	<b>San Mateo County Express Lane JPA (101 Express Lanes)</b>										
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
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
89	Organizational Admin and Management		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
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
92											