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**Congestion Management & Environmental Quality (CMEQ) Committee**

<p><b>Date:</b> Monday March 27, 2023</p> <p><b>Time:</b> 3:00 p.m.</p> <p><b>Location:</b> San Mateo City Hall Conference Room C 300 W. 20<sup>TH</sup> Ave San Mateo, CA 94403</p>	<p><b>Join by Zoom Meeting:</b> <a href="https://us02web.zoom.us/j/83601414556?pwd=YkJhKys3cDljekRWTmVldTlXbFdTUT09">https://us02web.zoom.us/j/83601414556?pwd=YkJhKys3cDljekRWTmVldTlXbFdTUT09</a></p> <p><b>Join By Phone:</b> +1-669-900-6833</p> <p><b>Meeting ID:</b> 836 0141 4556</p> <p><b>Passcode:</b> 308518</p>
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**\*\*\*HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE\*\*\***

This meeting of the C/CAG CMEQ 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. Brief Overview of Teleconference Meeting Procedures	Information (Lacap)	No Materials
2. Public comment on items not on the agenda	Presentations are limited to 3 mins	No Materials
3. Issues from the March 2023 C/CAG Board meeting: <ul style="list-style-type: none"> <li>• Adopted Reso 23-26 authorizing the approval of the FY 2023/24 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.</li> <li>• Adopted Reso 23-15 authorizing the execution of the agreement with the City of Pacifica for the Pacifica Mid-Block Crosswalk Safety Project in an amount not to exceed \$200,000.</li> <li>• Adopted Reso 23-16 authorizing the execution of the agreement with the City of Pacifica for the Sharp Park Priority Development Area Pedestrian Improvement in an amount not to exceed \$900,000.</li> <li>• Election of a C/CAG Board Chairperson and a C/CAG Vice Chairperson.</li> </ul>	Information (Lacap)	No Materials
4. Approval of minutes of February 27, 2023 meeting	Action (Alba)	Pages 1-4
5. Receive a presentation on the countywide trip reduction program from Commute.org	Information (Lacap)	Page 5



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- |    |  |                           |              |
|----|--|---------------------------|--------------|
| 6. | Review and recommended approval to amend the One Bay Area Grant 2 (OBAG 2) Program and Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA) Funds to reflect a reallocation of \$1,358,247 for City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project. | Action (Gaye)             | Pages 6-23   |
| 7. | Executive Director Report  | Information (Charpentier) | No Materials |
| 8. | Member comments and announcements  | Information (Alba)        | No Materials |
| 9. | Adjournment and establishment of next meeting date:<br><b>April 24, 2023</b>   | Action (Alba)             | No Materials |

**PUBLIC NOTICING:** All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Court Yard, 555 County Center, Redwood City, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

**PUBLIC RECORDS:** Public records that relate to any item on the open session agenda for a regular Board 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 Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board 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 Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

**PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

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

1. Your written comment should be emailed to [jlacap@smcgov.org](mailto:jlacap@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 CMEQ Committee members, 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 read during 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:

If you wish to speak to the C/CAG CMEQ, 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:

1. The C/CAG CMEQ 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.

555 County Center, 5<sup>th</sup> Floor, Redwood City, California 94063

<http://www.ccag.ca.gov>



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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 CMEQ Chair call for the item on which you wish to speak, click on “raise hand.” Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff: Jeff Lacap, [jlacap@smcgov.org](mailto:jlacap@smcgov.org)

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS COMMITTEE ON CONGESTION  
MANAGEMENT AND ENVIRONMENTAL QUALITY (CMEQ)**

**MINUTES  
MEETING OF February 27, 2023**

The meeting was called to order by Vice-Chair Alba at 3:02 p.m. via Zoom Videoconference. Roll call for attendance was taken. Attendance sheet is attached.

**1. Brief Overview of Teleconference Meeting Procedures**

Jeff Lacap, C/CAG Staff, provided an overview of the teleconference meeting procedures.

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

None.

**3. Issues from the February 27, 2023 C/CAG Board meeting. (Information)**

Jeff Lacap, C/CAG Staff, noted the agenda listed the status of items recently addressed by the C/CAG Board, and offered to respond to any questions.

**4. Approval of minutes of the November 28, 2022 meeting. (Action)**

*Motion – To approve the minutes of the November 28, 2022 CMEQ meeting, Sullivan/Penrose., McCune, Sullivan, Hedges, Miles-Holland, Papan, Alba and Penrose. Motion Passes 7-0. Member Brown was not present at the time of voting.*

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

Kim Wever, C/CAG Staff provided an overview of the Fiscal Year 2023/24 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

Member Hedges inquired about the funding source for the BART Shuttle, he questioned whether the funding source came from the County's General Fund, the Transportation Authority or MTC. Kim responded and stated that the Transportation Fund for Clean Air (TFCA) County Program Manager Fund comes from the Bay Area Air Quality Management District (Air District).

Commissioner Papan inquired about the route of the BART Shuttles in San Mateo County. John Ford from Commute.org responded that TFCA funds are used to partially offset the cost of the Brisbane-Crocker Park and South San Francisco Bart Shuttles. He noted that these are the only two shuttles that qualified for funding this year. TFCA funding was used for other shuttles, however; the other shuttles don't meet Air District's cost-effectiveness ratio.

Member Alba inquired whether shuttle ridership decline from COVID impacted the calculations. John Ford responded that the criteria included VMT base and types of vehicles being used. He added that cost effectiveness is very rigorous and must be able to measure activities at the end of the year in order to qualify for funding. John further added that the routes that qualified for funding have the highest ridership.

Member Sullivan inquired about the ridership data of people with disabilities and encouraged that the shuttle program keeps a record of this data. John Ford responded that ridership data for people with disabilities is not available for those particular routes. He further added that it is not part of the metrics for reporting, however; there is data for how many times the wheel-chair lifts are utilized. C/CAG Executive Director, Sean Charpentier also added that those statistics are better captured through the paratransit numbers.

Kim Wever added that C/CAG also funds the Senior Mobility RediWheels Program with Measure M funds. Based on the FY 21/22 Annual report, their numbers have increased from FY 19/20, but this only accounts for RediWheels shuttles.

*Motion- To approve the Fiscal Year 2023/24 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County, Penrose/McCune., McCune, Sullivan, Hedges, Miles-Holland, Papan, Alba and Penrose. Motion Passes 7-0. Member Brown was not present at the time of voting.*

## **6. Election of CMEQ Chairperson and Vice Chairperson. (Action)**

C/CAG Staff, Jeff Lacap provided an overview of the procedures to elect a new CMEQ Chair and Vice Chair for the 2023 calendar year.

Member Penrose nominated Vice-Chair Alba for CMEQ Chair. Member Papan volunteered to be Vice-Chair.

*Motion- To nominate Jessica Alba as Chair and Gina Papan as Vice-Chair of the CMEQ Committee, Penrose/Papan., McCune, Sullivan, Hedges, Miles-Holland, Papan, Alba and Penrose. Motion Passes 7-0. Member Brown was not present at the time of voting.*

## **7. Update on AB 2449 and Hybrid C/CAG Board Meetings (Information)**

C/CAG Executive Director Sean Charpentier presented on AB 2449 and C/CAG Hybrid Meetings. Sean stated that the Governor has ended the state of emergency at the end of February and the Committee will be returning to in-person meeting beginning on the March 28, 2023. He noted that there are exceptions for remote participation under the Brown Act, which will require a posting of the committee members location. Sean further added that the State Legislature passed AB2449 which allows for several remote participation opportunities for

legislative bodies. However, the number of times that members can exercise AB 2449 is only twice in a calendar year.

Member Hedges inquired if an exception would be made for members who are willing to post their location. Sean responded that this would qualify under the Brown Act, however, a quorum has to be at one site.

Member Sullivan asked for clarification on AB 2449, he inquired whether the law applied primarily to elected officials. Sean responded that the law applies to legislative bodies.

Chair Alba noted that prior to the pandemic the CMEQ Committee met once a month and the committee will continue to look to C/CAG leadership, the C/CAG Board, and the State Legislature for direction.

#### **8. Receive C/CAG's Draft 2-year Workplan (Information)**

C/CAG Executive Director Sean Charpentier presented on the Draft 2-Year Workplan which outlined the programs and projects that C/CAG Staff are undertaking.

There were no comments from the committee or members of the public.

#### **9. Executive Director Report (Information)**

Sean Charpentier, C/CAG Executive Director provided the following updates:

- Recruiting for three CMEQ elected official vacancies
- Express lanes between Santa Clara County line and Whipple Ave were opened a year ago. Tolling to commence between Whipple Avenue and I-380 by March 3<sup>rd</sup> depending on the weather. San Mateo County has 44 miles of express lanes which will help the county in accomplishing its GHG goals.

#### **10. Member comments and announcements (Information)**

Chair Alba welcomed Members Miles-Holland and Dufty to the CMEQ Committee

#### **11. Adjournment and establishment of next meeting date**

The meeting adjourned at 4:00 p.m. The next regular meeting is scheduled for March 27, 2023 at San Mateo City Hall.

**2023 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report**

Name	Representing	Jan (No Mtg.)	Feb	Mar	Apr	May	Jun	Jul (No Mtg.)	Aug	Sept	Oct	Nov	Dec (No Mtg.)
Dick Brown (Woodside Town Council Member)	Elected Official		X										
Tom McCune (Belmont City Council Member)	Elected Official		X										
Patrick Sullivan (Foster City Council Member)	Elected Official		X										
Richard Hedges (San Mateo City Council Member)	Elected Official		X										
Stacy Jimenez (Foster City Council Member)	Elected Official												
Stacy Miles Holland (Atherton Council Member)	Elected Official		X										
Juslyn Manalo (Daly City Council Member)	Elected Official												
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)		X										
Lennie Roberts	Environmental Community												
Jessica Alba	Public Member		X										
Juan Salazar	Business Community												
Deborah Penrose	Agencies with Transportation Interests		X										
Peter Ratto	San Mateo County Transit District (SamTrans)		X										
Bevan Dufty	Bay Area Rapid Transit (BART)		X										
<i>Vacant</i>	<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>												

**Staff and Guests in attendance for the February 27, 2022 Meeting**

Sean Charpentier, Eva Gaye, Jeff Lacap, and Kim Wever, - C/CAG Staff  
 Pamela Herhold -BART, John Ford -Commute.org

X- In person attendance  
 R- Remote attendance

AB 2449- Attendance via Brown Act  
 Blank- Absent

## C/CAG AGENDA REPORT

Date: March 27, 2023

To: C/CAG Congestion Management and Environmental Quality (CMEQ) Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Receive a presentation on the countywide trip reduction program Commute.org.

(For further information, contact Jeff Lacap at [jlacap@smcgov.org](mailto:jlacap@smcgov.org))

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### RECOMMENDATION

That the C/CAG CMEQ Committee receive a presentation on the countywide trip reduction program from Commute.org.

### FISCAL IMPACT

There is no fiscal impact.

### SOURCE OF FUNDS

N/A

### BACKGROUND

Commute.org operates the San Mateo Countywide Voluntary Trip Reduction Program to assist private and public sectors with transportation demand management (TDM) initiatives. Commute.org connects employees and customers with transportation systems that provide an alternative to driving alone.

C/CAG provides Transportation Fund for Clean Air (TFCA) and Congestion Relief Plan (CRP) funding to Commute.org. The funding is used for the Countywide Voluntary Trip Reduction Program, as well as various TDM efforts that improve congestion and reduce single occupancy vehicle trips. John Ford, the Executive Director with Commute.org, will present at the meeting on various Commute.org programs and ongoing efforts.

### ATTACHMENTS

N/A

## C/CAG AGENDA REPORT

Date: March 27, 2023

To: Congestion Management & Environmental Quality (CMEQ) Committee

From: Eva Gaye, Transportation Program Specialist

Subject: Review and recommended approval to amend the One Bay Area Grant 2 (OBAG 2) Program and Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA) Funds to reflect a reallocation of \$1,358,247 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 Congestion Management & Environmental Quality (CMEQ) Committee review and recommend approval to amend the One Bay Area Grant 2 (OBAG 2) Program and Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA) Funds to reflect a reallocation of \$1,358,247 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 be funded by \$358,247 of FY 2023/24 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. As part of the OBAG 3 Guidelines, this project was also recommended to be funded by Measure M Safe Routes to School funds.

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

## **BACKGROUND**

### 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 administrating 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 on the Holly Street/101 Pedestrian Overcrossing Project. In February 2023, San Carlos staff indicated that the project was not possible to be completed within the timely use of funds guidelines and relinquished the \$1 million OBAG 2 grant amount. C/CAG Staff will need to expeditiously find another project to obligate the funds. Otherwise, San Mateo County will lose the OBAG 2 funding.

### Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA) Funds

In Fiscal Year 2023-2024, the Air District allocated a total of \$1.3M to C/CAG for the implementation of projects that reduce air pollution from motor vehicles. In February 2023, the Committee recommended approval of funding to Commute.org for the countywide trip reduction program and BART Shuttle program, and to C/CAG for the San Mateo County Shared Micromobility Pilots. An amount of \$358,247 remains in the Fiscal Year 2023-2024 TFCA funding cycle as “Other Projects to be determined”. Instead of initiating a call for projects process for the limited funds, staff is proposing selecting projects from C/CAG’s most recent calls based on funding availability and project delivery timeline.

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

Estimated  
**FY 2023/24**  
TFCA Funds

Administration	\$65,364
Commute.org - Countywide Voluntary Trip Reduction	\$600,000
Commute.org - BART Shuttle	\$46,400
C/CAG – Shared Micromobility Pilots	\$300,000
Other Projects to be determined	\$358,247
Total	\$1,370,011

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, 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 Resolution 22-81 also recommended \$900,000 of 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.

At the March 16<sup>th</sup> and 23<sup>rd</sup> committee meetings, both the Congestion Management Program Technical Advisory Committee (TAC) and Bicycle and Pedestrian Advisory Committee (BPAC) recommended approval of the funding recommendation.

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 CMEQ 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.

Additionally, staff recommends allocating a balance of \$358,247 of Transportation Fund for Clean Air (TFCA) County Program Manager Funds to the City of Pacifica. 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 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



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,

A handwritten signature in black ink, appearing to read "Grace Le".

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.*



Source: TomTom North America (2019)  
Map Author: Thomas Arndt, 12/2022



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:  <input checked="" type="checkbox"/> 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>1. 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>



2. *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.*
3. *Ensure development honors the area’s character, history, and coastal locale.*
4. *Promote development of housing in mixed-use settings, which accommodates residents of all incomes, family types, and life stages.*
5. *Foster development of a “complete neighborhood”, with uses, activities, and services that support everyday living, promote social connectedness, and enhance community well-being.*
6. *Prioritize placemaking in public and private spaces to create inviting places that enhance the experience in Sharp Park.*
7. *Expand opportunities for outdoor recreation which maximize Sharp Park’s coastal location and proximity to trails and open spaces.*
8. *Improve connections within Sharp Park and to other Pacifica neighborhoods through sidewalk completion, streetscape improvements, pedestrian-scale lighting, and signage.*
9. *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.*
10. *Establish a sustainable future for the Sharp Park area by planning for coastal resiliency using strategies identified in the Local Coastal Program.*

*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.*



<p><b>Project Justification/Need (Please limit to 500 words or less):</b></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> <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> <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>



3. Policy Alignment	
<p><b>Federal Performance Goals</b>                      How does the project support federal performance measures? (Select all that apply)</p>	<p>Select the <u>federal performance measures</u> that are supported by the project:</p> <ul style="list-style-type: none"> <li><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.</li> <li><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.</li> <li><input type="checkbox"/> <b>Congestion Reduction:</b> Significantly reduce congestion on the NHS in urbanized areas.</li> <li><input type="checkbox"/> <b>System Reliability:</b> Improve the reliability of the Interstate system and NHS.</li> <li><input type="checkbox"/> <b>Freight Movement and Economic Vitality:</b> Improve the reliability of the Interstate system for truck travel.</li> <li><input type="checkbox"/> <b>Environmental Sustainability:</b> Maximize emission reductions from CMAQ-funded projects.</li> </ul> <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>
<p><b>Plan Bay Area 2050 Strategies</b>                      How does the project align with Plan Bay Area 2050? Include all applicable PBA strategies</p>	<p>Describe how the project supports <u>Plan Bay Area 2050 Strategies</u> 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 Action Plan</u>  <input type="checkbox"/> <u>Regional Active Transportation 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 of a PDA boundary</u>)</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 map</u>)  <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="#">tooledesign.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 locate 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).  <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).  <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.  <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>	Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required:  <i>The project is at 30% design, and there are no right-of-way impacts.</i>  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.  <i>Caltrans approvals status and timeline – Not Applicable.</i>																				
<b>Deliverability</b> <i>Are there any barriers to on-time delivery? Is the project scope amendable if required?</i>	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):  <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;"><i>OBAG Program Approval</i></td> <td style="text-align: right; padding-left: 20px;"><i>Jan-23</i></td> </tr> <tr> <td style="padding-left: 20px;"><i>Planning Complete</i></td> <td style="text-align: right; padding-left: 20px;"><i>Apr-23</i></td> </tr> <tr> <td style="padding-left: 20px;"><i>Field Review</i></td> <td style="text-align: right; padding-left: 20px;"><i>Jun-23</i></td> </tr> <tr> <td style="padding-left: 20px;"><i>Begin Environmental Studies</i></td> <td style="text-align: right; padding-left: 20px;"><i>Jun-23</i></td> </tr> <tr> <td style="padding-left: 20px;"><i>NEPA/CEQA Approval</i></td> <td style="text-align: right; padding-left: 20px;"><i>Dec-22</i></td> </tr> <tr> <td style="padding-left: 20px;"><i>R/W Certification</i></td> <td style="text-align: right; padding-left: 20px;"><i>Mar-24</i></td> </tr> <tr> <td style="padding-left: 20px;"><i>Complete PS&amp;E</i></td> <td style="text-align: right; padding-left: 20px;"><i>Apr-24</i></td> </tr> <tr> <td style="padding-left: 20px;"><i>Obtain E-76 from Caltrans</i></td> <td style="text-align: right; padding-left: 20px;"><i>Oct-24</i></td> </tr> <tr> <td style="padding-left: 20px;"><i>Ready to Advertise</i></td> <td style="text-align: right; padding-left: 20px;"><i>Dec-24</i></td> </tr> <tr> <td style="padding-left: 20px;"><i>Contract Award</i></td> <td style="text-align: right; padding-left: 20px;"><i>Jan-25</i></td> </tr> </table> Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks:  <i>There are no known risks to the project schedule.</i>	<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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6. Project Cost & Funding																					
<b>Grant Minimum</b> <i>Does the project meet the minimum grant size requirements?</i>	<input checked="" type="checkbox"/> Project meets the minimum grant size requirements. Projects must be a minimum of \$500,000).  <i>Exception request to minimum grant size</i>																				
<b>Local Match</b> <i>Does the project meet local match requirements?</i>	<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="http://C/CAG Web Map – bikewalkCCAG.com (tooledesign.github.io)"><u>C/CAG Web Map – bikewalkCCAG.com (tooledesign.github.io)</u></a> ) <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																				



**Project Cost & Funding**

**OBAG 3 Grant Request:**

<b>Total Grant Request</b>	\$ 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	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	January 2023
Environmental Studies (PA&ED)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	June 2023
Design Engineering (PS&E)	\$320,000	\$320,000	Match @ 20% Measure W	\$	\$	April 2023
Right-of-way	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	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.