

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, August 17, 2023	Join by Zoom Meeting: https://us02web.zoom.us/j/87923846411?pwd=dIMyY3dLV2QwLzFmR0FhVDg3R1o1QT09
Time: 1:15 p.m.	
Location: San Mateo County Transit District Office 1250 San Carlos Ave, 2 nd Fl. Auditorium, San Carlos, CA	Zoom Meeting ID: 879 2384 6411 Password: 389315 Join by Phone: (669) 900-6833

HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

This meeting of the C/CAG TAC 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/Roll Call | Willis/Stillman | No materials |
| 2. | Public comment on items not on the agenda (limited to 2 minutes)
<i>Note: Public comment is limited to two minutes per speaker. Please refer to the instructions at the end of this agenda for details regarding how to provide public comments. Members of the public who wish to address the Committee should complete a speaker's slip to make a public comment in person or raise their hand in Zoom to speak virtually.</i> | Willis/Stillman | No materials |
| 3. | Issues from the June and July C/CAG Board meetings <ul style="list-style-type: none">Presentation from Bay Area Housing Finance Authority (BAHFA) on the Regional Affordable Housing Ballot Measure.Approval of Reso 23-51 authorizing the Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the FY 2023/24 Transportation Fund for Clean Air (TFCA) Program in an amount up to \$1,020,400.Approval of Reso 23-52 authorizing the funding agreement with Commute.org in an amount up to \$600,000 under the FY 2023/24 TFCA Program to provide services related to the Countywide Voluntary Trip Reduction Program.Approval of Reso 23-53 authorizing the funding agreement with Commute.org in an amount up to \$46,400 using FY 2023/24 TFCA Program fund for the BART Shuttle Program.Approval of Reso 23-54 authorizing the funding agreement with City of Pacifica in an amount up to \$358,247 using FY 2023/24 TFCA Program fund for the Sharp Park Priority Development Area Pedestrian Improvement Project. | Cheung | No materials |

- Approval of Reso 23-63 reauthorizing the San Mateo County Congestion Relief Plan (CRP) for four years from July 1, 2023, to June 30, 2027.
- Approval of Reso 23-64 adopting the C/CAG FY 2023-24 Program Budget and Member Fees.
- Approval of Reso 23-65 for a one-year extension with StreetLight Data, Inc. and authorizing a third amended and restated Memorandum of Understanding (MOU) with participating agencies for one year beginning September 1, 2023, in the amount of \$363,000.
- Approval of Reso 23-73 accepting the Daly City and Southeast San Mateo County Community-Based Transportation Plans subject to minor modifications.

4.	Approval of minutes from the May 18, 2023 Meeting (Action)	Cheung	Page 1-4
5.	Review and recommend approval of the Draft 2024 State Transportation Improvement Program (STIP) for San Mateo County. (Action)	Lacap	Page 5-7
6.	Receive a presentation on the draft Existing Conditions report of the San Mateo Countywide Automated Vehicles Strategic Plan. (Information)	Shiramizu	Page 8-11
7.	Discuss Committee membership composition and possible options to include alternates. (Information)	Charpentier	Page 12-16
8.	Regional Project and Funding Information	Lacap	Page 17-26
9.	Executive Director Report	Charpentier	No materials
10.	Member Reports	All	No materials
11.	Adjournment.	Willis/Stillman	No materials

The next regularly scheduled meeting is on September 21, 2023.

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

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular TAC meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular TAC meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the TAC. The TAC has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>. Please note that C/CAG's office is temporarily closed to the public; please contact Kaki Cheung at (650) 363-4105 to arrange for inspection of public records.

PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Kaki Cheung at (650) 363-4105, five working days prior to the meeting date.

ADA REQUESTS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Kaki Cheung at (650) 363-4105 or kcheung1@smcgov.org by 10:00 a.m. prior to the meeting date.

PUBLIC PARTICIPATION DURING HYBRID MEETINGS: During hybrid meetings of the Technical 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 kcheung1@smcgov.org.

2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG TAC members and made publicly available on the C/CAG website along with the agenda. We cannot guarantee that emails received less than 2 hours before the meeting will be made publicly available on the C/CAG website prior to the meeting, but such emails will be included in the administrative record of the meeting.

Spoken comments will be accepted during the meeting 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 TAC, please fill out a speaker's slip located on the 2nd floor auditorium side table against the wall. 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 TAC meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
 1. 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.
4. When called, please limit your remarks to the time allotted.

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

Program Director: Kaki Cheung (650) 363-4105 kcheung1@smcgov.org

**CONGESTION MANAGEMENT PROGRAM (CMP)
TECHNICAL ADVISORY COMMITTEE (TAC)
May 18, 2023
MINUTES**

No.	Member	Agency	Jan	Feb	March			April			May		
					IN- PERSON	REMOTE	REMOTE	IN- PERSON	REMOTE	REMOTE	IN- PERSON	REMOTE	REMOTE
						AB 2449	Publicly Accessible Teleconfe- rence Location		AB 2449	Publicly Accessible Teleconfe- rence Location		AB 2449	Publicly Accessible Teleconfe- rence Location
1	Paul Willis (Co-Chair)	Hillsborough Engineering	x	x	x			x			x		
2	Ann Stillman (Co-Chair)	San Mateo County Engineering		x	x			x			x		
3	Patrick Gilster	SMCTA / PCJPB / Caltrain	x		x			x			x		
4	Robert Ovadia	Atherton Engineering	x	x	x			x			x		
5	Peter Brown	Belmont Engineering	x	x				x				x	
6	Randy Breault	Brisbane Engineering	x	x				x					
7	Syed Murtuza	Burlingame Engineering	x	x	x			x			x		
8	Sean Charpentier	C/CAG	x	x	x			x			x		
9	Brad Donohue	Colma Engineering	x	x				x				x	
10	Richard Chiu	Daly City Engineering	x	x	x						x		
11	Tatum Mothershead	Daly City Planning	x	x	x			x			x		
12	Humza Javed	East Palo Alto Engineering	x		x			x			x		
13	<i>Vacant</i>	Foster City Engineering	x										
14	Maz Bozorginia	Half Moon Bay Engineering	x	x	x			x			x		
15	Nikki Nagaya	Menlo Park Engineering	x	x	x						x		
16	Sam Bautista	Millbrae Engineering		x				x			x		
17	Lisa Petersen	Pacifica Engineering	x	x				x			x		
18	Jessica Manzi	Redwood City Engineering	x	x	x			x					
19	Matthew Lee	San Bruno Engineering	x	x	x						x		
20	Steven Machida	San Carlos Engineering	x	x	x						x		
21	Azalea Mitch	San Mateo Engineering	x	x	x			x			x		
22	Eunejune Kim	South San Francisco Engineering	x	x	x						x		
23	Billy Gross	South San Francisco Planning	x	x				x			x		
24	Sean Rose	Woodside Engineering	x	x									
25	James Choe	MTC	x	x									
27	<i>Vacant</i>	Caltrans	x	x									

The two hundred eighty-ninth (289th) meeting of the Technical Advisory Committee took place on May 18, 2023 at 1:15 p.m.

TAC members attending are listed on the Roster and Attendance table on the preceding page. Others attending the meeting in person were: Jeffrey Lacap, Kaki Cheung, Eva Gaye, Kim Wever – C/CAG. Others attending the meeting remotely were: Julia Wean – Steer; Matthew Ruble – City of South San Francisco; Theresa Vallez-Kelly, Nina Garde – San Mateo County Office of Education; and others not noted.

1. Call to Order/Roll Call

Co-Chair Willis called the meeting to order.

Member Donohue requested to exercise the emergency circumstances provision of AB 2449 due to a medical emergency that prevents him from attending. C/CAG Executive Director Sean Charpentier clarified that AB 2449 requires the legislative body to take action to approve the request of participating in a meeting remotely due to emergency circumstances.

Motion – To approve the use of Member Donohue’s emergency circumstances provision of AB 2449, Charpentier/Bozorginia. Roll Call was taken. All members in attendance voted to approve. Motion passed 19-0.

2. Public comment on items not on the agenda

There were not any public comments regarding items not on the agenda.

3. Issues from the May C/CAG Board meeting (Information)

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

4. Approval of minutes from the April 20, 2023 Meeting (Action)

Motion – To approve the minutes of the April 20, 2023 TAC meeting, Bautista/Gross. Roll Call was taken. Chiu, Nagaya, Lee, Machida, and Kim abstained. All other members in attendance voted to approve. Motion passed 14-0-5.

5. Review and recommend approval of reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2023 to June 30, 2027. (Action)

C/CAG staff Kaki Cheung presented a recap on the planning process of the Congestion Relief Plan and introduced Project Manager Julia Wean from Steer team. Ms. Wean summarized the recommendations.

Co-Chair Willis asked if there was any rollover fund balance from the pandemic. C/CAG staff Kaki Cheung responded that there is a small balance from programs that did not request their full allocation.

Motion – To recommended approval of reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2023 to June 30, 2027, Ovadia/Murtuza. Roll Call was taken. Gilster abstained. All other members in attendance voted to approve. Motion passed 19-0-1.

6. Review and recommend approval of the project list for funding under the C/CAG and San Mateo County Transportation Authority Shuttle Program for FY 2023/2024 and FY 2024/2025. (Action)

Member Gilster presented on the C/CAG and San Mateo County Transportation Authority Shuttle Program, the evaluation process, and the recommended project list for funding for FY 2023/2024 and FY 2024/2025.

C/CAG Executive Director Sean Charpentier inquired about the reason on why the corporate shuttles chose not to continue. Member Gilster stated that Commute.org may know more, but from his understanding, the corporations did not want make their shuttles open to the public.

Member Nagaya asked if the project sponsors will convert to clean air vehicles. Member Gilster stated that the evaluation criteria included extra points for clean air vehicles.

Member Ovadia asked how the shuttles are being promoted. Member Gilster answered that the project sponsors must submit a marketing plan. Member Ovadia also asked if there will re-evaluation since it was undersubscribed. Member Gilster confirmed that there will be a mid-cycle evaluation in a year to reset the performance metrics for next cycle.

Member Murtuza inquired about how the pandemic has affected the future of the shuttle program. Member Gilster predicts that there will be more capacity for commuter shuttles to apply for funds, and jurisdictions can use the TA's ACR/TDM funds for shuttle feasibility studies. Lastly, he also predicts that cost will go up to operate shuttles, so the program should not be undersubscribed for the next grant cycle.

Motion – To recommended approval the project list for funding under the C/CAG and San Mateo County Transportation Authority Shuttle Program for FY 2023/2024 and FY 2024/2025., Roll Call was taken. Murtuza/Bautista. Gilster abstained. All other members in attendance voted to approve. Motion passed 19-0-1.

7. Receive an update on the San Mateo County Safe Routes to School Program Annual Report for FY 2021-2022. (Information)

C/CAG staff Eve Gaye introduced Theresa Vallez-Kelly, Safe Routes to School Program Coordinator from San Mateo County's Office Education. Theresa presented on their Annual Report for FY 2021-2022 which included the completion of a five-year Strategic Plan and the High Injury Network Analysis.

Member Kim inquired if any of the quick build projects have become permanent. Theresa responded that this was the first year they have done quick builds. If the cities received successful data, she anticipated that the projects will become permeant.

8. Regional Project and Funding Information

C/CAG staff Jeff Lacap highlighted the following items from his staff report: inactive project list, Pavement Management Program (PMP) certification, MTC Annual Obligation Plan, updated contact list from D4, grant opportunities, local assistance trainings, and Project End Date (PED) report. Additionally, Jeff shared that MTC is updating the Plan Bay Area 2050 and calling it Plan Bay Area 2050+ and will include a limited focus update. C/CAG will support MTC staff on that effort, including updating the RTP projects list. C/CAG staff will also keep the Committee updated on the process.

9. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier announced that he will be bringing the Committee alternates discussion at their next meeting.

10. Member Reports (Information)

Member Gilster announced the Strategic Autonomous Vehicle (AV) Plan with C/CAG. The project is its early stage and is requested two to four Committee members to participate in informational interviews about AV policies and ideas. The Committee members that volunteered to participate were Member Mitch, Member Kim, Member Murtuza, Member Brown, and Co-Chair Willis.

Member Gilster also shared that TA staff will be reaching out to jurisdictions to help assess the need before the Highway Call for projects.

11. Adjournment

Co-Chair Willis adjourned the meeting at 2:14 p.m.

C/CAG AGENDA REPORT

Date: August 17, 2023

To: C/CAG Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommend approval of the Draft 2024 State Transportation Improvement Program (STIP) for San Mateo County

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

RECOMMENDATION

That the Technical Advisory Committee review and recommend approval of the Draft 2024 State Transportation Improvement Program (STIP) for San Mateo County.

FISCAL IMPACT

There is not any direct fiscal impact to C/CAG other than staff time. Upon CTC approval, the STIP funds will be allocated to project sponsors directly.

SOURCE OF FUNDS

Funding for the 2024 STIP Program will come from both state and federal funding sources.

BACKGROUND

The State Transportation Improvement Program (STIP) is the biennial five-year plan for future allocations of state transportation funds. It is a five-year document adopted every two years by the California Transportation Commission (CTC) to program certain portions of the gas tax for transportation projects. The Program is developed in coordination with the Metropolitan Transportation Commission (MTC).

On June 28, 2023, Caltrans presented the draft STIP Fund Estimates for the upcoming five-year period (FY 2024-25 through FY 2028-29) to the California Transportation Commission (CTC). The CTC is scheduled to adopt this estimate at their August 16, 2023 meeting. MTC is scheduled to adopt regional STIP policy and procedures at the September 21, 2023 Commission meeting. MTC Staff shared detailed fund estimates for San Mateo County along with the rest of the Bay Area region on Jun 30, 2023. San Mateo County is projected to receive approximately \$37 million from the 2024 STIP. C/CAG Staff will use this as a working estimate, which may later be adjusted by CTC upon adoption of the final STIP Fund Estimate. The 2024 STIP identifies net new capacity only in the outer two years of the 2024 STIP, FY 2027-28 and FY 2028-29. Therefore, 2024 STIP funds can only be programmed within those two fiscal years.

For San Mateo County, C/CAG is the designated agency responsible for developing the regional share of the STIP. STIP candidate projects must be consistent with the Regional Transportation Plan

as well as the County's Congestion Management Plan. In addition, projects must have an approved Project Study Report (PSR). A full funding plan is required for a project phase in order to program STIP funds. Also, projects in excess of \$50 million in total project cost must include a project level benefit evaluation, including lifecycle cost benefit analysis.

The last adopted cycle of the 2022 STIP covered the period between FY 2022-23 through FY 2026-27. Funds previously programmed for highway projects as adopted in the 2022 STIP are still committed; however, the timing of those funds being available is not guaranteed. CTC may also reprogram current projects into later years.

On July 20, 2023, C/CAG staff reached out to all directors of Public Works and city/county managers via e-mail, soliciting candidate projects to consider with a due date of August 4, 2023. In addition, staff has also been working with partner transportation agencies such as Caltrans and the San Mateo County Transportation Authority in identifying top regional projects that supports the historical policy of directing STIP funds towards major highway improvement projects of regional significance. This allows major projects to leverage regional and state funding programs.

By the submission deadline, C/CAG received responses from the following jurisdiction:

- City of Pacifica – Requested \$4 million in PS&E funds for Highway 1/Manor Drive Overcrossing Improvement Project. Because the PS&E phase is scheduled to take place in FY24-25, this does not align with the availability of the 2024 STIP funds.

Staff collaborated with the Transportation Authority (SMCTA) and Caltrans staff, and recommends the proposed draft 2024 Program (Attachment 1). Staff proposes programming \$37,208,000 in 2024 STIP funds to fund the construction phase of the US-101 Managed Lanes Projects – North of I-380, in FY27-28.

Recommendation

Following the C/CAG CMP TAC and CMEQ Committee meeting, a presentation of the draft list will be presented to the C/CAG Board at the September 14th meeting. To comply with the schedule set forth by the MTC, the C/CAG Board will need to endorse the 2024 STIP project list for San Mateo County at the October 12, 2023 Board meeting to meet MTC's anticipated October 6, 2023 project submittal deadline.

Upon approval by the C/CAG Board in October, the Proposed 2024 STIP for San Mateo County will be forwarded to the Metropolitan Transportation Commission (MTC) for inclusion in the Bay Area regional STIP proposal. If approved by the MTC, as scheduled on December 20, 2023, the proposal will be forwarded to the California Transportation Commission (CTC) for approval and adoption in March 2024.

ATTACHMENTS

1. Summary of Proposed 2024 STIP for San Mateo County

2024 STIP Program - San Mateo County

	Lead Agency	PPNO	Project	Prior Info Only	Project Totals by Fiscal Year (\$1,000's)					Project Totals by Component (\$1,000's)					
					24-25	25-26	26-27	27-28	28-29	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Projects	SM C/CAG	668D	SR 92/US 101 Short Term Area Improvements	5,628								2,411	3,217		1,685
	Redwood City	692K	Woodside Interchange Improvements	8,000						8,000					
	South San Francisco	702D	Produce Interchange - Improvements	5,000									5,000		
	Daly/Bris/Colma	658G	ITS Improvements in San Mateo Northern Cities - (Daly City, Brisbane, and Colma)	9,312							9,312				
	SM C/CAG	658M	US 101 Managed Lane Project North of I-380		5,477	1,700		37,208			37,208		5,477	1,700	
Admin	SM C/CAG	2140A	Planning, programming, and monitoring (CMA)	236	308	308	309	309							

2024 STIP

Available capacity for 2024 STIP: \$37,208

The 2024 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, FY 2027-28 and FY 2028-29.

C/CAG AGENDA REPORT

Date: August 17, 2023

To: C/CAG Congestion Management Program Technical Advisory Committee

From: Audrey Shiramizu, Transportation Program Specialist

Subject: Receive a presentation on the draft Existing Conditions report of the San Mateo Countywide Automated Vehicles Strategic Plan

(For further information, contact Audrey Shiramizu at ashiramizu@smcgov.org)

RECOMMENDATION

That the C/CAG Congestion Management Program Technical Advisory Committee receive a presentation on the draft Existing Conditions report of the San Mateo Countywide Automated Vehicles Strategic Plan.

FISCAL IMPACT

The cost to prepare the Automated Vehicles Strategic Plan is \$219,896.33. C/CAG is jointly sponsoring the project with the San Mateo County Transportation Authority. C/CAG is also providing a local match of \$20,000 for this project, in addition to providing staff resources to the project.

SOURCE OF FUNDS

The project is funded with the Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) grant, with local match coming from the Congestion Relief Program.

BACKGROUND

The San Mateo Countywide Automated Vehicles Strategic Plan (AV Strategic Plan) builds on a virtual workshop led by the San Mateo Transportation Authority (TA) and SamTrans on November 17, 2021. The workshop focused on bringing attention to the advent of Automated Vehicles (AVs) to San Mateo County communities, and to help the County better understand the impact AVs may have on our local roads and streets. One of the key next steps identified by stakeholders at the workshop was to develop a Countywide AV Strategic Plan.

The Countywide AV Strategic Plan represents a joint effort by C/CAG and the TA to identify the current state of AVs in San Mateo County, establish a shared-vision for AV deployment, identify opportunities for AV pilots and other AV-related projects, and to develop an AV action plan. The TA and C/CAG are jointly sponsoring the project. The consultant firm WSP was selected to

prepare the Plan. The Technical Advisory Committee (TAC) and other interested stakeholders, including transportation, social justice, and housing advocates, will serve in an advisory role offering recommendations and guidance to the Plan. The final deliverable is an AV Strategic Plan, including a 5-year Action Plan.

At the August 17, 2023 TAC meeting, the project consultant will present the project overview, goals, schedule, and initial findings from the Existing Conditions draft report. The Committee will have an opportunity to ask questions and provide feedback.

For additional information on the project, please visit the project website at:

<https://www.smcta.com/planning-projects/SMCAVPlan>.

ATTACHMENTS

1. AV Strategic Plan Project Fact Sheet
2. AV Strategic Plan Draft Existing Conditions report (*will be available online at <https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>*)
3. AV Strategic Plan Presentation (*will be available online at <https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>*)

San Mateo Countywide Automated Vehicles Strategic Plan

FACT SHEET

Automated Vehicles (AV) are rapidly emerging as a transformative technology with the potential to revolutionize various sectors of transportation. From personal vehicles to shuttles, transit, freight, delivery and more, automation will reshape mobility in San Mateo County. Recognizing this potential, the San Mateo County Transportation Authority (SMCTA) and City/County Association of Governments of San Mateo County (C/CAG) are working together to develop the San Mateo Countywide Automated Vehicles Strategic Plan.

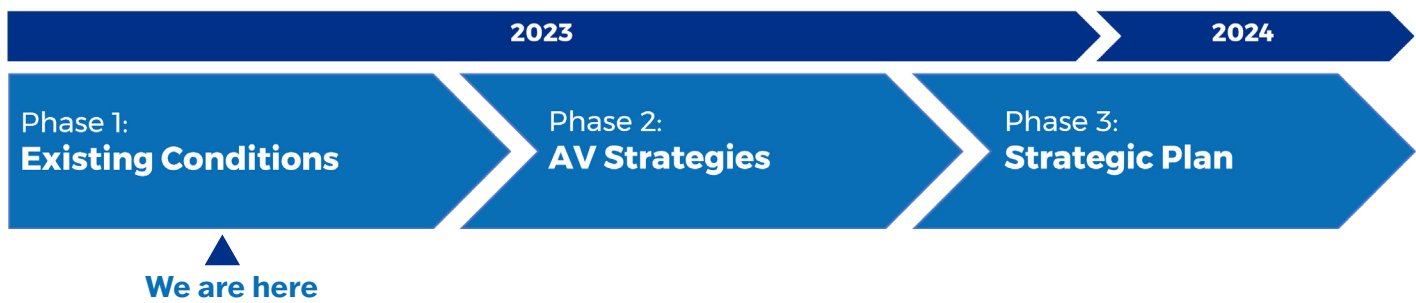
Project Scope

The SMCTA and C/CAG are co-sponsoring a Strategic Plan coupled with a five year action plan to prepare for the advent of AV in San Mateo County. The plan will include strategies and recommendations for the prioritization of AV pilots, projects, and activities that align with the federal, state, and local visions for AV deployment to improve connectivity and mobility.

Project Goals

- Identify current local, statewide, and federal policy and regulatory frameworks for AV
- Establish a shared vision for AV deployment that aligns with county and state objectives
- Identify opportunities and challenges for AV deployment and pilot projects
- Prioritize next steps for implementing AV Strategic Plan initiatives

Project Timeline



- Phase 1 (Summer 2023): Identify the existing AV programs at the county, state, and federal levels through research and conversation with stakeholders, and local and state agencies
- Phase 2 (Fall 2023): Using stakeholder and public feedback, develop a framework for AV pilot programs, projects, and activities that align with County policies, plans, and funding opportunities
- Phase 3 (Winter 2023): Prepare the draft San Mateo AV Strategy, incorporating the feedback received from the public, stakeholders, and agencies

Key Project Benefits

The AV Strategic Plan will:

- Help transportation agencies and the public in San Mateo County plan and prepare for future AV deployment
- Develop a cohesive strategy for the implementation of AV pilots and programs
- Set a vision for shared and connected AV infrastructure
- Position the county to strategically compete for funding and economic development opportunities related to future AV programs





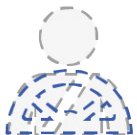

San Mateo Countywide Automated Vehicles Strategic Plan

FACT SHEET

FAQ

What are AVs?

AVs perform the primary driving functions of vehicles (i.e. steering, acceleration, and braking) with varying degrees of human intervention. These systems can assist with sensing, communicating, monitoring, navigating, and decision-making, depending on the level of automation (illustrated below).

					
0	1	2	3	4	5
No Automation	Driver Assistance	Partial Automation	Conditional Automation	High Automation	Full Automation
Zero autonomy, the driver performs all driving tasks.	Vehicle is controlled by the driver, but some driving assist features may be included in the vehicle design.	Vehicle has combined automated functions, like acceleration and steering, but the driver must remain engaged with the driving task and monitor the environment at all times.	Driver is necessary, but is not required to monitor the environment. The driver must be ready to take control of the vehicle at all times with notice.	The vehicle is capable of performing all driving functions under certain conditions. The driver may have the option to control the vehicle.	The vehicle is capable of performing all driving functions under all conditions. The driver may have the option to control the vehicle.





Society of Automotive Engineers (SAE) Automation Levels Full Automation

What are some of the impacts of AVs in San Mateo County?

AVs have the potential to impact traffic safety, highway and road congestion, efficiency and movement of people and goods, and even introduce transportation options for individuals who have physical limitations or disabilities.

What are some practical applications for AV?

There are several modes under the umbrella of AV including personal vehicles, ride hailing vehicles, transit, and freight.

PERSONAL VEHICLES	RIDE HAILING VEHICLES	TRANSIT	FREIGHT
			
Automated cars may improve safety, reduce congestion, and provide new mobility options for individuals who are unable to drive.	AV shuttles and taxis to supplement public transport and provide first and last-mile connections.	Driver assistance technologies for mass transit and autonomous first/last mile shuttles.	Automated trucking and package delivery aimed at increasing supply chain efficiency, improving safety, and reducing costs.

**FOR MORE
INFORMATION**

 www.smcta.com

 info@smcta.com

 650 - 508 - 6200

 **SAN MATEO COUNTY
Transportation
Authority**

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

C/CAG AGENDA REPORT

Date: August 17, 2023

To: Congestion Management Program Technical Advisory Committee

From: Sean Charpentier, Executive Director

Subject: Discuss Committee membership composition and possible options to include alternates

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

RECOMMENDATION

That the Technical Advisory Committee discusses membership composition and possible options to include alternates.

FISCAL IMPACT

There is no fiscal impact related to this item.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

In early 2023, the C/CAG Board of Directors approved a revised set of Committee Guidelines, which included the following changes:

- The positions of Committee Co-Chairs are open to any members, and election shall take place every two years.
- The composition of Committee membership is expanded to include representation from all San Mateo County jurisdictions. Seats were added for the City of East Palo Alto and Town of Portola Valley.
- The Committee will include a total of three Planners, whom would be appointed for a two-year term. C/CAG will seek to provide a balance of representations among small, medium, and large cities.

When the revised guidelines were adopted, the Committee put forth a request for the Agency to deliberate the inclusion of alternates, ensuring contingency coverage in situations where the jurisdiction's representative is unavailable.

C/CAG Committees

San Mateo County is unique in the Bay Area for having 21 municipal organizations (20 cities/towns and San Mateo County). The C/CAG committee structure is a critical mechanism for Countywide analysis and creating alignment.

The 13 C/CAG staff support 2 Boards of Directors (C/CAG and the SMCEL-JPA) and 9 standing committees with a total of 152 seats and 98 scheduled Brown Act meetings each year. In any given year, approximately 50% of the local elected officials (City and County) are members of the C/CAG Board of Directors or a C/CAG Committee.

The nine standing committees are:

1. Administrator's Advisory Committee (AAC)
2. Airport Land Use Committee (ALUCP)
3. Stormwater Committee
4. Finance Committee
5. Resource Management Conservation Committee (RMCP)
6. Technical Advisory Committee (TAC)
7. Legislative Committee
8. Bicycle Pedestrian Advisory Committee (BPAC)
9. Congestion Management Environmental Quality (CMEQ)

The ALUC is the only committee with alternates because it is a State mandated committee that has specific representation based on proximity to airports.

C/CAG staff researched other Bay Area Congestion Management Agencies (CMA) on the topic of alternates for their technical advisory committees. While there is no single model, many other CMAs provide some form of redundancy to facilitate participation from their technical advisory committees.

There are several key considerations.

First, when controlled for size, C/CAG manages an astounding number of committees. It is important to avoid increasing the administrative workload of staffing so many Committees.

Second, all C/CAG Committees cannot have alternates for logistical reasons, and because the seats are generally not designated for a specific entity but are voluntarily filled.

Third, adding alternates to committees where jurisdictions have a specific seat, such as the TAC, and most likely Stormwater, could ensure input from member agencies. However, the practice has been that if an appointed TAC member cannot attend, the TAC takes input from any representative from that organization and carefully considers all comments provided.

Fourth, the TAC requires input from high level staff.

Staff have a recommendation that balances many of these factors.

First, change the roster so that the Public Works Director is the TAC member, and the alternate can be the City Engineer, Assistant or Deputy Public Works Director. Rather than designating an individual, staff recommends that the C/CAG Board would approve the appointment of these positions, automatically enlisting jurisdiction staff fulfilling these roles onto the Committee. Given the complex nature of the items brought to the Committee, executive expertise is required. Some members, like C/CAG and the TA, will require specific appointments as these organizations do not have Public Works Directors. This would streamline the appointment process and reduce the need for City Managers to recommend and the CCAG Board of Directors to approve a new member every time when there is a staffing change.

The table below is an example.

Member Agency	TAC Member	Alternate
City A	Public Works Director	City Engineer, or Assistant or Deputy Public Works Director

Second, eliminate the 3 City Planner seats on the TAC. Currently, two of these seats are filled. C/CAG cannot support alternates for all the C/CAG committees. The rationale for having alternates on the TAC and Stormwater is that each jurisdiction has a seat. This rationale becomes less tenable when every jurisdiction holds a minimum of one seat, and three jurisdictions have two seats.

Third, that the MTC and Caltrans seats be made non-voting seats, which would reduce the potential conflict of having MTC or Caltrans vote on a particular recommendation from C/CAG to Caltrans or MTC.

At the August meeting, staff is seeking feedback from the Committee on its membership composition and discuss possible options for alternates. Staff will bring back an updated Committee guideline for discussion and/or action at the September meeting. Given the overlap with the TAC and the Stormwater Committee, staff will propose a similar membership structure for the Stormwater Committee.

ATTACHMENT

1. Congestion Management Program Technical Advisory Committee (CMP TAC) Guidelines

Congestion Management Program Technical Advisory Committee (CMP TAC)

Guidelines

Established 11/24/09

Revised 12/15/2022

Mission

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

Membership

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

The current composition of the Technical Advisory Committee includes twenty city engineers and two planners, one county engineer, , one representative each from the Metropolitan Transportation Commission, Caltrans, SamTrans/the Transportation Authority/the Peninsula Corridor Joint Powers Board (JPB)/Caltrain, and C/CAG.

Term Limits

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

Co-Chairs

- The two Co-Chairs for the CMP TAC are appointed by Committee members at a CMP TAC Meeting every two years.
- There are no term limits.
- The role of the Co-Chairs are to manage the Committee meetings by calling the meeting to order, leading the Committee through the agenda topics, monitoring meeting discussion to ensure all discussion remains on topic, and leading the motion and approval of all action items.
- Co-Chairs will rotate every other meeting. A Co-Chair may chair consecutive meetings if the other Co-Chair is unavailable to attend.

Selection Process

- To fill the vacant engineering positions, jurisdictions shall submit a nomination letter from the City/Town/County Manager to the C/CAG Executive Director.
- The C/CAG's Board of Directors then approve the nomination at the next regularly scheduled Board meeting.

Current Congestion Management Program Technical Advisory Committee Roster – 2023

Agency	Representative
San Mateo County Engineering	Ann Stillman (Co-Chair)
SMCTA / PCJPB / Caltrain	Patrick Gilster
Atherton Engineering	Robert Ovadia
Belmont Engineering	Peter Brown
Brisbane Engineering	Randy Breault
Burlingame Engineering	Syed Murtuza
C/CAG	Sean Charpentier
Colma Engineering	Brad Donohue
Daly City Engineering	Richard Chiu
Daly City Planning	Tatum Mothershead
East Palo Alto Engineering	Humza Javed
Foster City Engineering	Andrew Brozyna (pending)
Half Moon Bay Engineering	Maziar Bozorginia
Hillsborough Engineering	Paul Willis (Co-Chair)
Menlo Park Engineering	Nikki Nagaya
Millbrae Engineering	Sam Bautista
Pacifica Engineering	Lisa Petersen
Portola Valley Engineering	Vacant
Redwood City Engineering	Jessica Manzi
San Bruno Engineering	Matthew Lee
San Carlos Engineering	Steven Machida
San Mateo Engineering	Azalea Mitch
South San Francisco Engineering	Eunejune Kim
South San Francisco Planning	Billy Gross
Woodside Engineering	Sean Rose
MTC	James Choe
Caltrans	Mohammad Suleiman (pending)

C/CAG AGENDA REPORT

Date: August 17, 2023

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Regional Project and Funding Information

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

RECOMMENDATION

That the Technical Advisory Committee receives information on regional project and funding related items.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

C/CAG staff routinely attends meetings hosted by the Metropolitan Transportation Commission (MTC) and receives information distributed from MTC pertaining to federal funding, project delivery, and other regional policies that may affect local agencies. Attached to this report includes relevant information from MTC.

Project Delivery

FHWA Policy for Inactive Projects

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). The current inactive list is attached (Attachment 1). Project sponsors are requested to visit the Caltrans site regularly for updated project status at: <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>

Please continue to send invoices in a timely matter to Caltrans or let them know of any unanticipated delays to your project. Obligated funds should be able to be spent and invoiced for reimbursement within 6 months. Projects not ready to be encumbered or awarded within 6 months should not be obligated.

Pavement Management Program (PMP) Certification

The current PMP certification status listing is attached (Attachment 2). Jurisdictions without a certification will have projects removed from MTC's obligation plans until their PMP certification is in good standing. Contact Sui Tan at stan@bayareametro.gov if you need to update your certification.

Caltrans District 4 – Local Assistance Contacts

See Attachment 3 for the current staff contact list for Caltrans District 4 Office of Local Assistance.

Lapsed Project End Dates

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

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

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

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

Caltrans Authorization of Federal Funds: Unique Entity Identifier Requirements

Beginning July 17, 2023, a Unique Entity Identifier (UEI) will be required for all E76 submittals to authorize federal funds. The UEI replaces the Data Universal Numbering System (DUNS) number.

Caltrans Division of Local Assistance has created an online/editable Smartsheet which can be used for local agencies to verify their current UEI is accurate. The editable Smartsheet link is here: <https://app.smartsheet.com/b/publish?EQBCT=339b738857f44033b2e7d9a95742c38d>.

A local agency can use the list in the link to confirm that the Assumed UEI is correct by using the dropdown option. If the UEI needs to be updated, the current UEI should be provided in the appropriate cell. The name and email for an Agency Representative should also be provided. All changes in the Smartsheet must be saved or they will be lost. Responses are limited to the four highlighted columns.

Agency UEIs can be viewed on the SAM.Gov website (<https://sam.gov/content/home>) if the local agency has a valid account.

Current and Upcoming Funding Opportunities

SMCTA 2023 Highway Program Call for Projects

The Measure A and W Highway Program 2023 Call for Projects aims to reduce traffic congestion and improve throughput and safety on the most critical commute corridors. Up to \$100 million may be made available for projects that best meet the program evaluation criteria. Applications for the 2023 Highway Program are due on Friday, August 25, 2023. More information can be found here: <https://www.smcta.com/2023-highway-program-call-projects>

California Air Resources Board (CARB) – Clean Transportation & Planning Projects

The California Air Resources Board (CARB) has \$32.65 million available to fund multiple planning, clean transportation, and supporting projects across the State. Community-based organizations, local governments (including public school districts), and tribal governments are eligible to apply.

The Request for Applications is a two-phase process. The first phase - Concept Phase applications - must be received by CARB no later than 11:59 pm (PDT) on Friday, September 8, 2023. Applicants will then be selected to advance to the Full Application Phase. Applicants must apply for the Concept Phase to be eligible for the Full Phase. More information is available here: https://ww2.arb.ca.gov/planning-cmis-step-fy-22-23?utm_medium=email&utm_source=govdelivery

National Oceanic and Atmospheric Administration (NOAA) Climate Resilience Regional Challenge

Approximately \$575 million is available for projects that build the resilience of coastal communities to extreme weather (e.g., hurricanes and storm surge) and other impacts of climate change, including sea level rise and drought. The due dates for the letter of intent is Monday, August 21, 2023. The full application will be due on Tuesday, Feb 13, 2024. More information is available here: <https://coast.noaa.gov/funding/ira/resilience-challenge/>

Regional Planning Update

Plan Bay Area 2050 Plus Update

Plan Bay Area 2050, adopted in October 2021, is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide housing and transportation choices, and reduce transportation-related pollution in the San Francisco Bay Area. MTC/ABAG has started the update process to Plan Bay Area, which occurs every four years. The update that will begin this summer is called Plan Bay Area 2050+. It is intended to be limited and focused. The horizon year will remain at year 2050.

There are several parallel regional planning efforts that will feed into Plan Bay Area 2050+. These include a revisioning of the region's transit system under a financially constrained future, identification and prioritization of sea level rise adaptation investments needed, and a study of pricing on freeways throughout the region that have parallel transit service.

MTC/ABAG have asked County Transportation Agencies to support strategic updates to the plan over the next 12-14 months. This primarily involves updating costs and descriptions of projects listed in the transportation project list. Below is the tentative schedule for Plan Bay Area 2050+.

Plan Bay Area 2050+ General Timeline for the Transportation Element

Summer 2023	Submit project cost, description, and timeline updates for current major projects in Plan Bay Area (>\$250 million year-of-expenditure)
Fall 2023	Submit new, regionally significant project proposals for consideration in Plan Bay Area 2050+ & MTC evaluates major projects and estimates revenues available through 2050
Winter 2023/24	Submit updates to all projects in the transportation project list, including programmatic categories
Spring/Summer 2024	Finalize transportation project list
July 2024	MTC adopts a fiscally constrained project list
2025	Plan Bay Area 2050+ final adoption of all components and environmental report

Training Opportunities

California Local Technical Assistance Program (CALTAP)

The online training catalog for the California Local Technical Assistance Program (CALTAP) has been recently updated to provide a comprehensive catalog of local assistance training that focuses specifically on the needs of California's public transportation agencies. Upcoming

trainings include California Traffic Engineering License Exam Review and Pavement Life Cycle Cost Analysis. Click here to access the full catalog: <https://caltap.org/training-calendar.aspx>.

ATTACHMENTS

1. Caltrans Inactive Project List for San Mateo County as of July 25, 2023
2. MTC's PMP Certification Status of Agencies within San Mateo County as of July 25, 2023
3. Caltrans District 4 – Local Assistance Contacts
4. Caltrans Lapsed Project End Dates as of July 3, 2023

Updated on 07/19/2023 4th quarter inactive projects

> \$50,000 unexpended balance

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5376016	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 06/23/2023	04210001	STPL	4	SM	Brisbane	THE CITY OF BRISBANE IS PROPOSING TO IMPROVE THE EXISTING CROCKER TRAIL, WHICH IS ABOUT 2.2 MILES IN LENGTH AND HAS A 12-FOOT WIDE FOOTPRINT. THE PROJECT AREA IS TO INCLUDE THE ENTIRETY OF CROCKER TRAIL INCLUDING STREET CROSSINGS.	12/06/2022	12/6/2022		6/28/2023	7	#N/A	\$875,061.17	\$774,691.65	\$0.00	\$774,691.65
5029039	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	04220000	STPL	4	SM	Redwood City	ROOSEVELT AVENUE, EC CAMINO REAL TO ALAMEDA DE LAS PULGAS, REDWOOD CITY, CA THE CITY OF REDWOOD CITY PROPOSES INSTALLATION OF QUICK-BUILD IMPROVEMENTS TO REDUCE SPEEDING, ENHANCE CROSSING, AND ADDRESS OVERALL TRAFFIC SAFETY. THE PROJECT IS ALONG ROOSEVELT AVENUE BETWEEN SOUTHGATE AVENUE AND SCHOOL STREET SAFETY IMPROVEMENTS THE CITY OF DALY CITY PROPOSES	9/12/2022	9/12/2022		9/12/2022	9	Y240	\$1,012,462.00	\$755,000.00	\$0.00	\$755,000.00
5196044	Inactive	Project is inactive. Funds at risk. Invoice immediately.	04220003	STPL	4	SM	Daly City	SOUTHGATE AVENUE AND SCHOOL STREET SAFETY IMPROVEMENTS THE CITY OF DALY CITY PROPOSES	01/05/2023	1/5/2023		1/5/2023	6	Y230	\$530,000.00	\$450,000.00	\$0.00	\$450,000.00
5102049	Inactive	Project is inactive. Funds at risk. Invoice immediately.	04170003	BRLS	4	SM	San Mateo	BERMUDA DRIVE OVER FIESTA CHANNEL (BR # 35C0077) BRIDGE REPLACEMENT	01/25/2023	6/9/2018	1/25/2023	1/25/2023	6	Z001	\$534,414.00	\$473,117.00	\$101,527.16	\$371,589.84
5357010	Inactive	Project is inactive. Funds at risk. Invoice immediately.	04170004	BRLS	4	SM	Half Moon Bay	MAIN STREET BRIDGE OVER PILARCITOS CREEK, BR 35C0025 REHABILITATE HISTORIC BRIDGE. NO ADDED CAPACITY	01/03/2023	2/27/2018	1/3/2023	1/3/2023	6	#N/A	\$1,291,000.00	\$1,142,922.00	\$784,701.56	\$358,220.44
5268022	Inactive	Project is inactive. Funds at risk. Invoice immediately.	04210000	STPL	4	SM	Belmont	SECURITY PREVENT REPAIR AND REHABILITATION, CRACK SEALING, SLURRY SEALING, THERMOPLASTIC STRIPING AND PAVEMENT MARKINGS, ACCESS RAMPS	10/11/2022	3/4/2022	10/11/2022	10/11/2022	9	#N/A	\$546,470.50	\$467,000.00	\$238,954.01	\$228,045.99
5390006	Inactive	Project is inactive. Funds at risk. Invoice immediately.	04230000	STPL	4	SM	Portola Valley	WEST BRIDGE DRIVE FROM APPROXIMATELY ALPINE ROAD TO CERVANTES ROAD PAVEMENT PRESERVATION INCLUDING BASE REPAIR, SLURRY SEAL, THERMOPLASTIC STRIPING AND	01/20/2023	1/20/2023		1/20/2023	6	Y230	\$849,578.62	\$201,000.00	\$0.00	\$201,000.00
5268021	Inactive	Project is inactive. Funds at risk. Invoice immediately.	04190002	CML	4	SM	Belmont	RALSTON AVENUE FROM SOUTH RD TO ALAMEDA DE LAS PULGAS BIKE AND PEDESTRIAN IMPROVEMENTS	09/15/2022	12/23/2020	9/15/2022	9/15/2022	10	#N/A	\$2,966,145.00	\$1,000,000.00	\$861,605.02	\$138,394.98
5177033	Inactive	Project is inactive. Funds at risk. Invoice immediately.	04140002	CML	4	SM	South San Francisco	EL CAMINO REAL (SR82-PM20.6-20.9) DR CHESTNUT TO ARROYO AVE IMPROVE PED. CROSSINGS, BULB OUT, ADA RAMPS	12/01/2022	1/31/2014	12/1/2022	12/1/2022	7	Z003,M003	\$7,088,262.00	\$1,000,000.00	\$920,086.98	\$79,913.02
5226023	Inactive	Invoice under review by Caltrans. Monitor for progress. Sent to LPA 07/05/2023	04190000	CML	4	SM	San Bruno	SAN BRUNO, ON HUNTINGTON AVE FROM SAN BRUNO AVE TO THE ENTRANCE OF THE CENTENAL WAY TRAIL, BIKE/PEDESTALIAN, CONVERT RIGHT LANE ON NB HUNTINGTON AVE TO A TWO-WAY CYCLE TRACK, SLURRY SEAL	01/05/2023	11/16/2018	1/5/2023	1/5/2023	6	Z003	\$155,000.00	\$122,000.00	\$43,539.03	\$78,460.97

< \$50,000 unexpended balance

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5177039	Inactive	Invoice returned to agency. Closed DLAE. 05/10/2023	04180001	BPMP	4	SM	South San Francisco	7 BRIDGES ON COLMA CREEK AND SAN BRUNO CHANEL. BRIDGE NUMBERS 35C0021, 35C0031, 35C0047, 35C0078, 35C0079, 35C0101, 35C0164 TEST BRIDGE DECK, REPLACE JOINT SEALS, REPAIR SPALLS ON BARRIERS, REPAIR EXPOSED REBAR, INJECT EPOXY IN CRACKS	12/08/2022	11/19/2019	12/8/2022	3/27/2023	7	Z001	\$130,000.00	\$115,089.00	\$84,257.99	\$30,831.01
5029024	Inactive	Project is inactive. Greater than or equal to 36 months inactivity.	04000210	BPMP	4	SM	Redwood City	BRIDGE PARKWAY OVER MARINE WORLD LAGOON, PREVENTATIVE MAINTENANCE	08/02/2017	4/13/2011	8/2/2017	8/2/2017	71	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94
5029025	Inactive	Project is inactive. Greater than or equal to 36 months inactivity.	04000210	BPMP	4	SM	Redwood City	BRIDGE PARKWAY(RIGHT) OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PARKWAY, PREVENTATIVE MAINTENANCE	08/02/2017	4/13/2011	8/2/2017	8/2/2017	71	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94
5333014	Inactive	Project is inactive. Funds at risk. Invoice immediately.	04120001	BHLS	4	SM	Woodside	KINGS MOUNTAIN RD OVER WEST UNION CREEK; 0.05 MI EAST OF TRIPP RD, BRIDGE REHABILITATION	07/07/2020	3/16/2012	7/7/2020	7/7/2020	36	L1CE	\$135,090.00	\$119,595.00	\$98,399.16	\$21,195.84
5029032	Inactive	Project is inactive. Greater than or equal to 36 months inactivity.	04140001	BPMP	4	SM	Redwood City	MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK BRIDGE PREVENTATIVE MAINTENANCE	08/28/2019	3/21/2014	8/28/2019	8/28/2019	47	#N/A	\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19
5935064	Inactive	Project is inactive. Funds at risk. Invoice immediately.	04130000	BPMP	4	SM	San Mateo County	VARIOUS BRIDGES IN SAN MATEO COUNTY: 35C0186, 35C0056,35C0054, 35C0052, 35C0064, 35C0118, 35C0187, 35C0119, 35C0053 BRIDGE PREVENTATIVE MAINTENANCE	08/26/2022	8/10/2018	8/26/2022	8/26/2022	11	Z001,1180	\$119,000.00	\$105,351.00	\$102,131.62	\$3,219.38
5333013	Inactive	Project is inactive. Funds at risk. Invoice immediately.	04120001	BHLS	4	SM	Woodside	MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION	07/07/2020	3/16/2012	7/7/2020	7/7/2020	36	L1CE	\$107,428.00	\$95,106.00	\$93,266.37	\$1,839.63

\$1,000 or less unexp. Balance

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
6204125	Inactive	Project is inactive. Proceed to next phase/ closeout project.	04130002	FERPL	4	SM	Caltrans	ON US101 FROM 0.3 MILES NORTH OF SAN ANTONIO ROAD (SCL-PM 50.8) TO 0.3 MILES SOUTH OF GRAND AVENUE INTERCHANGE (SM-PM 21.8) US 101: INSTALL HOV/HOT LANE	07/02/2019	5/16/2017	7/2/2019	7/2/2019	48	RPS0	\$20,999,258.82	\$9,547,698.97	\$9,547,074.22	\$624.75
5935044	Inactive	Project is inactive. Proceed to next phase/ closeout project.	04924729	CML	4	SM	San Mateo County	MIRADA SURF BIKE/PEDESTALIAN, BIKE/PEDESTALIAN CLASS 1 TRAIL	06/24/2010	2/5/2009	6/24/2010	6/17/2013	157	#N/A	\$184,604.00	\$163,429.29	\$163,429.29	\$0.00
6204111	Inactive	Project is inactive. Proceed to next phase/ closeout project.	04000007	HPLULC	4	SM	Caltrans	STATE ROUTE 1 SAN PEDRO BRIDGE, BRIDGE REPLACEMENT	05/26/2017	11/1/2013	5/26/2017	5/26/2017	74	HY10	\$10,166,000.00	\$3,390,749.00	\$3,390,749.00	\$0.00
6204113	Inactive	Project is inactive. Proceed to next phase/ closeout project.	04000006	CML	4	SM	Caltrans	ON STATE ROUTE: 101. US 101 BROADWAY INTERCHANGE IN BURLINGAME RECONSTRUCT INTERCHANGE INCLUDE BIKE/PEDESTALIAN FACILITY	01/24/2020	1/30/2014	1/24/2020	2/24/2022	42	#N/A	\$50,043,250.63	\$3,559,977.49	\$3,559,977.49	\$0.00
5438015	Inactive	Project is inactive. Funds at risk. Invoice immediately.	04140001	HPLUL	4	SM	East Palo Alto	UNIVERSITY OVERCROSSING US 101 BIKE PED PATH	01/27/2023	11/27/2013	1/27/2023	1/27/2023	6	LY20,HY20	\$14,138,000.00	\$760,000.00	\$760,000.00	\$0.00

PMP Certification July 25, 2023

Expired

Certified (including Pending & Extension)

* "Last Major Inspection" is the basis for certification and is indicative of the date the field inspection was completed.

County	Jurisdiction	Last Major Inspection*	Certification Expiration Date	P-TAP Cycle	Status
San Mateo	Atherton	8/31/2022	8/31/2024	23	Certified
San Mateo	Belmont	11/1/2021	12/1/2023	22	Certified with Pending
San Mateo	Brisbane	9/1/2022	9/1/2024	23	Certified
San Mateo	Burlingame	11/15/2022	11/30/2024	23	Certified
San Mateo	Colma	11/7/2022	11/30/2024	23	Certified
San Mateo	Daly City	11/2/2022	11/30/2024	23	Certified
San Mateo	East Palo Alto	8/15/2020	9/1/2023	24	Certified with Pending
San Mateo	Foster City	8/7/2021	9/1/2023	24	Certified with Pending
San Mateo	Half Moon Bay	11/1/2021	12/1/2024	22	Certified with Extension
San Mateo	Hillsborough	11/3/2022	11/30/2024	23	Certified
San Mateo	Menlo Park	12/17/2022	12/31/2024	23	Certified
San Mateo	Millbrae	11/15/2022	11/30/2024	23	Certified
San Mateo	Pacifica	8/28/2020	9/1/2022	23	Certified with Pending
San Mateo	Portola Valley	2/28/2021	3/1/2023	24	Certified with Pending
San Mateo	Redwood City	12/1/2021	12/21/2023	22	Certified
San Mateo	San Bruno	8/3/2019	9/1/2021	24	Certified with Pending
San Mateo	San Carlos	7/31/2022	7/31/2024	23	Certified
San Mateo	San Mateo	9/3/2020	10/1/2023	24	Certified with Pending
San Mateo	San Mateo County	12/31/2022	12/31/2024	23	Certified
San Mateo	South San Francisco	2/23/2020	3/1/2023	24	Certified with Pending
San Mateo	Woodside	8/19/2020	9/1/2023	24	Certified with Pending

(*) Indicates One-Year Extension. Note: PTAP awardees are ineligible for a one-year extension during the cycle awarded.

(^) Indicates previous P-TAP awardee, but hasn't fulfilled requirement; must submit certification prior to updating to current P-TAP award status.

Note: Updated report is posted monthly to:

http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx



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Project End Date Reporting

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

Last Updated: 7/3/2023

Project Number xxxx(xxx)	Prefix	Responsible Agency	Agency's Portfolio with Lapses (%)	PE Auth "Other" (NI/Studies)	PE Auth	RW Auth	CON Auth	Monitoring Class	Approved PED (* Legacy)	PED Expires (Months)	PED by Expiration (Based on current PED)	Current SEQ #	Current FADS SEQ Status	Pending PED Change	Lapse Occurrences	Lapse Action by SEQ # (WR) or (NP)	FHWA Approves Waiver Request	Nonparticipating PED Lapses (Adjusted for Waiver Approvals)	AMS Adv ID (* Multi Adv IDs)	AMS Adv Acct Codes	FMIS Status
5935(064)	BPMP	San Mateo County	25.0%		08/10/18				10/31/22 *	-9	● PED Expired	1	Approv		1			SEQ# 1(10/31/2022 to Present)	0413000030	2W	ACTIVE
5268(021)	CML	Belmont	50.0%				12/23/20		11/01/22	-9	● PED Expired	1	Approv		1			SEQ# 1(11/1/2022 to Present)	0419000270		ACTIVE
5177(033)	CML	South San Francisco	75.0%		01/31/14				03/31/23	-4	● PED Expired	4	Approv		2	3-WR	Yes (Partial)	SEQ# 4(3/31/2023 to Present) SEQ# 3(09/01/2020 to 1/14/2021)w	0414000209	2W	ACTIVE
5357(010)	BRLS	Half Moon Bay	50.0%		02/27/18				06/30/23 *	-1	● PED Expired	2	Approv		1			SEQ# 2(6/30/2023 to Present)	0417000486		ACTIVE
5935(075)	ATPLNI	San Mateo County	25.0%				06/15/17		01/01/24	6	◆ PED 6+ mos	2	Approv						0417000250	2W	ACTIVE
5029(032)	BPMP	Redwood City	0.0%		03/21/14				03/21/24 *	8	◆ PED 6+ mos	2	Approv						0414000103	2W	ACTIVE
5268(022)	STPL	Belmont	50.0%				03/04/22		05/01/24	10	◆ PED 6+ mos	1	Approv						0421000026		ACTIVE
5935(087)	STPL	San Mateo County	25.0%		11/01/21		08/29/22		06/30/24	12	◆ PED 6+ mos	3	Approv						0422000053		ACTIVE
5102(049)	BRLS	San Mateo	50.0%		06/09/18				07/28/24	13	◆ PED 6+ mos	2	Approv		1			SEQ# 1(8/6/2020 to 5/6/2021)	0417000373	2W	ACTIVE
5376(016)	STPL	Brisbane	0.0%				12/06/22		09/15/24	14	◆ PED 6+ mos	2	Approv						0421000136		ACTIVE
5196(040)	ATPL	Daly City	33.3%		04/17/17		07/02/20		09/30/24	15	◆ PED 6+ mos	3	Approv		1			SEQ# 2(12/31/2022 to 3/29/2023)	0417000097		ACTIVE
5438(011)	HPLUL	East Palo Alto	100.0%		04/04/12		03/02/18		09/30/24	15	◆ PED 6+ mos	7	Approv		1			SEQ# 6(9/30/2022 to 4/11/2023)	0400021118	2W	ACTIVE
5102(051)	STPL	San Mateo	50.0%				03/07/22		10/31/24	16	◆ PED 6+ mos	2	Approv						0420000363		ACTIVE
5196(044)	STPL	Daly City	33.3%				01/05/23		12/29/24	18	◆ PED 6+ mos	1	Approv						0422000336		ACTIVE
5177(047)	CRRSAL	South San Francisco	75.0%				09/09/22		12/31/24	18	◆ PED 6+ mos	2	Approv						0422000384		ACTIVE
5226(023)	CML	San Bruno	50.0%		11/16/18				01/01/25	18	◆ PED 6+ mos	2	Approv		1			SEQ# 1(11/1/2020 to 3/18/2021)	0419000066		ACTIVE
5171(026)	STPL	Burlingame	0.0%				03/27/23		01/29/25	19	◆ PED 6+ mos	1	Approv						0422000319		ACTIVE
5390(006)	STPL	Portola Valley	0.0%				01/20/23		03/31/25	21	◆ PED 6+ mos	1	Approv						0423000011		ACTIVE
6419(027)	CMLNI	City/County Association of Governments of San Mateo County	0.0%				10/18/17		03/31/25 *	21	◆ PED 6+ mos	2	Approv						0418000108	2W	ACTIVE
5196(042)	STPL	Daly City	33.3%				01/02/20	Dist "Final"	05/13/25	22	◆ PED 6+ mos	4	Approv						0419000152		ACTIVE
5438(015)	HPLUL	East Palo Alto	100.0%		11/27/13		12/20/22		06/28/25	24	◆ PED 6+ mos	5	Approv		1			SEQ# 4(10/30/2022 to 12/20/2022)	0414000191	2W	ACTIVE
5226(026)	STPL	San Bruno	50.0%				09/13/22		06/30/25	24	◆ PED 6+ mos	2	Approv						0422000095		ACTIVE

Project End Date Reporting

Last Updated: 7/3/2023

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Project Number xxxx(xxx)	Prefix	Responsible Agency	Agency's Portfolio with Lapses (%)	PE Auth "Other" (NI/Studies)	PE Auth	RW Auth	CON Auth	Monitoring Class	Approved PED (* Legacy)	PED Expires (Months)	PED by Expiration (Based on current PED)	Current SEQ #	Current FADS SEQ Status	Pending PED Change	Lapse Occurrences	Lapse Action by SEQ # (WR) or (NP)	FHWA Approves Waiver Request	Nonparticipating PED Lapses (Adjusted for Waiver Approvals)	AMS Adv ID (* Multi Adv IDs)	AMS Adv Acct Codes	FMIS Status
5029(039)	STPL	Redwood City	0.0%				09/12/22		08/31/25	26	◆ PED 6+ mos	1	Approv						0422000084		ACTIVE
5357(011)	CML	Half Moon Bay	50.0%				02/21/23		12/31/25	30	◆ PED 6+ mos	2	Info Only						0420000230		ACTIVE
5177(039)	BPMP	South San Francisco	75.0%		11/19/19				04/30/26	34	◆ PED 6+ mos	2	Approv		1			SEQ# 1(12/30/2022 to 3/27/2023)	0418000191		ACTIVE
5177(040)	CML	South San Francisco	75.0%		01/04/19		09/09/22		12/31/26	42	◆ PED 6+ mos	2	Approv		1			SEQ# 1(2/1/2022 to 9/9/2022)	0419000112		ACTIVE
6419(034)	STPLNI	City/County Association of Governments of San Mateo County	0.0%	05/02/23					06/30/28	60	◆ PED 6+ mos	1	Approv						0423000222		ACTIVE
5333(013)	BHLS	Woodside	0.0%		03/16/12				NA	*	■ No PED Established	3	Approv						0412000121	2W	ACTIVE
5333(014)	BHLS	Woodside	0.0%		03/16/12				NA	*	■ No PED Established	3	Approv						0412000122	2W	ACTIVE
5029(024)	BPMP	Redwood City	0.0%		04/13/11				NA	*	■ No PED Established	1	Approv						0400021045	2W	ACTIVE
5029(025)	BPMP	Redwood City	0.0%		04/13/11				NA	*	■ No PED Established	1	Approv						0400021046	2W	ACTIVE
5935(044)	CML	San Mateo County	25.0%				02/05/09	"Fin" Invoice	NA-Zero \$	*	■ No PED Established	3	Approv						0400001511		ACTIVE