

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, March 21, 2024	Join by Zoom Webinar: https://us02web.zoom.us/j/87242884758?pwd=cHhsazN2SEJrUzJLZzZLUTRocXE4Zz09
Time: 1:15 p.m.	
Location: San Mateo County Transit District Office 1250 San Carlos Ave, 2 nd Fl. Auditorium, San Carlos, CA	Zoom Webinar ID: 872 4288 4758 Password: 139997 Join by Phone: (669) 900-6833

HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

This meeting of the C/CAG TAC Committee 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. The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the agency, or of the acts or omissions of the Board and committees. Speakers shall not disrupt, disturb, or otherwise impede the orderly conduct of a Board meeting. 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 March C/CAG Board meetings <ul style="list-style-type: none">Approval of Reso 24-12 approving the FY2024/25 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% FundElection of C/CAG Chairperson and C/CAG Vice ChairpersonReceive presentation on C/CAG's Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program | Cheung | No materials |
| 4. Approval of minutes from the February 15, 2024 Meeting (Action) | Cheung | Page 1-4 |
| 5. Review and provide input on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP) and discuss potential USDOT Safe Streets and Roads for All (SS4A) Grant Program application. (Information) | Gaye | Page 5-18 |

6.	Receive an update on the San Mateo County Transportation Authority Strategic Plan. (Information)	Gilster	Page 19-25
7.	Regional Project and Funding Information	Lacap	Page 26-34
8.	Executive Director Report	Charpentier	No materials
9.	Member Reports	All	No materials
10.	Adjournment.	Willis/Stillman	No materials

The next regularly scheduled meeting is on April 18, 2024.

Future potential agenda topics:

- a. C/CAG Strategic Plan
- b. Transportation Fund for Clean Air Act Program Projects
- c. Safe Routes to School Annual Report

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)**

February 15, 2024

MINUTES

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

This meeting of the C/CAG TAC Committee was held in person and by teleconference pursuant to Government Code Section 54953(e).

Members		February			
No.	Agency	IN-PERSON	ABSENT	REMOTE	REMOTE
				AB 2449	Publicly Accessible Teleconference Location
1	Hillsborough Engineering	Paul Willis (Co-Chair)			
2	San Mateo County Engineering	Ann Stillman (Co-Chair)			
3	SMCTA / SamTrans	Jessica Manzi			
4	Atherton Engineering	Robert Ovardia			
5	Belmont Engineering	Peter Brown			
6	Brisbane Engineering		Absent*		
7	Burlingame Engineering		Absent		
8	C/CAG	Sean Charpentier			
9	Colma Engineering	Jim Porter (Alternate)			
10	Daly City Engineering	Richard Chu			
11	East Palo Alto Engineering	Humza Javed			
12	Foster City Engineering	Andrew Brozyna			
13	Half Moon Bay Engineering	Maz Bozorginia			
14	Menlo Park Engineering	Azalea Mitch			
15	Millbrae Engineering		Absent		
16	Pacifica Engineering	Roland Yip (Alternate)			
17	Redwood City Engineering	Matt Nichols			
18	San Bruno Engineering	Matthew Lee			
19	San Carlos Engineering	Steven Machida			
20	San Mateo Engineering	Brad Underwood			
21	South San Francisco Engineering	Eunejune Kim			
22	Woodside Engineering	Yaz Emrani			
	Non-Voting Members				
1	MTC		Absent		
2	Caltrans	Mohammad Suleiman (Zoom)			

*Committee Member attended as public member via zoom

The two hundred ninety-fifth (295th) meeting of the Technical Advisory Committee took place on February 15, 2024 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 Kaki Cheung, Jeff Lacap, Eva Gaye, Audrey Shiramizu, Kim Wever – C/CAG; Daniel Shockley, Michaela Petrik – SamTrans; and others not noted. Others attending the meeting remotely were Randy Breault – City of Brisbane*; Patrick Gilster – SMCTA; and others not noted.

1. Call to Order/Roll Call

Co-Chair Willis called the meeting to order.

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 February C/CAG Board meetings (Information)

C/CAG staff Kaki Cheung shared the key item from the February Board meeting, as noted on the meeting agenda.

4. Approval of minutes from the January 18, 2024 Meeting (Action)

Member Brown requested to amend his comment on Item 6 (AV Strategic Plan) from “coordination with public safety” to “coordination with emergency responders”.

Motion – To approve the minutes as amended of the January 18, 2024 TAC meeting, Underwood/Lee. Willis abstained. All other members in attendance voted to approve. Motion passed. 18-0-1

5. Review and recommend approval of the Fiscal Year 2024/25 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund (Action)

C/CAG staff Kim Wever presented staff recommendations for the Fiscal Year 2024/25 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund. C/CAG staff Eva Gaye presented two possible strategies to be potentially funded by the program. One possibility is to leverage the TFCA funds as local match for a USDOT Safe Streets for All (SS4A) grant application in order to implement safety countermeasure projects and strategies identified in the San Mateo Countywide Local Roadway Safety Plan (LRSP). Another concept is to use the TFCA funds to deliver the top two to three eligible projects identified in the LRSP. Staff would prepare detailed project scope(s) in the next couple months, and bring back to the Committee for approval.

Another option is to conduct a limited call for projects. Staff planned to provide more details to the Committee over the next couple of months.

Committee Members appreciated the idea of leveraging the TFCA funds but expressed concerns of the complexity and amount of work it takes to use TFCA funds for small local safety projects.

Member Ovadia inquired about the timeline for USDOT Safe Streets for All grant. C/CAG Staff Jeff Lacap noted that applications are due on May 16th for the implementation grant.

Member Underwood asked staff to provide the list of capital projects for USDOT Safe Streets for All grant as well as the proposed guidelines for the call for projects.

Motion – To recommend approval of the Fiscal Year 2024/25 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund, Ovadia/Underwood. All members in attendance voted to approve. Motion passed. 19-0

6. Receive an update on C/CAG’s StreetLight Data subscription service and discuss future plans (Information)

C/CAG staff Audrey Shiramizu presented an update on the C/CAG’s Streetlight Data subscription. C/CAG is planning to let the current StreetLight contract expire in August.

Committee members provided feedback on their usage of the data platform.

Member Manzi stated that the TA is interested in taking over the subscription service. Member Underwood recommended staff to consider sending out another poll to engage interest in continuing the StreetLight Data subscription. Member Javed requested a copy of the original Request for Proposal (RFP) used to procure the StreetLight contract.

7. Receive an update on the SamTrans Bus Stop Improvement Plan (Information)

SamTrans Principal Planner Daniel Shockley presented an update on the SamTrans Bus Stop Improvement Plan, including a draft plan for prioritizing and implementing bus stop amenity improvements.

Member Emrani inquired about the timeline for long-term project implementation and if the proposed budget had been approved. Daniel responded that long term projects are 5-10 years out. Budget for improvements would need to be approved by the SamTrans Board.

Member Brown requested SamTrans to present the Plan to City of Belmont’s City Council.

Committee members shared recommendations of requiring bus pads, ADA sidewalk improvements, trash, and solar panels at bus stops.

8. Regional Project and Funding Information

C/CAG staff Jeff Lacap highlighted the following items from the staff report: Caltrans Inactive Project List, Caltrans Pavement Management Program (PMP) certification, Caltrans Project End Date (PED) report, funding, and training opportunities.

9. Receive the draft 2024 and 2025 C/CAG Agency Work Plan (Information)

C/CAG Executive Director Sean Charpentier summarized the agency’s accomplishments in the past year, and discussed ongoing and upcoming projects and programs.

Committee Members recommended staff to add “Future Discussion Items” to the bottom of the Committee agenda.

Member Brown requested staff to provide an overview of how projects were selected for inclusion in the work plan.

10. Executive Director Report (Information)

None.

11. Member Reports (Information)

Member Underwood shared that this was his last meeting and thanked everyone.

Member Mitch shared that the City of Menlo Park was awarded accreditation from the American Public Works Association (APWA). If members were interested, they may contact her for more information.

Member Brown welcomed Yaz Emrani, the new Town of Woodside Public Works Director to the Committee.

12. Adjournment

Co-Chair Willis adjourned the meeting at 2:36 p.m.

C/CAG AGENDA REPORT

Date: March 21, 2024

To: C/CAG Congestion Management Program Technical Advisory Committee (TAC)

From: Eva Gaye, Transportation Program Specialist

Subject: Review and provide input on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP) and discuss potential USDOT Safe Streets and Roads for All (SS4A) Grant Program application.

(For further information, contact Eva Gaye at egaye@smcgov.org)

Recommendation

That the Technical Advisory Committee review and provide input on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP) and discuss potential USDOT Safe Streets and Roads for All (SS4A) Grant Program application.

Fiscal Impact

At the March 9, 2023 meeting, the C/CAG Board approved a consultant contract (Reso 23-22) with Kittelson & Associates in the amount of \$338,150 for the preparation of the San Mateo Countywide Local Roadway Safety Plan. A subsequent contract amendment (Reso 24-3) was approved by the C/CAG Board on February 8, 2024 to add \$38,172 to expand the project scope of work, for a new total amount not to exceed \$376,322, and to extend the contract term.

Source of Funds

Funding for the project comes from federal Surface Transportation funds and local Congestion Relief Plan funds. The Congestion Relief Plan funds are used to fulfill the 11.47% local match requirement.

Background

A Local Roadway Safety Plans (LRSP) identifies and systematically analyzes roadway safety needs and develops a prioritized list of safety countermeasures. A LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges through local agency partnerships and collaboration.

The completion of the countywide LRSP will render jurisdictions in the County eligible for grant funding from the Metropolitan Transportation Commission (MTC) OBAG 3 County & Local Program, and future funding for Caltrans Highway Safety Improvement Program and US Department of Transportation Safe Streets for All (SS4A). As part of the initial development of the plan, the Technical Advisory Committee reviewed and provided input on the scope of work

in November 2022. Through a competitive procurement process, Kittelson & Associates was selected to prepare the countywide LRSP.

The plan is divided into two parts. The first part contains the Countywide LRSP, and the second part contains individual LRSPs from ten participating agencies. C/CAG engaged its 21 constituent jurisdictions to ensure an updated safety plan for those lacking one. The remaining 11 jurisdictions without an individual chapter in this plan either possess or are in the process of developing their respective safety plans, thus they are not individually included herein. The jurisdictions with plans developed through this process include the following:

- Atherton
- Belmont
- Brisbane
- Colma
- East Palo Alto
- Foster City
- Half Moon Bay
- Hillsborough
- San Carlos
- Woodside

As part of the development of the Countywide Plan that kicked off in Spring 2023, the project development team assembled an advisory group comprising of city staff, public health staff, public safety, and other community partners to inform the development of the plan. The advisory group met three times throughout the course of the plan's development. The group played an integral part in identifying priorities, provided a local context, and reviewed existing conditions analysis. In addition, the project team held various public engagement events across the county in August 2023, December 2023, and January 2024 to receive robust feedback on the areas of safety concern.

Countywide Crash Analysis Findings

A comprehensive descriptive analysis was undertaken to discern patterns, trends, and potential risk factors using five years' worth of crash data. The data utilized were extracted from the Transportation Injury Mapping System (TIMS) Crash database, covering injury and fatal crashes spanning from 2018 to 2022. This analysis aimed to pinpoint environmental, design, and user characteristics most closely associated with fatal and severe injury (F/SI) outcomes. This study focused solely on roadways and crashes transpiring on locally owned roads and at-grade State Highway facilities. Notably, crashes transpiring on the State Highway System owned and operated by Caltrans was excluded from the analysis, with the exception of those occurring within the influence area of ramp terminal intersections. These typically encompass both Caltrans and locally owned roadways.

The data showed that there were approximately 12,526 accidents in the County. Among these, 8,468 (57%) transpired on local roadways, while 2,712 (43%) were reported on state-owned roadways. Comparison of data pre-pandemic (2017-2019) and post- pandemic (2020-2022)

shows that the number of traffic collisions had decreased. However, the severity of these crashes is 20% higher post-pandemic.

Crash Findings by Mode

Pedestrian Findings

A notable decline in crashes was observed at the onset of the pandemic. However, there seems to have been a slight rise in severity during the main pandemic years, with the proportion of total equivalent property damage only (EPDO) scores increasing from 18-20% in 2018-2019 to 22-23% in 2020-2021. Additionally, pedestrian crash frequencies rose in 2022 as pandemic-related restrictions eased, and travel and activities resumed. Nonetheless, the overall percentage of severe and fatal crashes decreased to approximately 16%. The primary leading causes for pedestrian related injuries was due to nighttime/ low light safety, unsignalized intersections, motor vehicle speed, alcohol involvement.

Bicyclist Findings

During the initial two years of the five-year research period (2018-2020), bicyclist crash frequencies peaked, while they were at their lowest during the primary period of the COVID-19 pandemic (2020-2021). The data indicates worsening crash severity. Analysis of bicyclist injury trends further revealed that in 2021-2022, approximately 20-23% of crashes led to a fatal/severe injury outcome, compared to 11-15% of crashes in the years between 2018-2020. The primary leading causes for bicyclist related injuries was due to lighting conditions, weather conditions, and roadway conditions.

Motor Vehicle Findings

Motor vehicle crash frequencies peaked during the initial two years of the five-year span and reached their lowest point during the core period of the COVID-19 pandemic (2020-2021). There has been a decrease in crash severity, with the highest observed in 2018 and a subsequent decline during the pandemic years (2020-2021).

Using the results from the data analysis, the plan identifies separate high injury networks (HINs) for pedestrians, bicyclists, and motor vehicles. This comprehensive HIN is visualized in an online [interactive map](#).

Project Prioritization

The HIN analysis identified the highest crash locations by frequency and severity. Based on that work and the accompanying systemic analysis, the plan development team collaborated with partner jurisdictions to identify priority project locations. Three factors were used for the prioritization:

- **Crash History:** Used to identify the locations with the highest reported five-year crash frequency and severity.

- **Social Equity:** Used to identify locations where projects would benefit disadvantaged populations and align with future grant funding opportunities that emphasize social equity.
- **Systemic Factors:** Used to identify locations that have roadway and land use characteristics associated with crash frequency and severity. Using systemic factors emphasizes a proactive rather than purely reactive approach.

This plan identifies the following emphasis areas which local agencies may use to define systemic treatments for safety problems town- or city-wide, to further prioritize locations among those on the Countywide HIN or on their respective priority project lists.

The Countywide emphasis areas are:

- Pedestrian and bicyclist safety
- Nighttime/low light safety
- Unsignalized intersections on arterials/collectors
- Vulnerable age groups (youth and aging)
- Motor vehicle speed related roadway segment crashes
- High-speed roadways (35+ mph)
- Alcohol involvement

For the 10 participating jurisdictions, priority locations are identified in their own respective chapter of the plan. Additionally, with the development of individual plans in the Countywide LRSP, the project team worked with each of the 10 jurisdictions to identify two project locations or two groups of project locations to apply safety treatments. The project team worked from the list of priority project locations and used potential benefit-to-cost ratio to identify a suite of treatments the jurisdictions could consider at these locations.

Recommendation

Staff requests that the Technical Advisory Committee reviews and provides input on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP).

The tentative schedule leading to the Plan adoption is shown below:

<u>Date</u>	<u>Activity</u>
March 21, 2024	Draft LRSP to TAC
March 25, 2024	Draft LRSP to CMEQ
March 28, 2024	Draft LRSP to BPAC
April 11, 2024	Draft LRSP to C/CAG Board
May 16, 2024	Final LRSP to TAC
May 20, 2024	Final LRSP to CMEQ
May 23, 2024	Final LRSP to BPAC
June 13, 2024	C/CAG Board Adoption

Following adoption of the Countywide LRSP by the C/CAG Board, each of the participating jurisdictions will also need to locally adopt each of their respective plans. As part of the scope of work, there is a task to assist jurisdictions for local adoption that includes presentation templates and speaking notes when presenting to their governing bodies.

USDOT Safe Streets for All (SS4A) Grant Application

At the February 15th, 2024 Technical Advisory Committee meeting, staff presented initial ideas for a countywide application for the current cycle of the USDOT Safe Streets and Roads for All (SS4A) Grant Program. The purpose of the SS4A implementation grants is to improve roadway safety by reducing roadway serious injuries and fatalities through strategies or projects that are consistent with safety plans. Grant applications are due on May 16th.

Staff has reached out to all city staff to gauge interest in implementing the following systemic countermeasures:

1. Leading Pedestrian Intervals - allows pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.
2. Uncontrolled Crossing Improvements (Rectangular Rapid Flashing Beacons (RRFBs) or similar) - RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.
3. Painting red curbs at unsignalized intersections to improve sight distance and reinforce Assembly Bill 413. AB 413 prevents parking or stopping a vehicle along a curb at least 20 feet from a marked crosswalk, a safety measure known as daylighting. The regulation only applies to the side of the road of the vehicle's approach to the crosswalk.

Additionally, staff has reviewed the completed safety plans in the County to identify capital projects that have made progress in its project development (e.g. having concept designs and cost estimates already prepared) and is seeking funding to advance projects. At the March meeting, staff will share the responses received from jurisdictions and discuss next steps. To determine whether or not to pursue the grant, some considerations include potential sources of the local match contribution and administrative duties of managing federal funds with multiple local agencies.

Equity Impacts and Considerations

The San Mateo Countywide LRSP is a countywide Plan that will include each of the jurisdictions in the county. As part of the Plan development led by C/CAG for the ten jurisdictions, locations within a MTC Equity Priority Community and the C/CAG Equity Focus Areas was used as a metric in the prioritization process.

Attachments

1. San Mateo Countywide Draft Local Roadway Safety Plan (LRSP) – Executive Summary

The following documents are available on the C/CAG website (See “*Additional Agenda Materials*”) at: <https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>):

2. San Mateo Countywide Draft Local Roadway Safety Plan (LRSP) – Countywide Chapter
3. San Mateo Countywide Draft Local Roadway Safety Plan (LRSP) – Individual Jurisdiction Chapters



Executive Summary

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The City/County Association of Governments (C/CAG) created this Local Road Safety Plan (LRSP) with the following safety partners:



SAFE SYSTEM APPROACH

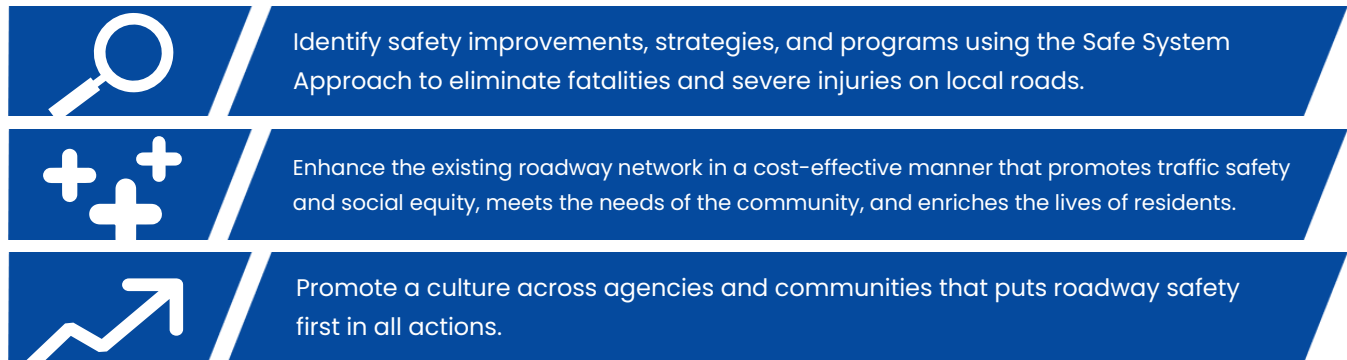
The recommendations and policies contained within this plan align with the principles of the Safe System Approach, which aims to eliminate fatal and severe injuries for all road users.

The Safe System Approach works by taking a holistic approach to roadway safety: by layering safe policy, design, and behavior initiatives atop one another, it maximally reduces the chance that a crash will occur and, if it does, that its outcome will be severe.



VISION & GOALS

C/CAG, its 21 local jurisdictions, and its partner agencies will work together to:



The goals of this plan include the following:

- 1 Regularly review crash history and community needs to identify and prioritize opportunities to reduce crash risk for roadway users of all ages and abilities.
- 2 Reduce the number of annual fatal and severe injury crashes across all local roadways.
- 3 Partner with other local agencies to incorporate roadway safety into all actions.
- 4 Support agencies in providing opportunities for citizen engagement in identifying issues and inform solutions for roadway safety across the community.
- 5 Embrace the Safe System Approach to promote engineering and non-engineering strategies in the community.
- 6 Work with agencies to monitor safety projects and policy implementation to track progress towards goals.

See the individualized jurisdiction LRSP chapters for each jurisdiction's specific goals.

PUBLIC ENGAGEMENT

C/CAG hosted multiple events throughout the development of this plan to hear from residents throughout the County. The timeline below offers an overview of the breadth of event types and locations.

AUG 10

Virtual meeting (recorded and posted to plan website)

AUG 16

East Palo Alto

AUG 19

Half Moon Bay Farmers Market

AUG 20

Foster City Summer Days

AUG 27

San Carlos Block Party

AUG - SEP

Online webmap (countywide input)

DEC 17

Belmont Farmers Market

DEC 20

Woodside Public Library

JAN 9

Colma BART Station

JAN 16

Atherton Library

JAN 18

Brisbane Farmers' Market

FEB 7

Portola Valley Bicycle, Pedestrian, & Traffic Safety Committee

MAR - APR

Various

Countywide Virtual Kickoff Meeting

Sharing the purpose and timing of the plan

Phase 1 Pop-up/Tabling Event

Shared crash data analysis; received input on locations and safety concerns

Phase 1 Concurrent Online Input

Phase 2 Pop-up/Tabling Event

Shared draft prioritized locations and types of engineering recommendations; received comments on locations and votes/input on types of treatments and desired locations

Phase 3 Draft Plan

Share the draft plan publicly on the project website, through electronic distribution channels, and with presentations to C/CAG Committees and the Board.

HIGH INJURY NETWORK

To create a comprehensive network of high injury segments for San Mateo County and its local jurisdictions, the plan identifies separate high injury networks (HINs) for pedestrians, bicyclists, and motor vehicles. This comprehensive HIN is visualized in [an interactive map online](#). Users can toggle the data by travel mode.

EMPHASIS AREAS

The project team analyzed crash data countywide to establish emphasis areas. Emphasis areas are crash dynamic, behavioral, or road user characteristics that agencies can focus on to maximize their reduction of fatalities and severe injuries on local roads. The Countywide emphasis areas are:



Pedestrian and bicyclist safety



Motor vehicle speed related roadway segment crashes



Nighttime/low light safety



High-speed roadways (35+ mph)



Unsignalized intersections on arterials/collectors



Alcohol involvement



Vulnerable age groups (youth and aging)

RECOMMENDATIONS

Because C/CAG doesn't own local roadways and instead provides support and coordination to County agencies, the plan identifies 18 plan and program recommendations organized into the following categories:

Organize (O)

Educate (E)

Coordinate (C)

Fund (F)

Research (R)

Plan (P)

PROJECT PRIORITIZATION

The spatial HIN analysis identified the highest crash locations by frequency and severity. Based on that work and the accompanying systemic analysis, the plan development team collaborated with partner jurisdictions to identify priority project locations. Prioritization used the following three factors:



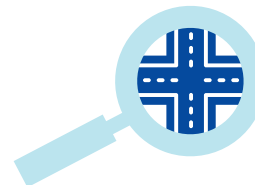
Crash History

Used to identify the locations with the highest reported five-year crash frequency and severity.



Social Equity

Used to identify locations where projects would benefit disadvantaged populations and align with future grant funding opportunities that emphasize social equity.



Systemic Factors

Used to identify locations that have roadway and land use characteristics associated with crash frequency and severity. Using systemic factors emphasizes a proactive rather than purely reactive approach.

IMPLEMENTATION & MONITORING

A key part of achieving C/CAG's vision is consistently evaluating roadway safety performance and tracking progress towards the goals. The Plan includes monitoring strategies that will track the progress of this plan's implementation.

San Mateo C/CAG Countywide LRSP

Kittelson & Associates, Inc.

C/CAG AGENDA REPORT

Date: March 21, 2024

To: Congestion Management Program Technical Advisory Committee

From: Kaki Cheung, Deputy Director

Subject: Receive an update on the San Mateo County Transportation Authority Strategic Plan

(For further information, contact Patrick Gilster at gilsterp@samtrans.com)

RECOMMENDATION

That the Technical Advisory Committee receive information on the San Mateo County Transportation Authority (TA) Strategic Plan update.

FISCAL IMPACT

There is not any financial impact related to this item.

SOURCE OF FUNDS

N/A

BACKGROUND

The purpose of the TA Strategic Plan is to establish a comprehensive policy framework guiding the administration of Measures A and W transportation sales tax measures. The framework delineates funding prioritization, evaluation criteria for project selection, and procedural guidelines for project initiation by sponsors. The 2004 Measure A Transportation Expenditure Plan requires the TA to prepare a Strategic Plan and update it at least once every five years. The Measure W Congestion Relief Plan further tasks the TA with the responsibility of developing a Strategic Plan encompassing the categories under its purview for administration.

The TA's current Measures A and W Strategic Plan covers the 2020-2024 timeframe. Work began in this current fiscal year to prepare an updated Strategic Plan that collectively addresses the administration and implementation of both Measures. The development process of the 2020-2024 TA Strategic Plan entailed substantial community and stakeholder engagement aimed at crafting consistent programs that align with both the Measure A Goals and Measure W Core Principles. Therefore, substantial revisions are not expected at this time, and only focused stakeholder engagement is proposed for the update.

The 2025-2029 TA Strategic Plan development process will refresh the existing Strategic Plan to address the following objectives:

- Review projects funded and completed between 2020 and 2024, along with past progress/accomplishments.
- Hear from stakeholders and project sponsors about how the TA may be able to improve processes or provide additional support.
- Refresh San Mateo County demographics, travel patterns, funding projections, and grant funding conditions.
- Update competitive evaluation criteria to align with state and federal funding programs, including advancing equity.
- Update program administration by standardizing guidelines, policies, and monitoring requirements.
- Integrate standalone planning/policy efforts into the Strategic Plan framework (Short-Range Highway Plan, Alternative Congestion Relief/Transportation Demand Management Plan, and Regional Transit Connections Plan).

The TA began the strategic planning process in January 2024 and plans to complete the process in December 2024. The Committee will receive an update and provide input on goals, core principles, roles, and vision for the next five years. A survey will be sent out following the presentation to the TAC members asking them to rank their priorities and local project interests.

EQUITY IMPACTS AND CONSIDERATIONS

Not Applicable

ATTACHMENTS

1. TA Strategic Plan Workshop Handout

The following documents are available on the C/CAG website (*See “Additional Agenda Materials”*) at: <https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>):

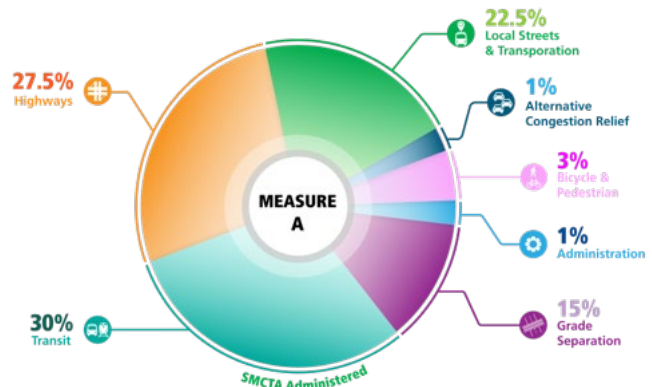
2. TA Strategic Plan Presentation



Strategic Plan 2025-2029 Workshop Handout

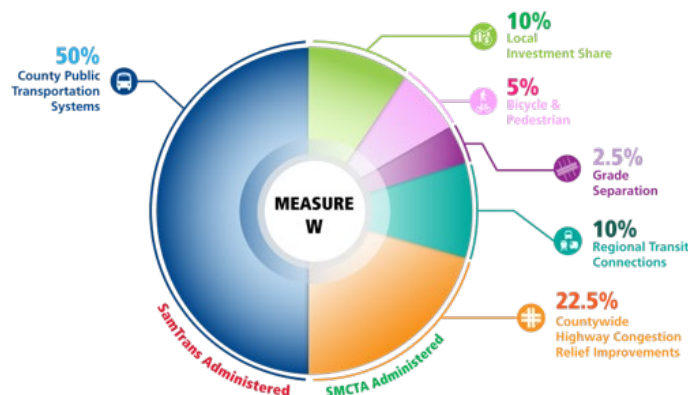
Measure A Goals

- Reduce commute corridor congestion
- Make regional connections
- Enhance safety
- Meet local mobility needs



Measure W Core Principles

- Relieve traffic congestion countywide
- Invest in a financially sustainable public transportation system that increases ridership, embraces innovation, creates more transportation choices, improves travel experience, and provides quality, affordable transit options for youth, seniors, people with disabilities, and people with lower incomes
- Implement environmentally-friendly transportation solutions and projects that incorporate green stormwater infrastructure and plan for climate change
- Promote economic vitality, economic development, and the creation of quality jobs
- Maximize opportunities to leverage investment and services from public and private partners
- Enhance safety and public health
- Invest in repair and maintenance of existing and future infrastructure
- Facilitate the reduction of vehicle miles traveled, travel times, and greenhouse gas emissions
- Incorporate the inclusion and implementation of complete streets policies and other strategies that encourage safe accommodate of all people using the roads, regardless of mode of travel
- Incentivize transit, bicycle, pedestrian, carpooling, and other shared-ride options over driving alone
- Maximize potential traffic reduction potential associated with creating of housing in high-quality transit corridors



Review of the Past Five Years

The following pages summarize accomplishments, funding awards, and other activities from 2020-2024.

Management Team Staffing

- April Chan promoted to Executive Director
- Peter Skinner promoted to Executive Officer
- Retirement of Joe Hurley
- Reorganized TA departments into Planning & Funding Management and Project Delivery

Administrative Highlights

- Added staff to support expanded technical assistance program
- New TA website and funded projects map
- Updated Quarterly Capital Status Report format
- Communications Department expanded support

Planning & Fund Management Department Highlights

- Procuring grant and award management software (in-progress)
- Streamlined applications for CFPs
- Launch of 101 Corridor Connect
- Led Complete Streets Training Workshops
- Secured \$3.3M in MTC OBAG funding for bikeway at the 101/92 Interchange
- Secured \$400,000 in Caltrans Sustainable Transportation Planning funds for US 101 Crossings Implementation Plan (Active 101)

Project Delivery Department Highlights

- \$1M earmark for US 101/SR 92 Area Improvements
- Bonded \$100M in funding for US 101 Express Lane Project in 2020
- Delivered US 101 Express Lanes on-time and on-budget
- Completed Final Design for US 101/SR 92 Area Improvements
- Increased Caltrain oversight
- Updating Project Delivery Manual and Program Management Guidelines (in-progress)

Pedestrian & Bicycle Program

- Program Oversight and Funding Awards
 - 2020 Call for Projects – 12 projects awarded \$7.7M (first Measure W awards)
 - 2022 Call for Projects – 25 projects awarded \$21.8M
 - 2024 Call for Projects – Upcoming Summer 2024 with \$19M available
 - C/CAG Comprehensive Bicycle & Pedestrian Plan updated (partially TA funded)
 - Safe Routes to School
 - FY 21/22 awarded \$202,500 to 22 projects
 - FY 23/24 awarded \$279,262 to 26 projects - \$100,000 allocated to conduct walking audits at 8 schools
- Project Highlights
 - 17 projects constructed by 12/2023
 - Atherton - Middlefield Road Class II Bike Lanes
 - Belmont - Ralston Ave Corridor Improvement Project Segment 3
 - Daly City - Enhanced Pedestrian & Bicycle Visibility Project
 - Redwood City - Kennedy SRTS Project, Jefferson/Cleveland SRTS & Peninsula Bikeway Project, and Highway 101 Pedestrian and Bicycle Undercrossing
 - San Bruno - El Camino Real/Angus Ave Intersection Improvements and Transit Corridor Pedestrian Connection Project
 - South San Francisco - Sunshine Gardens Safety and Connectivity Project
 - San Carlos - San Carlos Ave Pedestrian and Bicycle Improvement Project
 - East Palo Alto - Class II & III Bike Facilities Project
 - San Mateo (City) - 28th Ave Bike Boulevard and San Mateo Drive Pedestrian and Bicycle Improvement Project
 - Burlingame – Burlingame Station Pedestrian Improvements Project and California Drive Class IV Bikeway
 - Menlo Park – Menlo Park Bike/Ped Enhancement Project
 - Hillsborough – Eucalyptus Ave Streetscape & SRTS Project
 - 11 more projected to be constructed in 2024

Alternative Congestion Relief & Transportation Demand Management (ACR/TDM) Program

- Program Oversight and Funding Awards
 - Alternative Congestion Relief & Transportation Demand Management (ACR/TDM) Plan adopted in 2022 – Received APA CA Transportation Planning Award of Merit
 - Set aside \$500,000 to start jumpstart County TDM Monitoring Program
 - Set aside \$400,000 for Express Lane JPA Equity Program
 - Measure A support for on-going Commute.org Operations and Countywide TDM Monitoring Program: \$2.9M in funding for FY 20 - FY 24
 - 2022 Call for Projects – 19 projects awarded \$3.1M
 - Grant assistance provide to five small, local, and coastal jurisdictions
 - Web-based grant evaluation tool created
 - TA technical assistance staff support provided to two projects

Highway Program

- Program Oversight and Funding Awards
 - Short Range Highway Plan & Capital Improvement Program updated
 - 2021 Call for Projects – 12 projects awarded \$114M (first Measure W awards)
 - 2023 Call for Projects – 11 projects awarded \$136M
 - Technical Assistance staff support expanded to three new projects
- Project Highlights
 - TA co-sponsored two projects of countywide significance and leads implementation
 - Substantial Construction completed:
 - US 101 Express Lanes
 - Pacifica's San Pedro Creek Bridge
 - Final Landscaping Phases in-progress: San Mateo SR 82/SR 92, Menlo Park Willow Road, and Burlingame Broadway Interchanges
 - Construction started/will start:
 - US 101/University Avenue Interchange & Pedestrian Overcrossing (includes TA Local Partnership Funds)
 - SR 1 Main St to Kehoe Ave Safety & Operation Improvements with Multi-use Path
 - US 101/SR 92 Interchange Area Improvements Safety & Operational Project

Grade Separation Program

- Program Oversight and Funding Awards
 - Pipeline Projects
 - San Mateo 25th Avenue - \$23.8M additional CON funds in 2021 (\$97.8M total TA investment in CON phase)
 - Burlingame Broadway - \$1.025M for Paralleling Station relocation in 2021 and \$2.3M funds for CM/GC costs in 2023 for additional PS&E funds (\$21.7M total TA investment in PS&E phase)
 - South San Francisco/San Bruno Linden Ave/Scott St - \$4.95M for PE/ENV phase in 2022
 - Planning Set Aside
 - Redwood City Grade Separation Study - \$301,000 additional PLAN funds (\$1.05M total TA investment in PLAN phase)
- Project Highlights
 - Caltrain started the Corridor Crossings Strategy (TA provided a portion of the funding)
 - Construction completed:
 - 25th Avenue Grade Separation & New Hillsdale Station

Transit Programs

- Accessible Services Program (Paratransit)
 - \$19.6M for FY20 - FY24
- Ferry Program
 - South San Francisco
 - Second Terminal Feasibility Study & PE/ENV was allocated in \$350,000 in July 2020 and is expected to be completed in June 2025
 - Redwood City
 - Feasibility Study completed in October 2020
 - Business Plan was allocated \$160,000 in April 2021 and completed in April 2022
 - PE/ENV was allocated \$3.5M in June 2022 and is expected to be completed in June 2025
- Local Shuttle
 - FY19/FY20 - \$9M in funding for 33 shuttles (2 additional routes funded by C/CAG)
 - FY21/FY22 - \$8.6M in funding for 28 shuttles (2 additional routes funded by C/CAG)
 - FY23 - \$1.5M to extend FY21/FY22 awarded shuttles due to COVID and allow additional time to implement Peninsula Shuttle Study recommendations
 - TA Strategic Plan was amended in January 2023 to incorporate the Peninsula Shuttle Study recommended changes to TA Evaluation Criteria and Guidelines
 - FY 24/FY25 - \$8M in funding for 24 shuttles (2 additional routes funded by C/CAG)
- Regional Transit Connections
 - Regional Transit Connections Plan started in 2023 to guide funding decisions for this new Measure W program
 - Completion expected by September 2024

C/CAG AGENDA REPORT

Date: March 21, 2024

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 & Caltrans Updates

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 inform the Department of any unanticipated delays. Obligated funds should 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.

Lapsed Project End Dates

Please review the Caltrans Project End Date (PED) lookahead report (Attachment 3). Please work with Caltrans Local Assistance to take appropriate action.

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

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

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

Current and Upcoming Funding Opportunities

Active Transportation Program (ATP) – Cycle 7 Call for Projects

The California Transportation Commission (CTC) is set to approve the final guidelines for both the statewide and MTC regional components of the Active Transportation Program (ATP) Cycle 7 on March 21, 2024. Cycle 7 of ATP covers four fiscal years from FY 2025-26 through FY 2028-29, with approximately \$284M available in the statewide component and \$49M in MTC's regional component. Applications for the Regional ATP are due to MTC by June 17, 2024, which is the same due date as the Statewide Competitive ATP.

For the Regional ATP, MTC staff recommends aligning the regional guidelines with the adopted One Bay Area Grant (OBAG 3) framework. The regional guidelines will require jurisdictions (cities and counties) to adopt a Local Road Safety Plan (LRSP) or equivalent safety plan, and a general plan housing element, certified by the California Department of Housing and

Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA), by December 31, 2024.

The current schedule for ATP Cycle 7 is below.

ATP Development Schedule (Subject to Change)

Milestone	Statewide ATP	Regional ATP
MTC Guideline Adoption	N/A	March 27, 2024
CTC Guideline Approval	March 21, 2024	March 21, 2024
Call for Projects	March 21, 2024	March 21, 2024
Application Due Date	June 17, 2024	June 17, 2024
Staff Recommendations	November 2024	January 2, 2025
MTC Adoption	N/A	January 22, 2025
CTC Approval	December 5, 2024	March 19, 2025

For more information on the Regional ATP Program, click here:

<https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program>

March 13, 2024 MTC Programming and Allocations Committee Staff Report:

https://mtc.ca.gov/sites/default/files/meetings/agendas/5954_A_Programming_and_Allocations_Committee_24_03_13_Standing_Committee_1.pdf

For more information on the Statewide ATP Program, click here:

<https://catc.ca.gov/programs/active-transportation-program>

FHWA Notice of Funding Opportunity – Bridge Investment Program Planning and Bridge Project Grants

The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. It also expands applicant eligibilities to create opportunity for all levels of government to be direct recipients of program funds. Alongside states and federal lands management agencies, metropolitan planning organizations and local and tribal governments can also apply directly to FHWA, making it easier to advance projects at the local level that meet community needs.

On December 20, 2023, the Federal Highway Administration (FHWA) issued a Notice of Funding Opportunity (NOFO) for bridge projects, making available up to \$9.62 billion in grant funding for fiscal years 2023 through 2026. Additionally, \$80 million in grant funding for planning projects was allocated under the Bridge Investment Program for the same fiscal years. Bridge Project Grants under the Bridge Investment Program are available for bridges with total eligible project costs up to \$100 million, with minimum grant awards of \$2.5 million. Both grants will provide up to 80 percent of the total eligible project costs.

More information can be found here: <https://www.localassistanceblog.com/2023/12/26/fhwa-notice-of-funding-opportunity-bridge-investment-program-planning-and-bridge-project-grants/>

Charging Infrastructure for Government Fleets

The California Energy Commission (CEC) has recently released a Grant Funding Opportunity (GFO) for Charging Infrastructure for Government Fleets. The GFO aims to support electrification of light-duty city, county, and tribal government fleets in California by providing reliable and readily accessible electric vehicle charging infrastructure dedicated for these fleets, support local government goals of sustainability and/or climate action plans, and reduce vehicle emissions in disadvantaged and/or low-income communities.

The GFO offers up to \$30 million in grant funding with maximum awards of \$6 million. The funding opportunity is open to all public and private entities including California Native American Tribes, and California Tribal Organizations serving California Native American Tribes. Ineligible applicants include investor-owned utilities.

If you are interested in applying for this GFO, please visit the CEC website for more information and instructions: https://www.energy.ca.gov/solicitations/2023-12/gfo-23-606-charging-infrastructure-government-fleets?utm_medium=email&utm_source=govdelivery.

Preapplication workshop details are located here: <https://content.govdelivery.com/accounts/CNRA/bulletins/381455f>. The deadline for submitting applications is April 05, 2024 at 11:59 p.m. Pacific Time.

Additionally, the US Department of Transportation is expected to release the next Notice of Funding Opportunity (NOFO) for the Charging and Fueling Infrastructure Grant Program (CFI) sometime in early spring of this year. For more information about the CFI program please visit <https://www.transportation.gov/rural/grant-toolkit/charging-and-fueling-infrastructure-grant-program> and grants.gov/search-results-detail/346798 for details about last year's NOFO. Caltrans is soliciting to coordinate project ideas ahead with the NOFO release. If you are interested, please reach out to ZEV@DOT.CA.GOV.

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>.

EQUITY IMPACTS AND CONSIDERATIONS

This item provides regional project information and opportunities for all jurisdictions in San Mateo County.

ATTACHMENTS

1. Caltrans Inactive Project List for San Mateo County as of March 4, 2024
2. MTC's PMP Certification Status of Agencies within San Mateo County as of March 4, 2024
3. Caltrans Lapsed Project End Dates as of March 1, 2024

Updated on 3/4/2024 2nd Quarter Inactive Projects
> \$50,000 unexpended balance

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5935087	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0422000053L	STPL	04	SM	San Mateo County	SAN MATEO COUNTY: SOUTH PARK PLAZA DR. 87TH AT CORNERS OF S. PARK PLAZA AND WASHINGTON ST. 87TH ST FROM SOUTHGATE TO SULLIVAN AVE SAN MATEO COUNTY: ON SOUTH PARK PLAZA DR. INSTALL A RAISED MIDBLOCK CROSSWALK, CONNECTING BOTH SCHOOLS. WITH ADA CURB EXTENSIONS AND RAMPS, PEDESTRIAN-ACTIVATED RAPID RECTANGULAR FLASHING BEACONS (RRFB), SPEED REDUCTION STRIPING, AND EDGE LINES. ON 87TH ST AT THE CORNERS OF S. PARK PLAZA AND WASHINGTON ST. INSTALL ADA CURB EXTENSIONS AND RAMPS. ON 87TH ST FROM SOUTHGATE AVE TO SULLIVAN AVE. INSTALL SPEED REDUCING EDGE LINES (TC)	05/12/2023	11/1/2021	5/12/2023	5/12/2023	8	Y230	\$1,619,000.00	\$1,603,000.00	\$235,340.17	\$1,367,659.83
5438015	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0414000191L	HPLUL	04	SM	East Palo Alto	UNIVERSITY OVERCROSSING US 101 BIKE PED PATH	01/27/2023	11/27/2013	1/27/2023	12/27/2023	12	LY20, HY20	\$14,370,823.00	\$1,737,000.00	\$760,000.00	\$977,000.00
5357010	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0417000486L	BRLS	04	SM	Half Moon Bay	MAIN STREET BRIDGE OVER PILARITOS CREEK; BR 35C0025 REHABILITATE HISTORIC BRIDGE. NO ADDED CAPACITY	01/03/2023	02/27/2018	1/3/2023	1/3/2023	12	Z001	\$1,291,000.00	\$1,142,922.00	\$784,701.56	\$358,220.44
5268022	Inactive	Invoice returned to agency. Contact DLAE. 02/01/2024	0421000026L	STPL	04	SM	Belmont	BELMONT: CHULA VISTA FROM ALAMEDA DE LAS PULGAS TO RALSTON AVE. 6TH AVENUE FROM RALSTON AVENUE TO HILL STREET. 6TH AVENUE FROM EMMETT AVENUE TO HARBOR BLVD. CYPRESS AVE FROM LAUREL TO MIDDLE RD. DALEVIEW FROM HILLER TO OLD COUNTY RD. ELMER FROM RALSTON AVENUE TO ONEILL, NOTRE DAME AVE FROM ARBOR TO MILLER, LAUREL FROM HILL STREET TO CYPRESS AVENUE AND HARBOR BLVD FROM MOLITAR TO EL CAMINO REAL. PAVEMENT REPAIR AND REHABILITATION, CRACK SEALING, SLURRY SEALING, THERMOPLASTIC STRIPING AND PAVEMENT MARKINGS, ACCESS RAMPS AND SIGNAGE.	10/11/2022	03/04/2022	10/11/2022	10/11/2022	15	Y230	\$546,470.50	\$467,000.00	\$238,954.01	\$228,045.99
5171026	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0422000319L	STPL	04	SM	Burlingame	THROUGHOUT THE CITY OF BURLINGAME AT 33 LOCATIONS NEAR SCHOOLS AND TRANSIT, IMPLEMENT QUICK BUILD PEDESTRIAN SAFETY IMPROVEMENTS INCLUDING INSTALLATION OF HIGH-VISIBILITY CROSSWALKS, ADVANCE PAVEMENT MARKINGS, STRIPED BULB-OUTS, RED CURBING, AND RRFBs.	03/27/2023	03/27/2023	1/0/1900	3/27/2023	10	Y230	\$500,000.00	\$200,000.00	\$0.00	\$200,000.00
5177033	Inactive	Invoice returned to agency. Contact DLAE 02/20/2024	0414000209L	CML	04	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	13	Z003, M003	\$7,088,262.00	\$1,000,000.00	\$920,086.98	\$79,913.02

< \$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
5029024	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400021045L-N	BPMP	04	SM	Redwood City	BRIDGE PARKWAY OVER MARINE WORLD LAGOON, PREVENTATIVE MAINTENANCE	08/02/2017	4/13/2011	8/2/2017	8/2/2017	77	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94
5029025	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400021046L-N	BPMP	04	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	77	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94
5333014	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0412000122L	BHLS	04	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	42	L1CE	\$135,090.00	\$119,595.00	\$98,399.16	\$21,195.84
5029032	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0414000103L	BPMP	04	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	53	M240	\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19
5333013	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0412000121L	BHLS	04	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	42	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. Funds at risk. Invoice immediately.	0413000206L	FERPL	04	SM	Caltrans	ON US101 FROM 0.3 MILES NORTH OF SAN ANTONIO ROAD (SCL - PM 50.6) TO 0.3 MILES SOUTH OF GRAND AVENUE INTERCHANGE (SM-PM 21.6) US 101. INSTALL HOV/HOT LANE	07/02/2019	5/16/2017	7/2/2019	7/2/2019	54	RPS0	\$20,999,258.82	\$9,547,698.97	\$9,547,074.22	\$624.75
6204113	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400000684L	CML	04	SM	Caltrans	ON STATE ROUTE: 101. US 101 BROADWAY INTERCHANGE IN BURLINGAME RECONSTRUCT INTERCHANGE INCLUDE BIKE/PED FACILITY	01/24/2020	1/30/2014	1/24/2020	2/24/2022	48	M400	\$50,043,250.63	\$3,559,977.49	\$3,559,977.49	\$0.00
5935044	Inactive	Project is inactive. Funds at risk. Invoice immediately.	04924729L	CML	04	SM	San Mateo County	MIRADA SURF BIKE/PED TRAIL, BIKE/PED CLASS 1 TRAIL	06/24/2010	2/5/2009	6/24/2010	6/17/2013	163	L400	\$184,604.00	\$163,429.29	\$163,429.29	\$0.00

PMP CERTIFICATION LISTING

PMP Certification March 11, 2024

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	12/1/2024	22	Certified with Extension
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

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: 3/1/2024

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	50.0%		08/10/18				10/31/22 *	-17	● PED Expired	2	Pend HQ	No change	2			SEQ# 2 (SEQ# 2 Approval to Present) SEQ# 1(10/31/2022 to SEQ# 2 Approval)	0413000030	2W	ACTIVE
5177(033)	CML	South San Francisco	60.0%		01/31/14		01/09/17		03/31/23	-12	● 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 *	-9	● PED Expired	2	Approv		1			SEQ# 2(6/30/2023 to Present)	0417000486		ACTIVE
5029(032)	BPMP	Redwood City	0.0%		03/21/14				03/21/24 *	0	◆ PED 0 to < 3 mos	2	Approv						0414000103	2W	ACTIVE
5268(022)	STPL	Belmont	0.0%				03/04/22		05/01/24	2	◆ PED 0 to < 3 mos	1	Approv						0421000026		ACTIVE
5935(087)	STPL	San Mateo County	50.0%		11/01/21		08/29/22		06/30/24	4	◆ PED 3 to < 6 mos	3	Approv						0422000053		ACTIVE
5102(049)	BRLS	San Mateo	100.0%		06/09/18				07/28/24	5	◆ PED 3 to < 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	Dist "Final"	09/15/24	6	◆ PED 6+ mos	3	Approv						0421000136		ACTIVE
5196(040)	ATPL	Daly City	50.0%		04/17/17		07/02/20	Dist "Final"	09/30/24	7	◆ PED 6+ mos	3	Approv		1			SEQ# 2(12/31/2022 to 3/29/2023)	0417000097		ACTIVE
5196(044)	STPL	Daly City	50.0%				01/05/23		12/29/24	10	◆ PED 6+ mos	1	Approv						0422000336		ACTIVE
5177(047)	CRRSAL	South San Francisco	60.0%				09/09/22		12/31/24	10	◆ PED 6+ mos	3	Info Only						0422000384		ACTIVE
5171(026)	STPL	Burlingame	0.0%				03/27/23		01/29/25	11	◆ PED 6+ mos	1	Approv						0422000319		ACTIVE
6419(027)	CMLNI	City/County Association of Governments of San Mateo Countv	0.0%				10/18/17		03/31/25 *	13	◆ PED 6+ mos	2	Approv						0418000108	2W	ACTIVE
5390(006)	STPL	Portola Valley	0.0%				01/20/23		03/31/25	13	◆ PED 6+ mos	2	Approv						0423000011		ACTIVE
5438(015)	HPLUL	East Palo Alto	100.0%		11/27/13		12/20/22		06/28/25	16	◆ PED 6+ mos	6	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	16	◆ PED 6+ mos	2	Approv						0422000095		ACTIVE
5029(039)	STPL	Redwood City	0.0%				09/12/22		08/31/25	18	◆ PED 6+ mos	2	Approv						0422000084		ACTIVE
5226(023)	CML	San Bruno	50.0%		11/16/18		11/24/23		12/31/25	22	◆ PED 6+ mos	3	Approv		1			SEQ# 1(11/1/2020 to 3/18/2021)	0419000066		ACTIVE
5357(011)	CML	Half Moon Bay	50.0%				02/21/23		12/31/25	22	◆ PED 6+ mos	2	Info Only						0420000230		ACTIVE
5029(041)	STPL	Redwood City	0.0%		12/21/23				01/01/26	22	◆ PED 6+ mos	1	Approv						0422000475		ACTIVE
5177(039)	BPMP	South San Francisco	60.0%		11/19/19				04/30/26	26	◆ PED 6+ mos	2	Approv		1			SEQ# 1(12/30/2022 to 3/27/2023)	0418000191		ACTIVE

Project End Date Reporting

Last Updated: 3/1/2024

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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
5299(018)	CML	Millbrae	0.0%				09/12/23		08/29/26	30	◆ PED 6+ mos	1	Approv						0422000375		ACTIVE
5171(027)	CML	Burlingame	0.0%				09/08/23		12/31/26	34	◆ PED 6+ mos	1	Approv						0422000358		ACTIVE
5177(040)	CML	South San Francisco	60.0%		01/04/19		09/09/22		12/31/26	34	◆ PED 6+ mos	2	Approv		1			SEQ# 1(2/1/2022 to 9/9/2022)	0419000112		ACTIVE
5177(049)	BRLS	South San Francisco	60.0%		02/27/24				03/26/28	49	◆ PED 6+ mos	1	Approv						Pending		ACTIVE
6419(034)	STPLNI	City/County Association of Governments of San Mateo County	0.0%	05/02/23					06/30/28	52	◆ 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	50.0%				02/05/09	"Fin" Invoice	NA-Zero \$ *		■ No PED Established	3	Approv						0400001511		ACTIVE
5935(075)	ATPLNI	San Mateo County	NA				06/15/17	Vouchered	01/01/24	-2	■ NA-Closing	3	Pend HQ	No change	2			SEQ# 3 (SEQ# 3 Approval to Present) SEQ# 2(1/1/2024 to Next FMIS Appv)	0417000250	9A	ACTIVE
5438(011)	HPLUL	East Palo Alto	NA		04/04/12		03/02/18	Acct Final	09/30/24	7	■ NA-Closing	7	Approv		1			SEQ# 6(9/30/2022 to 4/11/2023)	0400021118	7A	ACTIVE