

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AGENDA BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Date: Thursday, March 28, 2024	Join by Zoom Meeting: https://us02web.zoom.us/j/87362024773?pwd=ZXN1eFlyY3p4MHMvVWROeUJld1VPUT09
Time: 6:30 p.m.	
Location: Burlingame Community Center 850 Burlingame Avenue Maple Room Burlingame, CA, 94070	Zoom Meeting ID: 873 6202 4773 Password: 894749 Join by Phone: (669) 900-6833

HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

This meeting of the C/CAG BPAC will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. The Board 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.

1.	Call to Order	Action (Self)	No materials
2.	Public comment on items not on the agenda	Limited to 2 minutes per speaker.	No materials
3.	Approval of the Minutes from the January 25, 2024 Meeting	Action (Self)	Pages 4-6
4.	Review and confirm receipt of the MTC Complete Streets checklists for six TDA Article 3 FY 2023/24 project proposals	Action (Shiramizu)	Pages 7-8
5.	Review and recommend Transportation Development Act (TDA) Article 3 FY 2023/24 Bicycle and	Action (Shiramizu)	Pages 9-11

Pedestrian project proposals to the C/CAG Board for funding allocation

6.	Review and provide input on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP)	Information (Gaye)	Pages 12-24
7.	Receive the draft 2024 and 2025 C/CAG Agency Work Plan	Information (Charpentier)	Pages 25-33
8.	Member Communications	Information (Self)	No materials
9.	Adjournment	Information (Self)	No materials

The next regularly scheduled BPAC meeting will be on May 23, 2024.

Future potential discussion topics:

- a. Caltrans District 4 Bike Plan Update
- b. E-bicycle safety
- c. Signage

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

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

PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Audrey Shiramizu at ashiramizu@smcgov.org, five working days prior to the meeting date.

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

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

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

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

Spoken comments will be accepted during the meeting in person and through Zoom. Public comments will be taken first by speakers in person, followed by via Zoom. Please read the following instructions carefully:

***In-person participation:**

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

***Remote participation:**

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

1. The C/CAG BPAC meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When C/CAG Staff or Co-Chairs call for the item on which you wish to speak, click on "raise hand." Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.
5. When called, please limit your remarks to the time allotted.

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

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

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

Bicycle and Pedestrian Advisory Committee (BPAC)

Meeting Minutes

January 25, 2024

1. Call to Order

Chair Self called the meeting to order at 6:30 PM.

Name	Agency	Jan 2024
<u>Public</u>		
Matthew Self - Chair	County of San Mateo	X
Malcolm Robinson	San Bruno	X
Alan Uy – Vice Chair	Daly City	X
Angela Hey	Portola Valley	X
Justin Yuen	South San Francisco	X
Marina Fraser	Half Moon Bay	X
Mike Swire	Hillsborough	X
<u>Elected</u>		
Ann Schneider	Millbrae	X
Flor Nicolas	South San Francisco	X
Mary Bier	Pacifica	X
Patrick Sullivan	Foster City	
John Goodwin	Colma	X
Lisette Espinoza-Garnica	Redwood City	

C/CAG Staff present: Audrey Shiramizu, Sean Charpentier, Kaki Cheung.

Guests: Kim Comstock (commute.org), Rachael Londer (Town of Atherton), Batool Zaro (City of East Palo Alto), Natalie Gribben (Town of Hillsborough), Ana Morales (City of San Bruno), Ryan Marquez (City of Foster City), Peter Brown (City of Belmont), Selena Lau (City of Belmont), Jeff Chou (City of South San Francisco), Nicolette Chan (City of San Mateo), Leila Carver (Town of Colma), Abdul Hashem (Town of Colma), Brad Donohue (Town of Colma), Robert Ovadia (Town of Atherton), Scott Mace, Giuliano Carlini.

2. Public comment on items not on the agenda.

There was one public comment from Scott Mace. One public comment was received as an email. The public comment is posted on the Committee website as additional meeting material.

3. Approval of the Minutes from the October 26, 2023 Meeting

There were no public comments on the minutes.

Motion: Member Fraser motioned to approve minutes. Member Nicolas seconded the motion. All members in attendance voted to approve. The motion passed.

4. Receive presentations from Transportation Development Act Article 3 Program Applicants for the Fiscal Year 2023/24 grant cycle

TDA 3 Article 3 funds are made available through state funds and distributed by the Metropolitan Transportation Commission (MTC) to C/CAG on a formulaic basis. The total amount available for FY 2023/24 is approximately \$2.59M.

Prior to the presentations, C/CAG staff Audrey Shiramizu shared the TDA 3 evaluation and scoring timeline with the Committee. Staff also shared that C/CAG received 11 applications seeking a total of \$2.36M. Based on MTC guidelines, one project application did not meet requirements for funding at this time.

All 10 eligible project applicants presented their proposals to the Committee. Each applicant was allowed five minutes for the presentation and three minutes for questions from the Committee.

Following the presentations and questions, staff noted that they would follow up with a list of relevant studies and plans that the applicants referenced during their presentations.

5. 2024 Meeting Location and Time Discussion

C/CAG staff Audrey Shiramizu noted that at the October BPAC meeting, members agreed to move the meeting start time from 7:00 PM to 6:30 PM for the January 2024 meeting. At this January meeting, the Committee planned to discuss continuing with 6:30 PM or considering a different time and discussing the meeting location.

Member Hey noted preferring a later meeting time to avoid traffic.

Member Bier preferred meeting earlier and in Burlingame instead of Redwood City.

Members Uy and Goodwin preferred meeting earlier and a location close to Caltrain/transit.

Member Hey suggested meeting at 4:00 PM. Member Fraser noted that members may be working at that time. Member Fraser preferred the 6:30 PM time and in Burlingame.

C/CAG Executive Director Sean Charpentier noted that staff will continue scheduling committee meetings at 6:30 PM in Burlingame.

Member Goodwin suggested checking in at the middle of the year to reevaluate the timing and/or location.

6. Member Communications

Chair Self noted there is one news article included in the packet.

Chair Self adjourned the meeting at 8:50 PM.

C/CAG AGENDA REPORT

Date: March 28, 2024

To: Bicycle and Pedestrian Advisory Committee (BPAC)

From: Audrey Shiramizu, Transportation Program Specialist

Subject: Review and confirm receipt of the MTC Complete Streets checklists for six TDA Article 3 FY 2023/24 project proposals

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

RECOMMENDATION

That the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) review and confirm receipt of the MTC Complete Streets checklists for six TDA Article 3 FY 2023/24 project proposals.

FISCAL IMPACT

Other than staff time, there are no direct fiscal impacts to C/CAG at this time.

SOURCE OF FUNDS

TDA Article 3 funds are derived from the following sources:

- Local Transportation Funds (LTF), derived from a ¼ cent of the general sales tax collected statewide
- State Transit Assistance Fund (STA), derived from the statewide sales tax on gasoline and diesel fuel.

BACKGROUND

Transportation Development Act Article 3 (TDA 3) Program

The TDA Article 3 program funds are made available through the State and are distributed by the Metropolitan Transportation Commission (MTC) to C/CAG on a formulaic basis. Approximately \$2.59M is available for San Mateo County for the FY 2023/24 TDA 3 Cycle. As the program administrator for San Mateo County, on September 18, 2023, C/CAG issued a call for project nominations for eligible bicycle and/or pedestrian projects within the county. Applications were due on November 13, 2023.

MTC Complete Streets Policy

Adopted in 2022, the Metropolitan Transportation Commission's (MTC) Complete Streets Policy (Resolution 4493) promotes the development of transportation facilities that accommodate all modes (walking, biking, rolling, and taking transit). In accordance with the

Policy, project sponsors applying for regional discretionary transportation funding or endorsement from MTC with a total project cost of \$250,000 or more are required to complete a Complete Streets Checklist. The checklists are then reviewed by the County Transportation Agency (CTA) Bicycle and Pedestrian Advisory Committee (BPAC), and any comments from the C/CAG BPAC will be incorporated as part of the submittal to MTC.

Of the ten proposals received for FY 23/24 TDA 3 funding, only six projects will need to adhere to the Metropolitan Transportation Commission's (MTC) Complete Streets Policy (Resolution 4493).

In advance of the C/CAG BPAC meeting this month, staff sent the six Complete Streets checklists to the Committee on March 13, 2024. Questions submitted on the checklists will be distributed to the project sponsors for response.

RECOMMENDATION

C/CAG staff requests that the Committee review and confirm receipt of the MTC Complete Streets checklists for six TDA Article 3 FY 2023/24 project proposals.

Attachment

1. MTC Complete Streets Checklists for six TDA 3 FY2023/24 project proposals (*The material is available on the C/CAG BPAC website (See "Additional Meeting Materials") at <https://ccag.ca.gov/committees/bicycle-and-pedestrian-advisory-committee/>*).

C/CAG AGENDA REPORT

Date: March 28, 2024

To: Bicycle and Pedestrian Advisory Committee

From: Audrey Shiramizu, Transportation Programs Specialist

Subject: Review and recommend Transportation Development Act (TDA) Article 3 FY 2023/24 Bicycle and Pedestrian project proposals to the C/CAG Board for funding allocation

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

RECOMMENDATION

That the C/CAG Bicycle and Pedestrian Advisory Committee reviews and recommends Transportation Development Act (TDA) Article 3 FY 2023/2024 Bicycle and Pedestrian project proposals to the C/CAG Board for funding allocation.

FISCAL IMPACT

The budget for the FY 23/24 Cycle of the TDA Article 3 program is \$2.59M. The proposals that meet the funding and scoring criteria will be recommended to receive funding.

SOURCE OF FUNDS

TDA Article 3 funds are derived from the following sources:

- Local Transportation Funds (LTF), derived from a ¼ cent of the general sales tax collected statewide
- State Transit Assistance Fund (STA), derived from the statewide sales tax on gasoline and diesel fuel.

BACKGROUND

At the July 27, 2023 meeting, the Committee reviewed and discussed the FY 23/24 TDA 3 Cycle Call for Projects, schedule, and possible changes to the scoring sheet. The Committee approved the scoring sheet with minor modifications.

The TDA Article 3 Notice of Call for Projects was released on September 18, 2023, soliciting local jurisdictions to submit applications for bicycle and pedestrian related projects. Applications were due on November 13, 2023.

By the deadline, C/CAG received eleven applications seeking a total of \$2.36M. Based on MTC guidelines, one project application did not meet requirements for funding at this time. Of the \$2.59M available for this grant cycle, \$300,000 is available to fund planning projects. The

remaining \$2.29M is set aside for capital projects. The maximum grant amount for the planning project and capital projects is \$100,000 and \$400,000, respectively.

On December 11, 2023, Committee members received all applicant materials. At the January 25, 2024 meeting, the Committee received presentations from each of the 10 applicants describing their proposed projects. By the scoring deadline, 9 of the 13 Committee members submitted ranking (four members either chose to abstain or did not submit scores). The Committee score sheets are part of public records and can be found on the C/CAG Committee website (<https://ccag.ca.gov/committees/bicycle-and-pedestrian-advisory-committee>). A summary of the projects and average scores, ranked highest to lowest, is shown in Attachment 1. If the average project scores are to remain as shown in Attachment 1, C/CAG could fully fund all 10 of the project proposals.

At the March 28, 2024 meeting, Committee members will review the average scores and discuss the combined project rankings. The Committee can then make a recommendation to the C/CAG Board to approve the funding award at its May 2024 meeting.

ATTACHMENTS:

1. Project ranking summary (as of March 15, 2024)
2. Committee member scores (*The material is available on the C/CAG BPAC website (See “Additional Meeting Materials”) at <https://ccag.ca.gov/committees/bicycle-andpedestrian-advisory-committee/>.*)

Attachment 1: Project ranking summary (as of March 15, 2024)

	Applicant	Average Score	Project Funding Requested
<i>Planning Project Proposals</i>			
1	Commute.org: San Mateo County Bicycle Education <i>Matching funds for SMCTA grant to implement a Pedestrian and Bicycle Education Program.</i>	82.6	\$ 20,000
2	Foster City: Bicycle & Pedestrian Master Plan <i>Plan to address bicycle and pedestrian safety and needs within the City.</i>	66.9	\$ 80,000
3	Atherton: Updating the Town's Bicycle and Pedestrian Master Plan <i>Plan update to improve bike and pedestrian infrastructure throughout the Town.</i>	61.6	\$ 100,000
4	Hillsborough: Bicycle and Pedestrian Master Plan <i>Create Master Plan to guide infrastructure implementation and identify future improvements.</i>	61.2	\$ 100,000
<i>Capital Project Proposals</i>			
1	South San Francisco: Buffered Bike Lane Enhancement Project <i>Quick build to construct/add bollards to existing buffered bike lanes.</i>	82.3	\$ 345,717
2	San Bruno: Safe Routes to School High-Priority Improvements <i>Implement high-priority recommendations at 10 schools in Safe Routes to School Plan.</i>	77.3	\$ 380,700
3	East Palo Alto: Pulgas Avenue Mini-Roundabouts <i>Install two mini-roundabouts at two intersections on Pulgas Ave.</i>	69.6	\$ 400,000
4	Belmont Village Bicycle Improvements <i>Install Class II bike facilities.</i>	66.7	\$ 330,000
5	Colma: Lawndale Blvd. RRFB Mid-Block Crosswalk & Bike Lane Improvement Project <i>Install high-visibility mid-block crosswalk.</i>	61.0	\$ 252,000
6	San Mateo Caltrain Station North Access Improvement Project <i>Design new pedestrian and bicycle entrance to San Mateo Caltrain station.</i>	55.0	\$ 253,800
		Total	\$ 2,262,217

C/CAG AGENDA REPORT

Date: March 28, 2024

To: Bicycle and Pedestrian Advisory Committee

From: Eva Gaye, Transportation Program Specialist

Subject: Review and provide input on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP)

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

Recommendation

That the Bicycle and Pedestrian Advisory Committee review and provide input on the Draft San Mateo Countywide Local Roadway Safety Plan (LRSP).

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 Bicycle and Pedestrian 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.

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 Chapter



Executive Summary

TABLE OF CONTENTS

Safe Systems Approach 3

Vision & Goals..... 3

Public Engagement 4

High Injury Network 4

Emphasis Areas..... 5

Recommendations 5

Project Prioritization 6

Implementation & Monitoring..... 6

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



SAFE SYSTEM APPROACH

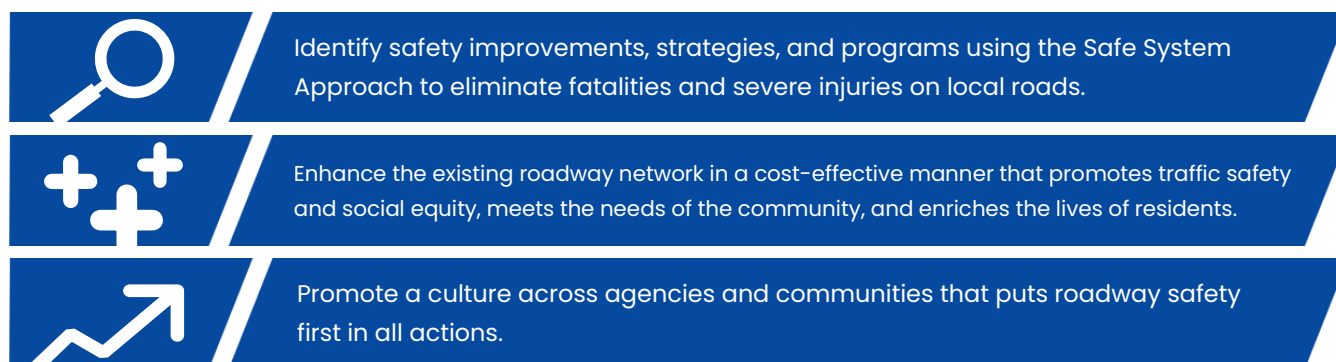
The recommendations and policies contained within this plan align with the principles of the Safe System Approach, which aims to eliminate fatal and severe injuries for all road users.

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



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

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:



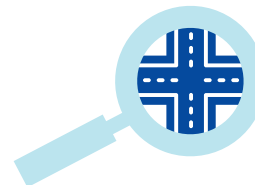
Crash History

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 28, 2024

To: Bicycle and Pedestrian Advisory Committee

From: Sean Charpentier, Executive Director

Subject: Receive the draft 2024 and 2025 C/CAG Agency Work Plan

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

RECOMMENDATION

That the C/CAG Bicycle and Pedestrian Advisory Committee receives the draft 2024 and 2025 C/CAG agency work plan.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

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

Key functions include:

- a) Serving as the County Transportation Agency and Congestion Management Agency, allocating local, State, and Federal Transportation Funding, managing several Countywide Transportation Plans; and supporting member agencies with projects and funding timelines. Manage multiple transportation programs like Safe Routes to School, the Micromobility (bike and scooter-share) Program and the Smart Corridor system. Support the Express Lane JPA. Co-sponsoring with the SMTCA on transportation projects of countywide significance.
- b) Leading Countywide effort with all jurisdictions for compliance with the Regional Storm Water Permit, including major long term multi-million dollar contract to support our efforts. Supporting countywide efforts for regional stormwater projects and well as smaller more local green infrastructure projects.

- c) Managing the Countywide TDM policy, the Airport Land Use Commission, and 21-Element.
- d) Leading and supporting Countywide energy efficiency efforts, including San Mateo County Energy Watch and the Regionally Integrated Climate Action Planning Solutions program.
- e) Support C/CAG Board and 9 Standing Committees with 146 seats, including 76 seats reserved for elected officials and a total of 98 regularly scheduled Brown Act meetings each year.

Structure of the Workplan:

The work plan shows the progression of work over eight quarters, through the end of the 2025 calendar year. The work plan is color coded with the following denotations.

- 1. Yellow- Major work categories within the Agency.
- 2. Light Blue- These activities are required by Statute, or Role, or Ownership, thus constituting high priority tasks for the Agency. These are activities that are required by the C/CAG JPA or compliance with local, regional, or state regulations or statute. This also includes general management and operational activities. For example, C/CAG has to serve as the Airport Land Use Commission (ALUC), prepare the biannual Congestion Management Plan, manage the Regional Stormwater Permit, and maintain C/CAG owned components of the C/CAG Smart Corridor system.
- 3. Green- Discretionary Actions Necessary to Accomplish C/CAG's Mission/Goals. These are activities that are not required by our JPA or Statute, but are necessary to achieve our mission and goals. C/CAG has traditionally played a leadership role in creating or supporting solutions for problems that require coordinated Countywide responses, such as Commute.org; OneShoreline; and the San Mateo County Express Lanes. For example, although the Equity Assessment and the bike and scooter-share Program are not required by Statute, they are essential to achieving our mobility goals and improving equity.
- 4. Orange: Discretionary Actions Not Yet Started: These are anticipated activities that have not yet started.

Major 2023 Organizational Accomplishments and 2024 Goals:

Major accomplishments in 2023 include:

- 1. Completion of the C/CAG Equity Assessment, Framework and Action Plan.
- 2. Began operation of the express lanes between I-380 and Whipple Ave.
- 3. Updated the C/CAG Congestion Relief Plan for a new reauthorization covering FY24-FY27.
- 4. Completion of the design for both the 92/101 Area Improvements and the Northern Cities

Smart Corridor project.

5. Initiated the planning of launching two shared bike and scooter-share pilots in the county (Daly City/Colma/Broadmoor and Redwood City/North Fair Oaks).
6. Completed the update of the 2023 Congestion Management Plan.
7. Finished the biennial State Transportation Improvement Program (STIP) Update allocating \$37m to 92/101, Manor Drive, and the Managed Lanes North of I-380.
8. Secured \$2.4M in member directed funding for the San Bruno Regional Multi-Benefit Stormwater capture Project.
9. Distributed nearly 300 rain barrels across the county.
10. Continued dialogue with San Mateo permittees on countywide/support for local stormwater fee initiatives including balloted and non-balloted options.
11. Initiated development of a VMT/GHG Model Mitigation Program.

A Draft 2024/2025 Workplan is included as Attachment 1. The major initiatives and topics are noted below, denoted by the row number that is highlighted in red on Attachment 1.

Major new or updated initiatives for 2024 include:

1. #8- Develop C/CAG's first Strategic Plan.
2. #6-Begin implementing action items identified in the Equity Assessment, Framework and Action Plan.
3. #29-Conduct planning of a 3.7 mile of buffered bike lane on El Camino Real in Burlingame and Millbrae.
4. #28-Complete the Countywide Local Roads and Streets Safety Plan.
5. #30-Complete the VMT/GHG Mitigation Plan and Program development.
6. #45 & #46-Provide funding to Lifeline Transportation (\$4.5m) and Transportation Development Act (TDA) Article 3 (\$2.3m) program applicants.
7. Various capital improvement projects can be seen below:
 - a) #51-Begin construction of the Northern Cities Smart Corridor project.
 - b) #50-Complete construction of the South San Francisco Smart Corridor project.
 - c) #56-Initiate construction of the 92/101 Area Improvements, estimated \$44m. .
 - d) #52-Managed Lane North of I-380: Continue progress on Project Approval/Environmental Document (PA/ED).
8. #17 & #18- Submit a \$50M+ NOAA grant application to implement the San Mateo County OneWatershed Climate Resilience Infrastructure program; and seek funding for school yard greening efforts.
9. #22-Explore the funding and development of a Carbon Neutrality Plan to accomplish California's Carbon Neutrality goal.
10. #26 & #31- Initiate planning efforts to update the Countywide Bicycle and Pedestrian Plan and the County Transportation Plan (CTP).
11. #61 & #63-Express Lane activities include completing an Organization Assessment and designing and implementing the next phase of the Community Benefit Program (equity program).

There are several items that are currently being refined and will likely evolve over the next few months.

1. #27. Dumbarton Corridor Feasibility Study and Plan- Staff and project partners are re-evaluating the scope of this project given current traffic trends and existing and future planning efforts within this geography.
2. #44. USDOT Safe Streets for All Grant and Program- Staff are exploring the possibility of applying for \$10m+ in US DOT Safe Streets for All funds to fund the priority roadway safety improvements in all or a subset of all cities in the County.

Analysis:

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

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

EQUITY IMPACTS AND CONSIDERATIONS

This item is necessary for the administration/operations of C/CAG.

ATTACHMENT

1. Draft 2024 and 2025 C/CAG Workplan

C/CAG Draft 2 YR workplan

ATTACHMENT 1

Color CODING KEY

Key Categories

Required Activities By Statute or Role or Ownership

Discretionary Actions Necessary to accomplish C/CAG's Mission/Goals

Discretionary Actions Not Yet Started

			2024				2025			
			1Qtr	2Qtr	3Qtr	4Qtr	1Qtr	2Qtr	3Qtr	4Qtr
Agency wide efforts			Partner Orgs							
1	Measure M Management (General)	Manage Measure M (\$10 Vehicle License Fee) including planning, admin, and annual formula distributions.	All 21- Jurisdictions, SamTrans, County Office of Education	X	X	X	X	X	X	X
2	General Financial/Organizational Tasks (contracts, HR, CALPERs, financial management, Audits, Finance Committee Investment policies)			X	X	X	X	X	X	X
3	Oversight, management and participation in Committees (CMEQ, TAC, BPAC, AAC, Stormwater, Finance)	C/CAG has 9 standing committees, including ALUC, with approximately 75 regular scheduled Brown Act meetings each year.		X	X	X	X	X	X	X
4	Airport Land Use Commission Activities and Committee (ALUC)	ALUC Meetings, project review, and ALUCP Management.		X	X	X	X	X	X	X
5	21- Elements support	C/CAG is a major partner in supporting 21 Elements efforts.	SMC Dept Housing, all 21- jurisdictions	X	X	X	X	X	X	X
6	C/CAG Equity Action Plan Implementation	Implementation of action items identified in the Equity Plan		X	X	X	X	X	X	X
7	State and Federal Advocacy Program	State advocacy (Shaw Yoder Antwih Schmelzer & Lange) for tracking and commenting on legislation and pursuing funding; & Federal Funding advocacy (Ken Brown & Associates) Schedule DC and Sacramento legislative visits.		X	X	X	X	X	X	X
8	C/CAG Strategic Plan Development	Develop a vision statement, strategic priorities, and a project list		X	X	X	X			
9	C/CAG Update Website	TBD	N/A							
10	Create Handbook of C/CAG Committees	TBD								
Stormwater Program			Partner Orgs							
11	Regional Water Board MRP Compliance	Managing Regional Stormwater Permit for all permittees (22) in San Mateo County, including 5 Year contract with EOA and coordinating annual compliance.	Water Quality Control Board, all 21 Jurisdictions	X	X	X	X	X	X	X
12	Multi Benefit Regional Projects	Continue to support Orange Memorial Park project in SSF; Implement recent \$2.4m Federal Earmark for project in San Bruno and initiate planning for NOAA grant to fund full project design/permitting/construction; support project development and funding options for Red Morton Park in Redwood City and Twin Pines project in Belmont. Evaluate future regional projects.	San Bruno, Belmont, Redwood City, Caltrans and 22 Stormwater Permittees	X	X	X	X	X	X	X
13	Advancing OneWatershed San Mateo County Efforts	Advance OneWatershed Framework Project with Geosyntec and countywide partners; develop concept plan for new OneWatershed Pilot Project in San Bruno Creek Watershed;	OneShoreline, BAWSCA, Climate Resilient Communities, San Bruno, County of San Mateo, South San Francisco	X	X	X	X	X	X	X
14	Phase II Green Infrastructure Tracking & Mapping Tool	Advance GI Tracking and Mapping Tool to support new MRP requirements for asset management, trash control mapping and GSI implementation	C/CAG member agencies	X	X	X	X	X		
15	Pilot Bulk Rain Barrel Rebates	Annual project to distribute approximately 800+ rain barrels. See press release and coverage in Agenda #9 Communications.	BAWSCA and RainWater Solutions, plus C/CAG member agencies	X	X	X	X	X	X	X

Color CODING KEY
Key Categories

Required Activities By Statute or Role or Ownership

Discretionary Actions Necessary to accomplish C/CAG's Mission/Goals

Discretionary Actions Not Yet Started

C/CAG Draft 2 YR workplan

			2024				2025			
			1Qtr	2Qtr	3Qtr	4Qtr	1Qtr	2Qtr	3Qtr	4Qtr
16	Exploration of Stormwater Funding/Financing	Continue to explore funding and financing options for long-term stormwater revenue;								
17	\$50m+ NOAA Grant for One Watershed and Sustainable Streets	Apply for \$50m+ NOAA Grant for OneWatershed Projects in San Bruno and throughout San Mateo County;(San Bruno Regional Project and pilot OneWatershed Project in San Bruno Creek Watershed, Sustainable Streets Projects (Daly City, Colma, East Palo Alto), Pescadero Creek Flood Plain Restoration, Work Force Development, and Programmatic Enhancements for Regional Collaborative Program) implement if successful.	OneWatershed Partners, plus SFEI, Association of Ramaytush Ohlone, San Mateo Resource Conservation District, ReEscape CA, EnviroCert, San Jose Conservation Corps, Green Schoolyards America	X	X	X	X	X	X	X
18	Scaling Schoolyard Greening Efforts (State and Federal earmark attempt)	Support advanced design work for three sites in San Carlos School District following Resilient San Carlos Schoolyards project and additional schoolyard greening planning work at 10 additional school sites throughout the county if successful with funding request.	San Mateo County Office of Education					X	X	X
	Energy and Climate Program		Partner Orgs							
19	San Mateo County Energy Watch (SMCEW)		OOS	X	X	X	X	X	X	X
20	Climate Action Planning (RICAPS)			X	X	X	X	X	X	X
21	Laundry to Landscape Program	Potential Earmark		X	X	X	X	X	X	X
22	Carbon Neutrality Plan	Potential Earmark			X	X	X	X		
	Transportation Plans/Studies C/CAG LEAD		Partner Orgs							
23	Community Based Transportation Plans - San Bruno/SSF	MTC required transportation plans for Equity Priority Communities. Initiate update of San Bruno/SSFplan w/completion est. end of 2025	MTC, San Bruno, SSF	X	X	X	X	X	X	X
24	Congestion Management Plan Biannual Update	Required update of Congestion Management Plan every two years to monitor traffic on CMP Network and Companion Network.	All 21 Jurisdictions					X	X	X
25	MTC RTP PBA 2050 Update	Every 4 years MTC must update its RTP Plan Bay Area. This update is intended to be a "focused" update. RTP is a 30 year plan that identifies over \$5.1 billion in San Mateo County projects.	All 21 Jurisdictions, SMCTA, SamTrans	X	X	X	X	X	X	X
26	County Transportation Plan Update (CTP)	Countywide update to the Countywide Transportation Plan. Required by MTC to connect Countywide efforts to the RTP PBA.	SMCTA, 21 Jurisdictions	X	X	X	X	X	X	X
27	Dumbarton Corridor Feasibility Study and Plan (Pre PID)	Study to identify alternatives to connect the Dumbarton Bridge to the Highway 101 Express Lanes. Roadway and ATP only. Alternatives will then be studied in greater detail in a PID. \$500k	East Palo Alto, Menlo Park, SamTrans, SMCTA	X	X	X	X	X		
28	Local Roadway Safety Plan	Countywide Local Roadway Safety Plan will identify safety improvement in Cities to reduce severe injury and fatal collisions on local roadways and ensure jurisdictions are eligible for certain types of MTC funding as well as making the County more competitive for certain types of Federal	All 21 Jurisdictions	X	X					
29	Planning Buffered Bike Lane El Camino Real San Bruno/Millbrae	Planning and design for 3.7 mile of buffered bike lane along ECR in San Bruno and Millbrae. Funded with \$760k budget request from then Asm. Mullin.	San Bruno, Millbrae, SMCTA	X	X	X	X	X		

C/CAG Draft 2 YR workplan

Color CODING KEY

Key Categories

Required Activities By Statute or Role or Ownership

Discretionary Actions Necessary to accomplish C/CAG's Mission/Goals

Discretionary Actions Not Yet Started

			2024				2025			
			1Qtr	2Qtr	3Qtr	4Qtr	1Qtr	2Qtr	3Qtr	4Qtr
30	VMT/GHG Mitigation Plan and Program	Planning for a GHG/VMT Mitigation Program. Funded by Caltrans Planning Grant. \$670k. Recruiting consultant now.	Caltrans	X	X	X	X	X		
31	Countywide Comprehensive Bike and Pedestrian Plan	Update to the 2021 Comprehensive Bike and Ped Plan. Will identify and prioritize bicycle and pedestrian projects, update the equity focus areas, and include e-bike strategies, sidewalk inventories, and an update to the equity focus areas. Will submit applications for Caltrans planning grant, RAISE Planning Grant, and Earmarks.	All 21 jurisdictions, SMCTA				X	X	X	X
32	Countywide Adaptive Traffic Signal Synchronization Plan and Implementation	Identify key corridors and routes to implement adaptive signal timing; prioritize signal timing for transit vehicles and emergency vehicles; install bicycle detection software; and leverage technology to better control and manage traffic flow. May seek federal earmark funding.	All 21 jurisdictions, SamTrans						X	X
	Transportation Plans/Studies C/CAG Supporting Role		Partner Orgs							
33	Countywide Autonomous Vehicle Strategic Plan (SMCTA)	Identify the current state of AV in San Mateo County, establish a shared-vision for AV deployment, identify opportunities and challenges for AV deployment in the county, and to develop an AV action plan with prioritized next steps that align with potential funding availability.	SMCTA	X	X	X				
34	Implementation of pilot projects identified in the Autonomous Vehicle Plan	Implement pilot projects identified in the Autonomous Vehicle Strategic Plan	SMCTA				X	X	X	X
35	US 101 Multimodal Strategy (SMCTA)	Develop a strategy and conduct outreach to create a multimodal package of projects to be added to or bundled with and complement the existing highway projects.	SMCTA	X	X	X				
	Transportation Programs		Partner Orgs							
36	Ongoing STIP, RTIP, MEASURE M, OBAG, Federal Project Delivery, and other required admin activities	Assist cities with regional, state, and Federal Funding. Currently assisting member agencies with the delivery of approx. \$195m in funding throughout the County	All 21 jurisdictions, SMCTA	X	X	X	X	X	X	X
37	Safe Routes To School Program	The (SRTS) Program is a collaborative effort between (C/CAG and the San Mateo County Office of Education (SMCOE). The program encourages and enables school children to walk and bicycle to school by implementing projects and activities that improve the health, well-being, and safety of children, resulting in less traffic congestion and vehicle emissions caused by school-related travel.	County Office of Education, school districts	X	X	X	X	X	X	X
38	TDM Policy Management	C/CAG's Countywide TDM policy is used by a majority of the Cities.	All 21 jurisdictions	X	X	X	X	X	X	X
39	Shuttle Program	C/CAG supports shuttle investment.	SMCTA, Commute.org, Menlo Park	X	X	X	X	X	X	X
40	Regional Support and Advocacy at MTC/ABAG and Caltrans for regional priorities.	Coordinate with multiple staff level committees, brief MTC Commissioners on relevant issues, support member agency <u>roadway, multimodal, and grade separation applications.</u>	All 21 jurisdictions	X	X	X	X	X	X	X
41	Transportation Fund for Clean Air County Program Manager Fund Management	C/CAG distributes Air District funds to qualifying projects that reduce air pollution, greenhouse gas emissions, and traffic congestion by improving transportation options.	BAAQMD, Commute.org	X	X	X	X	X	X	X
42	Big Data (StreetLight Data) Services	C/CAG manages a joint countywide subscription to StreetLight Data, allowing users to access big data to perform robust transportation analytics.	All 21 jurisdictions	x	x	x				

C/CAG Draft 2 YR workplan

Color CODING KEY
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Discretionary Actions Necessary to accomplish C/CAG's Mission/Goals
Discretionary Actions Not Yet Started

			2024				2025			
			1Qtr	2Qtr	3Qtr	4Qtr	1Qtr	2Qtr	3Qtr	4Qtr
43	Micromobility (Bikeshare/Scooter share) Program Implementation	C/CAG Board adopted the Shared Micromobility Feasibility Study and Implementation Plan in December 2022. C/CAG has formed a Governance Working Group of participating pilot jurisdictions to finalize the program guidelines and procure vendor to launch the pilot. C/CAG is also developing a Community Outreach Plan to gain input from the community on station locations and an equity program. Pilot is anticipated to be operational in late 2024.	MTC, Daly City, Colma, SMC, Redwood City	X	X	X	X	X	X	X
44	USDOT Safe Streets for All Grant and Program (Placeholder)	Explore applying for Safe Streets for All Grant and Program for top 10 priority bike and pedestrian safety projects in each jurisdiction throughout County (Based on Local Streets and Roads Safety Plan) in 2024 and implementing if successful	All 21 jurisdictions	X	X	X	X	X	X	X
	Calls For Projects/Funding		Partner Orgs							
45	Lifeline STA County Block Call For Projects	Issue CFP In Q2 FY 23/24; The Lifeline Transportation Program is designed to help low-income residents by funding transportation projects that will improve their mobility options.	All 21 Jurisdictions; CBOs; SamTrans	X	X					
46	TDA Article 3	Provide planning and capital funding for active transportation projects. Will facilitate FY24-25 Call for Projects in beginning 2023 Q4.	All 21 Jurisdictions; CBOs; MTC	X	X	X	X			
47	Measure M Countywide Transportation Innovative Grant Program	A new Countywide Competitive Pilot Program dedicated to fund nimble Senior Mobility, ITS/Smart Corridor, Safe Routes to School, and Stormwater Management projects.	Measure M Funded Program Managers			X	X	X	X	
48	2026 STIP Update	Required update for County Formula Share STIP Funds.	SMCTA, Caltrans					X	X	X
	Smart Corridor Projects (C/CAG Lead)		Partner Orgs							
49	Smart Corridor Ongoing Maintenance	Maintenance for fixtures and of Fiber optic line that currently spans from East Palo Alto to San Bruno.	11 existing Smart Corridor jurisdictions; Caltrans	X	X	X	X	X	X	X
50	Smart Corridor SSF Construction	Support construction of Smart Corridor in SSF, including providing funding. Construction cost estimated at \$8.5M and anticipate completion by end of 2023.	SSF	X	X	X	X			
51	Smart Corridor Constuction Daly City/Colma	Support construction of Smart Corridor in Brisbane, Daly City, and Colma, including providing funding. Construction cost estimated at \$12.6M and anticipate construction advertisement in summer 2023.	Daly City & Colma, Caltrans	X	X	X	X	X	X	X
52	Smart Corridor Constuction Brisbane	Support construction of Smart Corridor in Brisbane, Daly City, and Colma, including providing funding. Construction cost estimated at \$12.6M and anticipate construction advertisement in summer 2023.	Brisbane, Caltrans	X	X	X	X	X	X	X
	Managed Lane North of I 380 (Co-Sponsor with SMCTA)		Partner Orgs							
52	PAED (Planning)	Project would extend the managed lanes north of I 380 to the SM/SF county line and close the remaining gap in SMC along 101. Total Project Cost Estimated at \$315.5M (Construction estimated at \$272.2M)	SMCTA, Caltrans	X	X	X	X	X		
53	PSE (Design)						X	X	X	X
54	Construction									
	92/101 Multi Modal Area Improvements (Co-Sponsor with SMCTA)		Partner Orgs							

C/CAG Draft 2 YR workplan

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Discretionary Actions Not Yet Started

				2024				2025			
				1Qtr	2Qtr	3Qtr	4Qtr	1Qtr	2Qtr	3Qtr	4Qtr
55	PSE (Design)	Project would improve 92/101 Interchange at 4 locations, construction buffered bike lane along Fashion Island Blvd, and a mobility hub interchange. Construction Cost Est \$51M (\$44M for Highway Construction and \$7M for Multi-modal Component).	SMCTA, Caltrans, Foster City, City of San Mateo	X							
56	Construction				X	X	X	X	X	X	X
	92/101 Direct Connector (Co-Sponsor with SMCTA)		Partner Orgs								
57	PAED (Planning)	Project is analyzing options to provide a direct connector between Hwy 92 and the Hwy 101 express lanes to encourage transit and HOVs. Total Proj Cost Est \$195.3M - Construction cost est is \$165M	SMCTA, Caltrans, Foster City, City of San Mateo	X	X	X	X	X	X	X	X
58	PSE (Design)										
59	Construction										
	San Mateo County Express Lane JPA (101 Express Lanes)		Partner Orgs								
60	FY Budget Preparation	Prepare program budget.	SMCEL-JPA	X	X			X	X		
61	Equity Program Oversight	Oversee equity program with Samaritan House that distributes \$100 Clipper Cards or \$100 FasTrak Transponders. Explore evaluation of program including increasing the amount to \$200, adding online enrollment, and transitioning to a mobility wallet.	SMCEL-JPA	X	X	X	X	X	X	X	X
62	Expenditure Plan	State Required expenditure plan before any net revenue is expended.	SMCEL-JPA	X	X	X	X	X			
63	Organizational Assessment	Founding JPA requires an organizational assessment regarding the administrative structure of the organization.	SMCEL-JPA	X	X	X	X	X	X		
64	Express Lane Program Operation	Manage the express lane program operation from I-380 to San Mateo County/Santa Clara County line.	SMCEL-JPA	X	X	X	X	X	X	X	X
65	Ongoing management of Express Lanes Asset Database	Develop a database that enables strategic and systematic process of maintain, upgrading and expanding assets to support Express Lane operation. Designed to focus on resource allocation and planning.	SMCEL-JPA	X	X	X	X	X	X	X	X