

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, June 20, 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 June C/CAG Board meetings <ul style="list-style-type: none">Approval of Reso 24-38 approving projects to be funded under the C/CAG Lifeline Transportation Program Cycle 7.Approval of Reso 24-40 adopting the C/CAG distribution policy for the FY 2024/25 State Transit Assistance (STA) Population-Based fundsApproval of Reso 24-47 adopting the San Mateo Countywide Local Roadway Safety Plan (LRSP)Approval of Reso 24-46 adopting the C/CAG Fiscal Year 2024/25 Program Budget and Member Fees. | Cheung | No materials |
| 4. Approval of minutes from the May 16, 2024 Meeting (Action) | Cheung | Page 1-5 |
| 5. Receive a presentation on the US 101 Adaptive Ramp Metering project. (Information) | Cheung | Page 6-24 |

6. Receive a project status update from Caltrans District IV on the San Mateo US 101 Pavement Rehabilitation and Median Barrier Upgrade Project. (Information)	Ocampo	Page 25-27
7. Receive the FY 2022-2023 San Mateo County Safe Routes to School Program Annual Report. (Information)	Gaye	Page 28-29
8. Receive information on regional project and funding related items. (Information)	Lacap	Page 30-51
9. Executive Director Report	Charpentier	
10. Member Reports	All	
11. Adjournment.	Willis/Stillman	

The next regularly scheduled meeting is on August 15, 2024.

Future potential agenda topics:

- a. Caltrans Bike Plan

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:

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

**CONGESTION MANAGEMENT PROGRAM (CMP)
TECHNICAL ADVISORY COMMITTEE (TAC)
May 16, 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		May			
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			Ray Towne	
6	Brisbane Engineering	Randy Breault			
7	Burlingame Engineering	Syed Murtuza			
8	C/CAG	Sean Charpentier			
9	Colma Engineering		Absent		
10	Daly City Engineering	Richard Chiu			
11	East Palo Alto Engineering	Humza Javed			
12	Foster City Engineering	Andrew Brozyna			
13	Half Moon Bay Engineering		Absent*		
14	Menlo Park Engineering		Absent*		
15	Millbrae Engineering	Ahmad Haya (Alternate)			
16	Pacifica Engineering	Roland Yip (Alternate)			
17	Redwood City Engineering	James O'Connell (Alternate)			
18	San Bruno Engineering	Matthew Lee			
19	San Carlos Engineering	Steven Machida			
20	San Mateo Engineering	Matt Fabry			
21	South San Francisco Engineering	Eunejune Kim			
22	Woodside Engineering		Absent		
	Non-Voting Members				
1	MTC		Absent		
2	Caltrans		Absent		

*Committee Member attended as public member via zoom

The two hundred ninety-eighth (298th) meeting of the Technical Advisory Committee took place on May 16, 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, Audrey Shiramizu, Kim Wever – C/CAG; Virginia Lingham – WSP; Patrick Gilster – SMCTA; and others not noted. Others attending the meeting remotely were Eva Gaye – C/CAG; Azalea Mitch* – City of Menlo Park; Maz Bozorginia* – City of Half Moon Bay; Matt Ruble – City of South San Francisco; Mike Alston – Kittleson; Ryan Adamson – WSP; Rachel Bennett – MIG; Amy Lineham – SMCTA and others not noted.

1. Call to Order/Roll Call

Co-Chair Stillman 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 May C/CAG Board meetings (Information)

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

4. Action to approve Consent Agenda items 4.1-4.4 (Action)

This item is to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Committee, staff, or public request specific items to be removed for separate action.

4.1 Approval of minutes from the April 18, 2024 Meeting (Action)

4.2 Review and recommend approval of the call for projects pertaining to \$1,000,000 in Transportation Fund for Clean Air (TFCA) 40% Fund, alongside the grant application schedule (Action)

4.3 Review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2024-2025 State Transit Assistance (STA) Population-Based funds (Action)

4.4 Receive regional Project and Funding Information (Information)

Motion – To approve the consent agenda items 4.1 through 4.4, Breault /Fabry. Roll call was taken. Towne abstained. All other members in attendance voted to approve. Motion passed. 17-0-1

Regular Agenda

5. Review and recommend approval of the draft nomination list for the Lifeline Transportation (Cycle 7) Grant Program (Action)

C/CAG staff Eva Gaye presented on the draft nomination list for the Lifeline Transportation (Cycle 7) Grant Program.

Member Chiu asked if there was a change in the extension process for previously awarded projects. C/CAG staff Eva Gaye replied that project sponsors from previous cycles will have until December 2024 to expend funds. Member Chiu asked for possible solutions in the event that sponsors still have program funds remaining in December 2024t. C/CAG Executive Director Sean Charpentier explained that C/CAG is trying to reduce program fund balance and the call for projects will become more regular, taking place every two years.

Member Manzi suggested that for futures project cycles, please consider SamTrans projects separately and not necessary compete with the other projects.

Member Haya asked if Millbrae's project can be amended and be considered for award. C/CAG Executive Director Sean Charpentier stated that Millbrae's project would need more details to be competitive. He encouraged the City to explore upcoming grant opportunities like the TA/C/CAG Call for Shuttles and the TA's ACR/TDM call for projects.

Member Murtuza asked about how shuttle ridership is doing post-covid and if it was evaluated. C/CAG staff Eva Gaye confirmed that ridership was evaluated. However, ridership has declined since the pandemic. Member Murtuza also asked if there is enough demand post-covid and suggested an interim check to evaluate funding effectiveness.

Motion – To recommend approval of the draft nomination list for the Lifeline Transportation (Cycle 7) Grant Program, Murtuza/Chiu. Roll call was taken. Haya abstained. All other members in attendance voted to approve. Motion passed. 17-0-1

6. Review and recommend approval of the Final San Mateo Countywide Local Roadway Safety Plan (Action)

C/CAG staff Jeff Lacap introduced the Final San Mateo Countywide Local Roadway Safety Plan (LRSP) and Mike Alston, Project Manager at Kittleson, who went over the plan, comments and edits and next steps.

Co-Chair Stillman inquired on who will be on the Transportation Safety Advisory Committee (TSAC). C/CAG staff Jeff Lacap responded that all 21 jurisdictions will be invited to serve on the TSAC, but staff will be working on finalizing the details.

Member Fabry asked which jurisdictions need to adopt the Plan. C/CAG staff Jeff Lacap answered that the 11 jurisdictions with individual chapters in the Plan will need to locally adopt the Plan.

Motion – To recommend approval of the Final San Mateo Countywide Local Roadway Safety Plan, Manzi/Fabry. Roll call was taken. All members in attendance voted to approve. Motion passed. 18-0-0

7. Receive an update on the San Mateo Countywide Automated Vehicles Strategic Plan (Information)

C/CAG staff Audrey Shiramizu introduced the San Mateo Countywide Automated Vehicles Strategic Plan project and introduced Virginia Lingham, Project Manager at WSP, who presented on the draft plan. The Consultant also discussed how the prior comments from the

January TAC meeting had been incorporated. Virginia also provided general project updates and provided the comment period schedule.

C/CAG Executive Director Sean Charpentier inquired about Waymo news and how it will be included in the Plan. Virginia confirmed that the Plan will include it.

8. Receive a presentation on the C/CAG Strategic Plan development process and participate in a discussion on the proposed Agency mission, vision, core values, goals, objectives, and performance measures (Information)

C/CAG Executive Director Sean Charpentier introduced the C/CAG Strategic Plan and Rachel Bennett from MIG who presented on the proposed Agency mission, vision, core values, goals, objectives, and performance measures.

Member Breault asked about the operation goals that includes assets management tools. C/CAG staff Kaki Cheung responded that this item pertains to the Smart Corridor project, the goal is to keep the assets in a state of good repair. Member Breault also asked about the target for projects in an equity priority community. C/CAG Executive Director Sean Charpentier responded that the target was not yet been determined but staff will consider including a percentage in the next draft.

Member Ovadia suggested under on-going responsibilities to include activities that are regulatory or mandated for CTAs. Member Ovadia also suggested adding funding that is brought to County as an additional performance measure. For example, how much funds San Mateo County receives in comparison to other counties in the Bay Area.

Member Manzi asked about the mode shift performance measure, and will include all trips or just commute trips. C/CAG Executive Director Sean Charpentier responded that it will depend on the CTP and specific reductions that will be tied to the LRSP.

Member Fabry agreed that all the performance measures need a target. C/CAG Executive Director Sean Charpentier responded that some performance measures may be difficult, given that jurisdictions have control over the local right of way and C/CAG typically plays the role of a planning and funding agency.

Member Murtuza suggested adding shuttles performance measure.

9. Executive Director Report (Information)

N/A

10. Member Reports (Information)

Member Manzi announced that for those that request letters of support from the TA, Caltrain, and SamTrans to please allow 5 days to process.

Co-Chair Stillman reminded the Committee that County is still in need of PG&E credits. Please contact her if any jurisdictions have PG&E credits to donate for the Middlefield improvement project. Co-Chair Stillman also announced that it is Public Works Week next week.

Member Murtuza announced that City of Burlingame's Public Works was accredited by APWA and received Project of the Year award from APWA for Burlingame's California Drive Bicycle Facility project.

11. Adjournment

Co-Chair Stillman adjourned the meeting at 2:39 p.m.

C/CAG AGENDA REPORT

Date: June 20, 2024
To: Congestion Management Program Technical Advisory Committee
From: Kaki Cheung, Deputy Director
Subject: Receive a presentation on the US 101 Adaptive Ramp Metering project.

(For further information or questions, contact Kaki Cheung at kcheung1@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee receive a presentation on the US-101 Adaptive Ramp Metering project.

FISCAL IMPACT

There is no direct fiscal impact to C/CAG.

SOURCE OF FUNDS

N/A

BACKGROUND

The US-101 Corridor in San Mateo County and Santa Clara County is one of the primary north-south freeway routes in the San Francisco Bay area – connecting the South Bay Area, the Peninsula, and the City and County of San Francisco.

Traditional ramp metering has been implemented for the majority of on-ramps on the US-101 corridor using local mainline responsive and/or fixed Time of Day (TOD) methods. Adaptive Ramp Metering (ARM) utilizes adaptive algorithm to dynamically control the rate at which vehicles enter a freeway facility. The goal of ARM is to optimize either system-wide or sub-system conditions. Research found that ARM reduces congestion and increases mainline speeds during peak periods. Caltrans has implemented ARM on I-80 and I-880, and is seeking to implement ARM in the project area on US-101.

Lulu Mao, Principal Engineer with MTC, along with Chris Tseng, Senior Transportation Engineer with Caltrans District 4, will attend the Committee meeting to present on the topic and discuss the timeline. Committee members will have opportunities to provide comments and feedback.

Equity Impacts and Considerations

Adaptive ramp metering can improve traffic flow, reduce congestion and save travel time for all road users. The reduced travel times can enhance accessibility to jobs, education, healthcare and other services, benefitting all socioeconomic groups.

ATTACHMENTS

1. US 101 Adaptive Ramp Metering Project Factsheet
2. US 101 Adaptive Ramp Metering Implementation Presentation



PROJECT FACT SHEET

US-101 Adaptive Ramp Metering Implementation

PROJECT PURPOSE

The US-101 Corridor in San Mateo County and Santa Clara County is one of the primary north-south freeway routes in the San Francisco Bay area – connecting the South Bay Area, the Peninsula, and the City and County of San Francisco. The purpose of this project is to implement Adaptive Ramp Metering (ARM) along this corridor which will improve corridor operational performance by automatically adjusting ramp metering rates based on real time freeway congestion.

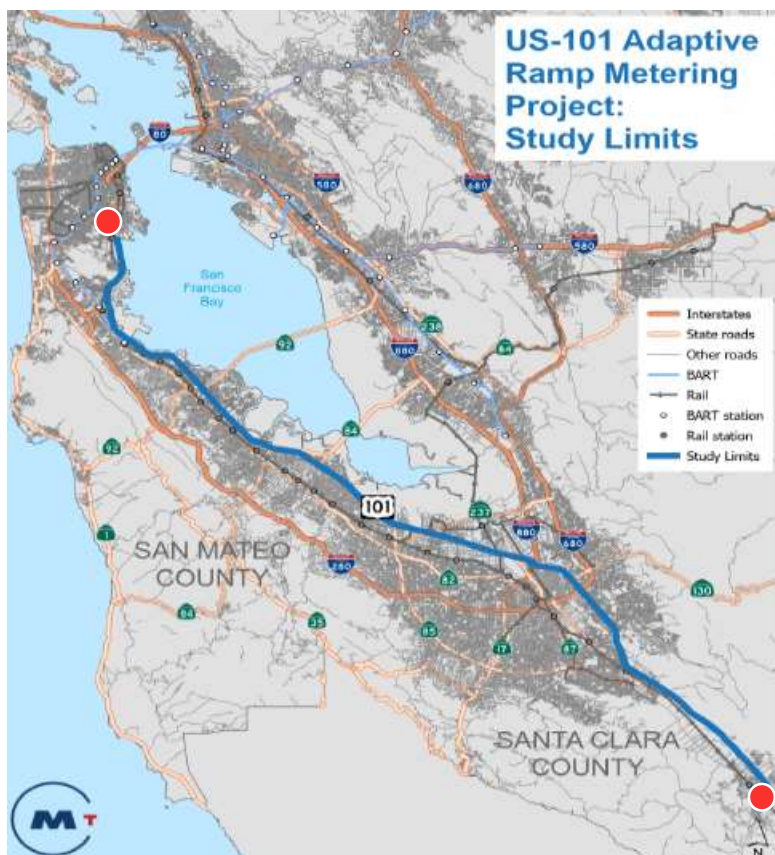
PROJECT OVERVIEW

The implementation of the ARM will unfold in multiple phases, each corresponding to specific groups of municipalities:

- Gilroy, San Martin, Morgan Hill, San Jose
- Santa Clara, Sunnyvale, Mountain View
- Palo Alto, Menlo Park, Redwood City
- San Carlos, Belmont, San Mateo
- Burlingame, Millbrae
- South San Francisco, and Brisbane

Community outreach events such as inter-agency meetings and press releases will be held to inform and engage the public.

PROJECT PARTNERS



CHALLENGES

- Recurring heavy congestion along the corridor
- Weekend Congestion
- Locally responsive ramp metering system lacks responsiveness to non-recurring congestion and traffic variations

SOLUTIONS

- ARM runs 5am-8pm for weekdays and weekends
- ARM automatically responds to both recurring and non-recurring congestion using real-time traffic data
- Adaptive adjustment to traffic variations over time

PROJECT SCHEDULE (Estimated)*

August 2023 – April 2024
Existing Conditions Assessment

April – September 2024
Infrastructure upgrade & Equipment troubleshooting

August – September 2024
ARM Implementation Rollout Planning

October – November 2024
Software Implementation & Testing

January – April 2025
ARM Rollout & Data Collection

May – August 2025
Field Observations, Early Performance Assessment, & Fine Tuning.

Sep. 2025 – Jan. 2026
ARM Evaluation (Before/After Study)

Sep. 2025 – March 2026
Technical Support

PROJECT TASKS

Preliminary Planning Engineering:

- Identify traffic bottlenecks on US-101
- Evaluate Functionality of Ramps
- Identify ATMS Modifications/Enhancements necessary
- Develop Implementation Plan

Field Infrastructure Upgrades & Trouble Shooting:

- Upgrade field controllers
- Perform detector trouble shooting in the field
- Prioritize failures near traffic bottlenecks

ATMS Software Testing

- Configure ATMS software for ARM on US-101
- Perform simulation testing and analyze each ramp
- Conduct training for ATMS operators and administrators

Enable Adaptive Ramp Metering:

- Determine phases of the corridor for ARM implementation
- Enable Adaptive Ramp Metering (5 AM-8 PM) one phase at a time on weekdays, weekend metering after full implementation
- Perform software configuration tuning

Field Observation and Fine Tuning:

- Once Ramp Metering is enabled personnel will observe traffic patterns, ramp queues, arterial traffic flow near the ramps, and congestion at the bottlenecks
- Field Observations will be done during AM/PM Peak, and off-peak hours (weekday and weekends)

Evaluation:

- Conduct Before and After Study to evaluate ARM performance

Technical Support:

- 6-months of technical support after the full implementation.

Public Outreach:

- Host Stakeholder meetings, and attend TAC meetings
- Work with PIOs from Caltrans, MTC, and local jurisdictions to convey the message to public.



US-101 Adaptive Ramp Metering Implementation

C/CAG TAC Committee

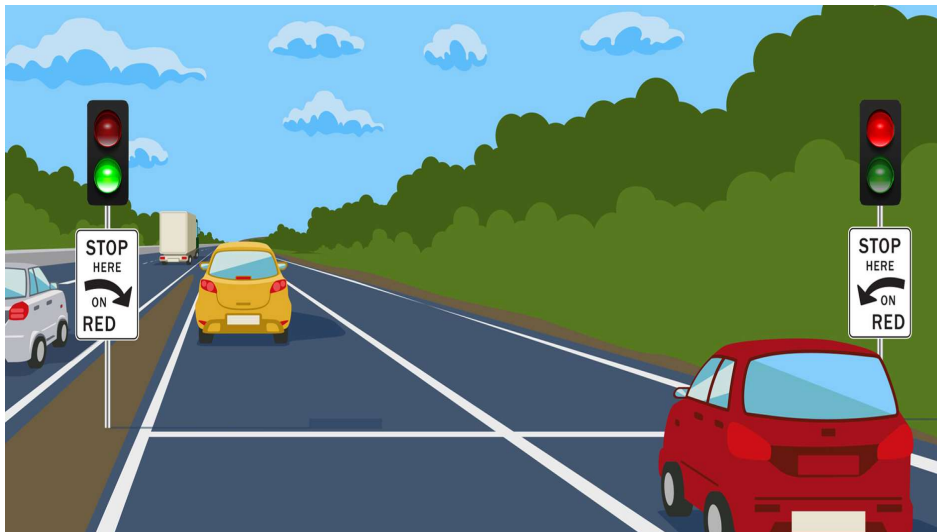
June 20, 2024

PROJECT BACKGROUND



Adaptive Ramp Metering Benefits

- Monitor freeway congestion, dynamically adjust ramp metering rates, and flush ramps based on queue length.
- Respond to non-recurring congestion.
- Adapt to traffic growth and travel pattern changes.



Caltrans Adaptive Ramp Metering System

- Fully implemented in Caltrans District 4
- Active on I-80 as part of the I-80 Integrated Corridor Management project
- Active on I-880 between the I-280 interchange and West Grand Avenue

Caltrans Field Infrastructure

- District 4 has over 230 Ramps on US 101 in San Mateo and Santa Clare Counties
- All metered ramps currently run local responsive

PROJECT SCHEDULE



Planning

Kickoff Meeting
Sep. 2023

Infrastructure Upgrades & Troubleshooting
April – Sep. 2024

Software Implementation & Testing
Oct. – Nov. 2024

Ex. Conditions Assessment
Aug. 2023 – April 2024

Implementation Plan
Aug. 2024 – Sep. 2024

Implementation

ARM Activation in Phases & Data Collection
Jan. - April 2025

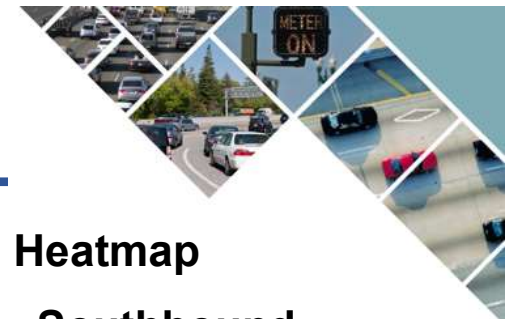
Early Performance Assessment & Fine Tuning
May - Aug. 2025

Evaluation

Before/After Study
Sep. 2025- Jan. 2026

Technical Support
Sep. 2025 – March 2026

EXISTING CONDITIONS ASSESSMENT



Study Corridor Metadata

- **66 miles**
- Traverse through **18 municipalities**

Bottlenecks (BN)

- NB:** Weekday max queue: 3-4 miles;
Weekend max queue: ~1 mile
- SB:** Weekday max queue: 5-6 miles;
Weekend max queue: ~1 mile

Travel Time (TT) (Free Flow TT: 72 min)

NB

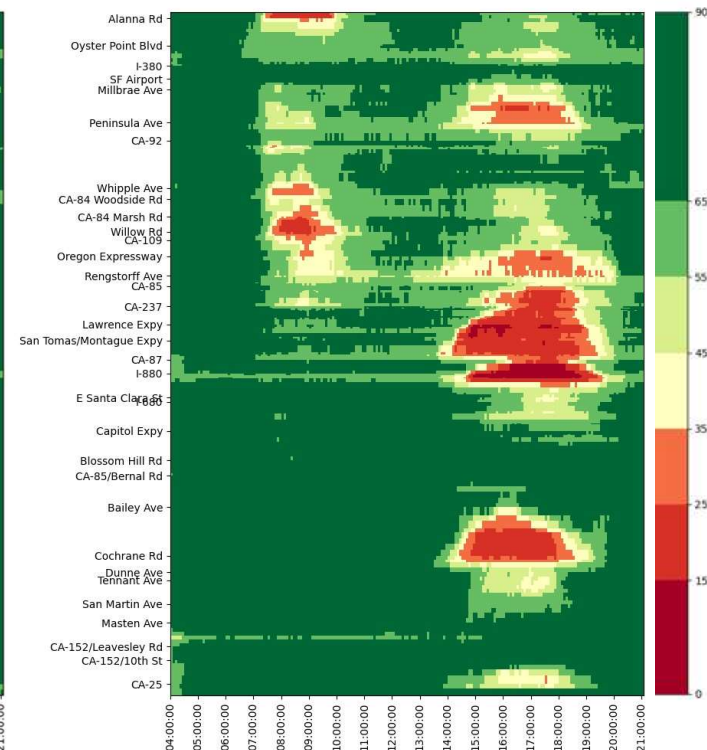
SB

- | | |
|--|--|
| • Midweek: 120 min in AM; 94 min in PM | • Midweek: 90 min in AM; 132 min in PM |
| • Friday: 87 min in AM; 83 min in PM | • Friday: 121 min in PM |
| • Sat: 75 min in Peak | • Sat: 81 min in Peak |

Mid-weekday Speed Heatmap

Northbound

Southbound



EXISTING CONDITIONS ASSESSMENT

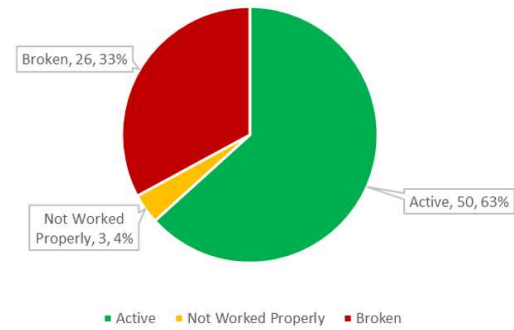
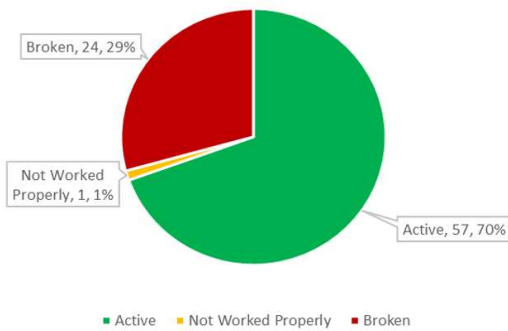


Northbound Mainline Detectors: Total 426

Southbound Mainline Detectors: Total 406

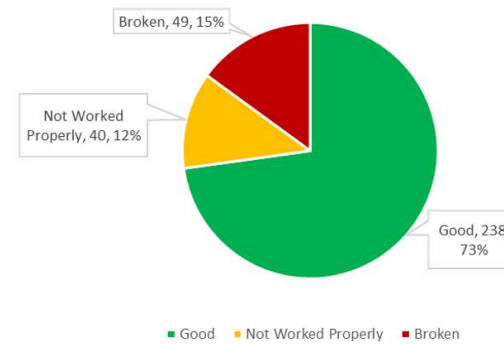
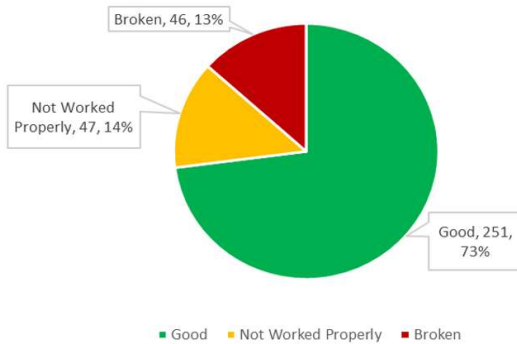
82 RM Related Detectors

79 RM Related Detectors



344 Non-RM Related Detectors

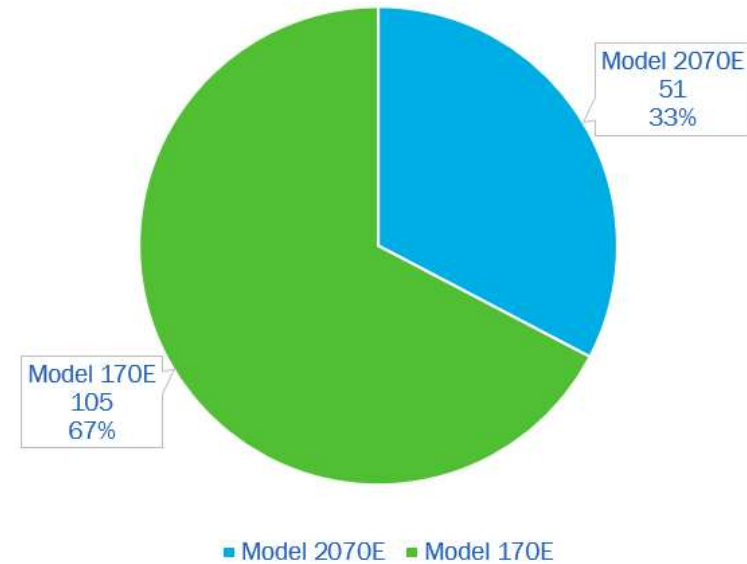
327 Non-RM Related Detectors



EXISTING CONDITIONS ASSESSMENT



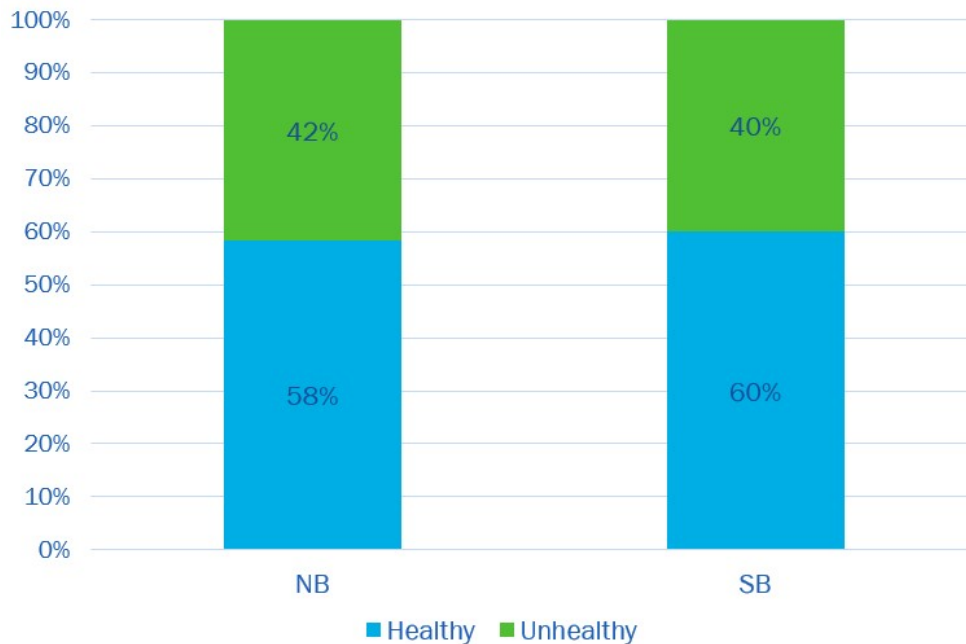
US-101 On-Ramp Controller Types



36 Controllers have issues

- Model 2070E: 6
- Model 170E: 30

US 101 On-Ramp Detector Health



- NB: 89 detectors
- SB: 85 detectors

EXISTING CONDITIONS ASSESSMENT



NB on-ramps with Limited storage and/or Excess Queue



Northbound

- 6 on-ramps have limited storage
- 4 on-ramps were observed with excess queue
- 1 on-ramp – Old Bayshore Highway – has limited storage space and was observed with excess queue

EXISTING CONDITIONS ASSESSMENT



SB on-ramps with Limited storage and/or Excess Queue



Southbound

- 9 on-ramps have limited storage
- 7 on-ramps were observed with excess queue
- 2 on-ramps have limited storage space and was observed with excess queue
 - E. Poplar Ave/Amphlett Blvd
 - EB Charleston Road

- Ramp with Short Storage
- Ramp with Excess Queue
- ★ Ramp with Short Storage and Excess Queue
- US101

Successful Story: I-880 ARM Implementation



Project: Upgrade local responsive ramp metering to ARM Adaptive Ramp Metering (ARM)

- Implementation completed in late 2022
- Fine tuning & system enhancement completed in Feb. 2023
- Operation Hours: 5AM-8PM, Weekday & Weekend

Evaluation: Including corridor operational performance and ARM system performance

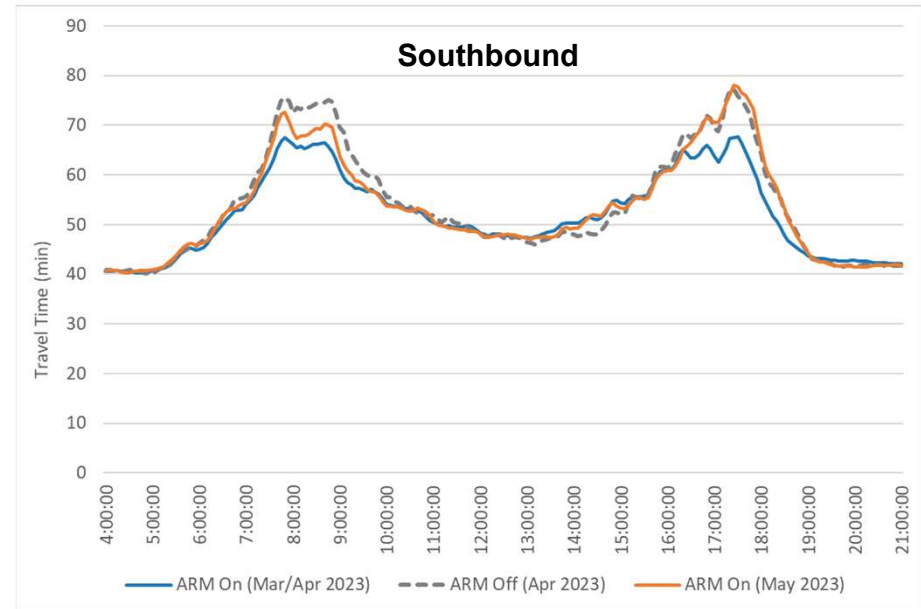
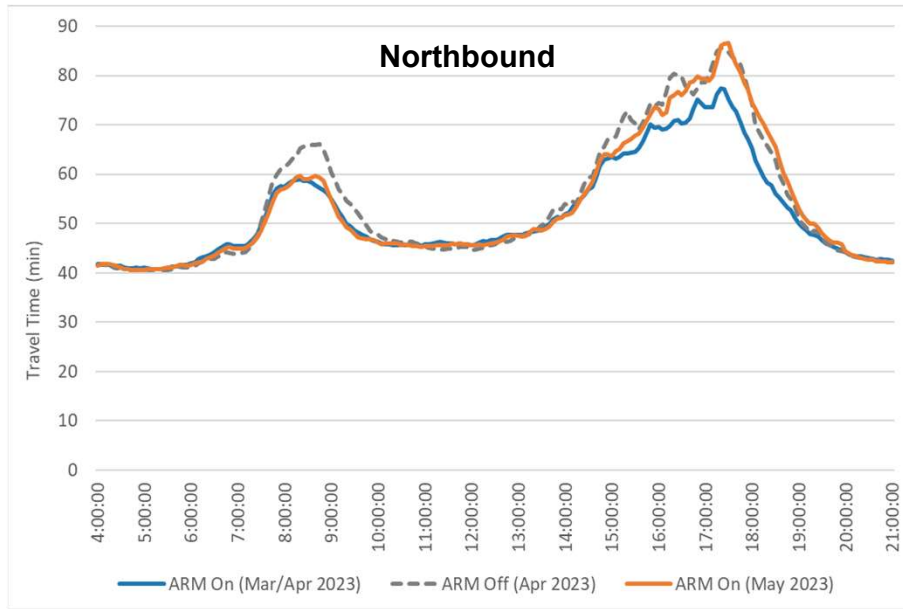
- ❖ **On/Off Approach:** To minimize the influence of factors such as post-COVID recovery and seasonal variations.
 - ARM switched to local responsive to collect “ARM Off” data for 2 weeks
 - ARM turned back on to collect “ARM On” data
 - Data collected during Spring 2023



Improved Corridor Performance – Travel Time



I-880 Corridor Travel Time Comparisons - Mid-weekday, Spring 2023



Northbound Travel Time Reduction (Min.) (vs. ARM Off)		
	ARM On (3/20-4/16)	ARM On (5/1-5/26)
AM Peak (5am-10am)	-2	-2
PM Peak (3pm-8pm)	-5	-0.2

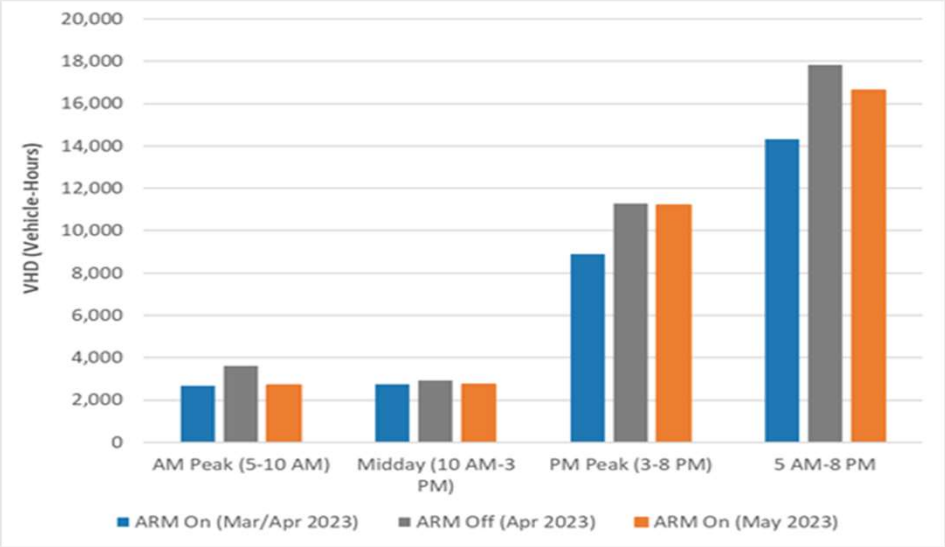
Southbound Travel Time Reduction (Min.) (vs. ARM Off)		
	ARM On (3/20-4/16)	ARM On (5/1-5/26)
AM Peak (5am-10am)	-4	-2
PM Peak (3pm-8pm)	-3	0

Improved Corridor Performance – VHD

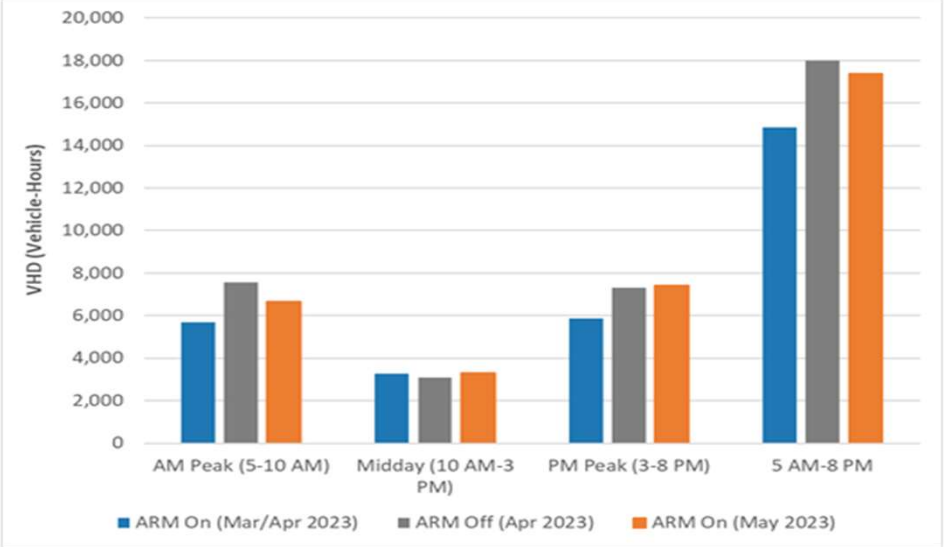


I-880 Corridor Vehicle Hours of Delay (VHD) - Mid-weekday, Spring 2023

Northbound



Southbound



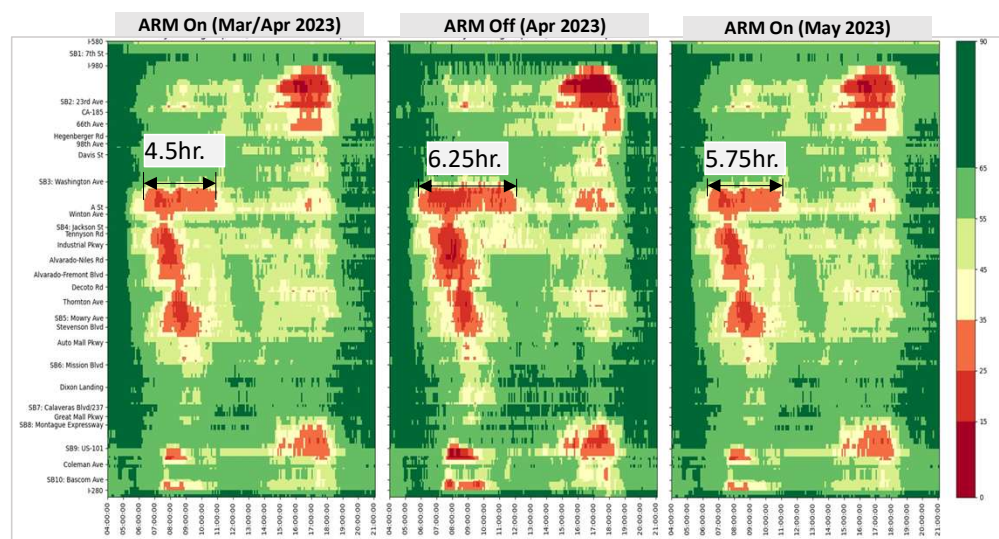
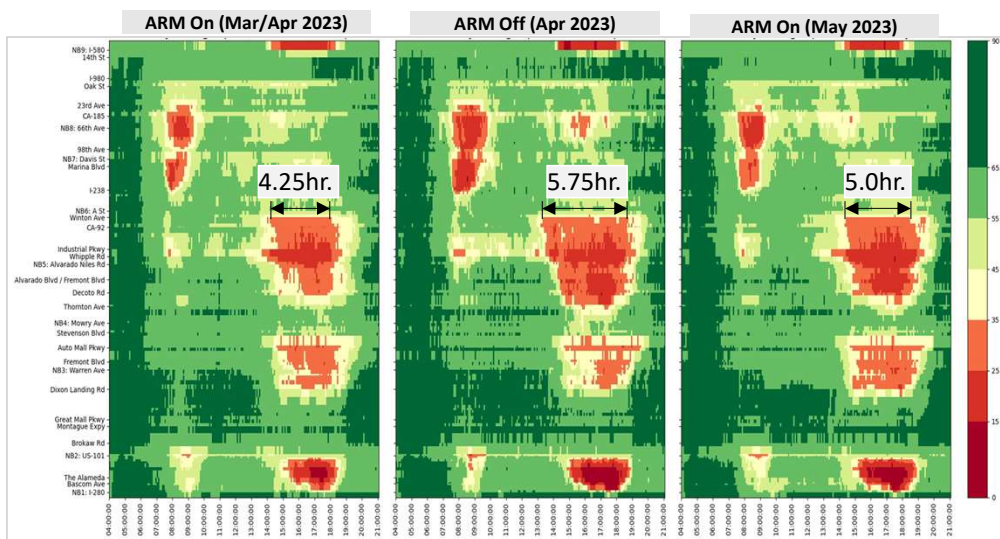
Improved Corridor Performance – Congestion



I-880 Corridor Congestion Reduction - Mid-weekday, Spring 2023

Northbound

Southbound

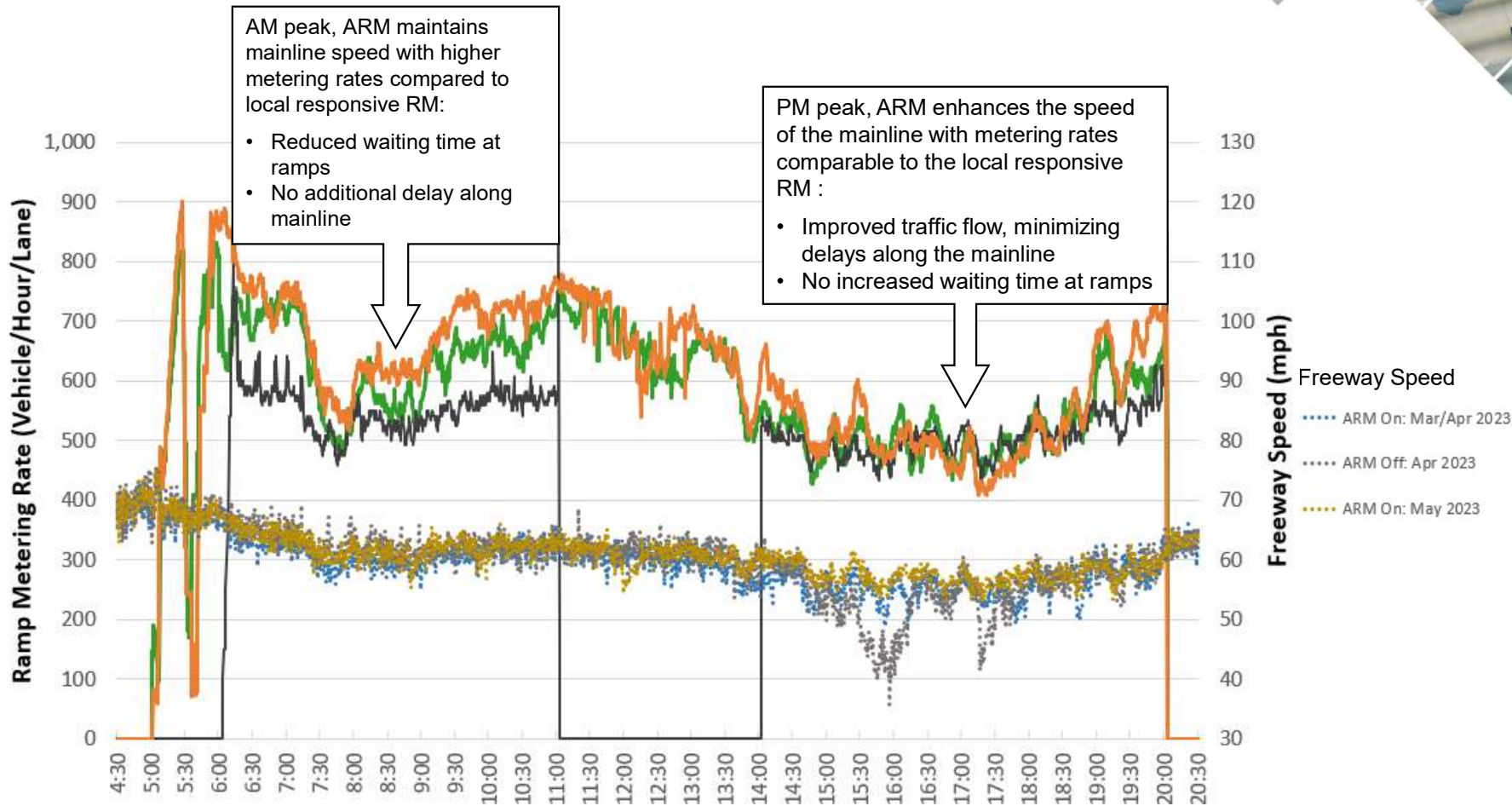


When ARM is on:

- ❖ Smoother traffic flow, most major bottlenecks had shorter congestion duration.
- ❖ Average bottleneck congestion duration decreased: 17% in March/April & 8% in May.



I-880 ARM- More Proactive & Efficient System



NEXT STEPS



Project Team

- Infrastructure upgrade, field repair and troubleshooting
- Software Development
- Implementation Plan

Contacts

Lulu Mao, PE (VA), PTOE

Principal Engineer

Metropolitan Transportation Commission

Email: lmao@bayareametro.gov

Office: 415.778.6634

San Mateo County Stakeholders

- Provide Feedback to the Team
- Attend the Next Stakeholder Meeting –
Implementation Plan



C/CAG AGENDA REPORT

Date: June 20, 2024

To: Congestion Management Program Technical Advisory Committee

From: Kaki Cheung, Deputy Director

Subject: Receive a project status update from Caltrans District IV on the San Mateo US 101 Pavement Rehabilitation and Median Barrier Upgrade Project.

(For further information or questions, contact Van Dominic Ocampo at vocampo@smcgov.org)

RECOMMENDATION

That the C/CAG Technical Advisory Committee receive a project status update from Caltrans District IV on the San Mateo US 101 Pavement Rehabilitation and Median Barrier Upgrade Project.

FISCAL IMPACT

There is no direct fiscal impact to C/CAG.

SOURCE OF FUNDS

N/A

BACKGROUND

The California Department of Transportation (Caltrans) District IV has recently commenced construction of the San Mateo US 101 Pavement Rehabilitation and Median Barrier Upgrade Project. This project proposes to rehabilitate the pavement on both the northbound and southbound lanes of US 101 from the San Mateo/Santa Clara County Line to about a tenth of a mile south of Whipple Avenue. The median barrier will be upgraded throughout the project limits. In addition, the project includes replacement of loop detectors, update of pavement striping, installation of rumble strips, new striping and signs.

At the meeting, Caltrans staff will provide more information on the project, including project cost, schedule, proposed lane closures, and public information campaigns.

Equity Impacts and Considerations

C/CAG supports Caltrans' efforts in maintaining and upgrading its highway facilities. Caltrans is a strong ally of C/CAG for decreasing traffic congestion within the San Mateo County, through the encouragement of carpooling and transit use, as well as alternative forms of transportation.

ATTACHMENT

1. San Mateo US 101 Pavement Rehabilitation and Median Barrier Upgrade Project Fact Sheet



SAN MATEO US-101

PAVEMENT REHABILITATION & MEDIAN BARRIER UPGRADE PROJECT

AT A GLANCE

PROJECT COST:

\$50.7 MILLION

PROJECT LIMITS:

The project is located on US-101 in East Palo Alto, Menlo Park, and Redwood City, from Santa Clara/ San Mateo County line to 0.1 mile south of Whipple Avenue.

KEY DATES:

START CONSTRUCTION.....**May 2024**

END CONSTRUCTION.....**Summer 2025**

PROJECT TEAM:

Project Manager**Kelly Ma**

Residential Engineer**Ethan Malonzo**

Construction Senior**Darryl Schram**

Project Contact:

ALEJANDRO LOPEZ

Caltrans Public Information Officer

Desk: 510-385-6856

Alejandro.Lopez@dot.ca.gov

PROJECT SUMMARY:

This State Highway Operation and Protection Plan (SHOPP) project will rehabilitate pavement of the mainline and upgrade the concrete median barrier on US-101. This project is located in East Palo Alto, Menlo Park, and Redwood City, from Santa Clara/ San Mateo County line to 0.1 mile south of Whipple Avenue. This project will extend the pavement service life and improve ride quality.

WORK DESCRIPTION:

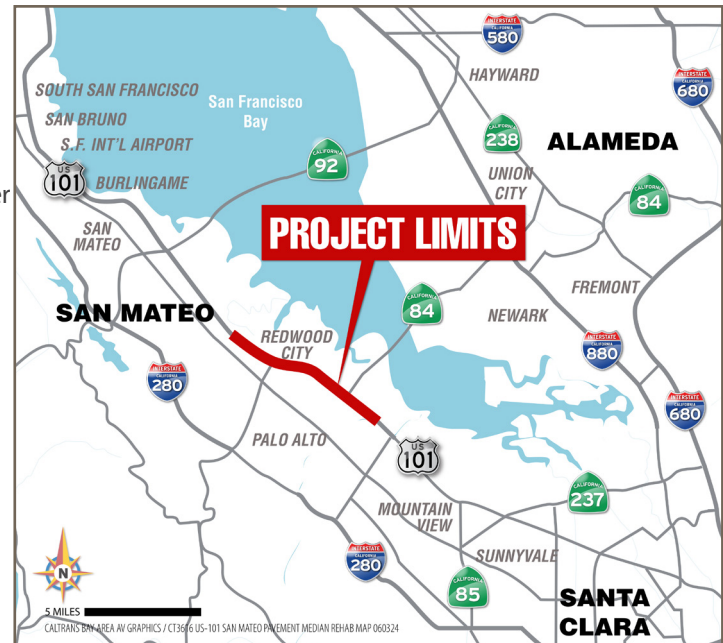
This project proposes to rehabilitate the pavement from Santa Clara/ San Mateo County line to 0.1 mile south of Whipple Avenue (Post Mile 0.0 to 6.5) on 101 throughout the NB and SB mainline. It will also upgrade the median barrier throughout the project limits, replace loop detectors throughout the mainline, update striping, install rumble strips & stripes, and install signs within the project limits.

PROJECT BENEFITS

This project will preserve, repair, and extend the life of the existing pavement, improve ride quality, and optimize the performance of the transportation system for the movement of travelers and goods.

TENTATIVE CONSTRUCTION SCHEDULE

May 2024 to Summer 2025.



Nine Single Lane (#1 Lane) 55-Hour Weekend Closures (tentatively June 2024 – Oct 2024):

During the 55-hour single lane closure, the #1 lane (lane closest to the median) in northbound & southbound directions will be closed - all other lanes will remain open. Nine single lane (#1 lane) 55-hour weekend closures will allow construction production rates to increase, greatly reducing the construction schedule and impacts to the traveling public. There will be no impact to the express lanes as the weekend closures are outside the operating hours of the express lanes. The maximum duration for the single lane closure will be for a period of 55 hours from 10:00 p.m., Friday night to 5:00 a.m., Monday morning for the construction of upgrading the median barrier. All other work will be completed during the nights in-between these weekend closures. Expect delays during the weekend closures. Alternative modes of transportation and alternative routes encouraged.



Caltrans Bay Area
111 Grand Ave.
Oakland, CA 94612



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Youtube.com/use/CaltransD4

For individuals with sensory disabilities, this document is available in alternative formats. Call (510) 000-0000 (voice) or 711 (TTY) or write: Caltrans D4 111 Grand Ave. Oakland, CA 94612

C/CAG AGENDA REPORT

Date: June 20, 2024

To: C/CAG Congestion Management Program Technical Advisory Committee

From: Eva Gaye, Transportation Program Specialist

Subject: Receive the FY 2022-2023 San Mateo County Safe Routes to School Program Annual Report.

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

RECOMMENDATION

That the Technical Advisory Committee receive the FY 2022-2023 San Mateo County Safe Routes to School Program Annual Report.

FISCAL IMPACT

None.

SOURCE OF FUNDS

The San Mateo County Safe Routes to School (SRTS) Program is funded using a combination of federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds from the One Bay Area Grant (OBAG) Program and local Measure M funding, which is the \$10 vehicle registration fee levied in San Mateo County.

BACKGROUND

Since 2010, C/CAG has contracted with the San Mateo County Office of Education (SMCOE) to administer the countywide Safe Routes to School Program. Program activities include bike and pedestrian rodeos, walk and roll to school days, and funding for special projects. In adherence to reporting obligations to C/CAG, SMCOE annually compiles a report summarizing the activities undertaken within the fiscal year and outlining projected objectives for the ensuing year. Theresa Vallez-Kelly, the Program Coordinator of the Safe Routes to School Program at SMCOE, will present the Fiscal Year 2022-2023 annual report to the C/CAG Technical Advisory Committee.

In FY 22-23, the Safe Routes to School program provided support to 111 schools across the County and organized a grand total of 239 educational and encouragement events. This marks a significant rise from the previous fiscal year (FY) 2021-2022, during which the program supported 76 schools and organized 155 educational events.

In addition, the SRTS program saw its second year of the School Travel Fellowship Program in

action. This innovative program offers support to municipalities seeking to collaborate with schools and community partners in promoting safe and accessible active transportation around school areas. Noteworthy is the selection of five teams in East Palo Alto, Millbrae, Redwood City, San Mateo, and South San Francisco, comprising of school officials, community partners, and city staff. These teams utilized quick-build strategies like temporary traffic circles, high-visibility crosswalks, and curb extensions, alongside demonstration projects, to bolster traffic safety in and near respective schools in their communities.

These demonstrations, typically spanning a few days to a week, serve as a cost-effective approach for cities to assess project feasibility, gather community feedback, and address concerns before committing to permanent infrastructure changes. An example from previous years is the East Palo Alto team's creation of temporary traffic circles near Pulgas Ave and Runnymede Street and Pulgas Ave and Beech Street. These changes aimed at calming traffic along the roadway and enhancing safety for students commuting to school. Building on the success of this fellowship initiative, the City of East Palo Alto secured funding to transition these temporary traffic circles into permanent mini roundabouts.

Impact of SRTS Program

To measure the effectiveness of the SRTS Program, during FY 2022-2023 the County Office of Education launched the Safe Routes to [School Travel Tally Database](#), offering access to an extensive repository of school travel data spanning the county. This database details commuting trends for students and their families. Users can leverage the interactive map on the webpage to compare commuting patterns across school districts and delve into the travel patterns of individual schools. Additionally, the program now conducts an annual Fall collection of travel data, further enriching the database and underlining the significance of safe school travel.

Equity Impacts and Considerations

The San Mateo County Safe Routes to School Program's commitment to equity extends to educational opportunities, outreach events, and partnerships to improve safety in priority schools. The program further prioritizes grant funding in schools that are in Equity Priority Communities.

ATTACHEMENT

1. FY 2022-2023 San Mateo County Office of Education Safe Routes to School Annual Report (*The following attachment is available on the C/CAG website (See "Additional Agenda Materials") at: <https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>*)

C/CAG AGENDA REPORT

Date: June 20, 2024

To: Congestion Management Program Technical Advisory Committee (TAC)

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Receive information on regional project and funding related items.

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

RECOMMENDATION

That the Technical Advisory Committee receive 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. The E-76 approval process is expected 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.

Proposed MTC Annual Obligation Plan for FY 2024-25

The MTC Annual Obligation Plan (AOP) status report for FY 2024-25 is attached for your reference (Attachment 4). The FY2024-25 AOP contains STP, CMAQ, HSIP, Local Bridge Seismic Retrofit Program, ATP, LPP and SB 1 programmed projects with federal funds.

The jurisdictions listed in this report are required to deliver a complete funding obligation Request for Authorization (RFA) package to Caltrans Local Assistance by December 1, 2024, for this upcoming federal fiscal year.

As part of the evaluation process in this development phase, the project sponsor will need to provide MTC information stating the delivery schedule with major project milestones such as:

- Field Review completion (or at least scheduled) by September 30th, 2024

- Federal Project Number (FPN)
- Environmental clearance, PS&E, and/or ROW certification
- Anticipated construction advertisement date
- Anticipated construction award date

Please note that projects on the FY2024-25 Annual Obligation Plan will be subject to regional project delivery policy and deadlines stated in MTC Resolution 3606 (Attachment 5). The regional project delivery policy establishes certain deadlines and requirements for agencies accepting Federal Highway Administration (FHWA) funding and the intent of the regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. Staff is currently in the process of working with sponsors with projects scheduled in FFY 2024-25.

The Annual Obligation Plan will be finalized and submitted to Caltrans this fall. Questions on the plan development and current status of projects can be directed to: MTC Staff John Saelee at (415) 778-6711 or jsaelee@bayareametro.gov

Current and Upcoming Funding Opportunities

San Mateo County Transportation Authority Pedestrian and Bicycle (Ped/Bike) and Alternative Congestion Relief/Transportation Demand Management (ACR/TDM) Programs

The San Mateo County Transportation Authority (TA) is pleased to announce a Call for Projects (CFP) for both the Pedestrian and Bicycle (Ped/Bike) and Alternative Congestion Relief/Transportation Demand Management (ACR/TDM) Programs. For 2024, the TA will try a new format of conducting a joint CFP with both the Cycle 7 Ped/Bike and Cycle 2 ACR/TDM funding programs. The goal is to reduce the number of CFPs per year that local jurisdiction staff need to prepare for and develop applications while simultaneously reducing the administrative time for the TA to conduct the CFPs. Additional time is being provided to local agencies to complete applications as compared to previous years to account for this change.

The Cycle 7 Bike/Ped Program will release approximately \$19 million in available Measure A and W funds. For capital projects (large and small), all phases of work are eligible for projects that can meet the TA's timely use of funds requirements. Quick build strategies that improve bicycle and pedestrian safety and comfort are highly encouraged to apply for the small capital project funds. The Planning & Promotions category may fund a wide variety of projects such as corridor implementation or feasibility studies for priority projects (including traffic or parking analysis, initial concept designs, and cost estimating), Vision Zero programs, encouragement activities, public engagement, and more.

The Cycle 2 ACR/TDM Program will release approximately \$6 million in available Measure A and W funds. Strategies funded by this program should encourage the use of sustainable transportation options and enhance mobility across San Mateo County. A continued focus of this second CFP is to encourage cities to apply for funding for a Citywide TDM Plan to help identify strategies that cities themselves can lead and get funded from this program. Examples of eligible

TDM competitive projects include bike parking, vanpools, wayfinding/signage, transit pass subsidies, E-bike subsidies, micro-mobility subsidies, pedestrian/bicycle crossing treatments near transit, and more. This program also includes separate funding buckets for projects in small/coastal communities and mid/large jurisdictions.

Applications will officially be due on August 30, 2024, with awards expected to be adopted at the TA's December Board Meeting.

More information can be found here: <https://www.smcta.com/2024pedbikeacrtdmCFP>

Fiscal Year 2024-25 CTC Local Streets and Roads Funding Program

Project lists for the CTC Fiscal Year 2022-23 Local Streets and Roads Program will be due to the Commission on or before **July 1, 2024**. To be eligible for fiscal year program apportionments, cities and counties must submit an adopted list of projects to the Commission pursuant to Streets and Highways Code (SHC) Section [2034\(a\)](#).

It is strongly encouraged by CTC staff to submit draft resolution and list for review prior to adoption to the CTC LSR@catc.ca.gov inbox. CTC Staff is available to assist with review and provide technical support in an effort to streamline and ease the eligibility process for jurisdictions.

The independent Fiscal Year Road Maintenance and Rehabilitation Account estimates can be found on the [California Local Government Finance Almanac website](#), please note these estimates are set to be revised when the California May Budget is released by the Governor's Office.

More information, including upcoming CalSMART training sessions, can be found on the CTC website: <https://catc.ca.gov/programs/sb1/local-streets-roads-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/>

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 June 3, 2024
2. MTC's PMP Certification Status of Agencies within San Mateo County as of June 7, 2024
3. Caltrans Lapsed Project End Dates as of May 1, 2024
4. Draft MTC Annual Obligation Plan for FY 2024-25
5. Draft MTC Annual Obligation Plan Requirements under MTC Resolution 3606 for FY 2024-25

Updated on 6/3/2024 3rd 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	Invoice under review by Caltrans. Monitor for progress. Received by LPA 05/20/2024	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 (TO	05/12/2023	11/01/2021	5/12/2023	5/12/2023	11	Y230	\$1,619,000.00	\$1,603,000.00	\$235,340.17	\$1,367,659.83
5171027	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0422000358L	CML	04	SM	Burlingame	THE CITY OF BURLINGAME PROPOSES TO IMPLEMENT STREETSCAPE IMPROVEMENTS AT A PLAZA ADJACENT TO THE BURLINGAME CALTRAIN STATION, 290 CALIFORNIA DRIVE. BURLINGAME THE PROPOSED IMPROVEMENTS INCLUDE PROVIDING SEATING AREAS, BICYCLE RACKS, SIDEWALK IMPROVEMENTS, PEDESTRIAN-SCALE LIGHTING, ADA IMPROVEMENTS, AND PEDESTRIAN LEVEL WAYFINDING. THE MAJORITY OF THE PROJECT WILL BE WITHIN CITY RIGHT-OF-WAY. POTENTIALLY A PORTION OF THE PROJECT IMMEDIATELY ADJACENT TO THE BURLINGAME CALTRAIN STATION IS LOCATED WITHIN THE JOINT POWERS BOARD RIGHT-OF-WAY. ADDITIONALLY, THE PROJECT AT THE NORTHWEST CORNER IS LOCATED WITHIN THE CITY OF SAN FRANCISCO WATER DEPARTMENT'S RIGHT-OF-WAY	09/08/2023	9/8/2023	1/0/1900	9/8/2023	7	Y400	\$834,745.00	\$739,000.00	\$0.00	\$739,000.00
5357010	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0417000486L	BRLS	04	SM	Half Moon Bay	MAIN STREET BRIDGE OVER PILARCITOS CREEK; BR 35C0025 REHABILITATE HISTORIC BRIDGE. NO ADDED CAPACITY	01/03/2023	02/27/2018	1/3/2023	1/3/2023	15	Z001	\$1,291,000.00	\$1,142,922.00	\$784,701.56	\$358,220.44
5299018	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0422000375L	CML	04	SM	Milbrae	MILBRAE : ALONG SAN ANSELMO AVE, PARK BLVD, AND SANTA TERESA WAY INSTALLATION OF TRAFFIC CALMING, PEDESTRIAN AND BICYCLE IMPROVEMENTS.	09/12/2023	9/12/2023	1/0/1900	9/12/2023	7	Y400	\$308,020.50	\$272,689.00	\$0.00	\$272,689.00

< \$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	80	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	80	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	45	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	56	M240	\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19
5935075	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0417000250L	ATPLNI	04	SM	San Mateo County	SAN MATEO COUNTY: COUNTYWIDE INCLUDING THE UNINCORPORATED AREAS, PROMOTE SAFE AND ACTIVE TRANSPORTATION TO AND FROM SCHOOL	10/30/2023	6/15/2017	10/30/2023	10/30/2023	6	Z301	\$4,036,000.00	\$900,000.00	\$892,348.20	\$7,651.80
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	45	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 US 101 FROM 0.3 MILES NORTH OF SAN ANTONIO ROAD (SCL -PM 50.6) TO 0.3 MILES SOUTH OF GRAND AVENUE INTERCHANGE (SM-PM 21.8) US 101: INSTALL HOV/HOT LANE	07/02/2019	5/16/2017	7/2/2019	7/2/2019	57	RPS0	\$20,999,258.82	\$9,547,698.97	\$9,547,074.22	\$624.75
5935064	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0413000030L	BPMP	04	SM	San Mateo County	VARIOUS BRIDGES IN SAN MATEO COUNTY: 35C0186, 35C0056,35C0054, 35C0052, 35C0064, 35C0118, 35C0187, 35C0119, 35C0053 BRIDGE PREVENTATIVE MAINTENANCE	08/04/2023	8/10/2018	8/4/2023	8/4/2023	8	1180	\$119,000.00	\$105,351.00	\$104,834.32	\$516.68
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	51	M400	\$50,043,250.63	\$3,559,977.49	\$3,559,977.49	\$0.00
5935044	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 05/21/2024	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	166	L400	\$184,604.00	\$163,429.29	\$163,429.29	\$0.00

PMP CERTIFICATION LISTING

PMP Certification June 7, 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

Last Updated: 6/3/2024

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

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 *	-20	● PED Expired	1	Approv		1			SEQ# 1(10/31/2022 to Present)	0413000030	2W	ACTIVE
5177(033)	CML	South San Francisco	60.0%		01/31/14		01/09/17		03/31/23	-15	● PED Expired	5	Approv		3	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 *	-12	● PED Expired	2	Approv		1			SEQ# 2(6/30/2023 to Present)	0417000486		ACTIVE
5029(032)	BPMP	Redwood City	20.0%		03/21/14				03/21/24 *	-3	● PED Expired	2	Approv		1			SEQ# 2(3/21/2024 to Present)	0414000103	2W	ACTIVE
5935(087)	STPL	San Mateo County	50.0%		11/01/21		08/29/22		06/30/24	0	◆ PED 0 to < 3 mos	3	Approv						0422000053		ACTIVE
5102(049)	BRLS	San Mateo	100.0%		06/09/18				07/28/24	1	◆ PED 0 to < 3 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	3	◆ PED 3 to < 6 mos	3	Approv						0421000136		ACTIVE
5196(044)	STPL	Daly City	0.0%				01/05/23		12/29/24	7	◆ PED 6+ mos	1	Approv						0422000336		ACTIVE
5177(047)	CRRSAL	South San Francisco	60.0%				09/09/22		12/31/24	7	◆ PED 6+ mos	3	Info Only						0422000384		ACTIVE
5171(026)	STPL	Burlingame	0.0%				03/27/23		01/29/25	8	◆ PED 6+ mos	1	Approv						0422000319		ACTIVE
5390(006)	STPL	Portola Valley	0.0%				01/20/23		03/31/25	10	◆ PED 6+ mos	2	Approv						0423000011		ACTIVE
5438(015)	HPLUL	East Palo Alto	100.0%		11/27/13		12/20/22		06/28/25	13	◆ 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	13	◆ PED 6+ mos	2	Approv						0422000095		ACTIVE
5029(039)	STPL	Redwood City	20.0%				09/12/22		08/31/25	15	◆ PED 6+ mos	2	Approv						0422000084		ACTIVE
5226(023)	CML	San Bruno	50.0%		11/16/18		11/24/23		12/31/25	19	◆ PED 6+ mos	3	Approv		1			SEQ# 1(11/1/2020 to 3/18/2021)	0419000066	2W	ACTIVE
5357(011)	CML	Half Moon Bay	50.0%				02/21/23		12/31/25	19	◆ PED 6+ mos	2	Info Only						0420000230		ACTIVE
5029(041)	STPL	Redwood City	20.0%		12/21/23				01/01/26	19	◆ PED 6+ mos	1	Approv						0422000475		ACTIVE
5177(039)	BPMP	South San Francisco	60.0%		11/19/19				04/30/26	23	◆ PED 6+ mos	2	Approv		1			SEQ# 1(12/30/2022 to 3/27/2023)	0418000191		ACTIVE
5299(019)	CML	Millbrae	0.0%				03/11/24		05/31/26	24	◆ PED 6+ mos	1	Approv						0423000060		ACTIVE
5299(018)	CML	Millbrae	0.0%				09/12/23		08/29/26	27	◆ PED 6+ mos	1	Approv						0422000375		ACTIVE
5350(026)	STPL	Pacifica	0.0%				05/13/24		09/30/26	28	◆ PED 6+ mos	1	Approv						0424000038		ACTIVE

Project End Date Reporting

Last Updated: 6/3/2024

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

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
5171(027)	CML	Burlingame	0.0%				09/08/23		12/31/26	31	◆ PED 6+ mos	2	Approv						0422000358		ACTIVE
5177(040)	CML	South San Francisco	60.0%		01/04/19		09/09/22		12/31/26	31	◆ 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	46	◆ PED 6+ mos	1	Approv						0423000337		ACTIVE
6419(034)	STPLNI	City/County Association of Governments of San Mateo Countv	0.0%	05/02/23					06/30/28	49	◆ 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	20.0%		04/13/11				NA *		■ No PED Established	1	Approv						0400021045	2W	ACTIVE
5029(025)	BPMP	Redwood City	20.0%		04/13/11				NA *		■ No PED Established	1	Approv						0400021046	2W	ACTIVE
5935(075)	ATPLNI	San Mateo County	NA				06/15/17	Vouchered	01/01/24	-6	■ 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	Vouchered	09/30/24	4	■ NA-Closing	10	Pend FHWA	No change	1			SEQ# 6(9/30/2022 to 4/11/2023)	0400021118	9A	ACTIVE
5935(044)	CML	San Mateo County	NA				02/05/09	Acct Final	NA-Zero \$ *		■ NA-Closing	3	Approv						0400001511	7A	ACTIVE

DRAFT FFY2024-25 Annual Obligation Plan

DRAFT MTC FFY 2024-25 Annual Obligation Plan										Obligation		Remaining Balance
Project List										Latest Action Status	Latest Action Date	100%
June 6, 2024												\$386,391,275
County	Local Agency	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action	Action Date	Balance
Alameda	ACTC	ALA170002	6315	EARMARK-T6-RE	EARMARK	EARMARK	-6480()	PE	I-80/Ashby Avenue Interchange Improvements			\$50,000
Alameda	ACTC	ALA210022	7261	EARMARK-T5-RE	EARMARK	EARMARK	-6480()	CON	Alameda County Rail Safety Enhancement Program			\$598
Alameda	ACTC	ALA230007	7392	EARMARK-T6-RE	EARMARK	EARMARK	-6480()	CON	East Bay Greenway Multimodal (Phase 1)			\$10,921
Alameda	ACTC	ALA230009	7397	CMAQ-T6-OBAG3-CO	OBAG 3	CMAQ	-5014()	CON	San Pablo Ave Safety and Bus Bulb Improvements			\$10,000,000
Alameda	ACTC	ALA170002	6315	RIP-T6-22-FED-ALA	RTIP	RIP	-6480()	PE	I-80/Ashby Avenue Interchange Improvements			\$50,000
Alameda	ACTC	ALA170046	6570	RIP-COVID21-ALA	RTIP	RIP	-6480()	PE	I-880 I/C Improvements (Winton Ave and A St)			\$50,000
Alameda	Alameda	ALA230225	10313	CMAQ-T5-OBAG2-REG-CI	OBAG 2	CMAQ	-5014()	CON	Parking Pricing And Curb Management Strategies			\$742,000
Alameda	Alameda County	ALA190022	7088	ATP-REG-T6-6-FED	ATP	ATP-REG	-5933()	CON	E 14th St/Mission Blvd. Corridor Improvements			\$7,154,000
Alameda	Alameda County	ALA190022	7088	ATP-REG-T6-6-ST	ATP	ATP-REG	-5933()	CON	E 14th St/Mission Blvd. Corridor Improvements			\$17,846,000
Alameda	Alameda County	ALA190019	7084	CRP-REG-T6	CRP	CRP	-5933(168)	CON	Alameda County Complete Streets			\$9,300,000
Alameda	Alameda County	ALA190019	7084	EARMARK-T6-RE	EARMARK	EARMARK	-5933()	CON	Alameda County Complete Streets			\$27,100
Alameda	BART	ALA230215	10247	CRP-REG-T6	CRP	CRP	-6000()	CON	Dublin/Pleasanton Access Improvements			\$3,000,000
Alameda	BART	ALA090065	4721	EARMARK-T6-22-TI	EARMARK	EARMARK	-6000()	CON	BART: Fare Collection Equipment			\$2,000,000
Alameda	Caltrans	ALA170060	6785	CMAQ-T4-2-FPI-REG-CT	OBAG 2	CMAQ	-6204()	CON	GL: Alameda and Marin Counties - TOS-Mobility			\$2,541,262
Alameda	Caltrans	ALA170060	6785	CMAQ-T4-2-FPI-REG-CT	OBAG 2	CMAQ	-6204()	CON	GL: Alameda and Marin Counties - TOS-Mobility			\$20,000
Alameda	Caltrans	ALA170060	6785	CMAQ-T4-2-FPI-REG-CT	OBAG 2	CMAQ	-6204()	CON	GL: Alameda and Marin Counties - TOS-Mobility			\$270,000
Alameda	Caltrans	ALA170060	6785	CMAQ-T4-2-FPI-REG-CT	OBAG 2	CMAQ	-6204()	CON	GL: Alameda and Marin Counties - TOS-Mobility			\$3,978,255
Alameda	CCJPA	ALA210033	7355	STP-T5-OBAG2-REG-RSI	OBAG 2	STP	-6295()	PE	CCJPA SR84 Intermodal Bus Facility			\$100,000
Alameda	Fremont	ALA230220	10304	EARMARK-T6-RE	EARMARK	EARMARK	-5322()	PE	Fremont Blvd/Walnut Avenue Bikeway Project			\$40,000
Alameda	Fremont	ALA230221	10305	EARMARK-T6-RE	EARMARK	EARMARK	-5322()	PE	East Bay Greenway (Irvington to Fremont BART)			\$35,779
Alameda	Hayward	ALA170046	6570	EARMARK-T6-RE	EARMARK	EARMARK	-5050()	PE	I-880 I/C Improvements (Winton Ave and A St)			\$50,000
Alameda	Livermore	ALA230222	10309	EARMARK-T6-RE	EARMARK	EARMARK	-5053()	PE	I-580/Vasco Road Interchange Replacement			\$43,547
Alameda	MTC	ALA170057	6720	CMAQ-T5-OBAG2-REG-AOM	OBAG 2	CMAQ	-6084(220)	CON	I-880 Integrated Corridor Management - Central			\$1,498,000
Alameda	MTC	ALA130030	5954	CMAQ-T6-OBAG3-REG-CSCC	OBAG 3	CMAQ	-6084()	CON	West Oakland Link			\$1,900,000
Alameda	MTC	ALA190018	6963	CMAQ-T6-OBAG3-REG-CSCC	OBAG 3	CMAQ	-6084()	CON	Bay Bridge Forward: Alameda I-580 WB HOV Lane Ext			\$7,000,000
Alameda	MTC	ALA210027	7265	CMAQ-T6-OBAG3-REG-MSOP	OBAG 3	CMAQ	-6084()	CON	Bay Bridge Forward I-80/ Powell I/C Transit Access			\$1,200,000
Alameda	Newark	ALA230203	10059	STP-T6-OBAG3-CO	OBAG 3	STP	-5317()	CON	Old Town Streetscape and Complete Streets			\$5,141,000
Alameda	Oakland	ALA210002	7186	ATP-ST-T5-5-FED	ATP	ATP-ST	-5012()	CON	East Oakland Neighborhood Bike Routes			\$17,269,000
Alameda	Oakland	ALA210001	7185	EARMARK-T6-22-CPFCDS-HI	EARMARK	EARMARK	-5012()	CON	Oakland 7th Street Connection Improvements			\$2,000,000
Alameda	Oakland	VAR170002	6366	H11-04-037	HSIP 11	HSIP	-5012()	CON	Safe Oakland Streets Major Crossings			\$2,321,910
Alameda	Oakland	VAR170002	6977	HSIP-T5-9	HSIP 9	HSIP	HSIPL-5012(158)	CON	Oakland - Various Intersection Imprvmnts H9-04-022			\$250,000
Alameda	Pleasanton	ALA210032	7372	EARMARK-T6-22-CPFCDS-HI	EARMARK	EARMARK	-5101()	CON	West Las Positas Blvd Multimodal Reconstruction			\$1,700,000
Contra Costa	Antioch	VAR170002	6366	H11-04-003	HSIP 11	HSIP	-5300()	PE	Signalized Intersections at Multiple Segments			\$2,520,540
Contra Costa	BART	CC-170060	6861	RIP-T5-18-FED-CC	RTIP	RIP	-6000()	CON	Concord BART Station Modernization			\$5,397,000
Contra Costa	BART	CC-170060	6861	RIP-COVID21-CC	RTIP	RIP	-6000()	CON	Concord BART Station Modernization			\$4,103,000
Contra Costa	CCCTA	CC-230220	10070	CRP-REG-T6		CRP	-6156()	PE	Martinez Amtrak Shared Mobility Hub			\$1,571,000
Contra Costa	CCTA	CC-230227	10225	EARMARK-T6-22-CPFCDS-HI	EARMARK	EARMARK	-6072()	CON	Concord Smart Signals Project			\$1,090,333
Contra Costa	CCTA	CC-230227	10225	EARMARK-T6-22-CPFCDS-HI	EARMARK	EARMARK	-6072()	PE	Concord Smart Signals Project			\$109,667
Contra Costa	CCTA	CC-230202	10069	CMAQ-T6-OBAG3-CO	OBAG 3	CMAQ	-6072()	CON	CCTA - Countywide Smart Signals			\$25,093,325
Contra Costa	CCTA	CC-230208	10080	STP-T6-OBAG3-CO	OBAG 3	STP	STPLNI-6072(035)	CON	Contra Costa Countywide Safe Routes to School			\$3,665,000
Contra Costa	CCTA	CC-070035	907	RIP-T6-22-ST-CC	RTIP	RIP	-6072()	PE	Reconstruct I-80/San Pablo Dam Rd Interchange			\$900,000
Contra Costa	CCTA	CC-070035	907	RIP-T6-22-ST-CC	RTIP	RIP	-6072()	ROW	Reconstruct I-80/San Pablo Dam Rd Interchange			\$2,900,000
Contra Costa	Concord	VAR170002	6366	H11-04-006	HSIP 11	HSIP	-5135()	PE	Street Lighting and Safety Improvements			\$7,409,970
Contra Costa	Concord	CC-170037	6714	CMAQ-T4-2-RSRTS-REG	OBAG 1	CMAQ	STPCML-5135(057)	CON	Concord Willow Pass Road Repaving SR2T	AC Authorized	12-Sep-2023	\$215,000
Contra Costa	Concord	CC-170037	6714	CMAQ-T5-OBAG2-CO-SRTS	OBAG 2	CMAQ	STPCML-5135(057)	CON	Concord Willow Pass Road Repaving SR2T	AC Authorized	12-Sep-2023	\$1,012,000

DRAFT FFY2024-25 Annual Obligation Plan

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Project List										Latest Action Status	Latest Action Date	100%
June 6, 2024												\$386,391,275
County	Local Agency	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action	Action Date	Balance
Contra Costa	Concord	CC-170037	6714	STP-T5-OBAG2-CO	OBAG 2	STP	STPCML-5135(057)	CON	Concord Willow Pass Road Repaving SR2T	AC Authorized	12-Sep-2023	\$4,183,000
Contra Costa	Concord	CC-230209	10035	CMAQ-T6-OBAG3-CO	OBAG 3	CMAQ	-5135(057)	CON	Galindo Street Multimodal Corridor Project			\$3,361,000
Contra Costa	Concord	CC-230209	10036	CMAQ-T6-OBAG3-CO	OBAG 3	STP	-5135()	PE	Willow Pass Road Bike Lane Connection			\$830,000
Contra Costa	Danville	CC-230226	10230	EARMARK-T6-22-CPFCDS-HI	EARMARK	EARMARK	-5434()	CON	Danville - Townwide Traffic Signal Modernization			\$923,842
Contra Costa	Danville	CC-230226	10230	EARMARK-T6-22-CPFCDS-HI	EARMARK	EARMARK	-5434()	PE	Danville - Townwide Traffic Signal Modernization			\$76,158
Contra Costa	Martinez	CC-230222	10261	CMAQ-T5-OBAG2-REG-CI	OBAG 2	CMAQ	-5024()	CON	Downtown Martinez Parking Technology Upgrades			\$875,000
Contra Costa	Orinda	CC-230225	10226	EARMARK-T6-23-CPFCDS-TI	EARMARK	EARMARK	-5444()	CON	Lamorinda Smart Signal System Project			\$4,185,000
Contra Costa	Pinole	CC-230207	10075	STP-T6-OBAG3-CO	OBAG 3	STP	-5126()	PE	Bay Trail Gap Closure at Tennent Avenue			\$1,020,000
Contra Costa	Pittsburg	CC-230219	10256	EARMARK-T6-23-CPFCDS-TI	EARMARK	EARMARK	-5127()	CON	Pittsburg Center Smart City Pilot			\$1,000,000
Contra Costa	Pittsburg	CC-230219	10256	EARMARK-T6-23-CPFCDS-TI	EARMARK	EARMARK	-5127()	PE	Pittsburg Center Smart City Pilot			\$200,000
Contra Costa	Richmond	CC-050076	872	STP-T4-2-FPI-REG	OBAG 1	STP	-5137()	CON	I-80/Central Avenue - Local Portion			\$820,000
Contra Costa	Richmond	CC-050076	872	STP-T5-OBAG2-REG-AOM	OBAG 2	STP	-5137()	CON	I-80/Central Avenue - Local Portion			\$2,000,000
Contra Costa	Richmond	CC-210007	7283	STP-T6-OBAG3-REG-CSCC	OBAG 2	STP	STPL-5137(056)	CON	Richmond 13th Street Complete Streets Imps	RFA at CT-HQ	10-Aug-2023	\$2,821,000
Contra Costa	San Ramon	CC-230228	10311	EARMARK-T6-22-CPFCDS-HI	EARMARK	EARMARK	-5127()	PE	Crow Canyon Iron Horse Trail Bike-Ped Crossing			\$200,000
Contra Costa	Walnut Creek	CC-230221	10124	EARMARK-T6-23-CPFCDS-HI	EARMARK	EARMARK	CPFL-5225(032)	CON	Ygnacio Valley Road Fiber Infrastructure			\$2,020,000
Contra Costa	Walnut Creek	CC-230221	10124	EARMARK-T6-23-CPFCDS-HI	EARMARK	EARMARK	CPFL-5225(032)	CON	Ygnacio Valley Road Fiber Infrastructure			\$300,000
Contra Costa	Walnut Creek	CC-230221	10124	EARMARK-T6-23-CPFCDS-HI	EARMARK	EARMARK	CPFL-5225(032)	PE	Ygnacio Valley Road Fiber Infrastructure	RFA at CT-FHWA	17-May-2024	\$200,000
Marin	Marin County	MRN230210	10240	EARMARK-T6-22-CPFCDS-HI	EARMARK	EARMARK	-5927()	PE	E Sir Francis Drake Bikeway Gap Closure			\$700,000
Marin	Marin County	VAR170002	6366	H11-04-024	HSIP 11	HSIP	-5927()	PE	Radar Signs Installation			\$204,750
Marin	Marin County	VAR170002	6366	H11-04-027	HSIP 11	HSIP	-5927()	PE	Replace/Upgrade guardrails and end treatments			\$852,030
Napa	American Canyon	NAP170006	6603	CMAQ-T6-OBAG3-CO	OBAG 3	CMAQ	-5470()	CON	Green Island Rd from Paoli Loop to Commerce Blvd			\$1,000,000
Napa	MTC	NAP190007	7162	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-6084()	CON	Napa Valley Forward: Safety & Operational Impv			\$2,050,000
Napa	Napa County	VAR170002	6366	H11-04-032	HSIP 11	HSIP	-5921()	PE	Napa County Guardrail Upgrades			\$1,000,000
Napa	Napa Valley Vine Trail	NAP230201	10044	EARMARK-T6-23-CPFCDS-HI	EARMARK	EARMARK	-6003(010)	CON	Napa Valley Vine Trail - Yountville to St. Helena			\$4,000,000
Region	BART	ALA190014	7016	STP-T6-OBAG3-CO	OBAG 3	STP	-6084()	CON	BART-Elevator Renovation Program	FTA Transfer at CT-HQ	9-May-2024	\$6,078,460
Region	Caltrain	REG210202	10018	EARMARK-T6-22-TI	EARMARK	EARMARK	-6170()	CON	Caltrain Mini-High Platform Improvements			\$460,000
Region	MTC	REG170022	6833	STP-T5-OBAG2-CO-SSM	OBAG 2	STP	-6084()	CON	Clipper 2.0 Fare Payment System			\$400,000
Region	MTC	REG170022	6833	STP-T5-OBAG2-REG-SSM	OBAG 2	STP	-6084()	CON	Clipper 2.0 Fare Payment System			\$500,000
Region	MTC	REG170016	6770	STP-T6-OBAG3-REG-GFI	OBAG 3	STP	-6084()	CON	Regional Planning - PDA Implementation			\$8,000,000
Region	MTC/Caltrans	REG090003	4271	CMAQ-T4-2-FPI-REG	OBAG 1	CMAQ	-6084()	CON	Freeway Performance Initiative (FPI)			\$402,152
Region	MTC/Caltrans	REG170002	6316	STP-T5-OBAG2-REG-AOM	OBAG 2	STP	-6084()	CON	Connected Bay Area			\$7,500,000
Region	WETA	REG090057	6735	EARMARK-T6-23-CPFCDS-TI	EARMARK	EARMARK	-6365()	CON	Ferry Major Component Rehab/Replacement			\$1,520,000
Region	WETA	REG090057	6735	EARMARK-T6-RE	EARMARK	EARMARK	-6365()	CON	Ferry Major Component Rehab/Replacement			\$475,000
Region	WETA	REG090057	6735	EARMARK-T6-RE	EARMARK	EARMARK	-6365()	CON	Ferry Major Component Rehab/Replacement			\$642,346
Region	WETA	REG090057	6735	EARMARK-T6-RE	EARMARK	EARMARK	-6365()	CON	Ferry Major Component Rehab/Replacement			\$1,000,000
San Francisco	Port of SF	SF-230208	10255	CMAQ-T5-OBAG2-REG-CI	OBAG 2	CMAQ	-6169()	CON	POSF-MTC Parking Management Pilot			\$200,000
San Francisco	SF County	VAR170002	6366	H11-04-043	HSIP 11	HSIP	-5934()	PE	Vision Zero Traffic Sign Upgrade			\$1,969,560
San Francisco	SFMTA	SF-230206	10133	EARMARK-T6-23-CPFCDS-HI	EARMARK	EARMARK	-6328()	CON	Bayview Multimodal Community Corridor			\$1,643,000
San Francisco	SFMTA	SF-99T002	2419	EARMARK-T6-22-TI	EARMARK	EARMARK	-6328()	CON	Cable Car Traction Power & Guideway Rehab			\$2,000,000
San Francisco	SFMTA	SF-230205	10219	STP-T5-OBAG2-REG-TPI	OBAG 2	STP	-6328()	OTHER	Muni Forward Five-Minute Corridor			\$3,038,000
San Francisco	SFMTA	SF-230212		STP-T5-OBAG2-REG-TPI	OBAG 2	STP	-6328()	CON	Third Street Traffic Signal Optimization			\$2,000,000
San Francisco	SFMTA	SF-090012	4227	CMAQ-T6-OBAG3-CO	OBAG 3	CMAQ	-6328()	OTHER	Light Rail Vehicle Procurement			\$750,000
San Francisco	SFMTA	SF-090012	4227	CMAQ-T6-OBAG3-REG-CSCC	OBAG 3	CMAQ	-6328()	OTHER	Light Rail Vehicle Procurement			\$4,100,000
San Francisco	SFMTA	SF-230209	10317	STP-T6-OBAG3-REG-CCR	OBAG 3	STP	-6328()	CON	Pay or Permit Parking Program Expansion			\$1,494,000

DRAFT FFY2024-25 Annual Obligation Plan

DRAFT MTC FFY 2024-25 Annual Obligation Plan										Obligation		Remaining Balance
Project List										Latest Action Status	Latest Action Date	100%
June 6, 2024												\$386,391,275
County	Local Agency	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action	Action Date	Balance
San Mateo	Atherton	SM-230214	10263	EARMARK-T6-22-CPFCDS-HI	EARMARK	EARMARK	-5261()	CON	Alameda de las Pulgas Traffic and Safety Imps			\$1,486,526
San Mateo	Atherton	SM-230214	10263	EARMARK-T6-22-CPFCDS-HI	EARMARK	EARMARK	-5261()	PE	Alameda de las Pulgas Traffic and Safety Imps			\$513,474
San Mateo	Burlingame	SM-210009	7311	CMAQ-T5-OBAG2-REG-CI	OBAG 2	CMAQ	-5171()	CON	Burlingame Square Caltrain Station Mobility Hub			\$157,000
San Mateo	Burlingame	SM-230201	10058	STP-T6-OBAG3-CO	OBAG 3	STP	-5171()	PE	Rollins Road Bicycle & Pedestrian Improvement			\$300,000
San Mateo	Burlingame	SM-230201	10058	STP-T6-OBAG3-CO	OBAG 3	STP	-5171()	PE	Rollins Road Bicycle & Pedestrian Improvement			\$2,800,000
San Mateo	Caltrans	SM-090014	4253	RIP-COVID21-SM	RTIP	RIP	-6204()	PE	Improve US 101 operations near Rte 92			\$1,685,000
San Mateo	CCAG	SM-090014	4253	EARMARK-T6-22-CPFCDS-HI	EARMARK	EARMARK	-6419()	CON	Improve US 101 operations near Rte 92			\$1,000,000
San Mateo	East Palto Alto	SF-010028	2218	EARMARK-T6-23-CPFCDS-TI	EARMARK	EARMARK	-5438()	CON	Caltrain Electrification			\$10,000,000
San Mateo	Menlo Park	SM-230203	10064	EARMARK-T6-22-CPFCDS-HI	EARMARK	EARMARK	-5273()	CON	Middle Avenue Pedestrian and Bicycle Undercrossing			\$4,000,000
San Mateo	Woodside	SM-230211	10233	EARMARK-T6-22-CPFCDS-HI	EARMARK	EARMARK	-5333()	CON	Woodside Road Bike and Ped Improvements E of I-280			\$100,000
San Mateo	Woodside	SM-230211	10233	EARMARK-T6-22-CPFCDS-HI	EARMARK	EARMARK	-5333()	CON	Woodside Road Bike and Ped Improvements E of I-280			\$700,000
Santa Clara	Gilroy	SCL230227	10301	EARMARK-T6-23-CPFCDS-TI	EARMARK	EARMARK	-5034()	CON	Safe Routes to School - Christopher High School			\$1,317,400
Santa Clara	Gilroy	SCL230227	10301	EARMARK-T6-23-CPFCDS-TI	EARMARK	EARMARK	-5034()	PE	Safe Routes to School - Christopher High School			\$182,600
Santa Clara	Milpitas	SCL210035	7385	EARMARK-T6-22-CPFCDS-HI	EARMARK	EARMARK	-5034()	CON	South Milpitas Blvd Extension and Bridge			\$3,000,000
Santa Clara	Mountain View	SCL210025	7320	CMAQ-T5-OBAG2-REG-CI	OBAG 2	CMAQ	-5124(038)	CON	Mountain View Mobility Hub Pilot	RFA Summited	8-Dec-2023	\$200,000
Santa Clara	Mountain View	SCL210012	7224	STP-T6-OBAG3-REG-CSCC	OBAG 3	STP	STPL-5124(037)	CON	Mountain View - Stierlin Rd Bike-Ped Improvements			\$1,486,000
Santa Clara	Mountain View	SCL230211	10100	STP-T6-OBAG3-CO	OBAG 3	STP	-5124()	CON	Moffett Boulevard Complete Streets			\$3,500,000
Santa Clara	Mountain View	SCL230212	10105	STP-T6-OBAG3-CO	OBAG 3	STP	-5124()	CON	Middlefield Road Complete Streets			\$2,406,000
Santa Clara	Mountain View	SCL230213	10106	STP-T6-OBAG3-CO	OBAG 3	STP	-5124()	CON	El Camino Real/El Monte/Escuela Intersection Imps			\$2,400,000
Santa Clara	San Jose	SCL190029	7024	ATP-ST-T5-4-FED	ATP	ATP-FED	ATPL-5005(161)	CON	Better Bikeway San Jose - San Fernando Street			\$8,208,000
Santa Clara	San Jose	SCL230210	10093	CMAQ-T6-OBAG3-CO	OBAG 3	CMAQ	-5005()	PE	Story Keyes Complete Streets			\$5,000,000
Santa Clara	San Jose	SCL210015	7241	EARMARK-T5-RE	EARMARK	EARMARK	CRAL-5005(167)	CON	En Movimiento - Quick Strike Improvements	RFA at CT-HQ	10-Jan-2024	\$146,577
Santa Clara	Santa Clara	SCL230202	10033	EARMARK-T6-23-CPFCDS-TI	EARMARK	EARMARK	-5019()	CON	De La Cruz/Lick Mill/Scott Blvds Bicycle Lanes			\$1,500,000
Santa Clara	Santa Clara	SCL230220	10145	EARMARK-T6-23-CPFCDS-TI	EARMARK	EARMARK	-5019()	CON	Anna Dr Neighborhood Flood Protection			\$2,620,568
Santa Clara	VTA	SCL230203	10024	EARMARK-T6-23-CPFCDS-TI	EARMARK	EARMARK	-6264()	PE	Cerone Operations Command and Control Center			\$2,000,000
Santa Clara	VTA	SCL210028	7331	STP-T5-OBAG2-REG-PCA	OBAG 2	STP	-6264()	CON	SR-17 Bike-Ped Rail and Wildlife Crossing	FTA Transfer at CT-HQ	13-Dec-2023	\$251,000
Santa Clara	VTA	SCL210028	7331	STP-T5-OBAG2-REG-RSI	OBAG 2	STP	-6264()	CON	SR-17 Bike-Ped Rail and Wildlife Crossing	FTA Transfer at CT-HQ	13-Dec-2023	\$249,000
Santa Clara	VTA	BRT030001	669	RIP-T4-14-FED-SCL	RTIP	RIP	-6264()	CON	BART - Berryessa to San Jose Extension			\$29,702,000
Santa Clara	VTA	SCL170064	6860	RIP-T5-18-ST-SCL	RTIP	RIP	-6264()	CON	I-280 Soundwalls - SR-87 to Los Gatos Creek Bridge			\$6,064,000
Solano	Caltrans	SOL150003	6271	RIP-T5-18-FED-SOL	RTIP	RIP	-6204()	CON	Rio Vista SR12 Pavement Rehab and Intersection Imp			\$1,939,000
Solano	Solano County	VAR170002	6366	H11-04-051	HSIP 11	HSIP	-5923()	PE	Upgrade signs to multiple rural roads			\$1,073,520
Solano	Solano County	VAR170002	6366	H11-04-052	HSIP 11	HSIP	-5923()	PE	Street lights and high friction surface treatment			\$1,516,230
Solano	Solano County	VAR170002	6366	H11-04-053	HSIP 11	HSIP	-5923()	PE	Guardrail installation at six rural road corridors			\$1,687,320
Solano	SolTrans	SOL090034	4766	EARMARK-T6-23-CPFCDS-TI	EARMARK	EARMARK	-()	CON	SolTrans: Bus Replacement (Alternative Fuel)			\$2,000,000
Solano	STA	SOL110019	4992	STP-T6-OBAG3-CO	OBAG 3	STP	-6249()	CON	Solano Safe Routes to School Program			\$1,000,000
Solano	Vacaville	SOL170013	6686	EARMARK-T6-23-CPFCDS-HI	EARMARK	EARMARK	-5094()	CON	Vaca Valley/I505 Multimodal Improvements			\$4,000,000
Solano	Vallejo	SOL210007	7316	CMAQ-T5-OBAG2-REG-CI	OBAG 2	CMAQ	-5030()	CON	Vallejo Ferry Mobility Hub Improvement			\$200,000
Sonoma	Healdsburg	SON230205	10049	STP-T6-OBAG3-CO	OBAG 3	STP	-5027()	CON	Healdsburg: Grove Street Neighborhood Plan			\$2,217,000
Sonoma	Rohnert Park	SON230204	10077	CMAQ-T6-OBAG3-CO	OBAG 3	CMAQ	-5379()	PE	Hwy. 101 Bike/Ped Overcrossing at Copeland Creek			\$750,000
Sonoma	Rohnert Park	SON230204	10077	CMAQ-T6-OBAG3-CO	OBAG 3	CMAQ	-5379()	PE	Hwy. 101 Bike/Ped Overcrossing at Copeland Creek			\$2,600,000
Sonoma	Rohnert Park	SON210009	7392	RIP-COVID21-SON	RTIP	RTIP-FED	-5379()	CON	Southwest Boulevard Complete Streets			\$2,285,000
Sonoma	Santa Rosa	SON150006	6614	ATP-REG-T5-5-FED	ATP	ATP-FED	-5028()	CON	Highway 101 Bicycle and Pedestrian Overcrossing			\$12,000,000
Sonoma	Santa Rosa	SOL150003	6082	RIP-T6-22-ST-SON	RTIP	RIP	-5028()	CON	US 101 Hearn Ave Interchange			\$3,400,000
Sonoma	Sonoma County	SON230202	10076	STP-T6-OBAG3-CO	OBAG 3	STP	-5920()	CON	Todd Road and Standish Avenue Intersection Imp			\$2,200,000
Sonoma	Sonoma County	SON110036	3741	HBP-T4-L	HBP-Seismic	Bridge	STPLZ-5920(137)	CON	Big Wohler Road over Russian River	RFA at CT-HQ	16-May-2024	\$3,718,260

DRAFT FFY2024-25 Annual Obligation Plan

DRAFT MTC FFY 2024-25 Annual Obligation Plan											Remaining Balance	
Project List												
June 6, 2024											100%	
County	Local Agency	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action Status	Latest Action Date	\$386,391,275
County	Sponsor	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	Phase	Project Title	Latest Action	Action Date	Balance
Sonoma	Sonoma County	VAR170012	6367	HBP-T4-L	HBP-Seismic	Bridge	STPLZ-()	CON	Watmaugh Road over Sonoma Creek			\$4,559,295
Sonoma	Sonoma County TA	SON230209	10229	EARMARK-T6-23-CPFCDS-HI	EARMARK	EARMARK	-6364()	ENV	SR 121 at 8th Street East Intersection Improvement			\$1,500,000
Sonoma	Windsor	SON230201	10047	CMAQ-T6-OBAG3-CO	OBAG 3	CMAQ	-5472()		Downtown Bike/Ped US 101 Crossing Underpass			\$2,000,000
Various	BART	VAR230207	10329	CRP-REG-T6	CRP	CRP	-6000()	PE	Electric Vehicle Charging at BART Stations			\$1,000,000
Various	BART	VAR230207	10329	CRP-REG-T6	CRP	CRP	-6000()	CON	Electric Vehicle Charging at BART Stations			\$4,900,000
Various	Caltrain	VAR230202	10063	EARMARK-T6-23-CPFCDS-TI	EARMARK	EARMARK	-6170()	CON	Fencing for Caltrain Right of Way			\$800,000
Various	SMART	VAR210005	7294	CMAQ-T6-OBAG3-CO	OBAG 3	CMAQ	FTACML-6444(018)	CON	SMART Rail and Pathway - Phase 2	FTA Transfer at CT-HQ	8-Apr-2024	\$2,000,000
Various	SMART	VAR210005	7294	CMAQ-T6-OBAG3-CO	OBAG 3	CMAQ	FTASTCML-6444(019)	CON	SMART Rail and Pathway - Phase 2	FTA Transfer at CT-HQ	8-Apr-2024	\$1,000,000
Various	SMART	VAR210005	7294	STP-T5-OBAG2-REG-PCA	OBAG 3	CMAQ	FTASTCML-6444(019)	CON	SMART Rail and Pathway - Phase 2	FTA Transfer at CT-HQ	8-Apr-2024	\$500,000
							-()					\$0
											\$386,391,275	
											\$386,391,275	

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FFY 2024-25 Annual Obligation Plan Milestones***Plan Development***

June/July 2024

Draft Plan reviewed by partnership working groups

June/July/Aug 2024

Agency Single Points of Contact (SPOCs) submit requests to include projects in the Obligation Plan

September 2024

Proposed Final Plan reviewed by partnership working groups

October 1, 2024

Obligation Plan finalized and submitted to Caltrans

Priority Obligation Period

October 2024

Caltrans begins processing obligations for projects on the FY2024-25 Annual Obligation Plan

December 1, 2024***Deadline for Requests for Authorization (RFAs) to be submitted to Caltrans for projects in the Obligation Plan****January 31, 2025****Deadline for Obligation of funds in the Obligation Plan**
CTC Allocation request deadline***Open Obligation Period***

February-September 2025

Unused Obligation Authority available to any project until exhausted

March 14, 2025

Mid-year Obligation Plan Update

March 31, 2025

CTC Allocation deadline for CTC-administered state and federally-funded projects

June 2025**Deadline for RFAs and FTA transfer requests to be submitted to Caltrans FY2024-25**

September 30, 2025

End of Federal Fiscal Year

* Requires a complete, funding obligation/FTA Transfer Request for Authorization (RFA) package and applicable documentation to Caltrans Local Assistance by December 1.

Post Obligation Milestones

- **Construction (CON) Phases** - The construction/equipment purchase contract must be advertised within 3 months and awarded within 6 months of obligation / E-76 Authorization (or awarded within 6 months of allocation by the CTC for funds administered by the CTC)
- **All Phases** – Agencies are required to invoice federal funds 6 months following federal authorization (obligation) and must invoice quarterly thereafter.

More information on these requirements and others is included below.

Background

The regional project delivery policy (MTC Resolution 3606) establishes certain deadlines and requirements for agencies accepting Federal Highway Administration (FHWA) funding and including these funds in the federal Transportation Improvement Program (TIP). The intent of the regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in

delivering transportation projects. It is also intended to assist the region in managing Obligation Authority (OA) and meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in advance of state and federal funding deadlines to provide the opportunity for implementing agencies, County Transportation Agencies (CTAs), Caltrans, and MTC to solve potential project delivery issues and bring projects back in-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

As the federally-designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for designated federal funds (referred collectively as 'Regional Discretionary Funding'). To administer these funding programs, MTC has established various deadlines for the delivery of regional discretionary funds including the regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP), Regional Transportation Improvement Program (RTIP) and Carbon Reduction Program (CRP) to ensure timely project delivery against state and federal funding deadlines. MTC Resolution 3606 establishes standard guidance and policy for enforcing project funding deadlines for these and other FHWA-administered federal funds.

One of the most important features of the delivery policy, and a key to the success of on-time delivery, is the obligation deadline. Regional discretionary funding, as well as other FHWA funds in the TIP, must meet the Obligation/E-76/Authorization deadline established in the Policy. This ensures federal funds are being used in a timely manner, and funds are not lost to the region.

Importance of Annual Obligation Plan

The Annual Obligation Plan facilitates timely project delivery and management of the region's federal FHWA funds. The plan prioritizes the use of FHWA funds for projects that are ready for delivery and assists Caltrans Local Assistance in managing its workload for the federal fiscal year.

In recent years other regions and the state-managed local programs have improved upon their own annual delivery rate, and the region is once again hitting apportionment limits for some programs prior to the end of the fiscal year. These factors are reducing the flexibility the region has in advancing funds and allowing projects to move forward when ready. As a result, the Annual Obligation Plan is becoming increasingly important to prioritize the funding available for projects to be delivered in a given year. It is anticipated that moving forward, the plan will remain a vital tool in managing the delivery of FHWA-funded projects each year.

FY 2023-24 Annual Obligation Plan Conditions and Requirements

To facilitate timely project delivery within the region, the following proposed conditions and requirements must be met for projects to be included in the Annual Obligation Plan. The

obligation plan will serve to prioritize delivery of FHWA-funded projects for the federal fiscal year.

Annual Obligation Plan Development Procedures

Projects automatically included in the Obligation Plan

To the extent known, projects with required federal funding delivery deadlines within the fiscal year will be added to the Annual Obligation Plan. These include but are not limited to STIP, ATP, HSIP, and Local Bridge Seismic Retrofit Program (LBSRP) projects. In addition to the annual obligation plan, a "CTC Allocation Plan" will be developed specifically for CTC-allocated state and federally-funded projects. It is the responsibility of the SPOC to ensure the Plans include all projects from their agency that have delivery deadlines within the applicable fiscal year.

SPOC Involvement

Requests for OBAG projects to be included in the annual obligation plan must come from the SPOC for that agency. This ensures the SPOC is aware of the federal-aid projects to be delivered that year, and to be available to assist the Project Manager(s) through the federal-aid delivery process. In addition, subsequent communication to MTC or the applicable CTA regarding potential delays or missed deadlines of any project in the annual obligation plan must include the SPOC. To add a project to the plan, email the request to the applicable CTA staff and to Alfredo Balderamos of MTC at abalderamos@bayareametro.gov.

Project-Level Conditions and Requirements

Field Review and Right of Way Certification

For the PE phase of an OBAG project to be included in the draft plan, a field review must be scheduled to occur by June 30. To remain in the final plan the field review and related/required documentation, including the Preliminary Environmental Study (PES) if applicable, must be completed and accepted/signed off by Caltrans by September 30.

For the Right of Way phase of a project to be included in the draft Annual Obligation Plan, the project must have undergone a field review with Caltrans AND all field review related/required documentation, including the Preliminary Environmental Study (PES) if applicable, submitted, signed, and accepted by Caltrans by June 30. This does not apply to projects for which Caltrans does not conduct a field review, such as FTA transfers, planning activities, and most non-infrastructure projects.

*****New Requirement*****

For the Construction phase of a project to be included in the draft Annual Obligation Plan, the conditions above must be met *and* the agency must have a planned date of completion Right of Way Certifications prior to September 30. To remain on the final plan, Right of Way Certification must be completed. This requirement does not apply to non-infrastructure (NI) projects.

Request for Authorization Submittal Deadline & Review Period

Agencies are required to submit a complete funding obligation/FTA Transfer Request for Authorization (RFA) package to Caltrans Local Assistance by December 1 of the fiscal year the funds are listed in the TIP.

For the purpose of delivering projects within the annual obligation plan, it is expected that sponsors schedule at least sixty to ninety days for Caltrans/FHWA review and approval of the RFA. This is to ensure delivery schedules adequately account for federal-aid process review.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state, or federal deadlines subsequent to the obligation deadline (such as award and invoicing deadlines) have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing these subsequent deadlines. For example, if the expenditure of project development funds or award of a construction contract, or project invoicing cannot easily be met within the required deadlines, the agency may consider using ACA until the project phase is underway and the agency is able to meet the deadlines. To avoid untimely obligations, agencies may also want to consider the use of Advance Construction Authorization (ACA) if they are unable to encumber funds within 6 months of obligation.

Please note that, per MTC Resolution 3606, Advance Construction Authorization does not satisfy the regional obligation deadline requirement. However, conversion of Advance Construction Authorization to an obligation of funding is given a high priority when developing future annual obligation plans.

Post Obligation Conditions and Requirements**Construction Advertisement / Award Deadline**

MTC Resolution 3606 states that for the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 3 months and awarded within 6 months of obligation / E-76 Authorization (or awarded within 6 months of allocation by the CTC for funds administered by the CTC).

However, regardless of the award deadline, agencies must still meet the invoicing deadlines for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding. Agencies must submit the complete award package immediately after contract award and prior to submitting the first invoice to Caltrans in accordance with Caltrans Local Assistance procedures. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance (CTC -administered construction funds lapse if not awarded within 6 months).

Until the Bay Area partnership working group develops procedures to address inactive obligations, the project award provision of MTC Resolution 3606 will be expanded to include the encumbrance of non-construction funds within 6 months and require the agency to notify the respective CTA and MTC staff if funds are not awarded/encumbered within 6 months of obligation.

Regional Invoicing and Reimbursement Deadlines

Until the Bay Area partnership working group develops procedures to address inactive obligations, the project invoicing provision of MTC Resolution 3606 are modified to require agencies to invoice federal funds 6 months following federal authorization (obligation), receive a federal reimbursement within 9 months of authorization, and must invoice quarterly thereafter. Agencies must notify the respective CTA and MTC staff if federal funds are not awarded/encumbered within 6 months of obligation. Project sponsors should consider including funds in the Construction Engineering (CE) phase, so that staff costs may be charged in the event that awards (and the resulting expenditure of eligible costs) be delayed.

Agencies that miss these milestones are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement.

For clarification, within MTC Resolution 3606, reference to reimbursement refers to the reimbursement of federal funds. Federal funds are not considered reimbursed until the expenditure shows up in the federal Fiscal Management Information System (FMIS) and subsequently removed from any inactive obligation listing.

Agency-Level Conditions and Requirements

SPOC Certification Checklist

Starting in 2017, jurisdictions must have the SPOC certification checklist filled out and on file prior to projects being included in the Annual Obligation Plan. A new checklist must be filled out whenever a new SPOC is assigned for that agency.

- The SPOC certification checklist is located at:
https://mtc.ca.gov/sites/default/files/FORM_SPOC_REVISED_Checklist_083017.pdf
- The current certification status for Bay Area jurisdictions is available here:
<https://mtc.ca.gov/digital-library/599731-spoc-certification-status-listing>

Missed Past Delivery Deadlines

For project sponsors that have missed delivery deadlines within the past year, including CTC-administered program deadlines, the agency must prepare and submit a delivery status report on major delivery milestones for all federally active projects with FHWA-administered funds, and all projects with FHWA-administered funds programmed in the current TIP, before their OBAG project(s) are added to the annual obligation plan.

Furthermore, once projects for such agencies are accepted in the final obligation Plan, the SPOC for the agency must report monthly to the applicable CTA, and MTC staff upon

request, on the status of all agency project(s) in the annual obligation plan, until the funds are obligated/authorized.

The FHWA-Funded Projects Status report template is located at:

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

Inactive Obligations

Because inactive obligations continue to be a significant issue in this region, until the region develops a process that substantially addresses inactive obligations for FHWA projects, any project sponsor with a project on the inactive list (all projects marked as "inactive", and projects marked as "Past Due" and not under review by Caltrans) need to address the items listed below before MTC will make any programming actions requested by that agency in the federal TIP, or make any changes to OBAG funding.

- Provide a status of all outstanding invoices for projects on the Inactive list;
- Provide an explanation for not meeting the invoice deadline(s) for each invoice;
- Provide an overview of their agency's internal process for monitoring timely submittals of invoices for FHWA federal-aid projects;
- Provide the contact information of their Finance/Accounting Manager that handles invoicing of federal funds;
- Have the applicable CTA staff send an email to MTC Funding Policy and Programs (FPP) staff with a statement of assurances that 1) the CTA is adequately communicating federal invoicing and reimbursement requirements to applicable agencies; 2) the CTA is adequately tracking and monitoring inactive obligations within the County; 3) the project sponsor has an internal process in place for monitoring timely submittals of invoices for FHWA federal-aid projects;
- Set up and conduct a meeting with the Project Sponsor SPOC, Project Sponsor Project Manager, Project Sponsor Finance/Accounting Manager, applicable CTA programming staff and applicable MTC FPP staff to go over each inactive project; and
- Inform MTC whether or not a request should be made to FHWA to de-obligate the inactive funds.

Caltrans updates the inactive project obligation status reports weekly on the Local Assistance Inactive Project Information web page:

<https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>

Program Specific Conditions and Requirements

OBAG Requirements

OBAG projects will not be included in the annual obligation plan until the project sponsor has met all applicable OBAG requirements, including, but not limited to, submittal of the Housing Element annual progress reports to HCD by April 1 of each year, fully participating in the statewide local streets and roads needs assessment survey, and providing updated information for the Highway Performance Monitoring System (HPMS) reporting.

HSIP Delivery Requirements

Because of the importance of timely delivery of safety projects, the following applies to agencies with Highway Safety Improvement Program (HSIP) projects programmed in the federal TIP:

- For project sponsors with HSIP funds in the PE phase of a project:** A complete and accurate Request for Authorization (RFA) must be submitted to Caltrans for the PE phase of all of the agency's HSIP project(s) prior to any OBAG project being added to the Annual Obligation Plan for that agency. The Caltrans-managed HSIP program has an obligation deadline for the PE phase of within 9 months of the Cycle Start Date. To meet this deadline, sponsors must have a field review (with all required documentation including the PES, if applicable, accepted by Caltrans) and submit the RFA for PE within 6 months of the Cycle Start Date.
- For project sponsors with HSIP funds in the CON phase of a project:** A complete and accurate RFA must be submitted to Caltrans for the CON phase of all of the agency's HSIP project(s) subject to the delivery deadlines noted below, prior to any OBAG project for that agency being included in the Annual Obligation Plan.

HSIP deadlines by cycle for purposes of the Annual Obligation plan are outlined below, unless a later date is identified in the Caltrans HSIP Detailed Project Delivery Status report available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/delivery-requirements-status-approved-projects>

Cycle 9 HSIP

PE Authorization: All PE phases have been submitted and authorized

CON Authorization: Per extension agreement with Caltrans

Cycle 10 HSIP

HSIP Cycle 10 projects are State funded and not included in the federal TIP.

Caltrans HSIP delivery deadlines still apply to these projects; however, adherence to these delivery deadlines will not be the determining factor in including federal OBAG projects into the Annual Obligation Plan.

Cycle 11 HSIP (Federal Projects)

PE Authorization: December 31, 2023

CON Authorization: March 31, 2026 (RFA due February 28, 2026)

Waiver request for unforeseen project delays:

A jurisdiction that has been proceeding with a project in good faith and has encountered unforeseen delays may request special consideration. A sponsor may be allowed to add projects into the annual obligation plan even if it has an outstanding project delay if Caltrans Local Assistance, MTC, and the applicable CTA reach consensus that the delay

was unforeseen, beyond the control of the project sponsor, and not a repeated occurrence for the agency.

NOTE: Poor project management is not considered an unforeseen delay.

CTC-allocated State and Federal Funds

In response to CTC concerns regarding delivery of CTC-administered projects, starting in 2018 many of the regional delivery requirements for federal funds also apply to CTC allocated state and federally-funded projects.

- **CTC Allocation Plan**

Expanding on the success of the development and implementation of the regional annual obligation plan, MTC, working with the CTA's and project sponsors, develops and maintains a regional "CTC Allocation Plan" identifying the CTC-administered programs and projects, such as STIP, ATP and RMRA (SB1) with CTC-allocation deadlines within the state fiscal year. It is the responsibility of the SPOC to ensure the Plan includes all projects from their agency that have applicable delivery deadlines within the fiscal year.

- **ATP and SB1 Reporting and Accountability**

Agencies receiving RMRA (SB1) and ATP funds are required to report on the status of the projects on a regular basis. To ensure agencies meet the deadline, MTC expects reports to be submitted at least 15 days in advance of the CTC deadline. This helps ensure any errors or omissions can be corrected before the reports are due to the CTC/Caltrans. Agencies that miss the reporting/accountability deadline(s) will have OBAG funds subject to re-programming.

- **CTC Allocations**

Projects with funds requiring a CTC allocation, including STIP, ATP and RRRA (SB1) must submit the CTC allocation request by January 31 and receive the CTC allocation by March 31 of the year programmed unless there is a special circumstance (such as coordinating the delivery timeline with other fund sources or project schedules) agreed to by the respective CTA and MTC staff. Sponsors missing the regional CTC allocation deadline are subject to OBAG projects being removed from the Annual Obligation Plan and reprogrammed to a later year in the federal TIP and will have low priority for including their OBAG projects in the following plan, until the sponsor can demonstrate the ability to meet regional and state delivery deadlines.

- **CTC Extensions**

Sponsors with projects requiring a CTC extension are subject to OBAG projects being removed from the Annual Obligation plan and reprogrammed to a later year in the federal TIP and will have low-priority for including their OBAG projects in the following annual obligation plan, until the sponsor can demonstrate the ability to meet regional and state delivery deadlines.

- **Local Bridge Seismic Retrofit Program (LBSRP) Delivery Requirements**

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Prop 1B) includes \$125 million of state matching funds to complete LBSRP. These funds provide the required local match for right of way and construction phases of the remaining seismic retrofit work on local bridges. Several projects within the program have not yet proceeded to construction – 18 years after voters approved funding for the program and 30 years after the Northridge Earthquake and 33 years after the Loma Prieta Earthquake.

Each project in the LBSRP is monitored by Caltrans at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. Project delivery milestones are determined by agreement between Caltrans and the local agency. Local agencies are not allowed to change the schedules once the agreements are signed. Projects programmed in the current FFY, for which federal funds are not obligated by the end of the FFY, may be removed from the fundable element of the TIP at the discretion of Caltrans.

Because of the interest of the California Transportation Commission (CTC) with delivery of the remaining projects in the Local Bridge Seismic Retrofit Program, project sponsors with remaining seismic bridge projects will need to provide MTC and the respective Bay Area County Transportation Agency with updated status reports at least twice a year.

Sponsors with seismic retrofit bridge projects in the current FFY that do not deliver by the agreement date, will have low-priority for including their OBAG projects in the next Annual Obligation plan. OBAG funds will only be included if capacity is available after all other requests have been considered, and the agency has demonstrated the ability to meet regional and state delivery deadlines.

NOTE: Per CTC guidelines, project sponsors of LBSRP projects that miss the milestone delivery deadline identified in the LBRP bridge agreement are ineligible to receive future Highway Bridge Program (HBP) program funding from the CTC until the offending delivery milestone is met.