

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, September 19, 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 September C/CAG Board meetings <ul style="list-style-type: none">Approval of Reso 24-49 to 24-52 supporting submittal of applications for TA's Cycle 7 Pedestrian and Bicycle and Cycle 2 Alternative Congestion Relief/Transportation Demand Management Programs and authorizing local match for:<ul style="list-style-type: none">Shared Automated Vehicle Feasibility StudySmart Corridor Incident Response Timing PlanSidewalk Data Procurement for Bike and Ped Plan UpdateBikeshare and Scooter-share Education and Marketing Campaign.Approval of Reso 24-55 amending the TAC and the Stormwater Committee guidelines by designating the Director of Engineering and Transportation as the primary representative for Redwood City.Approval of Reso 24-63 adopting the amended C/CAG Program Budget Fiscal Year 2024-25 | Cheung | No materials |

4	Approval of minutes from the June 20, 2024 Meeting (Action)	Cheung	Page 1-4
5.	Review and recommend approval of a combined total of \$1,000,000 in Fiscal Year 2025 Transportation Fund for Clean Air Funds for San Bruno's Public Works Corporation Yard Electrification and San Mateo's Battery Electric Street Sweeper projects. (Action)	Wever	Page 5-8
6.	Receive a presentation from Caltrans on the District 4 Bicycle Plan Update. (Information)	Cheung	Page 9
7.	Receive a presentation on the Countywide Transportation Plan update. (Information)	Lacap	Page 10-15
8.	Receive information on regional project and funding related items. (Information)	Lacap	Page 16-34
9.	Executive Director Report	Charpentier	
10.	Member Reports	All	
11.	Adjournment.	Willis/Stillman	

The next regularly scheduled meeting is on October 17, 2024.

Future potential agenda topics:

- a. VMT/GHG Model Mitigation Program

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)
June 20, 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		June			
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		Absent*		
5	Belmont Engineering		Absent		
6	Brisbane Engineering	Randy Breault			
7	Burlingame Engineering		Absent		
8	C/CAG	Sean Charpentier			
9	Colma Engineering	Brad Donohue			
10	Daly City Engineering	Richard Chiu			
11	East Palo Alto Engineering		Absent		
12	Foster City Engineering	Andrew Brozyna			
13	Half Moon Bay Engineering	Maz Bozorginia			
14	Menlo Park Engineering	Azalea Mitch			
15	Millbrae Engineering	Sam Bautista			
16	Pacifica Engineering	Lisa Petersen			
17	Redwood City Engineering		Absent		
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	Mohammad Suleiman			

*Committee Member attended as public member via zoom

The two hundred ninety-ninth (299th) meeting of the Technical Advisory Committee took place on June 20, 2024 at 1:17 p.m.

TAC members attending are listed on the Roster and Attendance table on the preceding page. Others attending the meeting in person were Kaki Cheung, Jeff Lacap, Eva Gaye, Van Ocampo – C/CAG; Theresa Vallez-Kelly – County Office of Education; Gary Lai, Chris Tseng, Kelly Ma, Rommel Pardo – Caltrans; and others not noted. Others attending the meeting remotely were Lulu Mao – MTC; Robert Ovadia* – Town of Atherton; Anwar Mirza – City of East Palo Alto; Matt Ruble – City of South San Francisco; and others not noted.

1. Call to Order/Roll Call

Co-Chair Willis called the meeting to order.

2. Public comment on items not on the agenda

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

3. Issues from the June C/CAG Board meetings (Information)

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

4. Approval of minutes from the May 16, 2024 Meeting (Action)

Motion – To approve the minutes from May 16, 2024 meeting, Manzi/Machida. Roll call was taken. Donohue, Bozorginia, and Mitch abstained. All other members in attendance voted to approve. Motion passed. 13-0-3

5. Receive a presentation on the US 101 Adaptive Ramp Metering project. (Information)

C/CAG staff Kaki Cheung introduced Lulu Mao, Principal Engineer with MTC, who presented on the US 101 Adaptive Ramp Metering project. Adaptive Ramp Metering (ARM) utilizes an 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.

Member Kim asked if the system is connected to local cities' adaptive systems. Ms. Mao responded that the system is exclusively for freeways at this time, but it would be a great idea to incorporate the local cities' systems in the future.

C/CAG Executive Director Sean Charpentier commented that the system should also be integrated with San Mateo County's Smart Corridor to help Caltrans manage traffic incidents. He also mentioned concerns of shifting freeway traffic to local streets and asked how East Bay cities dealt with this situation. Ms. Lao shared that cities have actually seen less traffic in their arterial streets since the ARM implementation.

Member Mitch recommended assessing the local conditions of ramps before starting US 101 since San Mateo County has some shorter ramps.

Member Manzi asked for a comparison between the adaptive ramp metering versus local responsive system. Ms. Lao explained that local responsive system is typically based on one data point, but the adaptive ramp metering proactively reviews and manages traffic conditions downstream to optimize the traffic conditions.

Co-Chair Willis asked if they could collect data from parallel arterial streets usage and track if it increases with traffic on freeways. Ms. Lao responded that yes they can track that data.

6. Receive a project status update from Caltrans District IV on the San Mateo US 101 Pavement Rehabilitation and Median Barrier Upgrade Project. (Information)

C/CAG staff Van Ocampo introduced the project and Gary Lai, Caltrans Supervising Engineer who presented on the project, including project cost, schedule, proposed lane closures, and public information campaigns. Caltrans 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.

Committee Members asked about outreach on encouraging drivers to divert from freeway. Mr. Lai stated that the project will just be closing Lane 1 and occasionally Lane 2 at night. Caltrans plans to divert traffic to 280 and El Camino Real and will reach out to Waze to coordinate. Mr. Lai also mentioned that Caltrans proposes to have nine 55-hour Lane 1 closures during the weekends while replacing the concrete median barriers. These closures are outside the operating hours of the Express Lanes and Traffic Advisories will be issued by Caltrans PIO in advance of these scheduled closures.

7. Receive the FY 2022-2023 San Mateo County Safe Routes to School Program Annual Report. (Information)

C/CAG staff Eva Gaye introduced Theresa Vallez-Kelly, Program Coordinator of the Safe Routes to School Program at the San Mateo County Office of Education, who presented the FY 2022-2023 San Mateo County Safe Routes to School Program Annual Report.

C/CAG Executive Director Sean Charpentier asked if the Safe Routes Program will be soliciting applications for the School Travel Fellowship program. Ms. Vallez-Kelley confirmed that a Call for Projects will be issued in January.

8. Receive information on regional project and funding related items. (Information)

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

9. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier shared that C/CAG's Draft Strategic Plan will be available for public comment and the Committee would be notified by email.

10. Member Reports (Information)

Member Mitch shared on an article on how LA has partnered with schools on using reflective paint to address heating affects.

Member Suleiman introduced Caltrans project management team, including Rommel Pardo, who took over his old position and Kelly Ma who can help with express lanes and projects on the 101 corridor.

11. Adjournment

Co-Chair Willis adjourned the meeting at 2:35 p.m.

C/CAG AGENDA REPORT

Date: September 19, 2024

To: Congestion Management Program Technical Advisory Committee

From: Kim Wever, Transportation Program Specialist

Subject: Review and recommend approval of a combined total of \$1,000,000 in Fiscal Year 2025 Transportation Fund for Clean Air Funds for San Bruno's Public Works Corporation Yard Electrification and San Mateo's Battery Electric Street Sweeper projects.

(For further information, contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the Congestion Management Program Technical Advisory Committee (TAC) review and recommend approval of a combined total of \$1,000,000 in Fiscal Year 2025 Transportation Fund for Clean Air Funds for San Bruno's Public Works Corporation Yard Electrification and San Mateo's Battery Electric Street Sweeper projects.

FISCAL IMPACT

The total available TFCA County Program Manager Funds for Fiscal Year 2025 is \$1,000,000.

SOURCE OF FUNDS

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

BACKGROUND

In February 2024, the Committee recommended Board approval of the Fiscal Year 2024/25 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund. The C/CAG Board approved the recommended Expenditure Plan at its March meeting.

The Fiscal Year 2024/25 Expenditure Plan estimates that San Mateo County will receive a total

of \$1,686,637 (\$1.04M in new funds and \$0.65M from the reprogramming of underbudgeted and canceled projects). An amount of \$46,637 is budgeted for grant administration purpose, with the remaining \$1,640,000 available for projects.

A summary of the approved Fiscal Year 2024/25 TFCA 40% fund expenditure plan is shown below:

	Estimated FY 2024/25 TFCA Funds
Administration	\$46,637
Commute.org - Countywide Voluntary Trip Reduction Program	\$600,000
Commute.org - BART Shuttle	\$40,000
Other Projects to be determined	\$1,000,000
Total	<u>\$1,686,637</u>

Staff presented options to explore for the “Other Projects to be determined” category, which included:

- Leverage the grant funds as local match for a USDOT Safe Streets for All (SS4A) grant application to implement safety countermeasure projects and strategies that have been identified in the San Mateo Countywide Local Roadway Safety Plan (LRSP).
- Fund the highest ranking eligible projects identified in the San Mateo Countywide Local Roadway Safety Plan (LRSP).
- Conduct a limited Call for Projects.

At the May 2024 Committee meeting, staff recommended proceeding with the limited call for projects option due to the TFCA’s cost-effectiveness requirement and timing. The Committee reviewed and recommended approval of the call for projects pertaining to \$1,000,000 in TFCA Funds, alongside the grant application schedule.

Key Information from the Limited Call for Projects

On May 29, 2024, C/CAG released the one-time limited call for projects for the available \$1,000,000 in TFCA funds, using the [TFCA 40% Fund Expenditure Plan Guidance](#) (Guidance) issued by the Air District.

Eligible Projects include the following:

1. **Clean air vehicles and electric and hydrogen recharging stations:** includes alternative fuel and plug-in hybrid-electric vehicles, scrapping old vehicles, and alternative fuel infrastructure.
2. **Ridesharing/First-Last Mile Connections:** includes shuttle, vanpool, carpool, transit, rail-bus, and smart growth projects.

3. **Bicycle Facilities:** includes installation of new bicycle paths/lanes/routes and secure bike parking, such as lockers and racks,
4. **Infrastructure Improvement for Trip Reduction:** includes traffic-calming and construction of facilities that expand access to mass transit, such as a new ferry terminal or bus-rapid-transit lane.

Evaluation

C/CAG received a total of four (4) project proposals by the August 14, 2024 deadline. Staff formed an evaluation panel, which consisted of two C/CAG staff, Kim Wever and Kim Springer; Matthew Petrofsky with San Mateo County Office of Sustainability; and Corinne Dutra-Roberts with Advanced Mobility Group acting on behalf of Contra Costa Transportation Authority. The evaluation panel scored the projects based on the following criteria: cost-effectiveness results, project readiness and timely use of funds, community support and equity, local match, and innovation. For bicycle and pedestrian projects, two additional factors are considered, including safety and countywide plans/consistency.

Recommendation

Attachment 1 summarizes all the applications received. In Attachment 1, projects are ranked from the highest to lowest scores. Based on the current available funding, the evaluation panel recommended fully funding the highest rated project and partially fund the second highest project. Based on initial discussion with the sponsor of the second highest ranked project, partial funding award is acceptable. The highest rated project is City of San Bruno's Public Works Corporation Yard Electrification which will be using TFCA funds to purchase, construct, and install electric vehicle infrastructure for 23 charging ports. The second highest ranked project is City of San Mateo's Battery Electric Street Sweeper which will use TFCA funds to purchase a Battery Electric Street Sweeper to replace an existing diesel engine street sweeper. Staff is asking that the Committee reviews the project ranking and recommends final approval by the C/CAG Board.

EQUITY IMPACTS AND CONSIDERATIONS

This program's funding aims to benefit the entire community by supporting projects that reduce motor vehicle air pollutions. Additionally, the evaluation process placed additional emphasis for projects located within an MTC Equity Priority Community, CalEnviroscreen 4.0 census tract, and the C/CAG Equity Focus Areas.

ATTACHMENT

1. FYE2025 Transportation Fund for Clean Air (TFCA) Projects Ranking

FYE2025 Transportation Fund for Clean Air (TFCA) Projects Ranking

Ranking	Lead Applicant (Agency/Jurisdiction)	Project Title	Brief Description	Total Project Cost	TFCA Grant Amount Request	Score (Out of 100)	Recommended TFCA Grant Award
1	San Bruno	Public Works Corporation Yard Electrification	The City of San Bruno aims to transition its Public Works Corporation Yard fleet to zero emission vehicles (EVs), beyond the requirements of California Air Resources Board’s (CARB) Advanced Clean Fleets (ACF) Regulation. The overall project involves the procurement of 40 EVs (6 during the two-year grant performance period) and the installation of 23 charging ports (1 x Level 2, 8 x 7.2 kW, 10 x 19.2 kW, 4 x 40 kW). TFCA funds are being requested for the purchase, construction, and installation of EV infrastructure for the 23 charging ports.	\$ 1,262,671.67	\$ 745,706.67	93.13	\$ 745,706.67
2	San Mateo	Battery Electric Street Sweeper	Replace one existing Street Sweeper – Diesel engine propelled and auxiliary diesel engine sweeper power units with 1 Battery Electric (EV) Street sweeper. The electric street sweeper will not only eliminate diesel exhaust (CO2, Nitrates, Hydrocarbons), it will reduce noise pollution (quiet operation) in the areas of operation, and minimize dust and pollen through PM -10 mitigation system.	\$ 900,000.00	\$ 258,862.43	79.50	\$ 254,293.33
3	Hillsborough	Rapid Electric Vehicle Chargers	The Town is proposing the installation of (4) Level 3 Rapid Electric Vehicle Chargers. This includes 2 sites; 3 chargers at the Walnut Lot adjacent to Hillsborough Town Hall and 1 charger at the Hillsborough Public Works Corporation Yard.	\$ 612,120.00	\$ 306,060.00	76.63	\$ -
4	San Carlos	San Carlos Ave Asphalt Pathway Replacement and Brittan Ave Sidewalk Improvement Project	The project scope for both locations at San Carlos Avenue and Brittan Avenue includes the installation of new sidewalk, curb and gutter in previously unimproved areas. The project will help feel the gaps between existing sidewalks, new buffered bicycle lanes, and new high visibility traffic striping.	\$ 5,078,800.00	\$ 500,000.00	74.00	\$ -
						Total Available TFCA Funds	\$ 1,000,000.00

C/CAG AGENDA REPORT

Date: September 19, 2024

To: Congestion Management Program Technical Advisory Committee

From: Kaki Cheung, Deputy Director

Subject: Receive a presentation from Caltrans on the District 4 Bicycle Plan Update

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

RECOMMENDATION

That the C/CAG Technical Advisory Committee receives a presentation from Caltrans on the District 4 Bicycle Plan update.

FISCAL IMPACT

There is no direct fiscal impact to C/CAG.

SOURCE OF FUNDS

N/A

BACKGROUND

Caltrans Bay Area (District 4) is updating the 2018 Bicycle Plan. The new Plan will identify barriers to cycling, prioritize improvements and will be used as a resource for Caltrans to inform selection and scoping of bike infrastructure projects on and across Caltrans facilities in the Bay Area.

The Committee will receive a presentation on the District 4 Bicycle Plan update. Caltrans will also present a draft map of identified bicycling needs as well as Caltrans' new Bicycle Best Practices Guide. The TAC will also have the opportunity to ask questions during the presentation and provide feedback on presented items.

More information can be found at Caltrans' website: <https://dot.ca.gov/caltrans-near-me/district-4/d4-programs/d4-transplanning-local-assistance/d4-office-of-transit-and-active-transportation/d4-bike-plan-info>."

ATTACHMENT

1. Caltrans Bike Plan Update Presentation (*The presentation is available on the C/CAG TAC website (See "Presentations") at <https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>*).

C/CAG AGENDA REPORT

Date: September 19, 2024

To: Congestion Management Program Technical Advisory Committee (TAC)

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Receive a presentation on the Countywide Transportation Plan update.

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

RECOMMENDATION

That the Technical Advisory Committee receive a presentation on the Countywide Transportation Plan update.

FISCAL IMPACT

The estimated total project cost is \$400,000. The project will be funded with equal contribution (\$200,000) from C/CAG and the San Mateo County Transportation Authority.

SOURCE OF FUNDS

C/CAG's funding for the project will come from the Congestion Relief Fund.

BACKGROUND

COUNTYWIDE TRANSPORTATION PLANS

A Countywide Transportation Plan (CTP) establishes a long-range vision and goals for the transportation system, as well as recommends transportation project priorities and strategies that will achieve the vision and goals over time. The CTP is a primary input into the preparation of the San Francisco Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, also referred to as "Plan Bay Area") prepared by the Metropolitan Transportation Commission (MTC).

PLAN BAY AREA

In 2021, MTC adopted the third iteration of Plan Bay Area, Plan Bay Area 2050, which integrates housing, the economy, transportation, and the environment through 35 strategies that aim to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. In the short-term, the Plan's implementation plan identifies more than 80 specific actions for MTC, ABAG, and partner organizations to take over the next five years to advance these strategies and achieve the Plan Bay Area goals.

Currently, MTC is developing Plan Bay Area 2050+, a limited and focused update to Plan Bay Area 2050. It is an opportunity to refine selected plan strategies to integrate the lessons of the last three years since the adoption of Plan Bay Area. Additionally, the limited and focused update approach will enable continued progress implementing the strategies of Plan Bay Area 2050.

The next major update of Plan Bay Area is expected to begin in 2026 and be adopted in 2029. As stated in the Countywide Transportation Plan (CTP) guidelines from MTC, MTC recommends that CTPs should be completed by 2026 to inform the next major update to Plan Bay Area.

SAN MATEO COUNTYWIDE TRANSPORTATION PLAN

As the County Transportation Agency (CTA), C/CAG is responsible for preparing the CTP for San Mateo County. The most recent plan, the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040), was adopted by the C/CAG Board on February 9, 2017. Since that time, the County has seen significant growth in population and employment, completion of several major transportation projects, shifts in commute patterns due to the COVID-19 pandemic, adoption of new CTP guidelines from MTC, and evolving policies on equity and climate at various government levels.

The SMCTP 2040 was developed through a cost-sharing agreement between C/CAG and the SMCTA. Both agencies intend to jointly fund the upcoming Plan update. The total cost is estimated at \$400,000, split equally between C/CAG and SMCTA. A draft Scope of Work is provided in Attachment 1. Staff proposes to release the RFP by the end of the year. During the development process of the CTP, the Committee will have opportunities to provide input through future presentations, participation in the advisory group, or the consultant selection process.

EQUITY IMPACTS AND CONSIDERATIONS

The County Transportation Plan is a countywide Plan that outlines a long-term vision and goals for San Mateo County's transportation system. As part of state and regional requirements, the CTP should demonstrate how investments that implement county and regional priorities help to illustrate how the region is achieving its climate, equity, and land use goals. More recently, the state has also identified equity as an equally important goal in its transportation planning and funding policies.

ATTACHMENTS

1. Draft SMCTP Scope of Work

San Mateo Countywide Transportation Plan – Scope of Work (Expected to be completed by the Consultant)

OVERVIEW OF SCOPE OF WORK

The purpose of this scope of work is to complete a process of preparing and seeking adoption of a Countywide Transportation Plan for San Mateo County (hereafter referred to as the “Plan”). The work to be undertaken under this scope of work will be to update the Draft Plan content as necessary to add elements to ensure that the Plan is prepared consistently with the *Guidelines for Countywide Transportation Plans* released by the Metropolitan Transportation Commission (MTC) in November 2022. In preparing the Plan update, a consultant will work with a Project Team (consisting of senior staff from the City/County Association of Governments of San Mateo County (C/CAG) and the San Mateo County Transportation Authority (SMCTA) to implement a process for outreach and review of the Plan by local San Mateo County agencies, county partners, regional service providers.

Task 1

Project Management and Coordination

The Consultant shall host project initiation meeting and weekly check-ins with C/CAG and SMCTA staff to maintain communication and ensure project will be delivered within the project timeline. The Consultant shall also schedule and facilitate meetings with an ad hoc advisory committee comprised of local agency staff, emergency services, bike/pedestrian and community-based organizations, and other stakeholders. The Consultant shall present progress updates at a minimum of twelve (12) C/CAG committee meetings and four (4) Board meetings. The Consultant shall provide monthly progress reports and invoices for work completed during the prior month.

Task 1 Deliverables:

- Project Kick-off Meeting
- Monthly project management meeting agendas and action items
- Materials for advisory group meetings and/or workshops
- Presentation to C/CAG Committees and Board meetings
- Monthly Invoices and progress reports

Task 2

Review of Existing CTP and Other Countywide Planning Efforts/Literature Review

Within San Mateo County, various agencies have several recently completed (or anticipated to be completed) individual plans and studies that have identified priority projects and programs. Examples include: SMCTP 2040 Action Plan, Priority Development Area Plans, C/CAG Bike Plan, SMCTA Strategic Plan, SMCTA 101 Corridor Connect, Caltrain Business Plan, Reimagine SamTrans, Countywide Local Roadway Safety Plan, Congestion Management Program and Highway Safety Assessment, Caltrans 101 Comprehensive Multimodal Corridor Plan.

The selected consultant, with C/CAG and SMCTA staff support, will be tasked to summarize relevant information and policies from existing plans and studies that will be support the development of the CTP.

Task 2 Deliverables:

- Summary of each plan and study that includes goals and objectives, identified priorities projects or programs, current implementation status and potential funding plans that will help inform the development of the CTP.
- Coordination/Review with other county planning efforts

Task 3

Organize and Assist with Countywide Transportation Plan Outreach Effort

In close coordination with the project team, the consultant will prepare and implement an equitable public communications/outreach plan to solicit feedback from the community on their vision for transportation improvements in San Mateo County. This task would seek to plan for and attend three (3) community input workshops with pop-up events at the initial start of the plan update at various locations in San Mateo County. Three (3) additional community input event will be held later in the development of the document with the objective of engaging the public on draft recommendations for the final draft CTP. As part of this task, the selected consultant will collect and report on input received as part of each event. In addition, the selected consultant will coordinate with C/CAG staff to design a community outreach survey that engages the public on potential transportation priorities for San Mateo County.

Task 3 Deliverables:

- Public Communications/Outreach Plan for San Mateo County CTP
- Report on Findings from Public Outreach

Task 4

Development of CTP Policy and Performance Framework

The consultant will help and establish transportation and land use goals and objectives that reflect local priorities in San Mateo County. This task would also establish a performance framework and metrics to demonstrate how CTP investment decisions support multimodal transportation and land use goals and objectives. The policies and framework developed would need to be incorporate, to the extent practical, MTC 's Plan Bay Area's transportation strategies and document and explain how CTP investments and policies are consistent with and supportive of their implementation.

The consultant will also help develop geographic focus areas to recognize and acknowledge the different areas within the county and their specific priorities. These areas will help focus and tailor the CTP goals and objectives within area of these focus areas.

Task 4 Deliverables:

- Development of San Mateo CTP Policy and Performance Framework
- Development of San Mateo Geographic Focus Areas

Task 5

Development of Transportation Project and Program List

The Consultant will work with the Project Team and the Advisory Committee to prepare an updated fiscally constrained transportation project list for the Plan. The Project Team will provide an initial list based on the existing projects identified in *Plan Bay Area 2050* and projects recommended by San Mateo County agencies. This initial list will be reviewed by the Project Team and the advisory committee. The Consultant will seek input from each of the other participating agencies – SamTrans, SMCTA, Caltrain, BART, Caltrans, and all jurisdictions within San Mateo County. From this review, a final project list will be developed for the Plan. A performance framework or goals for program-level assessments will be established, as necessary, to comply with MTC’s *Guidelines for Countywide Transportation Plans*.

Task 5 Deliverables:

- Transportation Project List for San Mateo County

Task 6

Transportation Equity Analysis

MTC’s *Guidelines for Countywide Transportation Plans* suggests that all CTPs include analyses of the social and economic equity of the CTP. This is intended to demonstrate whether the strategies and policies developed in the CTP advance equity, especially those that affect historically and systemically marginalized, underserved and excluded groups, including people with low incomes, people with disabilities, and communities of color.

The Consultant will also help C/CAG evaluate existing the equity designations created within the county and region (MTC’s Equity Priority Communities, C/CAG’s Equity Focus Areas, SamTrans’ Equity Planning Areas) and identify a strategy to achieve a combined equity designation for consistency to be used in future planning efforts within San Mateo County.

Task 6 Deliverables:

- Transportation Equity Analysis
- Merge existing SMC Equity Designations

Task 7

Application of San Mateo County Travel Demand Model

In this task, the Consultant will use the recently developed and approved C/CAG-VTA Bi-County Travel Demand Model and supporting data sets to update land use and travel forecast information in the Draft Plan and also provide the following analysis:

- Forecast and report outcomes of implementing the investments and policies in the CTP, including, but not limited to changes in passenger car VMT compared to a performance baseline (i.e., model base year, current conditions, or Plan Bay Area forecast). Report VMT for both the performance baseline and for the CTP.

- Represent CTP investments and policies, to the extent possible, in the county or regional travel demand model to forecast multimodal system performance.
- Summarize and report, to the extent practical, the estimated change in street and highway lane miles, transit vehicle miles, and active transportation systems miles, from implementing the investments and policies in the CTP.

Additionally, the consultant will prepare a consistency report regarding the performance of the county's travel demand model with MTC guidelines.

Task 7 Deliverables

- Travel Demand Forecasting to support CTP Development
- Model Consistency Report

Task 8 San Mateo Countywide Transportation Plan Document

The selected consultant will be tasked to compile each individual deliverable identified in the previous tasks to create a final report. The final report will follow MTC's CTP Guidelines and will be recommended to the C/CAG Board for approval.

Task 8 Deliverables

- Final San Mateo Countywide Transportation Plan Update

C/CAG AGENDA REPORT

Date: September 19, 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 and Caltrans pertaining to federal funding, project delivery, and other regional policies that may affect local agencies. Attached to this report includes relevant information from MTC and Caltrans.

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.

Current and Upcoming Funding Opportunities

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/>

MTC Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail Program (SR2TBT) - Call for Projects

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. RM3 provides \$150 million in funding for a competitive grant program to fund bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. MTC is listed as the project sponsor and is responsible for administering a competitive grant program for the Safe Routes to Transit & Bay Trail (SR2TBT) program. Applications are due on October 14, 2024.

For more information, please refer to the program guidelines: https://planbayarea.org/sites/default/files/meetings/attachments/6035/8b_MTC_Resolution_4639.pdf

Online application: www.surveymonkey.com/r/SR2TBTProgramApplication

MTC Transit Oriented Communities (TOC) Policy and Climate Programs Call for Projects

In September 2022, MTC adopted the TOC Policy to support the region's transit investments by creating communities around transit stations and along transit corridors that not only enable transit ridership, but also are places where Bay Area residents of all abilities, income levels, and racial and ethnic backgrounds can live, work, and access services. The TOC Policy focuses on the core elements of land use density, affordable housing, parking management, and complete streets/multimodal access to implement Plan Bay Area 2050 strategies. The TOC Policy applies to the half-mile area around existing and planned fixed-guideway transit stops and stations (i.e., regional rail, commuter rail, light-rail transit, bus rapid transit, and ferries).

MTC will be releasing a Call for Projects for approximately \$62 million for both planning and capital projects that support TOC related compliance, as well as GHG reduction. An overview of eligible project types is described below.

Planning Funding (\$22 Million)

Funding is available for local planning and policy development that supports implementation across all four components of the TOC Policy: increasing residential and commercial densities around station areas, adopting housing policies from the “3Ps” menu (production, preservation, and protection), adjusting minimum and maximum parking ratios as well as transportation

demand management policies, and planning for station access that includes active transportation uses and mobility hub infrastructure. Funded activities will be expected to meet TOC Policy standards and priority will be given to proposals that demonstrate the greatest impact.

Capital Funding (\$40 Million)

Funding is available to support capital expenses related to the implementation of parking management plans (e.g., meters, sensors and software), mobility hub elements (e.g., environmental, design, right-of-way, and construction of shelters, kiosks, signage, lighting, active transportation access improvements, etc.) and electrification charging infrastructure (e.g., purchase and installation) for electric vehicles, bikes and scooters. In addition, technical assistance is available for design that will lead to construction of active transportation projects on MTC's Active Transportation Network.

MTC will issue a Call for Projects later this month with applications due later this fall. More information can be found here: <https://mtc.legistar.com/gateway.aspx?M=F&ID=83169c9b-6e3d-4643-850c-8e39c89bdc62.pdf>

Regional Update

2023 Regional Pavement Condition Summary Report – Draft

MTC's Local Streets & Roads Program staff has completed the 2023 regional pavement condition summary report. The pavement condition index (PCI) scores, presented in the 2023 regional pavement condition summary report, reflect the information contained in each jurisdiction's StreetSaver® database. The 2023 PCI scores are weighted by pavement section area. Please note that the PCI scores are based on pavement conditions and maintenance and rehabilitation work completed as of 12/31/2023.

Please review the draft report (Attachment 4) for accuracy. Any discrepancies must be resolved by October 3, 2024. The press release is tentatively scheduled by the end of October or beginning of November. Please reach out to MTC Staff Sui Tan (stan@bayareametro.gov) if you have any questions.

CTC Local Partnership Program – Competitive Program

Senate Bill 1 (SB 1) created the Local Partnership Program (LPP), which continuously appropriates \$200 million annually from the Road Maintenance and Rehabilitation Account. These funds are allocated to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees dedicated solely for transportation improvements. Both C/CAG and SMCTA are eligible to submit applications for the LPP Competitive Program. For the upcoming 2024 Program, both agencies intend to support an application for the US-101/SR-84 Interchange Project as it is a project of countywide significance and shovel ready.

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>.

San Mateo Countywide Local Roadway Safety Plan (LRSP)

The San Mateo Countywide Local Roadway Safety Plan was adopted by the C/CAG Board at its June 13th meeting. Following the countywide adoption, jurisdictions with an individual chapter in the countywide plan began to locally adopt their respective plans.

Staff is continuing to implement the LRSP. In August, C/CAG applied for approximately \$500,000 in Federal Safe Streets For All (SS4A) funds to implement the following tasks:

- Establish the San Mateo County Transportation Safety Advisory Committee (TSAC).
- Conduct ongoing evaluations of crash data and community needs to identify and prioritize opportunities for reducing crash risks for all roadway users.
- Collaborate with local agencies.
- Provide best practices training.
- Research and prepare Whitepapers to support implementation of the LRSP.
- Prepare annual reporting on the implementation of the safety countermeasures included in the LRSP.

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 September 2, 2024
2. MTC's PMP Certification Status of Agencies within San Mateo County as of September 5, 2024
3. Caltrans Lapsed Project End Dates as of September 1, 2024
4. 2023 Regional Pavement Condition Summary Report – Draft

Updated on 9/03/2024 4th Quarter Inactive Projects

< \$50,000 unexpended balance

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5333014	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0412000122L	3HLS	4	SM	Woodside	KINGS MOUNTAIN RD OVER WEST UNION CREEK; 0.05 MI EAST OF TRIPP RD. BRIDGE REHABILITATION	07/07/2020	3/16/2012	7/7/2020	7/7/2020	48	L1CE	\$135,090.00	\$119,595.00	\$98,399.16	\$21,195.84
5333013	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0412000121L	3HLS	4	SM	Woodside	MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84. BRIDGE REHABILITATION	07/07/2020	3/16/2012	7/7/2020	7/7/2020	48	L1CE	\$107,428.00	\$95,106.00	\$93,266.37	\$1,839.63
5029032	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0414000103L	BPMP	4	SM	Redwood City	MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK BRIDGE PREVENTATIVE MAINTENANCE	08/28/2019	3/21/2014	8/28/2019	8/28/2019	59	M240	\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19

\$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
5357010	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0417000486L	BRLS	4	SM	Half Moon Bay	MAIN STREET BRIDGE OVER PILARCITOS CREEK; BR 35C0025 REHABILITATE HISTORIC BRIDGE . NO ADDED CAPACITY	01/03/2023	2/27/2018	1/3/2023	6/18/2024	18	Z001	\$886,367.96	\$784,701.56	\$784,701.56	\$0.00
6204113	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400000684L	CML	4	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	54	M400	\$50,043,250.63	\$3,559,977.49	\$3,559,977.49	\$0.00
6204125	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0413000206L	FERPL	4	SM	Caltrans	ON US101 FROM 0.3 MILES NORTH OF SAN ANTONIO ROAD (SCL -PM 50.6) TO 0.3 MILES SOUTH OF GRAND AVENUE INTERCHANGE (SM-PM 21.8) US 101: INSTALL HOV/HOT LANE	07/02/2019	5/16/2017	7/2/2019	7/2/2019	60	RPS9,RPS0	\$20,999,258.82	\$9,547,698.97	\$9,547,074.22	\$624.75

PMP Certification August 29, 2024

Expired	P-TAP 25 Receptients
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
Alameda	Alameda	10/31/2022	10/31/2024	23	Certified
Alameda	Albany	2/13/2024	2/28/2026	24	Certified
Alameda	Berkeley	10/21/2022	10/31/2024	25	Certified
Alameda	County of Alameda	11/28/2022	11/30/2024	23	Certified
Alameda	Dublin	10/1/2023	10/31/2025	24	Certified
Alameda	Emeryville	11/10/2022	11/31/2024	25	Certified
Alameda	Fremont	2/28/2022	3/1/2024	25	Certified with Pending
Alameda	Hayward	5/21/2022	6/1/2024	25	Certified with Pending
Alameda	Livermore	11/9/2023	11/30/2025	24	Certified
Alameda	Newark	2/1/2024	2/28/2026	24	Certified
Alameda	Oakland	09/31/21	10/31/2024	25	Certified with Pending
Alameda	Piedmont	8/30/2022	8/31/2024	20	Expired
Alameda	Pleasanton	9/1/2023	9/30/2025	24	Certified
Alameda	San Leandro	12/1/2023	12/31/2025	24	Certified
Alameda	Union City	8/27/2022	8/31/2024	23	Expired
Contra Costa	Antioch	1/29/2023	1/31/2025	23	Certified
Contra Costa	Brentwood	12/31/2022	12/31/2024	23	Certified
Contra Costa	Clayton	11/17/2022	11/30/2024	25	Certified
Contra Costa	Concord	3/2/2024	3/31/2026	24	Certified
Contra Costa	Contra Costa County	11/1/2023	11/30/2025	24	Certified
Contra Costa	Danville	12/1/2023	12/31/2025	24	Certified
Contra Costa	El Cerrito	12/31/2022	12/31/2024	23	Certified
Contra Costa	Hercules	10/14/2022	10/31/2024	23	Certified
Contra Costa	Lafayette	12/31/2022	12/31/2024	25	Certified
Contra Costa	Martinez	11/30/2022	11/30/2024	25	Certified
Contra Costa	Moraga	9/19/2021	10/1/2022	24	Certified with Pending
Contra Costa	Oakley	8/31/2023	8/31/2025	24	Certified
Contra Costa	Orinda	9/7/2022	09/31/24	25	Certified
Contra Costa	Pinole	10/1/2021	11/1/2023	24	Certified with Pending
Contra Costa	Pittsburg	7/10/2023	7/31/2025	25	Certified
Contra Costa	Pleasant Hill	7/31/2022	7/31/2024	25	Certified with Pending
Contra Costa	Richmond	11/30/2023	11/30/2025	24	Certified
Contra Costa	San Pablo	11/11/2022	11/30/2024	23	Certified
Contra Costa	San Ramon	10/7/2022	10/31/2024	25	Certified
Contra Costa	Walnut Creek	12/28/2022	12/31/2024	25	Certified
Marin	Belvedere	7/26/2023	7/31/2025	24	Certified
Marin	Corte Madera	10/8/2023	10/8/2025	24	Certified
Marin	Fairfax	9/30/2022	9/30/2024	25	Certified
Marin	Larkspur	7/28/2021	8/1/2024	25	Certified with Pending
Marin	Marin County	12/1/2023	12/31/2025	24	Certified
Marin	Mill Valley	10/13/2022	10/31/2024	25	Certified
Marin	Novato	9/30/2022	9/30/2024	23	Certified
Marin	Ross	10/26/2023	10/31/2025	24	Certified
Marin	San Anselmo	10/17/2018	4/30/2022	23	Expired
Marin	San Rafael	12/26/2022	12/31/2024	23	Certified
Marin	Sausalito	9/7/2022	9/30/2024	23	Certified
Marin	Tiburon	9/24/2018	10/1/2021	25	Certified with Pending
Napa	American Canyon	8/31/2022	8/31/2024	23	Expired
Napa	Calistoga	7/14/2021	3/31/2025	22	Certified with Extension
Napa	Napa	12/31/2022	12/31/2024	25	Certified
Napa	Napa County	11/1/2023	11/30/2025	24	Certified
Napa	St. Helena	6/1/2023	6/30/2025	24	Certified
Napa	Yountville	10/18/2021	11/1/2024	25	Certified with Pending
San Francisco	San Francisco	4/18/2022	5/1/2024	25	Certified with Pending
San Mateo	Atherton	8/31/2022	8/31/2024	25	Certified with Pending
San Mateo	Belmont	11/1/2021	12/1/2024	25	Certified with Pending
San Mateo	Brisbane	9/1/2022	9/1/2024	25	Certified with Pending
San Mateo	Burlingame	11/15/2022	11/30/2024	25	Certified
San Mateo	Colma	11/7/2022	11/30/2024	25	Certified
San Mateo	Daly City	11/2/2022	11/30/2024	23	Certified
San Mateo	East Palo Alto	9/26/2023	9/30/2025	24	Certified
San Mateo	Foster City	2/7/2024	2/28/2026	24	Certified
San Mateo	Half Moon Bay	11/1/2021	12/1/2024	25	Certified with Pending
San Mateo	Hillsborough	11/3/2022	11/30/2024	25	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	25	Certified with Pending
San Mateo	Portola Valley	11/1/2023	11/30/2025	24	Certified
San Mateo	Redwood City	12/1/2021	12/21/2023	25	Certified with Pending
San Mateo	San Bruno	11/1/2023	11/30/2025	24	Certified
San Mateo	San Carlos	7/31/2022	7/31/2025	23	Certified with Extension

San Mateo	San Mateo	1/1/2024	1/31/2026	24	Certified
San Mateo	San Mateo County	12/31/2022	12/31/2024	25	Certified
San Mateo	South San Francisco	2/23/2020	3/1/2023	24	Certified with Pending
San Mateo	Woodside	2/7/2024	2/28/2026	24	Certified
Santa Clara	Campbell	8/1/2023	8/31/2025	24	Certified
Santa Clara	Cupertino	12/23/2021	12/31/2024	25	Certified with Pending
Santa Clara	Gilroy	1/31/2023	1/31/2025	23	Certified
Santa Clara	Los Altos	9/20/2022	9/30/2024	23	Certified
Santa Clara	Los Altos Hills	12/5/2021	12/31/2024	25	Certified with Pending
Santa Clara	Los Gatos	1/15/2022	2/1/2024	25	Certified with Pending
Santa Clara	Milpitas	9/1/2023	9/30/2025	25	Certified
Santa Clara	Monte Sereno	12/5/2021	12/31/2023	25	Certified with Pending
Santa Clara	Morgan Hill	10/22/2022	10/31/2024	25	Certified
Santa Clara	Mountain View	1/31/2024	1/31/2026	24	Certified
Santa Clara	Palo Alto	12/18/2023	12/31/2025	22	Certified
Santa Clara	San Jose	12/31/2021	12/31/2023	24	Certified with Pending
Santa Clara	Santa Clara City	12/16/2023	12/31/2025	24	Certified
Santa Clara	Santa Clara County	1/16/2024	1/31/2026	25	Certified
Santa Clara	Saratoga	10/25/2022	10/31/2024	23	Certified
Santa Clara	Sunnyvale	11/30/2023	11/30/2025	24	Certified
Solano	Benicia	9/1/2023	9/30/2025	24	Certified
Solano	Dixon	12/31/2020	1/1/2023	24	Certified with Pending
Solano	Fairfield	11/1/2023	11/30/2025	24	Certified
Solano	Rio Vista	10/1/2021	11/1/2023	25	Certified with Pending
Solano	Solano County	10/31/2022	10/31/2024	19	Certified
Solano	Suisun City	10/1/2023	10/31/2025	24	Certified
Solano	Vacaville	9/12/2021	10/1/2023	25	Certified with Pending
Solano	Vallejo	2/21/2022	3/1/2024	25	Certified with Pending
Sonoma	Cloverdale	7/31/2022	7/31/2024	25	Certified with Pending
Sonoma	Cotati	7/1/2023	7/31/2025	24	Certified
Sonoma	Healdsburg	9/28/2022	9/30/2024	25	Certified
Sonoma	Petaluma	7/1/2019	8/1/2021	25	Certified with Pending
Sonoma	Rohnert Park	11/3/2023	11/30/2025	24	Certified
Sonoma	Santa Rosa	6/20/2024	6/30/2026	22	Certified
Sonoma	Sebastopol	7/15/2022	7/31/2024	25	Certified with Pending
Sonoma	Sonoma City	7/30/2021	8/1/2023	24	Certified with Pending
Sonoma	Sonoma County	9/1/2023	9/30/2025	25	Certified
Sonoma	Windsor	9/15/2023	9/30/2025	24	Certified
	109				

(*) 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: 9/1/2024

*** 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	FMS Status
5935(064)	BPMP	San Mateo County	100.0%		08/10/18				10/31/22 *	-23	● 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	-18	● 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	-15	● PED Expired	3	Approv		2			SEQ# 3(6/18/2024 to Present) SEQ# 2(6/30/2023 to 6/18/2024)	0417000486		ACTIVE
5029(032)	BPMP	Redwood City	20.0%		03/21/14				03/21/24 *	-6	● PED Expired	2	Approv		1			SEQ# 2(3/21/2024 to Present)	0414000103	2W	ACTIVE
5935(087)	STPL	San Mateo County	100.0%		11/01/21		08/29/22		06/30/24	-3	● PED Expired	3	Approv		1			SEQ# 3(6/30/2024 to Present)	0422000053		ACTIVE
5196(044)	STPL	Daly City	0.0%				01/05/23		12/29/24	4	● PED 3 to < 6 mos	1	Approv						0422000336		ACTIVE
5177(047)	CRRSAL	South San Francisco	60.0%				09/09/22		12/31/24	4	● PED 3 to < 6 mos	3	Info Only						0422000384		ACTIVE
5171(026)	STPL	Burlingame	0.0%				03/27/23		01/29/25	5	● PED 3 to < 6 mos	1	Approv						0422000319		ACTIVE
5390(006)	STPL	Portola Valley	0.0%				01/20/23		03/31/25	7	◆ PED 6+ mos	2	Approv						0423000011		ACTIVE
5438(015)	HPLUL	East Palo Alto	100.0%		11/27/13		12/20/22		06/28/25	10	◆ 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	Dist "Final"	06/30/25	10	◆ PED 6+ mos	2	Approv						0422000095		ACTIVE
5029(039)	STPL	Redwood City	20.0%				09/12/22		08/31/25	12	◆ PED 6+ mos	2	Approv						0422000084		ACTIVE
5226(023)	CML	San Bruno	50.0%		11/16/18		11/24/23		12/31/25	16	◆ 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	16	◆ PED 6+ mos	2	Info Only						0420000230		ACTIVE
5029(041)	STPL	Redwood City	20.0%		12/21/23				01/01/26	16	◆ PED 6+ mos	1	Approv						0422000475		ACTIVE
5177(039)	BPMP	South San Francisco	60.0%		11/19/19				04/30/26	20	◆ 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	21	◆ PED 6+ mos	1	Approv						0423000060		ACTIVE
5029(025)	BPMP	Redwood City	20.0%		04/13/11				07/31/26	23	◆ PED 6+ mos	2	Approv						0400021046	2W	ACTIVE
5029(024)	BPMP	Redwood City	20.0%		04/13/11				07/31/26	23	◆ PED 6+ mos	2	Approv						0400021045	2W	ACTIVE
5299(018)	CML	Millbrae	0.0%				09/12/23		08/29/26	24	◆ PED 6+ mos	2	Approv						0422000375		ACTIVE
5350(026)	STPL	Pacifica	0.0%				05/13/24		09/30/26	25	◆ PED 6+ mos	1	Approv						0424000038		ACTIVE
5102(049)	BRLS	San Mateo	100.0%		06/09/18				11/30/26	27	◆ PED 6+ mos	3	Approv		1			SEQ# 1(8/6/2020 to 5/6/2021)	0417000373	2W	ACTIVE

Project End Date Reporting

Last Updated: 9/1/2024

*** 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(029)	STPL	Burlingame	0.0%		08/02/24				12/01/26	27	◆ PED 6+ mos	1	Approv						0424000465		ACTIVE
5171(027)	CML	Burlingame	0.0%				09/08/23		12/31/26	28	◆ PED 6+ mos	3	Approv						0422000358		ACTIVE
5177(040)	CML	South San Francisco	60.0%		01/04/19		09/09/22		12/31/26	28	◆ 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	43	◆ PED 6+ mos	1	Approv						0423000337		ACTIVE
6419(034)	STPLNI	City/County Association of Governments of San Mateo County	0.0%	05/02/23					06/30/28	46	◆ 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



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Joint Partnership - Local Streets & Roads - Programming
& Delivery Working Groups (LSRPDWG)

DATE: September 12, 2024

FR: Sui Tan

RE: 2023 Regional Pavement Condition Summary Report – Draft

MTC’s Local Streets & Roads Program staff has completed the 2023 regional pavement condition summary report. The pavement condition index (PCI) scores presented in the 2023 regional pavement condition summary report reflect the information contained in each jurisdiction’s StreetSaver® database. The 2023 PCI scores are weighted by pavement section area. Please note that the PCI scores are based on pavement conditions and maintenance and rehabilitation work completed as of 12/31/2023. Reports generated for a different date may vary from what is shown in this report.

2023 Regional Pavement Condition Summary

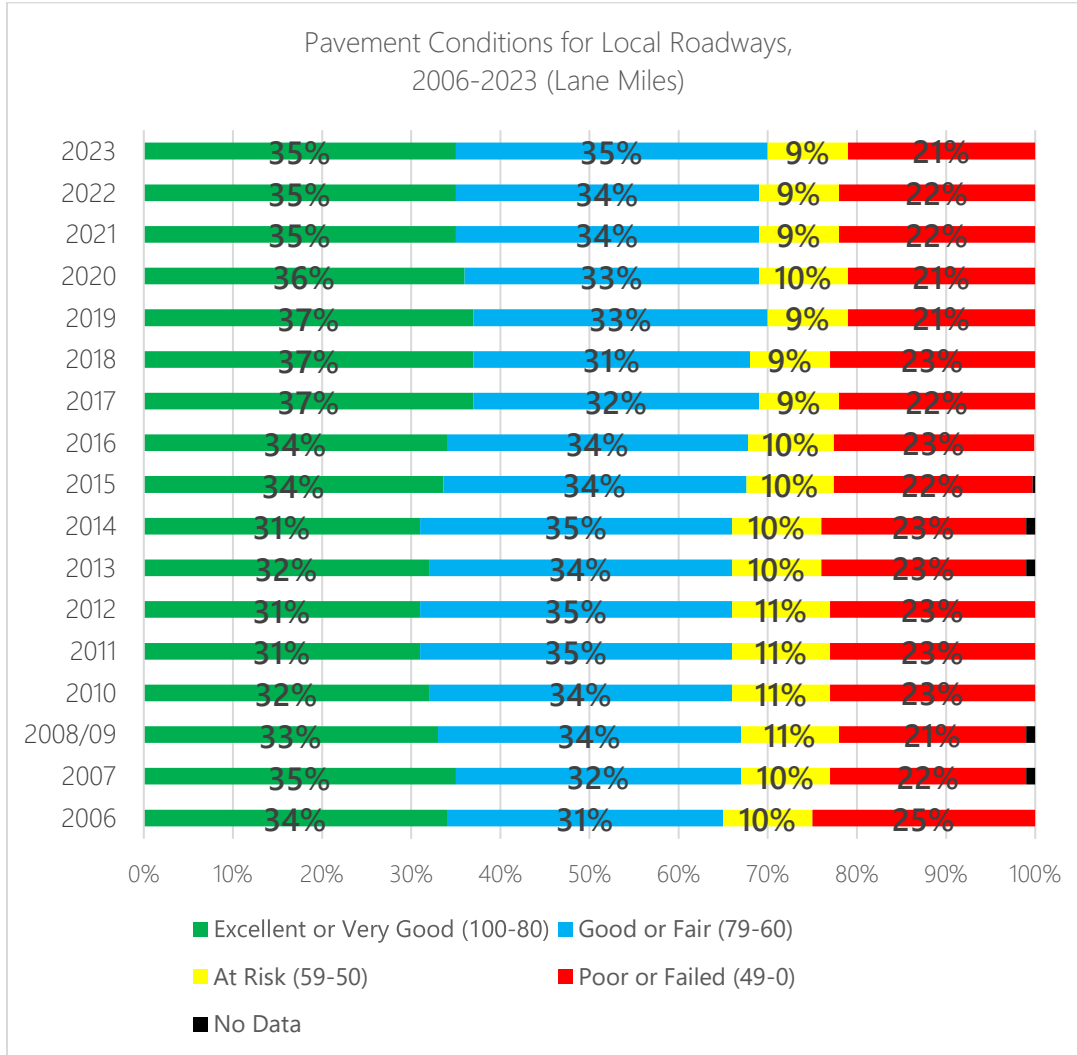
In 2023, there were 44,108 lane-miles of local streets and roads reported in the San Francisco Bay Area, an overall network increase of 74 lane-miles as compared to 2022. This increase was driven primarily by new sections being added to the StreetSaver® database.

The Bay Area’s average network PCI in 2023 was 67, out of a maximum possible of 100, while the three-year moving average PCI was maintained at 67. As shown in the chart below, Bay Area roads in “Excellent or Very Good” category have been stable at 35 percent since 2021, while the “Poor or Failed” category lowered by one percentage point to 21 percent.

Overall annual PCI countywide, Napa has made a 4-point PCI leap to 56, followed by Sonoma with a 2-point increase to 58. Both San Francisco and Santa Clara also gained one PCI point to 75 and 72, respectively. Alameda, Contra Costa, Marin, and San Mateo have maintained their overall PCIs at no change with 67, 68, 66, and 71 respectively. Solano saw a decrease by one PCI point to 64. This report reflects the impact of Senate Bill 1 funding that was approved in April 2017. In 2023, despite rising construction costs, most cities and counties were able to catch up on repair delays caused by the COVID-19 pandemic.

MTC’s goal is to provide information that accurately reflects current pavement conditions in the region. Any condition assessment or road repairs and maintenance completed after 12/31/2023 are not included in this report and will be included in the 2024 PCI scores, which will be compiled next year.

Please review the attachments for accuracy. Any discrepancies must be resolved by **October 3, 2024**. The press release is tentatively scheduled by the end of October or beginning of November.



Regional Weighted Network PCI (Year over Year)													
Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Weighted PCI	66	66	66	66	67	67	67	67	67	67	67	67	67

For more information, please contact Sui Tan at stan@bayareametro.gov , 415-778-5844.

Attachment 1: 2023 Jurisdiction Ranking Summary

Jurisdictions with PCI scores in the Top and Bottom Tier, Greatest Increase/Decrease, and Three-Year Moving Averages.

Attachment 2: Bay Area Jurisdiction 2023 PCI Scores

Provides detailed information on individual jurisdiction PCI scores.

Attachment 3: Bay Area Countywide 2023 PCI Scores

Provides regional and county by county comparison

Attachment 1 - DRAFT

2023 Jurisdiction Ranking Summary

Year-over-Year Ranking

Best	2023
Larkspur	89
Palo Alto	84
Hillsborough	83
Orinda	82
Solano County	82
Cupertino	81
Emeryville	79
Yountville	79
Los Altos Hills	79
Daly City	79

Worst	2023
Vallejo	43
Pacifica	50
Napa County	52
St Helena	52
Millbrae	52
Sebastopol	52
Fairfax	53

Greatest Increase	2023
Petaluma	12
Cotati	8
Napa County	7
Moraga	5
Richmond	4
Larkspur	4
St Helena	4
Dixon	4

Greatest Decrease	2023
Sonoma	-6
Campbell	-3
Sunnyvale	-3
Vallejo	-3
Sebastopol	-3
Windsor	-3

3-Year Moving Average Ranking

Best	2023
Larkspur	83
Palo Alto	83
Orinda	83
Cupertino	82
Hillsborough	81
Solano County	81
Los Altos Hills	79
Dublin	79
Brentwood	79
Yountville	79

Worst	2023
Vallejo	45
Pacifica	47
Napa County	48
Petaluma	48
St Helena	50
Sebastopol	50
Millbrae	53
Sonoma County	53

Updated 2024-08-23

Attachment 2: Bay Area Jurisdiction 2023 PCI Scores - DRAFT

Current Level of Service by County and Jurisdiction													
	Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	2023 Annual PCI Score				Change		3-YR Moving Average		
					Arterial	Collector	Residential	Network	2022 Network PCI	Change, 2022 to 2023	2021	2022	2023
Alameda	308.5	139.9	28	34	65	67	67	65	67	-2	70	67	66
Alameda County	993.1	472.7	12	36	73	73	71	72	74	-2	72	72	72
Albany	62.6	32.2	34	25	56	57	57	58	59	-1	56	57	58
Berkeley	449.6	214.6	43	22	56	61	53	55	56	-1	58	56	56
Dublin	349.7	170.9	4	52	75	75	83	78	78	0	84	80	79
Emeryville	47.4	20.0	0	50	81	78	78	79	81	-2	74	76	78
Fremont	1095.2	502.2	5	20	74	69	69	70	71	-1	73	72	71
Hayward	681.4	291.3	15	55	74	69	73	73	70	3	70	69	71
Livermore	733.9	349.2	4	46	74	73	77	76	76	0	79	78	77
Newark	262.8	104.5	15	38	76	70	70	72	71	1	74	72	72
Oakland	2052.3	844.2	43	32	71	55	48	56	57	-1	52	54	57
Piedmont	78.4	38.8	31	27	63	65	61	62	64	-2	64	63	63
Pleasanton	519.6	215.4	7	54	70	78	81	76	77	-1	78	78	77
San Leandro	393.8	181.7	35	31	70	67	51	58	55	3	55	55	56
Union City	329.9	138.0	17	22	64	64	69	67	69	-2	77	73	70
Alameda Countywide	8,358	3,716	22	36	72	68	65	67	67	0	68	67	67
Antioch	683.2	336.8	26	27	77	67	58	63	65	-2	66	64	64
Brentwood	425.9	191.3	2	45	74	79	78	78	79	-1	81	80	79
Clayton	94.2	42.4	1	36	77	73	79	77	78	-1	81	78	77
Concord	720.7	311.6	51	15	65	60	50	55	55	0	59	56	55
Contra Costa County	1,347.7	659.4	8	35	75	74	72	73	70	3	71	70	71
Danville	324.4	158.4	7	55	70	80	80	78	77	1	80	79	78
El Cerrito	137.0	67.8	10	18	69	68	67	68	69	-1	76	70	69
Hercules	124.6	59.9	24	20	67	66	59	62	64	-2	67	65	64
Lafayette	199.3	92.1	1	25	76	71	73	73	75	-2	75	75	74
Martinez	236.2	123.7	15	33	66	72	69	69	69	0	64	67	68
Moraga	113.3	58.6	7	44	75	79	77	76	71	5	74	73	73
Oakley	294.2	140.8	15	30	68	71	70	70	71	-1	76	73	71
Orinda	189.9	93.1	2	74	82	78	84	82	84	-2	81	84	83

Attachment 2: Bay Area Jurisdiction 2023 PCI Scores - DRAFT

Current Level of Service by County and Jurisdiction													
	Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	2023 Annual PCI Score				Change		3-YR Moving Average		
					Arterial	Collector	Residential	Network	2022 Network PCI	Change, 2022 to 2023	2021	2022	2023
Pinole	118.5	51.9	44	20	60	53	55	56	55	1	59	56	56
Pittsburg	354.4	175.3	33	20	65	60	56	59	59	0	61	60	60
Pleasant Hill	225.4	109.7	15	39	76	76	68	71	73	-2	67	69	70
Richmond	580.4	291.6	34	23	62	60	60	61	57	4	63	60	59
San Pablo	104.2	48.5	21	22	74	68	59	65	67	-2	71	69	67
San Ramon	509.4	243.1	2	46	77	77	78	77	78	-1	78	78	78
Walnut Creek	398.8	194.1	15	28	70	69	68	69	70	-1	73	72	70
Contra Costa Countywide	7,182	3,450	18	32	71	69	67	68	68	0	70	68	68
Belvedere	23.4	11.9	5	40	89	73	71	73	70	3	71	70	72
Corte Madera	72.1	35.2	22	41	65	64	72	69	66	3	66	66	68
Fairfax	54.7	27.6	44	14	55	53	52	53	55	-2	58	55	54
Larkspur	65.8	33.5	1	95	89	89	89	89	85	4	59	75	83
Marin County	851.7	424.5	31	43	74	67	66	67	66	1	65	66	66
Mill Valley	116.4	60.9	22	60	87	71	70	74	76	-2	73	73	74
Novato	319.8	152.9	17	14	71	66	60	63	65	-2	68	66	64
Ross	21.6	10.8	10	29	69	82	72	75	77	-2	77	77	77
San Anselmo	81.0	39.0	13	43	79	68	71	72	70	2	68	68	69
San Rafael	332.2	172.6	30	20	65	60	59	61	62	-1	65	63	62
Sausalito	57.6	32.1	31	10	60	53	55	57	59	-2	62	59	58
Tiburon	67.7	35.8	14	37	65	79	73	73	71	2	77	74	72
Marin Countywide	2,064	1,037	26	35	72	67	65	66	66	0	66	66	66
American Canyon	113.4	55.8	33	23	72	53	60	59	60	-1	62	60	59
Calistoga	30.6	15.3	39	29	-	49	59	57	59	-2	61	60	59
Napa	498.7	246.5	34	35	56	54	65	61	62	-1	69	65	63
Napa County	819.6	408.3	58	23	79	52	46	52	45	7	45	45	48
St Helena	50.7	24.9	46	19	60	49	53	52	48	4	54	49	50
Yountville	16.4	8.2	5	59	74	82	79	79	79	0	74	78	79
Napa Countywide	1,529	759	47	28	69	53	56	56	56	0	56	54	54

Attachment 2: Bay Area Jurisdiction 2023 PCI Scores - DRAFT

Current Level of Service by County and Jurisdiction													
	Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	2023 Annual PCI Score				Change		3-YR Moving Average		
					Arterial	Collector	Residential	Network	2022 Network PCI	Change, 2022 to 2023	2021	2022	2023
San Francisco	2,148.3	944.8	9	49	72	71	77	75	74	1	74	74	74
San Francisco	2,148	945	9	49	72	71	77	75	74	1	74	74	74
Atherton	105.4	53.7	8	36	84	74	72	73	75	-2	75	75	74
Belmont	139.2	70.0	21	40	79	70	64	68	65	3	60	65	67
Brisbane	67.9	22.8	9	42	70	73	74	72	74	-2	76	74	73
Burlingame	170.8	82.7	4	45	74	76	79	76	77	-1	79	77	77
Colma	26.9	9.9	0	23	69	74	93	74	76	-2	78	76	75
Daly City	256.8	115.4	7	62	75	80	80	79	79	0	79	77	78
East Palo Alto	82.6	38.5	34	29	66	69	55	60	61	-1	62	60	60
Foster City	117.9	53.8	1	52	76	76	82	78	77	1	80	78	78
Half Moon Bay	55.4	28.0	18	13	58	53	69	64	66	-2	66	67	66
Hillsborough	166.4	83.2	2	68	91	84	81	83	81	2	78	79	81
Menlo Park	196.8	96.4	11	58	76	74	77	76	77	-1	79	78	77
Millbrae	112.6	57.5	43	21	67	54	43	52	54	-2	56	55	53
Pacifica	189.1	90.6	46	13	69	42	45	50	49	1	42	43	47
Portola Valley	70.9	36.5	3	39	79	74	76	76	77	-1	77	77	77
Redwood City	359.3	156.4	10	18	68	67	68	68	69	-1	73	70	69
San Bruno	180.5	89.0	34	35	67	68	58	63	61	2	62	62	63
San Carlos	179.3	86.3	39	25	64	56	54	57	57	0	61	58	57
San Mateo	428.9	201.2	12	40	75	73	72	73	70	3	73	70	71
San Mateo County	629.0	309.5	8	30	75	77	72	74	76	-2	74	74	74
South San Francisco	295.4	139.8	8	61	75	77	78	77	76	1	73	73	75
Woodside	96.3	47.7	2	37	77	79	74	75	74	1	81	76	75
San Mateo Countywide	3,927	1,869	14	38	72	72	69	71	71	0	71	70	70
Campbell	218.5	94.0	17	13	65	67	67	66	69	-3	70	69	68
Cupertino	297.7	137.9	4	60	79	75	82	81	82	-1	85	83	82
Gilroy	274.1	126.2	26	35	60	63	65	64	61	3	62	59	61

Attachment 2: Bay Area Jurisdiction 2023 PCI Scores - DRAFT

Current Level of Service by County and Jurisdiction													
	Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	2023 Annual PCI Score				Change		3-YR Moving Average		
					Arterial	Collector	Residential	Network	2022 Network PCI	Change, 2022 to 2023	2021	2022	2023
Los Altos	227.1	111.4	9	41	81	77	71	73	75	-2	68	69	71
Los Altos Hills	124.4	62.3	0	49	85	79	79	79	79	0	79	79	79
Los Gatos	239.0	112.7	9	41	81	76	73	75	73	2	69	70	72
Milpitas	308.4	130.6	14	39	72	72	70	71	68	3	73	70	70
Monte Sereno	31.3	13.6	14	35	73	35	71	70	72	-2	68	71	71
Morgan Hill	302.4	137.8	12	46	82	75	71	75	75	0	73	73	74
Mountain View	353.3	159.0	13	20	63	64	71	67	68	-1	73	70	68
Palo Alto	414.5	198.4	3	70	84	82	85	84	83	1	84	83	83
San Jose	4,469.1	2,024.7	14	46	77	78	71	73	71	2	66	69	71
Santa Clara	609.7	250.0	7	47	85	69	73	75	73	2	75	74	74
Santa Clara County	1,424.3	615.8	16	18	67	64	63	65	66	-1	66	64	65
Saratoga	283.5	141.3	20	27	72	67	66	67	69	-2	67	67	67
Sunnyvale	641.5	260.6	5	34	75	74	74	74	77	-3	76	77	76
Santa Clara Countywide	10,219	4,576	13	40	74	72	71	72	71	1	70	70	71
Benicia	197.7	95.0	47	28	62	65	50	55	52	3	51	52	54
Dixon	158.2	73.3	21	42	63	67	67	67	63	4	64	64	65
Fairfield	793.0	364.3	20	21	68	67	63	65	64	1	69	66	65
Rio Vista	54.7	27.4	34	33	61	63	57	59	61	-2	59	60	61
Solano County	931.6	462.9	1	64	80	83	81	82	81	1	80	80	81
Suisun City	153.6	76.7	39	13	59	58	50	55	52	3	59	55	54
Vacaville	696.3	305.0	11	41	64	73	75	72	74	-2	70	72	73
Vallejo	744.4	333.9	61	11	53	46	38	43	46	-3	49	46	45
Solano countywide	3,729	1,738	24	35	63	70	61	64	65	-1	67	65	65
Cloverdale	65.1	32.1	35	27	62	50	57	58	60	-2	56	55	57
Cotati	49.7	24.0	20	62	80	64	73	74	66	8	59	65	69
Healdsburg	96.9	46.7	16	40	60	76	73	70	72	-2	63	68	69
Petaluma	393.3	177.4	44	18	64	55	51	55	43	12	44	44	48
Rohnert Park	222.1	100.6	24	34	76	70	59	66	66	0	68	67	67

Attachment 2: Bay Area Jurisdiction 2023 PCI Scores - DRAFT

Current Level of Service by County and Jurisdiction													
	Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	2023 Annual PCI Score				Change		3-YR Moving Average		
					Arterial	Collector	Residential	Network	2022 Network PCI	Change, 2022 to 2023	2021	2022	2023
Santa Rosa	1,137.3	514.2	35	24	66	61	57	60	61	-1	62	62	61
Sebastopol	47.5	23.8	42	14	34	55	53	52	55	-3	48	48	50
Sonoma	68.4	33.9	20	15	67	66	59	62	68	-6	71	69	66
Sonoma County	2,698.5	1,348.7	48	23	77	67	45	55	53	2	50	52	53
Windsor	172.2	86.0	13	35	62	68	72	70	73	-3	76	75	73
Sonoma Countywide	4,951	2,387	41	25	68	65	52	58	56	2	55	56	57
Bay Area	44,108	20,477	21	35	71	69	65	67	67	0	67	67	67

Updated 2024-09-03

Bay Area Countywide 2023 PCI Scores - DRAFT

Current Level of Service by Countywide													
	Total Lane Miles	Total Centerline Miles	% Poor or Failed	% Excellent or Very Good	2023 Annual PCI Score				Change		3-YR Moving Average		
					Arterial	Collector	Residential	Network	2022 Network PCI	Change, 2022 to 2023	2021	2022	2023
Alameda	8,358	3,716	22	36	72	68	65	67	67	0	67	67	67
Contra Costa	7,182	3,450	18	32	71	69	67	68	68	0	69	68	68
Marin	2,064	1,037	26	35	72	67	65	66	66	0	66	66	66
Napa	1,529	759	47	28	69	53	56	56	52	4	55	54	54
San Francisco	2,148	945	9	49	72	71	77	75	74	1	74	74	74
San Mateo	3,927	1,869	14	38	72	72	69	71	71	0	70	70	70
Santa Clara	10,219	4,576	13	40	74	72	71	72	71	1	70	70	71
Solano	3,729	1,738	24	35	63	70	61	64	65	-1	66	65	65
Sonoma	4,951	2,387	41	25	68	65	52	58	56	2	55	56	57
Bay Area	44,108	20,477	21	35	71	69	65	67	67	0	67	67	67

Updated 2024-08-23