

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

| | |
|--|---|
| Date: Thursday, March 16, 2023 | Join by Zoom Meeting: https://us02web.zoom.us/j/87923846411?pwd=d1MyY3dLV2QwLzFmR0FhVDg3R1o1QT09 |
| Time: 1:15 p.m. | |
| Location: San Mateo County Transit District Office 1250 San Carlos Ave, 2 nd Fl. Auditorium, San Carlos, CA | Zoom Meeting ID: 879 2384 6411 Password: 389315 Join by Phone: (669) 900-6833 |

HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

This meeting of the C/CAG TAC will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

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1. Call to Order/Roll Call Willis/Stillman No materials
 3. Public comment on items not on the agenda (limited to 2 minutes) Willis/Stillman No materials
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.
 4. Issues from the March C/CAG Board meetings Cheung No materials
 - Adopted Reso 23-26 authorizing the approval of the FY 2023/24 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.
 - Adopted Reso 23-15 authorizing the execution of the agreement with the City of Pacifica for the Pacifica Mid-Block Crosswalk Safety Project in an amount not to exceed \$200,000.
 - Adopted Reso 23-16 authorizing the execution of the agreement with the City of Pacifica for the Sharp Park Priority Development Area Pedestrian Improvement in an amount not to exceed \$900,000.
 - Approval of the appointment of Patrick Gilster, San Mateo County Transportation Authority (SMCTA) Director, Planning and Fund Management, to the C/CAG CMP TAC.
 - Election of a C/CAG Chairperson and a C/CAG Vice Chairperson.
 5. Approval of minutes from the February 16, 2023 Meeting. (Action) Cheung Page 1-4

| | | | |
|-----|---|-----------------|--------------|
| 6. | Review and recommended approval to amend the One Bay Area Grant 2 (OBAG 2) Program and Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA) Funds to reflect a reallocation of \$1,358,247 for City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project. (Action) | Lacap | Page 5-16 |
| 7. | Receive initial recommendations on the Congestion Relief Plan for reauthorization covering a period from FY23/24 to FY26/27. (Information) | Cheung | Page 17-22 |
| 8. | Regional Project and Funding Information | Lacap | Page 23-40 |
| 9. | Executive Director Report | Charpentier | No materials |
| 10. | Member Reports | All | No materials |
| 11. | Adjournment. | Willis/Stillman | No materials |

The next regularly scheduled meeting is on April 20, 2023.

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

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

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

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

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

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

1. Your written comment should be emailed to kcheung1@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG TAC members and made publicly available on the C/CAG website along with the agenda. We cannot guarantee that emails received less than 2 hours before the meeting will be made publicly available on the C/CAG website prior to the meeting, but such emails will be included in the administrative record of the meeting.

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

*In-person participation:

1. If you wish to speak to the C/CAG TAC, please fill out a speaker's slip located on the 2nd floor auditorium side table against the wall. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to the C/CAG staff who will distribute the information to the Committee members and staff.

***Remote participation:**

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

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

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

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

**CONGESTION MANAGEMENT PROGRAM (CMP)
TECHNICAL ADVISORY COMMITTEE (TAC)
February 16, 2023
MINUTES**

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

The two hundred eighty-sixth (286th) meeting of the Technical Advisory Committee took place on January 19, 2023 at 1:17 p.m.

TAC members attending are listed on the Roster and Attendance table on the preceding page. Others attending the meeting were: Jeffrey Lacap, Kaki Cheung, Eva Gaye, Kim Wever, Van Ocampo – C/CAG; Patrick Gilster, Carolyn Mamaradlo, Peter Skinner – SMCTA; Shirene Shomloo, Julia Wean, Jordan Talker – Steer; and others not noted.

1. Brief Overview of Teleconference Meeting Procedures

C/CAG staff Kaki Cheung described how the Committee Meeting would run virtually.

2. Public comment on items not on the agenda

There were no public comments regarding items not on the agenda.

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

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

4. Approval of minutes from the January 19, 2023 Meeting (Action)

Motion – To approve the minutes of the January 19, 2023 TAC meeting, Breault/Lee. Roll Call was taken. Stillman and Bautista abstained. All other members in attendance voted to approve. Motion passed 19-0-2.

5. Review and recommend approval of the Fiscal Year 2023/24 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County (Action)

C/CAG staff Kim Wever presented the Fiscal Year 2023/24 Expenditure Plan for the TFCA County Program Manager Fund for San Mateo County. The BAAQMD estimated that San Mateo County will receive a total of \$1,370,011 (\$1.02M in new funds and \$0.35M in reprogramming of underbudgeted projects) in TFCA funding for FY 2023/24. An amount of \$65,364 is budgeted for administration purpose, with the remaining \$1,304,647 available for projects. For this cycle, it is recommended that Commute.org receive an allocation up to \$600,000 for the Countywide Trip Reduction Program and up to \$46,400 for the BART Shuttle Program. Staff also recommended setting aside up to \$300,000 to C/CAG for the implementation of the San Mateo County Shared Micromobility Pilots. Lastly, staff recommends allocating the remaining \$320,636 to projects that focus on active transportation. Detailed project scope(s) will be determined at a later time and brought back to the Committee for approval.

Member Breault asked for clarification on the future project scope(s). C/CAG staff Kim Wever responded that due to the limited available funds, staff is not proposing to issue a call for projects. C/CAG Executive Director Sean noted that staff is proposing to select a project (or projects) from C/CAG's most recent calls based on funding availability and project delivery timeline.

Member Brown inquired if Commute.org provides detailed project scopes. C/CAG staff Kim Wever responded that Commute.org provides a work plan prior to execution of the funding agreement, which the Board reviews.

Co-Chair Willis asked if there were any funds remaining from projects affected by Covid. C/CAG staff Kim Wever replied that the estimate includes \$1.02M in new funds and \$350K in reprogramming of underbudgeted projects.

Member Ovadia inquired the total budget of the Shared Micromobility Pilots and if it is eligible for additional TFCA funds in the future. C/CAG staff Kim Wever responded that the estimated total budget for a 2-year pilot is \$800,000, to meet the Air District's cost-effectiveness, the project is only eligible for \$300,000. The project may be eligible for additional funds if the pilot area is expanded or provides data of reducing car trips or vehicle miles traveled.

Member Murtuza commented that the projects should demonstrate a greater good for the County.

Motion – To recommend approval of the Fiscal Year 2023/24 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County, Bautista/Murtuza. Roll Call was taken. Brown opposed. All other members in attendance voted to approve. Motion passed 20-1-0.

6. Receive an update on the Congestion Relief Plan (CRP) and provide input on the development of Plan reauthorization for FY23/24 to FY26/27 (Information)

C/CAG staff Kaki Cheung presented the background on the Congestion Relief Plan and introduced Project Manager Julia Wean from Steer team. Ms. Wean lead a plan development workshop to obtain input on the program goals and strategies from the Committee.

Member Murtuza asked if mobility planning includes local streets only or regional highways like 101, 92, 280, 84 and El Camino Real. Julia responded that the Plan is doing a more of a comprehensive approach. Member Murtuza stated that the CRP should look specifically into arterial streets and how they connect to services like hospitals. He also mentioned looking into school congestion.

The Committee discussed and provided input on the County's strengths, challenges, opportunities, and risks. Staff will return to the Committee with initial recommendations.

7. Receive a presentation on AB 2449 and Updated Requirements for Brown Act Meetings (Information)

C/CAG Executive Director Sean Charpentier provided a summary on AB 2449 and the updated requirements for Brown Act Meetings. Starting March, the TAC will be returning to its original location at the SamTrans auditorium. C/CAG will be streaming the meeting online through Zoom and Owls for the public. AB 2449 allows a member of a Brown Act body including the TAC to participate remotely under the streamlined teleconference procedures in either "just

causes” or “emergencies circumstances.”s C/CAG is also pursuing legislative solutions that would provide more flexibility for remote meetings.

8. Receive C/CAG’s Draft 2 Year Workplan (Information)

C/CAG Executive Director Sean Charpentier presented C/CAG’s Draft 2 Year Workplan and highlighted projects that the TAC would be interested in and what they will be involved in the next few months.

9. Regional Project and Funding Information

C/CAG staff Jeff Lacap announced that the staff report has been re-formatted to three sections: project delivery, grants, and trainings. C/CAG staff Jeff Lacap highlighted the following items from his staff report: inactive project list, Pavement Management Program (PMP) certification, MTC Annual Obligation Plan, grant opportunities, local assistance trainings, and Project End Date (PED) report. He also provided information on MTC’s Call for Projects: 1) Mobility Hubs and 2) Parking Planning Studies.

10. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier announced that the Express Lanes between Whipple and I-380 will commence tolling in March.

11. Member Reports (Information)

None

12. Adjournment

Co-Chair Stillman adjourned the meeting at 2:50 p.m.

C/CAG AGENDA REPORT

Date: March 16, 2023

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommended approval to amend the One Bay Area Grant 2 (OBAG 2) Program and Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA) Funds to reflect a reallocation of \$1,358,247 for City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project.

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

RECOMMENDATION

That the Congestion Management Program Technical Advisory Committee (TAC) review and recommend approval to amend the One Bay Area Grant 2 (OBAG 2) Program and Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA) Funds to reflect a reallocation of \$1,358,247 for City of Pacifica's Sharp Park Priority Development Area Pedestrian Improvement Project.

FISCAL IMPACT

The total available amount of OBAG 2 funds is \$1,000,000. Upon C/CAG and MTC approval, OBAG 2 funds will be allocated to project sponsors directly.

The total available amount of TFCA County Program Manager Funds is \$358,247 for Fiscal Year 2023/24.

SOURCE OF FUNDS

Federal funds are allocated by MTC through the OBAG 2 Program. Those federal funds include Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program (STP) 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 and are used to implement projects to 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 County Program Manager to receive the funds.

BACKGROUND

One Bay Area Grant (OBAG) 2

On November 18, 2015, MTC and ABAG adopted Resolution 4202 outlining and approving the OBAG 2 Grant Program. The OBAG 2 Program is composed of two fund sources, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ). The Program covers a five-year fiscal year period of FY 2017/18 through FY 2021/22, funding various transportation projects. As the County Transportation Agency (CTA) and Congestion Management Agency (CMA) for San Mateo County, C/CAG is the designated agency responsible for administering the OBAG 2 Program for San Mateo County.

On May 12, 2016, the C/CAG Board adopted the funding Framework for the One Bay Area Grant 2 (OBAG 2) Program in San Mateo County. The OBAG 2 Program is comprised of various transportation categories, such as Local Streets and Roads Rehabilitation Preservation (LS&R), Bicycle and Pedestrian Improvements (BPIP), Transportation for Livable Communities (TLC), Planning, and outreach activities. On March 9, 2017, the C/CAG Board approved the One Bay Area Grant 2 (OBAG 2) Bicycle Pedestrian Improvement Program (BPIP) through Resolution 17-10. All OBAG 2 funds are required to be obligated for construction (E-76) no later than January 31, 2024.

The Holly Street/US-101 Pedestrian Overcrossing Project from the City of San Carlos received an OBAG 2 allocation of \$1 million in 2017. The project currently has a \$16 million funding gap and there are no major funding application cycles between now and January 2024 that would fill the \$16 million shortfall on the Holly Street/101 Pedestrian Overcrossing Project. In February 2023, San Carlos staff indicated that the project was not possible to be completed within the timely use of funds guidelines and relinquished the \$1 million OBAG 2 grant amount. C/CAG Staff will need to expeditiously find another project to obligate the funds. Otherwise, San Mateo County will lose the OBAG 2 funding.

Fiscal Year 2023/24 Transportation Fund for Clean Air (TFCA) Funds

In Fiscal Year 2023-2024, the Air District allocated a total of \$1.3M to C/CAG for the implementation of projects that reduce air pollution from motor vehicles. In February 2023, the Committee recommended approval of funding to Commute.org for the countywide trip reduction program and BART Shuttle program, and to C/CAG for the San Mateo County Shared Micromobility Pilots. An amount of \$358,247 remains in the Fiscal Year 2023-2024 TFCA funding cycle as “Other Projects to be determined”. Instead of initiating a call for projects process for the limited funds, staff is proposing selecting projects from C/CAG’s most recent calls based on funding availability and project delivery timeline.

A summary of the Fiscal Year 2023/24 TFCA County Program Manager fund recommendation is shown below:

| | Estimated FY 2023/24 TFCA Funds |
|---|---------------------------------------|
| Administration | \$65,364 |
| Commute.org - Countywide Voluntary Trip Reduction | \$600,000 |
| Commute.org - BART Shuttle | \$46,400 |
| C/CAG – Shared Micromobility Pilots | \$300,000 |
| Other Projects to be determined | \$358,247 |
| Total | \$1,370,011 |

OBAG 3 County & Local Program

At the April 14, 2022 C/CAG Board meeting, the Board of Directors approved the guidelines and process for the Metropolitan Transportation Commission One Bay Area Grant (OBAG) 3 County & Local Program. As part of the OBAG 3 process, C/CAG Board authorized an infusion of \$900,000 in Measure M funds to fund Safe Routes to School (SRTS) eligible projects.

C/CAG received 29 applications from 18 jurisdictions and 3 partner agencies requesting a total of \$87 million in OBAG 3 funds (See Attachment 2 for a Table of the OBAG 3 applications). C/CAG had a target of approximately \$32 million in funding for projects. The applications were ranked by an evaluation panel comprised of representatives from the C/CAG Congestion Management and Environmental Quality (CMEQ) and Bicycle and Pedestrian Advisory Committee (BPAC), Commute.org, Silicon Valley Bicycle Coalition, and local city staff.

At the September 15, 2022 C/CAG Board meeting, the Board approved the project nomination list for the OBAG 3 Program. The nomination list includes 11 projects requesting approximately \$32m of OBAG 3 funding. The C/CAG Board Resolution 22-81 also recommended \$900,000 of Measure M SRTS funds for the Pacifica Sharp Park Priority Development Area Pedestrian Improvement Project, in conjunction with \$1,269,801 of OBAG 3 funds.

In January 2023, the Metropolitan Transportation Commission (MTC) approved the OBAG 3 County & Local Program, which awarded San Mateo County a total of \$30.8 million to 7 projects in the county and 2 countywide programmatic categories (Safe Routes to School and County Transportation Agency Planning).

Due to funding constraints, the MTC did not recommend funding the following projects for OBAG 3 funding.

1. Town of Atherton, Adelante Selby Spanish Immersion School Safe Routes to School Project in the amount of \$3.1 million. MTC placed this project on a contingency list if additional federal funding becomes available.
2. City of Pacifica, Sharp Park PDA Pedestrian Improvement Project in the amount of \$1.2 million in OBAG 3 funding.

3. City Of Millbrae, Mobility Hub Phase II Project in the amount of \$0.8 million.
4. City of San Mateo, 101/Peninsula Interchange in the amount of \$1 million. The City of San Mateo rescinded this project application due to project redesign.
5. City of Belmont, Pedestrian and Bike Improvement Project in the amount of \$1 million was submitted as a substitute for the City of San Mateo’s US 101 Peninsula Avenue Interchange Improvement Project. This was because the improvement project is the next highest ranked project requesting \$1 million.

C/CAG staff have continued to advance projects on the OBAG 3 list, including advocating with MTC staff for contingency funding for the Atherton project; sharing a current MTC Notice of Funding availability for Mobility Hubs (due date of March 31st) with Millbrae; and partially funded the Woodside Glens Path with \$291,000 with residual FY2023 TFCA funds.

C/CAG Staff’s recommendation for the Pacifica project is described below.

Recommendation

MTC’s OBAG 3 funding reflects geographic distribution of funding to projects along the Bayside of the County, but did not fund a project on the Coastside (See Attachment 3). C/CAG staff recommends that the Technical Advisory Committee recommends approval of reallocating the \$1,000,000 in available OBAG 2 funds to the City of Pacifica. C/CAG staff has confirmed that the project sponsor of the recommended project can meet the timely use of funds requirements of the OBAG 2 program and will be able to obligate the funds by the January 31, 2024 timeline.

Additionally, staff recommends allocating a balance of \$358,247 of Transportation Fund for Clean Air (TFCA) County Program Manager Funds to the City of Pacifica. Attachment 4 is an excerpt of the City’s OBAG 3 application, which includes the Project Information, Project Cost & Funding, and Project Area Map. The funding recommendation is subject to submission of an acceptable work plan and C-E calculations acceptable to BAAQMD.

The next steps include:

| Event | Date |
|--|----------------|
| C/CAG BPAC Committee Review | March 23, 2023 |
| C/CAG CMEQ Committee Review | March 27, 2023 |
| C/CAG Board of Directors Considers Recommendation | April 13, 2023 |
| C/CAG and project sponsors submit necessary revisions in FMS | May 2023 |
| MTC revises OBAG 2 program to reflect programming change | June 2023 |
| MTC approves TIP amendment | August 2023 |
| Project sponsors can seek to obligate funds | January 2024 |

ATTACHMENTS

1. Letter from City of San Carlos
2. OBAG 3 Table of Applications
3. Map of MTC OBAG 3 Projects Recommended for Funding
4. City of Pacifica's OBAG 3 Application: Project Information, Project Cost & Funding, and Project Area Map Sections

CITY OF SAN CARLOS
PUBLIC WORKS DEPARTMENT



600 ELM STREET
SAN CARLOS, CA 94070
(650) 802-4200
CITYOFSANCARLOS.ORG

Via electronic mail

March 9, 2023

Mr. Jeffrey Lacap
Transportation Systems Coordinator
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

**RE: Notice of Intent to Relinquish OBAG 2 Funds
Holly St./US 101 Pedestrian Overcrossing Project**

Dear Mr. Lacap:

The City has determined that it is not possible to obligate the OBAG 2 funds by the January 31, 2024 deadline. Therefore, the City intends to relinquish the \$1,000,000 OBAG 2 Bicycle and Pedestrian Improvement Program (BPIP) funding grant.

Should you have any questions, please feel free to contact me.

Thank you for your support.

Sincerely,

A handwritten signature in black ink, appearing to read "Grace Le".

Grace Le
City Engineer

| ID | Sponsor Name | Project Name | OBAG3 Funds Requested | TOTAL Score | C/CAG BOD 9/15/22 Recommended Funding Allocations (Reso 22-81) | | Submitted to MTC for OBAG 3 Funding Consideration (2) | OBAG 3 Final Funding Allocation - MTC 1/25/23 | | C/CAG BOD TFCA Funding Recommendation 11/10/22 (Reso 22-94) | |
|----|--|---|-----------------------|-------------|--|------------------|---|---|------------------------------|---|--|
| | | | | | OBAG 3 | Measure M | | Funded | Contingency (Not Yet Funded) | Funded | |
| 1 | San Mateo County | Bay Road Complete Street Rehabilitation Project | \$3,806,790 | 115.6 | \$3,806,790 | | | \$3,806,790 | | | |
| 2 | City of South San Francisco | School Street/Spruce Avenue and Hillside Boulevard Safety and Access Improvement Project | \$3,127,385 | 113.9 | \$3,127,385 | | | \$3,127,385 | | | |
| 3 | City of Redwood City | Roosevelt Avenue Traffic Calming Project | \$3,400,000 | 111.2 | \$3,400,000 | | | \$3,400,000 | | | |
| 4 | City of San Mateo (1) | US 101/Peninsula Avenue Interchange Improvements Project | \$5,000,000 | 111.2 | \$1,000,000 | | | \$0 | | | |
| 5 | San Mateo County Transportation Authority | 19th Avenue/Fashion Island Boulevard Complete Street Class IV Bikeway | \$3,375,000 | 109.6 | \$3,375,000 | | | \$3,375,000 | | | |
| 6 | Town of Colma | El Camino Real Complete Street Project from Mission Road to City of South San Francisco (Segment B) | \$4,640,000 | 105.6 | \$4,640,000 | | | \$4,640,000 | | | |
| 7 | City of Menlo Park | Middle Avenue Caltrain Pedestrian and Bicycle Undercrossing | \$5,000,000 | 105.0 | \$5,000,000 | | | \$5,000,000 | | | |
| 8 | City of Burlingame | Rollins Road Bicycle and Pedestrian Improvement Project | \$3,100,000 | 104.3 | \$3,100,000 | | | \$3,100,000 | | | |
| 9 | Town of Atherton | Adelante Selby Spanish Immersion School Safe Route to Schools Project | \$3,115,024 | 100.8 | \$3,115,024 | | | | \$3,115,024 | | |
| 10 | City of Pacifica | Sharp Park Priority Development Area Pedestrian Improvement | \$2,360,000 | 98.8 | \$1,269,801 | \$900,000 | | | | | |
| 11 | City of Millbrae | Micro-Mobility Hub Phase 2 and Electric Vehicle Shuttle Program servicing riders to and from Multi-Modal BART/Caltrain/HSR Station, Affordable Housing, Job Centers and Schools | \$880,000 | 95.0 | \$800,000 | | | | | | |
| 12 | City of Belmont (2) | City of Belmont Pedestrian and Bike Improvements | \$1,000,000 | 77.3 | | | \$1,000,000 | \$0 | | | |
| 13 | Town of Woodside | The Glens Path - Pedestrian Safety Improvements – Phase 3 | \$536,000 | 80.0 | | | | | | \$291,000 | |
| 14 | City of Redwood City | 101/Woodside UPRR Bikeway Project | \$4,800,000 | 104.3 | | | | | | | |
| 15 | City of Redwood City | Broadway Bicycle and Pedestrian Vision Zero Project | \$3,054,300 | 103.1 | | | | | | | |
| 16 | City of Burlingame | California Drive Bicycle and Pedestrian Improvement Project | \$2,000,000 | 101.3 | | | | | | | |
| 17 | City of Menlo Park | El Camino Real Pedestrian Crossing Improvements | \$2,000,000 | 100.3 | | | | | | | |
| 18 | San Mateo County Transit District (SamTrans) | Express Bus Mobility Hub | \$5,000,000 | 99.6 | | | | | | | |
| 19 | BART | Next Generation Fare Gates Project at Northern San Mateo County BART Stations | \$4,457,455 | 99.1 | | | | | | | |
| 20 | BART | Next Generation Fare Gates Project at Central San Mateo County | \$4,791,764 | 97.9 | | | | | | | |
| 21 | City of Half Moon Bay | Kelly Avenue Complete Street Project | \$5,000,000 | 96.9 | | | | | | | |
| 22 | City of Daly City | Bayshore and Woodrow Wilson Safe Routes to School Project | \$4,550,000 | 89.9 | | | | | | | |
| 23 | City of San Carlos | Holly Street/US-101 Pedestrian and Bicyclist Overcrossing | \$5,000,000 | 87.3 | | | | | | | |
| 24 | East Palo Alto | Runnymede Street between Pulgas Avenue and the Bay Trail within the City of East Palo Alto. | \$2,010,000 | 82.0 | | | | | | | |
| 25 | City of Pacifica | Rosita Road from Adobe Drive to Oddstad Boulevard, Pacifica, CA | \$1,781,600 | 77.8 | | | | | | | |
| 26 | City of Foster City | Street Rehabilitation – Edgewater (FY 24-25) | \$1,200,000 | 75.8 | | | | | | | |
| 27 | City of Foster City | Foster City Safe Routes to School Improvements | \$504,000 | 72.1 | | | | | | | |
| 28 | City of San Carlos | Safe Routes to School Improvement Project | \$1,100,000 | 68.6 | | | | | | | |
| 29 | Town of Hillsborough | Hillsborough Street Resurfacing Project | \$1,000,000 | 67.2 | | | | | | | |
| 30 | Subtotal Projects | | \$87,589,318 | | \$32,634,000 | \$900,000 | \$1,000,000 | \$26,449,175 | \$3,115,024 | \$291,000 | |
| 31 | Programmatic Categories | | | | | | | | | | |
| 32 | C/CAG | CTA Planning Efforts (4 YRS) | \$5,750,000 | | \$5,750,000 | | | \$5,750,000 | | | |
| 33 | C/CAG | Safe Routes to School Non Infrastructure Program (4 YRS) | \$2,120,000 | | \$2,120,000 | | | \$2,120,000 | | | |
| 34 | Subtotal Programmatic | | \$7,870,000 | | \$7,870,000 | | | \$7,870,000 | | | |
| 35 | | | | | | | | | | | |
| 36 | Total Project & Programmatic | | \$95,459,318 | | \$40,504,000 | \$900,000 | \$1,000,000 | \$34,319,175 | \$3,115,024 | \$291,000 | |

(1) City of San Mateo rescinded application due to project redesign.

(2) \$1m Belmont project was added to MTC list after City of San Mateo rescinded its \$1m application for 101/Peninsula.



San Mateo County Projects OBAG 3 County & Local Program

Recommended for Funding

- Project Area

Priority Development Areas

- PDA
- PDA-Supportive Area

Note: Includes mappable projects only. See Attachment 2 for a full list of recommendations including project names.



Source: TomTom North America (2019)
Map Author: Thomas Arndt, 12/2022



One Bay Area Grant (OBAG 3) – County & Local Program
Template Application Form (v1)

| 1. Project Information | |
|--|---|
| Project Name: | City of Pacifica - Sharp Park Priority Development Area Pedestrian Improvement Project |
| Project Sponsor: | City of Pacifica |
| Sponsor Single Point of Contact: | Sam Bautista, P.E., Dep. Director of Public Works (650) 738-3771 sbautista@pacificagov |
| Project Location: | Paloma Avenue, Carmel Avenue, and Santa Maria Avenue, City of Pacifica, California |
| Safe Routes to School | <p>Indicate if project is located within ½ mile of a school: X Located within ½ mile of a school</p> <p>Describe how the project supports the Safe Routes to School Program and include project location maps.</p> <p><i>The project is within ½ of Ingrid B. Lacy Middle School and Oceana High School. The Pacifica School District is a district of choice. Families can choose which school they want their child to attend, regardless of proximity to the school. Despite this planning challenge, the City and the School District are working cooperatively to improve the Safer Routes to School Plan. The proposed improvements envisioned in the Sharp Park Area Pedestrian Plan, accompanied with programs and outreach, can increase both active (walking and biking) and shared (carpool and transit) access to school. Together, the School District and the City will address the mobility needs and safety concerns of families through improved design and infrastructure. See Attachment "A" for Project Location and School Proximity Maps.</i></p> |
| Brief Project Description (Limit to 500 words) | <p><i>The Sharp Park Priority Development Area (PDA) Pedestrian Improvement Project is an essential component within the City of Pacifica's larger Sharp Park Specific Plan (SPSP) and will largely influence mobility in the Sharp Park community and beyond. The Sharp Park PDA Pedestrian Improvement Project will close sidewalk gaps, improve sidewalk to above ADA standards, install new ADA compliant driveways and corner curb ramps, install curb and gutter to improve storm water management, remove and replace failed pavement, slurry seal, and install bicycle and pedestrian striping along Paloma Avenue, Carmel Avenue and Santa Maria Avenue from Francisco Boulevard to Beach Boulevard. The new driveways and sidewalks will provide ADA complaint path of travel in the project area and provide a vital link for pedestrians and bicyclists from the eastern residential neighborhood of Pacifica to the Sharp Park district, Palmetto business area, Pacifica Civic Center, two schools, the Sharp Park Library, and the popular Sharp Park Beach and Pacifica Pier. Furthermore, the pavement improvements will aid bicyclists and pedestrians by remove tripping hazards while also installing up to date and improved pavement striping for a safer overall experience. See Attachment "B" for Project Plans and details.</i></p> <p><i>The SPSP will guide the development of the City's core civic area by integrating the following four elements: 1. Housing; 2. Economy; 3. Transportation; and 4. Land Use.</i></p> <p><i>Furthermore, the Sharp Park PDA Pedestrian Improvement Project in its design and development will adhere to the following guiding principles:</i></p> <ol style="list-style-type: none"> <i>1. Promote a vibrant mix of uses—including unique stores, restaurants and cafés, places for the making and display of art, and cultural establishments—that enhance Palmetto Avenue's attraction for those who live in Pacifica and those who visit.</i> |



2. *Support office space in locations that do not detract from an active streetscape along Palmetto Avenue in order to increase opportunities for local employment, improve weekday daytime activity, and decrease vehicle miles traveled to employment locations outside Pacifica.*
3. *Ensure development honors the area’s character, history, and coastal locale.*
4. *Promote development of housing in mixed-use settings, which accommodates residents of all incomes, family types, and life stages.*
5. *Foster development of a “complete neighborhood”, with uses, activities, and services that support everyday living, promote social connectedness, and enhance community well-being.*
6. *Prioritize placemaking in public and private spaces to create inviting places that enhance the experience in Sharp Park.*
7. *Expand opportunities for outdoor recreation which maximize Sharp Park’s coastal location and proximity to trails and open spaces.*
8. *Improve connections within Sharp Park and to other Pacifica neighborhoods through sidewalk completion, streetscape improvements, pedestrian-scale lighting, and signage.*
9. *Build on existing bicycle and pedestrian infrastructure to create an even more appealing public realm along Francisco Boulevard and Palmetto Avenue corridors and across key east-west routes.*
10. *Establish a sustainable future for the Sharp Park area by planning for coastal resiliency using strategies identified in the Local Coastal Program.*

The PDA will take into consideration existing pedestrian conditions, and community input to develop a plan featuring appropriate pedestrian facilities and sustainable techniques. Moreover, the Project will improve safety, install ADA-compliant curb ramps, beautify pedestrian pathways and will promote walking, biking and other micro-mobility through proposed sidewalk improvements, bike-friendly streets, and multi-use paths.



Project Cost & Funding

OBAG 3 Grant Request:

| | |
|----------------------------|--------------|
| Total Grant Request | \$ 2,360,000 |
|----------------------------|--------------|

Note: Projects eligible for OBAG 3 cannot be a design only project. Project funds may cover some design cost, but project must include a fully funded construction phase.

Project Cost & Schedule:

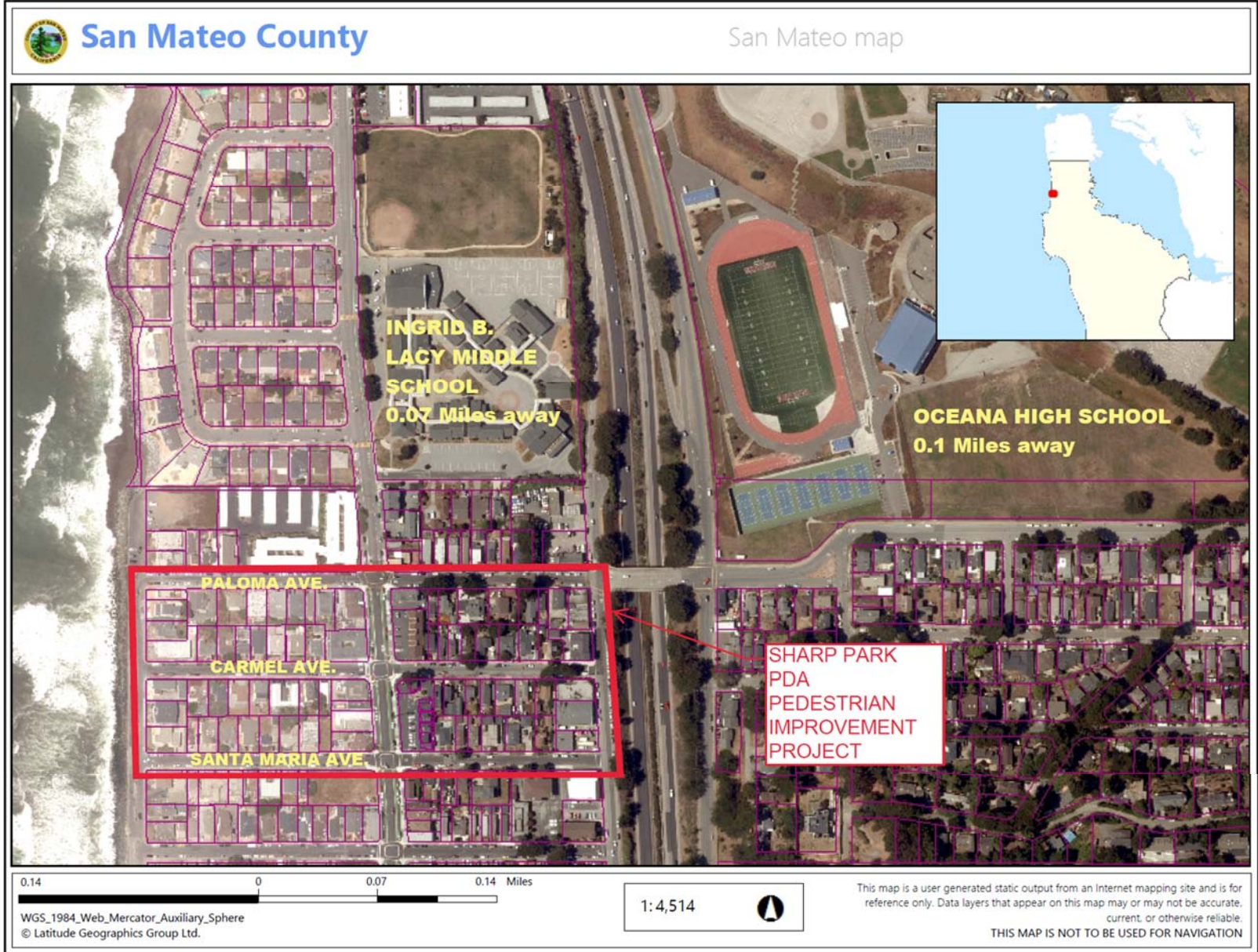
| Project Phases | Total Cost | Secured Funds | | Unsecured Funds | | Schedule (Start dates: Planned, Actual) |
|----------------------------------|--------------------|------------------|------------------------------------|----------------------|--------------------------|--|
| | | Amount | Fund Sources | OBAG 3 Grant Request | Remaining Funding Needed | |
| Planning/ Conceptual | \$ | \$ | <i>Secured fund sources, notes</i> | \$ | \$ | January 2023 |
| Environmental Studies (PA&ED) | \$ | \$ | <i>Secured fund sources, notes</i> | \$ | \$ | June 2023 |
| Design Engineering (PS&E) | \$320,000 | \$320,000 | Match @ 20% Measure W | \$ | \$ | April 2023 |
| Right-of-way | \$ | \$ | <i>Secured fund sources, notes</i> | \$ | \$ | March 2024 |
| Construction | \$2,630,000 | \$270,000 | Match Measure W | \$2,360,000 | \$ | January 2025 |
| Total | \$2,950,000 | \$590,000 | | \$ 2,360,000 | \$ | |

Project Investment by Mode:

| Mode | Share of project investment | Share of project investment within C/CAG Equity Focus Area (EFA) |
|--------------------|-----------------------------|--|
| Auto | 15% | % |
| Transit | 5% | % |
| Bicycle/Pedestrian | 80% | % |
| Other | % | % |
| Total | 100% | N/A% |

* This allocation reflects the tie-in to the City's broader Sharp Park Specific Plan which focuses on the quality of streets and their role in creating an attractive, interconnected public realm that encourages walking, bicycling, and social activity.

Project Area Map



C/CAG AGENDA REPORT

Date: March 16, 2023

To: Congestion Management Program Technical Advisory Committee

From: Kaki Cheung, Program Director

Subject: Receive initial recommendations on the Congestion Relief Plan for reauthorization covering a period from FY23/24 to FY26/27

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

RECOMMENDATION

That the Technical Advisory Committee receives initial recommendations on the Congestion Relief Plan for reauthorization covering a period from FY23/24 to FY26/27.

FISCAL IMPACT

The cost to develop the CRP Reauthorization is at \$36,993.91.

SOURCE OF FUNDS

The Plan update is funded using federal Surface Transportation Program money, with local match from the C/CAG member assessment.

BACKGROUND

The San Mateo County Congestion Relief Plan (CRP/Plan) was first adopted by C/CAG on February 8, 2002 in response to traffic congestion measurements, at locations throughout the County, which exceeded the standards adopted by C/CAG under the Congestion Management Program (CMP/Program). The passage of AB471 requires all local jurisdictions to maintain the adopted Level of Service (LOS) standard on all CMP roadways, or risk losing their gas tax revenues. The Program also requires the development of deficiency plans when Level of Service standards on a CMP roadway or intersection has been deteriorated. C/CAG's Congestion Relief Plan was developed to serve as a Countywide Deficiency Plan, so that the individual cities and the County would not have to develop multiple deficiency plans with corresponding implementation costs. Over the years, the C/CAG Board determined that a countywide approach would be more cost-effective and provide more comprehensive benefits to the overall transportation system in the County. The C/CAG Board adopted the last Plan at the May 2019 meeting, and reauthorized an annual member assessment of \$1.85M covering four years, from July 1, 2019 to June 30, 2023.

See Attachment 1 with the current breakdown among member agencies. The total amount of \$1.85 million has remained unchanged at least since 2007. All jurisdictions make financial contributions to the Plan based on population data and trip generation information from the C/CAG Santa Clara Valley Transportation Authority travel demand model. The population data is updated annually based

on information from the Department of Finance. The current Plan is divided into four major programs, and the funding breakdown for each program is captured in the table below:

| 2019-2023 Adopted Congestion Relief Plan | | | |
|--|---|-------------|-----------|
| 1 | Local Transportation Services Program | \$500,000 | |
| 2 | Travel Demand Management | \$550,000 | |
| 3 | Intelligent Transportation Systems (ITS)/ Traffic Operational Improvement Strategies; Express Lane operations support; Smart Corridor Expansion | \$200,000 | |
| 4 | Linking Transportation and Land Use: | \$600,000 | |
| | 4A. Innovative Trip Reduction Strategies (Carpool 3.0)/ Mobility Action Plan | | \$150,000 |
| | 4B. Transportation Improvement Strategy to reduce GHG (GW TAP/743 toolkit/ Performance assessments) | | \$150,000 |
| | 4C. Climate Change and Resiliency Planning (RICAPS, Climate Action Plan, Sea level rise planning for Trans. Facilities) | | \$150,000 |
| | 4D. Sustainable Communities Strategy (SCS) Activities, Linking Housing with Transportation. (21 Elements/ Sub-RHNA/ Legislation compliance) | \$150,000 | |
| Total | | \$1,850,000 | |

The Congestion Relief Plan is also designed to be used as matching funds to leverage other competitive federal, state, and local grants that align with program goals. This approach has provided more impact with the invested funds.

As the Plan approaches its reauthorization date, staff has embarked on an effort to update the Plan. Staff and consultant met with various project stakeholders to obtain input, in addition to holding a workshop with the Technical Advisory Committee on program goals and strategies. The consultant has made the following initial recommendations based on feedback received.

Recommendation 1: A small increase to the annual fee from jurisdictions is recommended to support projects and programs at the initially anticipated levels. This adjustment is necessary to deal with the increase of operating and project costs due to inflation. For the Committee’s review and discussion, Table 1, Fee Increase Recommendations, summarizes a baseline and two potential options for fee increase. A few key assumptions include:

- The baseline option assumes no changes to the current fee schedule.
- The table shows the difference in fees over the four-year period that escalates based on the current adopted schedule.
- The average Consumer Price Index (CPI) is assumed to be at 2%.
- CPI escalation options would include a not to exceed cap at 3%, similar to C/CAG member fee.

Table 1: Fee Increase Recommendations (4-year estimate)

| Recommendations | Baseline | 1) One-time 5% increase every 4 years (2024 and 2028) | 2) One-time “catch up” increase of 5% and then annual increase to match CPI (assumes 2%) |
|--|--|--|--|
| Overall increase to C/CAG Budget in year 4 | \$0 | Increase of \$370,000 | Increase of \$606,224 |
| Total increase in cost/jurisdiction over 4 years | \$0 | Ranges from \$1,945 to \$53,533. | Ranges from \$3,187 to \$87,711. |
| Advantages | Keeping membership fees constant | Provides the most straight forward planning clarity for jurisdictions and funding recipients | Allow the agency to catch up on program fees, while indexing it to inflation for the future |
| Considerations | May not be able to provide the same level and quantity of service to member agencies | Risk of falling behind; Increases are not smoothed over time | CPI varies every year, so a minimal level of administrative work will be necessary to approve the increase annually; Will include a “cap” on CPI |

Staff proposes selecting recommendation 2, which allows C/CAG to adjust its program fees to reflect current costs, as the fee structure has not been changed for the past sixteen years. At an ongoing basis, an increase to match the cost of inflation will ensure a similar level of service and program support.

Recommendation 2: Simplification of the program funding categories is essential to support ongoing programs on an annual basis. Outside of the annually committed programs, a guided list of priorities for the upcoming authorization period will provide flexibility. The C/CAG Board would approve the funding for programs and projects through the annual budget process. The list of priorities include:

- Support for increasing regulatory pressure for jurisdictions, particularly related to housing and emission reduction
- Improving and expanding upon cross-jurisdictional collaboration and benefitting from economies of scale. Particularly related to:
 - Data collection
 - Response to cross-border and cut through traffic
 - Delivery of countywide resources for jurisdictional use
- Countywide planning efforts
- Support for shared micromobility program
- Promote active transportation modes that reduce vehicle trips, improve safety and enhance system connectivity, while considering right of way limitations
- Target trip reduction efforts, including telework and virtual services provision
- Focus on long-term project maintenance in addition to new project development

The C/CAG Board will receive a presentation on the draft recommendations at its April meeting. At the May 2023 Committee meeting, staff will be seeking the Committee's recommended approval of the Congestion Relief Plan reauthorization for a period of 4 years, covering fiscal years 2024 through 2027.

ATTACHMENTS

1. FY 2022 - FY2023 Congestion Relief Plan Program Assessment
2. CRP Program Fees: Options for Escalation

| Congestion Relief Program (CRP) Assessment - FY 2022-2023 | | | | |
|---|------------------------------|--------------------|-------------------|--------------------------|
| Agency | Percent of Population | Total Trips | % of Trips | Congestion Relief |
| Atherton | 0.901% | 45,201 | 0.89132% | \$ 16,580 |
| Belmont | 3.459% | 156,279 | 3.08167% | \$ 60,501 |
| Brisbane | 0.598% | 39,066 | 0.77034% | \$ 12,661 |
| Burlingame | 3.887% | 278,460 | 5.49096% | \$ 86,747 |
| Colma | 0.217% | 42,332 | 0.83475% | \$ 9,727 |
| Daly City | 14.191% | 514,686 | 10.14910% | \$ 225,150 |
| East Palo Alto | 3.966% | 109,433 | 2.15791% | \$ 56,647 |
| Foster City | 4.292% | 202,400 | 3.99113% | \$ 76,616 |
| Half Moon Bay | 1.609% | 89,658 | 1.76797% | \$ 31,232 |
| Hillsborough | 1.489% | 54,917 | 1.08291% | \$ 23,786 |
| Menlo Park | 4.551% | 275,259 | 5.42784% | \$ 92,303 |
| Millbrae | 2.941% | 147,546 | 2.90946% | \$ 54,121 |
| Pacifica | 4.951% | 206,200 | 4.06606% | \$ 83,411 |
| Portola Valley | 0.596% | 29,645 | 0.58457% | \$ 10,919 |
| Redwood City | 11.131% | 639,969 | 12.61956% | \$ 219,696 |
| San Bruno | 5.872% | 294,349 | 5.80427% | \$ 108,006 |
| San Carlos | 3.896% | 212,462 | 4.18954% | \$ 74,791 |
| San Mateo | 13.466% | 784,576 | 15.47106% | \$ 267,664 |
| South San Francisco | 8.773% | 442,379 | 8.72328% | \$ 161,841 |
| Woodside | 0.735% | 39,034 | 0.76971% | \$ 13,923 |
| San Mateo County | 8.478% | 467,397 | 9.21661% | \$ 163,678 |
| TOTAL | 100.000% | 5,071,248 | 100.00000% | \$ 1,850,000 |
| NOTES: | | | | |
| 1- Total CRP (countywide total) is the same as prior years at \$1,850,000. | | | | |
| 2- Congestion Relief Fee is calculated based on population and trips generated, 50% each, respectively. | | | | |
| | | | | |
| | | | | |

CRP Program Fees: Options for Escalation

| Baseline | | | Option 1: 5% increase | | | | Option 2: Catch up and annual CPI increase (assumes CPI at 2%) | | | | | | | |
|---------------------|--------------------|--------------------|-----------------------|--------------------|------------------|-----------------|--|--------------------|--------------------|--------------------|--------------------|------------------|------------------|----------|
| Agency | Annual Fee | Total 4 Yr Fee | 2024 | Total 4 Yr Fee | Total 4 Yr Chng | Avg Annual Chng | 2024 | 2025 | 2026 | 2027 | Total 4 Yr Fee | Total 4 Yr Chng | Avg Annual Chng | |
| Atherton | \$16,580 | \$66,321 | \$17,409 | \$69,637 | \$3,316 | \$829 | \$17,409 | \$17,758 | \$18,113 | \$18,475 | \$71,755 | \$5,433 | \$1,358 | |
| Belmont | \$60,501 | \$242,006 | \$63,526 | \$254,106 | \$12,100 | \$3,025 | \$63,526 | \$64,797 | \$66,093 | \$67,415 | \$261,831 | \$19,826 | \$4,956 | |
| Brisbane | \$12,661 | \$50,642 | \$13,294 | \$53,175 | \$2,532 | \$633 | \$13,294 | \$13,560 | \$13,831 | \$14,107 | \$54,791 | \$4,149 | \$1,037 | |
| Burlingame | \$86,747 | \$346,989 | \$91,085 | \$364,338 | \$17,349 | \$4,337 | \$91,085 | \$92,906 | \$94,764 | \$96,660 | \$375,415 | \$28,426 | \$7,107 | |
| Colma | \$9,727 | \$38,907 | \$10,213 | \$40,852 | \$1,945 | \$486 | \$10,213 | \$10,417 | \$10,626 | \$10,838 | \$42,094 | \$3,187 | \$797 | |
| Daly City | \$225,150 | \$900,599 | \$236,407 | \$945,629 | \$45,030 | \$11,257 | \$236,407 | \$241,135 | \$245,958 | \$250,877 | \$974,378 | \$73,779 | \$18,445 | |
| East Palo Alto | \$56,647 | \$226,587 | \$59,479 | \$237,916 | \$11,329 | \$2,832 | \$59,479 | \$60,669 | \$61,882 | \$63,120 | \$245,149 | \$18,562 | \$4,641 | |
| Foster City | \$76,616 | \$306,465 | \$80,447 | \$321,788 | \$15,323 | \$3,831 | \$80,447 | \$82,056 | \$83,697 | \$85,371 | \$331,571 | \$25,106 | \$6,277 | |
| Half Moon Bay | \$31,232 | \$124,929 | \$32,794 | \$131,176 | \$6,246 | \$1,562 | \$32,794 | \$33,450 | \$34,119 | \$34,801 | \$135,164 | \$10,234 | \$2,559 | |
| Hillsborough | \$23,786 | \$95,144 | \$24,975 | \$99,901 | \$4,757 | \$1,189 | \$24,975 | \$25,475 | \$25,984 | \$26,504 | \$102,938 | \$7,794 | \$1,949 | |
| Menlo Park | \$92,303 | \$369,211 | \$96,918 | \$387,671 | \$18,461 | \$4,615 | \$96,918 | \$98,856 | \$100,833 | \$102,850 | \$399,457 | \$30,247 | \$7,562 | |
| Millbrae | \$54,121 | \$216,482 | \$56,827 | \$227,306 | \$10,824 | \$2,706 | \$56,827 | \$57,963 | \$59,122 | \$60,305 | \$234,217 | \$17,735 | \$4,434 | |
| Pacifica | \$83,411 | \$333,644 | \$87,582 | \$350,327 | \$16,682 | \$4,171 | \$87,582 | \$89,333 | \$91,120 | \$92,942 | \$360,977 | \$27,333 | \$6,833 | |
| Portola Valley | \$10,919 | \$43,677 | \$11,465 | \$45,861 | \$2,184 | \$546 | \$11,465 | \$11,694 | \$11,928 | \$12,167 | \$47,255 | \$3,578 | \$895 | |
| Redwood City | \$219,696 | \$878,783 | \$230,681 | \$922,722 | \$43,939 | \$10,985 | \$230,681 | \$235,294 | \$240,000 | \$244,800 | \$950,775 | \$71,992 | \$17,998 | |
| San Bruno | \$108,006 | \$432,026 | \$113,407 | \$453,627 | \$21,601 | \$5,400 | \$113,407 | \$115,675 | \$117,988 | \$120,348 | \$467,418 | \$35,392 | \$8,848 | |
| San Carlos | \$74,791 | \$299,165 | \$78,531 | \$314,124 | \$14,958 | \$3,740 | \$78,531 | \$80,102 | \$81,704 | \$83,338 | \$323,674 | \$24,508 | \$6,127 | |
| San Mateo | \$267,664 | \$1,070,657 | \$281,048 | \$1,124,190 | \$53,533 | \$13,383 | \$281,048 | \$286,669 | \$292,402 | \$298,250 | \$1,158,368 | \$87,711 | \$21,928 | |
| South San Francisco | \$161,841 | \$647,363 | \$169,933 | \$679,731 | \$32,368 | \$8,092 | \$169,933 | \$173,331 | \$176,798 | \$180,334 | \$700,396 | \$53,033 | \$13,258 | |
| Woodside | \$13,923 | \$55,691 | \$14,619 | \$58,476 | \$2,785 | \$696 | \$14,619 | \$14,911 | \$15,209 | \$15,514 | \$60,253 | \$4,562 | \$1,141 | |
| San Mateo County | \$163,678 | \$654,713 | \$171,862 | \$687,448 | \$32,736 | \$8,184 | \$171,862 | \$175,299 | \$178,805 | \$182,381 | \$708,348 | \$53,635 | \$13,409 | |
| TOTAL | \$1,850,000 | \$7,400,000 | \$1,942,500 | \$7,770,000 | \$370,000 | \$92,500 | \$1,942,500 | \$1,981,350 | \$2,020,977 | \$2,061,397 | \$8,006,224 | \$606,224 | \$151,556 | |
| | | | <i>Smallest</i> | Colma | \$1,945 | \$486 | | | | | <i>Smallest</i> | Colma | \$3,187 | \$797 |
| | | | <i>Largest</i> | San Mateo | \$53,533 | \$13,383 | | | | | <i>Largest</i> | San Mateo | \$87,711 | \$21,928 |

C/CAG AGENDA REPORT

Date: March 16, 2023

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Regional Project and Funding Information
(For further information, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

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

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

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

Project Delivery*FHWA Policy for Inactive Projects*

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

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

Pavement Management Program (PMP) Certification

The current PMP certification status listing is attached (Attachment 2). Jurisdictions without a current PMP certification are not eligible to receive regional funds for local streets rehabilitation and 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.

MTC Annual Obligation Plan for FY 2022-23 Status Report

The MTC Annual Obligation Plan status report for FY 2022-23 is attached for your reference (Attachment 3). The jurisdictions listed in this report are required to deliver a complete, funding obligation Request for Authorization (RFA) package to Caltrans Local Assistance that results in the receipt of an authorization of the funds (i.e. E-76) before January 31, 2023. Funds that do not meet the obligation deadline of January 31, 2023 are subject to re-programming by MTC.

OBAG 3

C/CAG Staff will be working with project sponsors in the upcoming weeks to submit any outstanding compliance documents and to enter project information in MTC's Fund Management System to add awards to a new or existing project in the Transportation Improvement Program (TIP).

Caltrans District 4 – Local Assistance Contacts

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

Lapsed Project End Dates

Please review the Caltrans Project End Date (PED) lookahead report attached (Attachment 5) and work with Caltrans Local Assistance to take appropriate action.

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

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

The look ahead report attached lists projects with (i) expired PED, (ii) PED to expire within the

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

Current and Upcoming Funding Opportunities

MTC Mobility Hubs and Parking Management Calls for Projects

The Metropolitan Transportation Commission (MTC) invites eligible Bay Area public agencies to submit project proposals for two available opportunities:

1. Regional Mobility Hubs program construction or planning and outreach
2. Parking management plans or specific planning studies

As part of the Climate Initiatives from Plan Bay Area 2050, both calls seek to achieve a reduction in greenhouse gas emissions through a decrease in vehicle miles traveled, as well as to advance other regional priorities. **Applications for both programs are due March 31, 2023 at 4pm.**

Program guidelines and grant applications can be found here:

Mobility Hubs: <https://abag.ca.gov/technical-assistance/climate-grant-mobility-hubs>

Parking Management Planning: <https://abag.ca.gov/technical-assistance/climate-grant-parking-management-planning>

Clean California Local Grant Program – Cycle 2

Caltrans developed the Clean California Local Grant Program through which funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers. Through the combination of adding beautification measures and art in public spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation.

The goals of the Clean CA Local Grant Program are to:

- Reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces.
- Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect.
- Enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.
- Advance equity for underserved communities.

The following is the projected draft timeline for Cycle 2 of the Clean California Local Grant Program.

| | |
|--|--|
| Workshops on Program Guideline Updates | Click here for workshop recording and slides: https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program |
| Call for Projects | January 2023 |
| Three Application Workshops | January through March 2023 |
| Project Application Deadline | April 28, 2023 at 5pm. |
| Project Award Notification | August/September 2023 |
| Project Completion Date | June 2026 |

Affordable Housing and Sustainable Communities (AHSC)

The Affordable Housing and Sustainable Communities (AHSC) program funds coordinated housing and transportation improvement projects, and in the past has funded new transit vehicles and infrastructure, bike lanes, pedestrian amenities, and public spaces. Draft guidelines for Round 7 of the AHSC program were released in late September.

The following is the projected timeline for Call for Projects.

| | |
|---|---------------|
| Final Guidelines presented to California Strategic Growth Council (SGC) | December 2022 |
| HCD released NOFA and application workbook | January 2023 |
| Applications Due | March 2023 |
| Award recommendations presented to SGC | August 2023 |

For more information, please follow the link: <http://sgc.ca.gov/programs/ahsc/>

Bipartisan Infrastructure Law (BIL) Programs Update

See Attachment 6 of upcoming Notice of Funding Opportunities and a summary of the program categories under the BIL.

Full details can be found here: <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

Training Opportunities

Local Assistance Training Day (June 7th)

Caltrans invites you to join the Caltrans Local Assistance Training Day. This training is intended for the RTPA group members, local agencies, partners, and all interested parties. The Caltrans Division of Local Assistance, in partnership with the Regional Transportation Planning Agencies (RTPA), provides a quarterly, statewide webinar. Subjects include information sharing, local project delivery policies, processes, procedures, and facilitating peer-sharing of best practices. Once registered, you will receive an access link via email from Sacramento State, College of Continuing Education.

Questions regarding this event, please contact ca-ctap@csus.edu

To register for the June 7th webinar, please click on the following link
<https://apps.cce.csus.edu/sites/cce/reg/?CID=5103>

Local Technical Assistance Trainings

These programs provide subsidized, practical training for transportation professionals in California's cities, counties, and regional transportation agencies.

- Federal Aid Series – Various Dates. Register here: <https://californialtap.org/index.cfm?pid=1077>

ATTACHMENTS

1. Caltrans Inactive Project List for San Mateo County as of March 9, 2023
2. MTC's PMP Certification Status of Agencies within San Mateo County as of March 1, 2023
3. MTC Annual Obligation Plan for FY 2022-23
4. Caltrans District 4 – Local Assistance Contacts
5. Caltrans Lapsed Project End Dates as of March 1, 2023
6. Bipartisan Infrastructure Law Programs Update

Updated on 03/02/2023 2nd quarter inactive projects

< \$50,000 unexpended balance

| Project Number | Status | Agency Action Required | State Project No | Project Prefix | Dist. | 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 |
|----------------|----------|--|------------------|----------------|-------|--------|----------------|---|-------------|-----------------------------|---------------------|------------------|-----------------------|---------------|-------------------|--------------------|--------------------|--------------------|
| 5029035 | Inactive | Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE. | 0416000282L | CML | 4 | SM | Redwood City | MIDDLEFIELD ROAD BETWEEN MAIN STREET AND WOODSIDE ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS: SIDEWALK WIDENING, CORNER BULB OUT, CROSSWALKS, BUS STOP, BENCHES, PED LIGHTS, STREET LIGHTS, BIKE LANES, SIGNS, STRIPING | 10/12/2021 | 2/27/2018 | 10/12/2021 | 10/12/2021 | 14 | Z003 | \$7,286,350.00 | \$1,752,000.00 | \$1,711,999.99 | \$40,000.01 |
| 5438018 | Inactive | Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE. | 0420000013L | STPL | 4 | SM | East Palo Alto | WEST BAYSHORE RD, SCOFIELD ST, RUNNYMEDE ST., PULGAS AVE, O.CONNOR ST (NON-PARTICIPATING), NEWBRIDGE ST, COOLEY AVE ROADWAY REHABILITATION, INCLUDING: BASE REPAIR, CRACK SEAL. AC OVERLAY, GRINDING, ADJUST UTILITY FRAMES, REPLACE PAVEMENT MARKINGS AND TRAFFIC SIGNAL DETECTION | 6/21/2021 | 3/5/2020 | 6/21/2021 | 6/21/2021 | 18 | Z230 | \$1,358,724.00 | \$416,000.00 | \$376,817.83 | \$39,182.17 |
| 5333014 | Inactive | Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE. | 0412000122L | BHLS | 4 | SM | Woodside | KINGS MOUNTAIN RD OVER WEST UNION CREEK; 0.05 MI EAST OF TRIPP RD, BRIDGE REHABILITATION | 7/7/2020 | 3/16/2012 | 7/7/2020 | 7/7/2020 | 29 | L1CE | \$135,090.00 | \$119,595.00 | \$98,399.16 | \$21,195.84 |
| 5029032 | Inactive | Project is inactive. Greater than or equal to 36 months inactivity. | 0414000103L | BPMP | 4 | SM | Redwood City | MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK BRIDGE PREVENTATIVE MAINTENANCE | 8/28/2019 | 3/21/2014 | 8/28/2019 | 8/28/2019 | 40 | M240 | \$26,250.00 | \$23,239.00 | \$4,519.81 | \$18,719.19 |
| 5333013 | Inactive | Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE. | 0412000121L | BHLS | 4 | SM | Woodside | MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION | 7/7/2020 | 3/16/2012 | 7/7/2020 | 7/7/2020 | 29 | 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 | Dist. | County | Agency | Project Description | Latest Date | Earliest Authorization Date | Latest Payment Date | Last Action Date | Months of No Activity | Program Codes | Total Cost Amount | Obligations Amount | Expenditure Amount | Unexpended Balance |
|----------------|----------|--|------------------|----------------|-------|--------|------------------|---|-------------|-----------------------------|---------------------|------------------|-----------------------|---------------|-------------------|--------------------|--------------------|--------------------|
| 6204125 | Inactive | Project is inactive. Proceed to next phase/closeout project. | 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 | 7/2/2019 | 5/16/2017 | 7/2/2019 | 7/2/2019 | 41 | RPS0 | \$20,999,258.82 | \$9,547,698.97 | \$9,547,074.22 | \$624.75 |
| 6204113 | Inactive | Project is inactive. Proceed to next phase/closeout project. | 0400000684L | CML | 4 | SM | Caltrans | ON STATE ROUTE: 101. US 101 BROADWAY INTERCHANGE IN BURLINGAME RECONSTRUCT INTERCHANGE INCLUDE BIKE/PED FACILITY | 1/24/2020 | 1/30/2014 | 1/24/2020 | 2/24/2022 | 35 | M400 | \$50,043,250.63 | \$3,559,977.49 | \$3,559,977.49 | \$0.00 |
| 5268020 | Inactive | Project is inactive. Proceed to next phase/closeout project. | 0415000290L | STPL | 4 | SM | Belmont | BELMONT VILLAGE, SPECIFIC IMPLEMENTATION PLAN | 4/25/2018 | 4/9/2015 | 4/25/2018 | 4/25/2018 | 56 | M23E | \$550,000.00 | \$440,000.00 | \$440,000.00 | \$0.00 |
| 6204111 | Inactive | Project is inactive. Proceed to next phase/closeout project. | 0400000743L | HPLULCML | 4 | SM | Caltrans | STATE ROUTE 1 SAN PEDRO BRIDGE, BRIDGE REPLACEMENT | 5/26/2017 | 11/1/2013 | 5/26/2017 | 5/26/2017 | 67 | HY10 | \$10,166,000.00 | \$3,390,749.00 | \$3,390,749.00 | \$0.00 |
| 5935044 | Inactive | Project is inactive. Proceed to next phase/closeout project. | 04924729L | CML | 4 | SM | San Mateo County | MIRADA SURF BIKE/PED TRAIL, BIKE/PED CLASS 1 TRAIL | 6/24/2010 | 2/5/2009 | 6/24/2010 | 6/17/2013 | 150 | L400 | \$184,604.00 | \$163,429.29 | \$163,429.29 | \$0.00 |

| | |
|------------------------------------|---|
| PMP Certification March 8, 2023 | Expired |
| | Expiring within 60 days |
| | 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 | San Bruno | 8/3/2019 | 9/1/2021 | 22 | Certified with Pending |
| San Mateo | Atherton | 6/30/2020 | 7/1/2022 | 23 | Certified with Pending |
| San Mateo | Colma | 6/13/2019 | 7/1/2022 | 23 | Certified with Pending |
| San Mateo | San Mateo County | 7/31/2019 | 8/1/2022 | 23 | Certified with Pending |
| San Mateo | Brisbane | 9/1/2022 | 9/1/2024 | 23 | Certified |
| San Mateo | Burlingame | 8/15/2020 | 9/1/2022 | 23 | Certified with Pending |
| San Mateo | East Palo Alto | 8/15/2020 | 9/1/2023 | 21 | Certified with Extension |
| San Mateo | Hillsborough | 8/15/2020 | 9/1/2022 | 23 | Certified with Pending |
| San Mateo | Pacifica | 8/28/2020 | 9/1/2022 | 23 | Certified with Pending |
| San Mateo | Woodside | 8/19/2020 | 9/1/2023 | 21 | Certified with Extension |
| San Mateo | Millbrae | 9/26/2020 | 10/1/2022 | 23 | Certified with Pending |
| San Mateo | Daly City | 10/1/2019 | 11/1/2022 | 23 | Certified with Pending |
| San Mateo | San Carlos | 10/7/2019 | 11/1/2022 | 23 | Certified with Pending |
| San Mateo | Menlo Park | 12/31/2020 | 1/1/2023 | 23 | Certified with Pending |
| San Mateo | Portola Valley | 2/28/2021 | 3/1/2023 | 21 | Expired |
| San Mateo | South San Francisco | 2/23/2020 | 3/1/2023 | 20 | Certified with Extension |
| San Mateo | Foster City | 8/7/2021 | 9/1/2023 | 21 | Certified with Extension |
| San Mateo | San Mateo | 9/3/2020 | 10/1/2023 | 21 | Certified with Extension |
| San Mateo | Belmont | 11/1/2021 | 12/1/2023 | 22 | Certified with Pending |
| San Mateo | Half Moon Bay | 11/1/2021 | 12/1/2024 | 22 | Certified with Extension |
| San Mateo | Redwood City | 12/1/2021 | 12/21/2023 | 22 | Certified |

(*) 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

DRAFT FFY2022-23 Annual Obligation Plan

LSRPDWG Item 3G.i

| MTC FFY 2022-23 Annual Obligation Plan | | | | | | | | | | Total Obligations | Total Programmed | Remaining Balance | | |
|--|----------------|-----------|--------|-----------------------|---------------|---------------|-------------------|-------|--|-----------------------|--------------------|-------------------|---------------|---------------|
| Project List | | | | | | | | | | | | | | |
| February 28, 2022 | | | | | | | | | | 12% | 100% | 88% | | |
| County | Local Agency | TIP ID | FMS ID | Unique ID | Program | Fund Source | FPN | Phase | Project Title | Latest Action Status | Latest Action Date | \$45,117,767 | \$387,627,520 | \$342,509,753 |
| County | Sponsor | TIP ID | FMS ID | Unique ID | Program | Fund Source | FPN | Phase | Project Title | Latest Action | Action Date | Oblig Amount | Total | Balance |
| Marin | MCTD | MRN210002 | 7197 | STP-T5-OBAG2-REG-SSM | OBAG 2 | STP | FTASTPL-6343(006) | PE | MCTD - Bus Stop Improvements | | | \$0 | \$80,000 | \$80,000 |
| Marin | Novato | VAR170002 | 7001 | HSIP-T5-9 | HSIP 9 | HSIP | HSIPL-5361(031) | CON | Novato Traffic, Bicycle & Pedestrian Improvements | RFA at CT-HQ | 15-Dec-2022 | \$0 | \$941,600 | \$941,600 |
| Napa | MTC | NAP190007 | 7162 | STP-T5-OBAG2-REG-SSM | OBAG 2 | STP | -6084() | CON | Napa Valley Forward: Safety & Operational Impv | | | \$0 | \$4,300,000 | \$4,300,000 |
| Region | MTC | REG090003 | 4271 | CMAQ-T4-2-FPI-REG | OBAG | CMAQ | -6084() | CON | Freeway Performance Initiative (FPI) | | | \$0 | \$402,152 | \$402,152 |
| Region | MTC | REG170002 | 6316 | STP-T5-OBAG2-REG-AOM | OBAG 2 | STP | -6084() | PE | Connected Bay Area | | | \$0 | \$3,000,000 | \$3,000,000 |
| Region | MTC | REG170002 | 6316 | STP-T5-OBAG2-REG-AOM | OBAG 2 | STP | -6084() | CON | Connected Bay Area | | | \$0 | \$1,600,000 | \$1,600,000 |
| Region | MTC | REG170002 | 6316 | STP-T5-OBAG2-REG-AOM | OBAG 2 | STP | -6084() | CON | Connected Bay Area | | | \$0 | \$6,000,000 | \$6,000,000 |
| Region | MTC | REG170013 | 6739 | STP-T5-OBAG2-REG-AOM | OBAG 2 | STP | STPLNI-6084(260) | CON | 511 Next Gen | Obligated | 23-Dec-2022 | \$5,372,000 | \$5,372,000 | \$0 |
| Region | MTC | REG170022 | 6833 | STP-T5-OBAG2-REG-SSM | OBAG 2 | STP | -6084() | CON | Clipper 2.0 Fare Payment System | | | \$0 | \$900,000 | \$900,000 |
| Region | MTC | VAR170023 | 6730 | STP-T5-OBAG2-REG-AOM | OBAG 2 | STP | STPL-6084(291) | PE | Freeway Performance Program: SR-84 | Obligated | 31-Oct-2022 | \$4,000,000 | \$4,000,000 | \$0 |
| Region | MTC | VAR190007 | 6014 | STP-T6-OBAG3-REG-MSOP | OBAG 3 | STP | FTASTPL-6014(021) | CON | SF Bay Area:Transit Preventive Maintenance | FTA Transfer at FWHA | 12-Jan-2023 | \$0 | \$7,000,000 | \$7,000,000 |
| Region | MTC | Various | | STP-T6-OBAG3-CO | OBAG 3 | STP | -6084() | OTHER | Regional Planning Activities and PPM - CTAs | | | \$0 | \$21,612,000 | \$21,612,000 |
| Region | MTC | Various | | STP-T6-OBAG3-REG-CSCC | OBAG 3 | STP | -6084() | OTHER | Regional Planning Activities and PPM - CTAs | | | \$0 | \$3,000,000 | \$3,000,000 |
| Region | MTC | Various | | STP-T6-OBAG3-REG-CSCC | OBAG 3 | STP | -6084() | OTHER | Regional Planning Activities and PPM - CTAs | | | \$0 | \$1,280,000 | \$1,280,000 |
| Region | MTC | REG210201 | 10020 | STP-T5-OBAG2-REG-PCA | OBAG 2 | STP | STPLNI-6084(293) | OTHER | Priority Conservation Area Grant Implementation | Obligated | 28-Dec-2022 | \$525,000 | \$525,000 | \$0 |
| Region | MTC | | 10034 | STP-T6-OBAG3-REG-CSCC | OBAG 3 | STP | -6084() | OTHER | Bay Trail Planning | | | \$0 | \$1,500,000 | \$1,500,000 |
| Region | MTC | | 10034 | STP-T6-OBAG3-REG-CSCC | OBAG 3 | STP | -6084() | OTHER | Bay Trail Technical Assistance | | | \$0 | \$250,000 | \$250,000 |
| Region | MTC | VAR190007 | 7092 | STP-T6-OBAG3-REG-MSOP | OBAG 3 | STP | -6084() | CON | GL: Transit Preventive Maintenance | | | \$0 | \$7,000,000 | \$7,000,000 |
| Region | MTC | MTC050001 | 1608 | CMAQ-T6-OBAG3-REG-CCR | OBAG 3 | CMAQ | CMNLI-6084(292) | CON | Bay Area Commuter Benefits Program | Obligated | 25-Jan-2023 | \$0 | \$6,800,000 | \$6,800,000 |
| Region | MTC | MTC050001 | 1608 | STP-T6-OBAG3-REG-CCR | OBAG 3 | STP | -6084() | CON | Bay Area Commuter Benefits Program | | | \$0 | \$3,200,000 | \$3,200,000 |
| Region | MTC | REG170003 | 6331 | CMAQ-T6-OBAG3-REG-CCR | OBAG 3 | CMAQ | -6084() | CON | 511 Carpool and Vanpool Programs | | | \$0 | \$3,400,000 | \$3,400,000 |
| Region | MTC | REG170006 | 6400 | CMAQ-T6-OBAG3-REG-CCR | OBAG 3 | CMAQ | CMLNI-6084(290) | CON | Climate Initiatives Education and Outreach | Obligated | 27-Oct-2022 | \$1,500,000 | \$1,500,000 | \$0 |
| San Francisco | BART | SF-170016 | 6727 | STP-T5-OBAG2-REG-SSM | OBAG 2 | STP | FTASTPL-6000(071) | CON | Embarcadero Stn: New North-Side Platform Elevator | FTA Transferred | 26-Oct-2022 | \$3,144,302 | \$3,144,302 | \$0 |
| San Francisco | SFCTA | SF-070027 | 3741 | 01CA0006 | HBP-Seismic | Bridge | STPLZ-6272(029) | CON | Hillcrest Road West of Yerba Buena Island | | | \$0 | \$2,042,843 | \$2,042,843 |
| San Francisco | SFCTA | SF-070027 | 3741 | 01CA0002 | HBP-Seismic | Bridge | STPLZ-6272(026) | ROW | WB I-80 on ramp West of Yerba Buena Island | | | \$0 | \$550,000 | \$550,000 |
| San Francisco | SFCTA | SF-070027 | 3741 | 01CA0002 | HBP-Seismic | Bridge | STPLZ-6272(026) | CON | WB I-80 on ramp West of Yerba Buena Island | | | \$0 | \$19,077,011 | \$19,077,011 |
| San Francisco | SFCTA | SF-070027 | 3741 | 01CA0003 | HBP-Seismic | Bridge | STPLZ-6272(027) | ROW | EB I-80 off ramp to TI Road (2 Bridges) | | | \$0 | \$300,000 | \$300,000 |
| San Francisco | SFCTA | SF-070027 | 3741 | 01CA0003 | HBP-Seismic | Bridge | STPLZ-6272(027) | CON | EB I-80 off ramp to TI Road (2 Bridges) | | | \$0 | \$8,460,249 | \$8,460,249 |
| San Francisco | SFCTA | SF-070027 | 3741 | 01CA0004 | HBP-Seismic | Bridge | STPLZ-6272(028) | CON | Treasure Island Road West of SFOBB | | | \$0 | \$1,724,961 | \$1,724,961 |
| San Francisco | SFCTA | SF-070027 | 3741 | 01CA0008 | HBP-Seismic | Bridge | STPLZ-6272(032) | CON | Treasure Island road West of SFOBB | | | \$0 | \$505,169 | \$505,169 |
| San Francisco | SFCTA | SF-070027 | 3741 | 01CA007A | HBP-Seismic | Bridge | STPLZ-6272(030) | CON | Treasure Island Road West of SFOBB | | | \$0 | \$271,062 | \$271,062 |
| San Francisco | SFCTA | SF-070027 | 3741 | 01CA007B | HBP-Seismic | Bridge | STPLZ-6272(031) | CON | Treasure Island Road West of SFOBB | | | \$0 | \$357,315 | \$357,315 |
| San Francisco | SFCTA | SF-070027 | 3741 | 01CA0001 | HBP-Seismic | Bridge | STPLZ-6272(024) | CON | WB SFOBB on ramp West of YBI | | | \$0 | \$369,634 | \$369,634 |
| San Francisco | SFCTA | SF-070027 | 3741 | HBP-T4-L | HBP | HBP | BRLS-6272(047) | CON | Yerba Buena Island, SF I-80 On and Off Ramps | AC Conversion at FHWA | 22-Feb-2023 | \$0 | \$22,750,860 | \$22,750,860 |
| San Francisco | SFCTA | SF-070027 | 3741 | Other Federal | Other Federal | Other Federal | STPLZ-6272(046) | CON | Yerba Buena Island, SF I-80 On and Off Ramps | RFA at CT-HQ | 15-Feb-2023 | \$0 | \$18,000,000 | \$18,000,000 |
| San Francisco | SFMTA | SF-170023 | 6892 | STP-T6-OBAG3-CO | OBAG 3 | STP | STPLNI-6328(105) | CON | SF Safe Routes to School Non-Infrastructure | RFA at FHWA | 17-Feb-2023 | \$0 | \$7,082,000 | \$7,082,000 |
| San Francisco | SFMTA | SF-210003 | 7212 | STP-CRRSAA | OBAG 2 | CRRSAA+ | ATPL-6328(098) | CON | San Francisco - Folsom Streetscape | RFA at CT-District | 23-Jan-2023 | \$0 | \$5,000,000 | \$5,000,000 |
| San Francisco | SFMTA | SF-210003 | 7212 | ATP-REG-T5-5-FED | ATP-REG | ATP-FED | ATPL-6328(098) | CON | San Francisco - Folsom Streetscape | RFA at CT-District | 23-Jan-2023 | \$0 | \$7,040,000 | \$7,040,000 |
| San Francisco | SFMTA | SF-210003 | 7212 | RIP-COVID21-SF | RTIP | RTIP-FED | ATPL-6328(098) | CON | San Francisco - Folsom Streetscape | RFA at CT-District | 23-Jan-2023 | \$0 | \$3,043,238 | \$3,043,238 |
| San Francisco | SFMTA | SF-210005 | 7334 | CMAQ-T5-OBAG2-REG-CI | OBAG 2 | CMAQ | -6328() | CON | Transbay Terminal Mobility Hub - East Cut | | | \$0 | \$340,760 | \$340,760 |
| San Francisco | SFDPW | SF-130001 | 5673 | EARMARK-T5-RE | EARMARK | EARMARK | -5934(185) | CON | SF- Better Market Street Transportation Elements | | | \$0 | \$70,627 | \$70,627 |
| San Mateo | Brisbane | SM-170041 | 6644 | STP-T5-OBAG2-CO | OBAG 2 | STP | STPL-5376(016) | CON | Crocker Trail Commuter Connectivity Upgrades | Obligated | 6-Dec-2022 | \$885,000 | \$885,000 | \$0 |
| San Mateo | Burlingame | SM-210007 | 7292 | STP-T5-OBAG2-REG-SSM | OBAG 2 | STP | STPL-5171(026) | CON | Burlingame Ped Safe Routes and Mobility Imp | RFA at CT-HQ | 13-Feb-2023 | \$0 | \$200,000 | \$200,000 |
| San Mateo | Burlingame | SM-210009 | 7311 | CMAQ-T5-OBAG2-REG-CI | OBAG 2 | CMAQ | -5171() | CON | Burlingame Square Caltrain Station Mobility Hub | | | \$0 | \$500,000 | \$500,000 |
| San Mateo | Daly City | SM-210012 | 7312 | STP-T5-OBAG2-CO | OBAG 2 | STP | STPL-5196(044) | CON | Southgate Ave and School St Safety Improvements | Obligated | 5-Jan-2023 | \$450,000 | \$450,000 | \$0 |
| San Mateo | East Palo Alto | SM-070006 | 2565 | EARMARK-T3-HPP | EARMARK | EARMARK | HPLUL-5438(015) | PE | US 101 University Ave Interchange Improvements | AC Authorized | 20-Dec-2022 | \$0 | \$206,000 | \$206,000 |
| San Mateo | East Palo Alto | SM-070006 | 2565 | EARMARK-T3-HPP | EARMARK | EARMARK | HPLUL-5438(015) | CON | US 101 University Ave Interchange Improvements | AC Authorized | 20-Dec-2022 | \$0 | \$771,000 | \$771,000 |
| San Mateo | Half Moon Bay | SM-170013 | 6626 | CMAQ-T5-OBAG2-CO | OBAG 2 | CMAQ | CML-5357(011) | CON | Half Moon Bay - Poplar Complete Streets | Obligated | 21-Feb-2023 | \$1,202,000 | \$1,202,000 | \$0 |
| San Mateo | Millbrae | SM-210010 | 7314 | CMAQ-T5-OBAG2-REG-CI | OBAG 2 | CMAQ | CML-5299(019) | CON | Millbrae Transit Center MicroMobility Hub Pilot | NEPA Clearance | 18-Nov-2022 | \$0 | \$345,150 | \$345,150 |
| San Mateo | Millbrae | SM-210011 | 7310 | CMAQ-T5-OBAG2-CO | OBAG 2 | CMAQ | CML-5299(018) | CON | Park Blvd, San Anselmo Ave and Sta. Teresa Wy Imps | RFA at CT-HQ | 21-Feb-2023 | \$0 | \$347,000 | \$347,000 |
| San Mateo | Portola Valley | SM-170044 | 6671 | STP-T5-OBAG2-CO | OBAG 2 | STP | STPL-5390(006) | CON | Portola Valley Street Preservation | Obligated | 23-Jan-2023 | \$201,000 | \$201,000 | \$0 |
| San Mateo | San Bruno | SM-210003 | 7244 | STP-T5-OBAG2-REG-SSM | OBAG 2 | STP | STPL-5226(026) | CON | San Bruno Transit Corridor Ped Connection Ph4 | AC Authorized | 13-Sep-2022 | \$0 | \$385,000 | \$385,000 |

DRAFT FFY2022-23 Annual Obligation Plan

LSRPDWG Item 3G.i

| MTC FFY 2022-23 Annual Obligation Plan | | | | | | | | | | Obligation | | Total Obligations | Total Programmed | Remaining Balance |
|--|---------------------|-----------|--------|-----------------------|---------|-------------|------------------|-------|--|--------------------------------|---------------|-------------------|------------------|-------------------|
| Project List | | | | | | | | | | Latest Action | Latest Action | 12% | 100% | 88% |
| February 28, 2022 | | | | | | | | | | Status | Date | \$45,117,767 | \$387,627,520 | \$342,509,753 |
| County | Local Agency | TIP ID | FMS ID | Unique ID | Program | Fund Source | FPN | Phase | Project Title | Latest Action | Action Date | Oblig Amount | Total | Balance |
| San Mateo | San Bruno | SM-170017 | 6682 | CMAQ-T5-OBAG2-CO | OBAG 2 | CMAQ | -5226(023) | CON | Huntington Transit Corridor Bike/Ped Improvements | NEPA Clearance | 31-Aug-2021 | \$0 | \$792,000 | \$792,000 |
| San Mateo | San Carlos | SM-090008 | 4246 | CMAQ-T5-OBAG2-CO | OBAG 2 | CMAQ | -5267() | CON | US101/Holly St I/C Mod and Bike/Ped Overcrossing | | | \$0 | \$1,000,000 | \$1,000,000 |
| San Mateo | SF City/County | SM-130031 | 6022 | STP-T4-2-PCA-REG | OBAG | STP | STPL-6216(003) | CON | Southern Skyline Blvd. Ridge Trail Extension | RFA at CT-HQ | 8-Feb-2023 | \$0 | \$1,000,000 | \$1,000,000 |
| San Mateo | SMCCAG | SM-170046 | 6845 | RIP-T6-22-FED-SM | RTIP | RTIP-FED | -6419() | CON | ITS Improvements in San Mateo County Northern Citi | NEPA Clearance | 1-Jul-2020 | \$0 | \$7,900,000 | \$7,900,000 |
| San Mateo | SMCCAG | SM-170046 | 6845 | RIP-COVID21-SM | RTIP | RTIP-FED | -6419() | CON | ITS Improvements in San Mateo County Northern Citi | NEPA Clearance | 1-Jul-2020 | \$0 | \$1,412,000 | \$1,412,000 |
| San Mateo | SMCCAG | SM-110022 | 4919 | STP-T6-OBAG3-CO | OBAG 3 | STP | -6419() | CON | San Mateo County SR2S Program | NEPA Clearance | 31-Oct-2022 | \$0 | \$1,500,000 | \$1,500,000 |
| San Mateo | South San Francisco | SM-110003 | 4697 | RIP-T5-18-FED-SM | RTIP | RTIP-FED | -5177() | PSE | US 101/Produce Avenue New Interchange | NEPA Clearance | 1-Oct-2022 | \$0 | \$5,000,000 | \$5,000,000 |
| Santa Clara | Campbell | SCL210024 | 7318 | STP-T5-OBAG2-CO | OBAG 2 | STP | STPL-5306(033) | PE | Campbell PDA Enhancements | Obligated | 12-Oct-2022 | \$0 | \$550,000 | \$550,000 |
| Santa Clara | Cupertino | SCL190036 | 7087 | CMAQ-T5-OBAG2-CO-SRTS | OBAG 2 | CMAQ | CML-5318(033) | CON | McClellan Road Separated Bikeways (Phase 3) | RFA at CT-HQ | 24-Feb-2023 | \$0 | \$1,000,000 | \$1,000,000 |
| Santa Clara | Los Gatos | SCL170028 | 6638 | CMAQ-T5-OBAG2-CO | OBAG 2 | CMAQ | CML-5067(021) | CON | Los Gatos Creek Trail to Hwy 9 Trailhead Connector | Obligated | 9-Jan-2023 | \$2,432,000 | \$2,432,000 | \$0 |
| Santa Clara | Los Gatos | SCL170028 | 6638 | CMAQ-T5-OBAG2-CO-SRTS | OBAG 2 | CMAQ | CML-5067(021) | CON | Los Gatos Creek Trail to Hwy 9 Trailhead Connector | Obligated | 9-Jan-2023 | \$919,000 | \$919,000 | \$0 |
| Santa Clara | Mountain View | SCL210012 | 7224 | STP-CRRSAA | OBAG 2 | CRRSAA+ | STPL-5124(037) | CON | Mountain View - Stierlin Rd Bike-Ped Improvements | | | \$0 | \$1,486,000 | \$1,486,000 |
| Santa Clara | Mountain View | SCL210012 | 7224 | STP-T5-OBAG2-REG-SSM | OBAG 2 | STP | STPL-5124(037) | CON | Mountain View - Stierlin Rd Bike-Ped Improvements | | | \$0 | \$2,521,000 | \$2,521,000 |
| Santa Clara | MTC | SCL210022 | 7287 | STP-T5-OBAG2-REG-RSI | OBAG 2 | STP | STPLNI-6084(281) | OTHER | Diridon Station Planning & Studies | Obligated | 18-Oct-2022 | \$1,000,000 | \$1,000,000 | \$0 |
| Santa Clara | San Jose | SCL190028 | 7025 | ATP-REG-T5-4-FED | ATP-REG | ATP-FED | -F() | CON | Willow-Keyes Complete Streets Improvements | | | \$0 | \$12,926,000 | \$12,926,000 |
| Santa Clara | San Jose | SCL170031 | 6657 | CMAQ-T5-OBAG2-CO-SRTS | OBAG 2 | CMAQ | CML-5005(156) | CON | Mt Pleasant Ped & Bike Traffic Safety Improvements | Obligated | 20-Jan-2023 | \$831,793 | \$831,793 | \$0 |
| Santa Clara | San Jose | SCL210013 | 7239 | STP-CRRSAA | OBAG 2 | CRRSAA+ | STPL-5005(166) | CON | McKee-Julian Quick Strike Improvements | | | \$0 | \$705,000 | \$705,000 |
| Santa Clara | San Jose | SCL210014 | 7240 | STP-CRRSAA | OBAG 2 | CRRSAA+ | STPL-5005(167) | CON | Bascom Avenue - Quick Strike Improvements | | | \$0 | \$690,000 | \$690,000 |
| Santa Clara | San Jose | SCL210015 | 7241 | STP-CRRSAA | OBAG 2 | CRRSAA+ | STPL-5005(168) | CON | En Movimiento - Quick Strike Improvements | | | \$0 | \$1,325,000 | \$1,325,000 |
| Santa Clara | San Jose | SCL210016 | 7242 | STP-CRRSAA | OBAG 2 | CRRSAA+ | STPL-5005(169) | CON | San Jose Downtown Bikeways - Quick Strike | | | \$0 | \$4,025,000 | \$4,025,000 |
| Santa Clara | San Jose | SCL170061 | 6752 | RIP-T5-18-FED-SCL | RTIP | RTIP-FED | CML-5005(162) | CON | W San Carlos Urban Village Streets Improvements | | | \$0 | \$4,350,000 | \$4,350,000 |
| Santa Clara | San Jose | SCL170061 | 6752 | CMAQ-T5-OBAG2-CO | OBAG 2 | CMAQ | CML-5005(162) | CON | W San Carlos Urban Village Streets Improvements | | | \$0 | \$964,000 | \$964,000 |
| Santa Clara | San Jose | SCL210026 | 7321 | STP-T5-OBAG2-CO | OBAG 2 | STP | -5005() | PE | Julian and St. James Couplet Conversion | | | \$0 | \$2,067,572 | \$2,067,572 |
| Santa Clara | Saratoga | SCL170054 | 6664 | STP-T5-OBAG2-CO | OBAG 2 | STP | STPL-5332(024) | CON | Saratoga Village Crosswalks and Sidewalk Rehab | RFA at CT-HQ | 2-Feb-2023 | \$0 | \$338,000 | \$338,000 |
| Santa Clara | Sunnyvale | SCL170017 | 6555 | ATP-ST-T5-3-FED | ATP-ST | ATP-FED | ATPL-5213(068) | CON | Sunnyvale SNAIL Neighborhood Improvements | RFA at CT-HQ | 6-Feb-2023 | \$0 | \$3,982,000 | \$3,982,000 |
| Santa Clara | Sunnyvale | SCL210023 | 7300 | STP-CRRSAA | OBAG 2 | CRRSAA+ | STPL-5213(074) | CON | Sunnyvale Bicycle, Pedestrian and SRTS Safety Imps | Obligated | 7-Nov-2022 | \$1,900,000 | \$1,900,000 | \$0 |
| Santa Clara | Sunnyvale | SCL170022 | 6566 | CMAQ-T5-OBAG2-CO | OBAG 2 | CMAQ | CML-5213(064) | PE | Java Dr Road Diet and Bike Lanes | Obligated | 6-Feb-2023 | \$286,000 | \$286,000 | \$0 |
| Santa Clara | Sunnyvale | SCL170020 | 6620 | CMAQ-T5-OBAG2-CO | OBAG 2 | CMAQ | CML-5213() | PE | Bernardo Avenue Bicycle Underpass | FR in progress | | \$0 | \$500,000 | \$500,000 |
| Santa Clara | Sunnyvale | SCL170023 | 6613 | CMAQ-T5-OBAG2-CO | OBAG 2 | CMAQ | CML-5213(061) | CON | Peery Park "Sense of Place" Improvements | Obligated | 6-Feb-2023 | \$2,329,000 | \$2,329,000 | \$0 |
| Solano | Fairfield | SOL210001 | 7182 | STP-T5-OBAG2-CO | OBAG 2 | STP | -5132() | CON | Fairfield - Cadenasso Drive Paving | | | \$0 | \$1,394,000 | \$1,394,000 |
| Solano | Fairfield | SOL170006 | 6536 | ATP-ST-T5-3-FED | ATP-ST | ATP-FED | -5132(047) | CON | East Tabor Tolenas SR2S Sidewalk Gap Closure | | | \$0 | \$1,440,000 | \$1,440,000 |
| Solano | STA | SOL110019 | 6270 | STP-T5-OBAG2-REG-SSM | OBAG 2 | STP | STPL-6249(054) | CON | Solano Safe Routes to School Program | Obligated | 9-Nov-2022 | \$600,000 | \$600,000 | \$0 |
| Solano | STA | SOL110006 | 4313 | CMAQ-T5-OBAG2-CO | OBAG 2 | CMAQ | -5030(069) | CON | Jepson: Leisure Town Road Phase 1B and 1C | | | \$0 | \$1,407,000 | \$1,407,000 |
| Solano | STA | SOL110006 | 4313 | EARMARK-T5-RE | EARMARK | EARMARK | -5030(069) | CON | Jepson: Leisure Town Road Phase 1B and 1C | | | \$0 | \$81,047 | \$81,047 |
| Solano | Vacaville | SOL110006 | 4313 | RIP-T4-12-FED-SOL | RTIP | RTIP-FED | RSTPLR-5094(069) | CON | Jepson: Leisure Town Road Phase 1B and 1C | Finalizing ROW Acq. | | \$0 | \$3,296,000 | \$3,296,000 |
| Solano | Vacaville | SOL110006 | 4313 | RIP-T5-18-FED-SOL | RTIP | RTIP-FED | RSTPLR-5094(069) | CON | Jepson: Leisure Town Road Phase 1B and 1C | Finalizing ROW Acq. | | \$0 | \$6,000,000 | \$6,000,000 |
| Solano | Vacaville | SOL170013 | 6686 | CMAQ-T5-OBAG2-CO | OBAG 2 | CMAQ | -5094() | CON | Vaca Valley/I505 Multimodal Improvements | | | \$0 | \$1,907,000 | \$1,907,000 |
| Solano | Vacaville | SOL210002 | 7209 | STP-T5-OBAG2-REG-HIP | OBAG 2 | STP | -5094() | CON | Vacaville Pavement Preservation | | | \$0 | \$1,900,000 | \$1,900,000 |
| Solano | Vallejo | SOL210020 | 7332 | STP-T5-OBAG2-REG-SSM | OBAG 2 | STP | -5030() | CON | Vallejo Springs Rd Pavement Preservation | Field Review and PES Submittal | 14-Jul-2022 | \$0 | \$1,800,000 | \$1,800,000 |
| Solano | Vallejo | SOL210007 | 7316 | CMAQ-T5-OBAG2-REG-CI | OBAG 2 | CMAQ | -5030() | CON | Vallejo Ferry Mobility Hub Improvement | Field Review and PES Submittal | 21-Jul-2022 | \$0 | \$200,000 | \$200,000 |
| Sonoma | Cotati | SON210002 | 7226 | STP-T5-OBAG2-REG-SSM | OBAG 2 | STP | STPL-5383(014) | CON | Cotati Downtown-Civic Center Connectivity Safety | AC Authorized | 20-Sep-2022 | \$0 | \$242,000 | \$242,000 |
| Sonoma | Rohnert Park | SON210009 | 7392 | RIP-COVID21-SON | RTIP | RTIP-FED | -5379() | CON | Southwest Boulevard Complete Streets | | | \$0 | \$2,285,000 | \$2,285,000 |
| Sonoma | Sebastopol | SON170021 | 6607 | STP-T5-OBAG2-CO | OBAG 2 | STP | STPL-5123(016) | CON | Bodega Avenue Bike Lanes and Pavement Rehab | Obligated | 23-Jan-2023 | \$1,195,000 | \$1,195,000 | \$0 |
| Sonoma | Son Co Reg Park | SON170025 | 6600 | STP-T5-OBAG2-REG-PCA | OBAG 2 | STP | STPL-5920(164) | CON | Joe Rodota Trail Bridge Replacement | NEPA Clearance | 30-Sep-2022 | \$0 | \$529,000 | \$529,000 |
| Sonoma | Son Co TA | SON170009 | 6505 | STP-T6-OBAG3-CO | OBAG 3 | STP | CMLNI-6364(021) | OTHER | Sonoma County - County-Wide SRTS Program | RFA at FHWA | 18-Nov-2022 | \$0 | \$1,910,000 | \$1,910,000 |
| Sonoma | Sonoma County | SON170014 | 6624 | STP-T5-OBAG2-CO | OBAG 2 | STP | STPL-5920(175) | CON | Crocker Bridge Bike and Pedestrian Passage | Obligated | 20-Jan-2023 | \$1,145,000 | \$1,145,000 | \$0 |
| Sonoma | Sonoma County | SON170014 | 6624 | STP-T5-OBAG2-REG-PCA | OBAG 2 | STP | STPL-5920(175) | CON | Crocker Bridge Bike and Pedestrian Passage | Obligated | 20-Jan-2023 | \$1,280,000 | \$1,280,000 | \$0 |
| | | | | | | | | | | | | \$45,117,767 | \$387,627,520 | \$342,509,753 |



Office of Local Assistance
Caltrans District 4
111 Grand Avenue, Oakland, CA 94612
Mail: P.O. Box 23660
Oakland, CA 94623-0660
 Fax: (510) 286-5229
 OLA Conference Room #12-688: (510) 286-5665

| | | | | | | | | | |
|--|----------------|---|----------------|--|----------------|--|----------------|--|----------------|
| Ephrem Meharena, Chief, Office of Local Assistance, Supv. TE (Unit 0603) | (510) 960-0806 | | | | | | | | |
| Teppitak (Jimmy) Panmai, Sr. TE (Unit 0642) | (510) 507-9943 | | | | | | | | |
| <i>(DBE/EEO Program Coordinator) SM/SF/CC Counties</i> | | | | | | | | | |
| Marco Militante, Transp. Engr., San Mateo County | (510) 421-6389 | | | | | | | | |
| Alan Wong, Transp. Engr., Contra Costa County, MTC | (510) 410-0108 | | | | | | | | |
| David Pneh, Transp. Engr., Contra Costa County, PPM/XCH/FTA | (510) 407-4760 | | | | | | | | |
| Ruben Izon, Transp. Engr., San Francisco, DBE Support | (341) 766-2527 | | | | | | | | |
| Michael Hufana, AGPA, Invoice/Local Assistance Program Support | (510) 849-7984 | | | | | | | | |
| Singh, Bahadur, Sr. TE (Unit 0644) | (510)496-9543 | | | | | | | | |
| <i>(ER Coordinator) ALA/SCL Counties</i> | | | | | | | | | |
| Iris Chi, Transp. Engr., Santa Clara cities | (510) 960-0803 | | | | | | | | |
| Val Chauhan, Transp. Engr., Alameda cities & County | (510) 542-0278 | | | | | | | | |
| Kevin Tran, Transp. Engr., Alameda & Santa Clara cities | (510) 926-0602 | | | | | | | | |
| VACANT, Transp. Engr., Alameda & Santa Clara cities | (510) | | | | | | | | |
| Lisa Wolf, AGPA, Invoice/Local Assistance Program Support | (510) 421-6265 | | | | | | | | |
| Calvin Tan, AGPA, Reports/Local Assistance Program Support | (341)766-2465 | | | | | | | | |
| Sealey, Herman, Sr. TE (Unit 0643) MRN/NAP/SOL/SON counties | (510) 926-0556 | | | | | | | | |
| <i>(HBP Coordinator)</i> | | | | | | | | | |
| Robert Le, Transp. Engr., Marin cities & County, | (510) 960-0938 | | | | | | | | |
| Moon Rana, Transp. Engr., Solano cities & County | (510) 421-8017 | | | | | | | | |
| Ken Nguyen, Transp. Engr., Sonoma County only | (510) 960-0934 | | | | | | | | |
| Kristoffer Flores, Transp. Engr., Sonoma/Marin cities/Napa County, SMART ... | (510) 853-4077 | | | | | | | | |
| VACANT, AGPA, Invoice/Local Assistance Program Support | (510) | | | | | | | | |
| Tom Holstein, Sr. Env. Planner (Unit 0659) | (510) 960-0794 | | | | | | | | |
| <i>(Environmental Manager)</i> | | | | | | | | | |
| Kelli Alahan, Senior Environmental Scientist | (510) 421-6224 | | | | | | | | |
| Dan Rivas, Assoc. Env. Planner, Napa, San Francisco, Santa Clara, Alameda | (510) 496-9416 | | | | | | | | |
| Thomas Premo, Env. Planner, Alameda, Contra Costa, Solano | (510) 496-9273 | | | | | | | | |
| Hugo Ahumada, Assoc. Env. Planner, Marin, San Mateo, Sonoma | (510) 506-9362 | | | | | | | | |
| Keevan Harding, Assoc. Env. Planner (Biologist) | (510) 421-4327 | | | | | | | | |
| VACANT, AGPA, Environmental/Local Assistance Program Support | (510) | | | | | | | | |
| Xi Zhang, Sr. TE (Unit 0643) | (510) 960-0785 | | | | | | | | |
| <i>(ATP/HSIP Coordinator, Database//Env/IT Support, Santa Clara County only)</i> | | | | | | | | | |
| Louis Schuman, Sr. TE (Unit 0642) | (510) 960-0820 | | | | | | | | |
| <i>(SB-1/STIP/Discretionary & Section 130 Coordinator, GGBHTD/BART)</i> | | | | | | | | | |
| <table border="0"> <tr> <td>Haiyan Zhang, Sr. Env. Planner (HQ, NEPA Assignment)</td> <td>(510) 286-5235</td> </tr> <tr> <td>Girmay Beyene, Sr. TE (HQ, Construction Oversight Engineer)</td> <td>(916) 275-4587</td> </tr> <tr> <td>Patrick Dussell, Sr. TE (HQ, Construction Oversight Engineer)</td> <td>(916) 202-9216</td> </tr> <tr> <td>Linda Phoen, Clean CA Local Grant Program Sr. TE(D4-Maint.)</td> <td>(408) 595-4007</td> </tr> </table> | | Haiyan Zhang, Sr. Env. Planner (HQ, NEPA Assignment) | (510) 286-5235 | Girmay Beyene, Sr. TE (HQ, Construction Oversight Engineer) | (916) 275-4587 | Patrick Dussell, Sr. TE (HQ, Construction Oversight Engineer) | (916) 202-9216 | Linda Phoen, Clean CA Local Grant Program Sr. TE(D4-Maint.) | (408) 595-4007 |
| Haiyan Zhang, Sr. Env. Planner (HQ, NEPA Assignment) | (510) 286-5235 | | | | | | | | |
| Girmay Beyene, Sr. TE (HQ, Construction Oversight Engineer) | (916) 275-4587 | | | | | | | | |
| Patrick Dussell, Sr. TE (HQ, Construction Oversight Engineer) | (916) 202-9216 | | | | | | | | |
| Linda Phoen, Clean CA Local Grant Program Sr. TE(D4-Maint.) | (408) 595-4007 | | | | | | | | |

Project End Date Reporting

Last Updated: 3/1/2023

*** 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 |
|-----------------------------|--------|---------------------|------------------------------------|------------------------------|----------|---------|----------|------------------|-------------------------|----------------------|--|---------------|-------------------------|--------------------|-------------------|------------------------------------|------------------------------|---|------------------------------|--------------------|-------------|
| 5438(018) | STPL | East Palo Alto | 100.0% | | | | 03/05/20 | | 08/31/21 * | -19 | ● PED Expired | 1 | Approv | | 1 | | | SEQ# 1(8/31/2021 to Present) | 042000013 | | ACTIVE |
| 5029(035) | CML | Redwood City | 20.0% | | | | 02/27/18 | | 07/31/22 * | -8 | ● PED Expired | 1 | Approv | | 1 | | | SEQ# 1(7/31/2022 to Present) | 0416000282 | | ACTIVE |
| 5438(011) | HPLUL | East Palo Alto | 100.0% | | 04/04/12 | | | | 09/30/22 * | -6 | ● PED Expired | 6 | Approv | | 1 | | | SEQ# 6(9/30/2022 to Present) | 0400021118 | 2W | ACTIVE |
| 5935(064) | BPMP | San Mateo County | 25.0% | | 08/10/18 | | | | 10/31/22 * | -4 | ● PED Expired | 1 | Approv | | 1 | | | SEQ# 1(10/31/2022 to Present) | 0413000030 | | ACTIVE |
| 5268(021) | CML | Belmont | 66.7% | | | | 12/23/20 | | 11/01/22 | -4 | ● PED Expired | 1 | Approv | | 1 | | | SEQ# 1(11/1/2022 to Present) | 0419000270 | | ACTIVE |
| 5177(039) | BPMP | South San Francisco | 75.0% | | 11/19/19 | | | | 12/30/22 * | -2 | ● PED Expired | 2 | Pend HQ | 04/30/26 | 1 | | | SEQ# 1(12/30/2022 to SEQ# 2 Approval) | 0418000191 | | ACTIVE |
| 5196(040) | ATPL | Daly City | 33.3% | | 04/17/17 | | 07/02/20 | | 12/31/22 * | -2 | ● PED Expired | 2 | Approv | | 1 | | | SEQ# 2(12/31/2022 to Present) | 0417000097 | | ACTIVE |
| 5177(033) | CML | South San Francisco | 75.0% | | 01/31/14 | | 01/09/17 | | 03/31/23 | 1 | ◆ PED 0 to < 3 mos | 4 | Approv | | 1 | 3-WR | Yes (Partial) | SEQ# 3(09/01/2020 to 1/14/2021)w | 0414000209 | 2W | ACTIVE |
| 5196(042) | STPL | Daly City | 33.3% | | | | 01/02/20 | | 05/09/23 * | 2 | ◆ PED 0 to < 3 mos | 4 | Pend HQ | 05/13/25 | | | | | 0419000152 | | ACTIVE |
| 5357(010) | BRLS | Half Moon Bay | 0.0% | | 02/27/18 | | | | 06/30/23 * | 4 | ◆ PED 3 to < 6 mos | 2 | Approv | | | | | | 0417000486 | | ACTIVE |
| 5333(012) | BRLS | Woodside | 0.0% | | 03/16/12 | | 03/26/21 | | 12/30/23 | 10 | ◆ PED 6+ mos | 4 | Approv | | | | | | 0412000119 | 2W | ACTIVE |
| 5935(075) | ATPLNI | San Mateo County | 25.0% | | | | 06/15/17 | | 01/01/24 | 10 | ◆ PED 6+ mos | 2 | Approv | | | | | | 0417000250 | 2W | ACTIVE |
| 5029(032) | BPMP | Redwood City | 20.0% | | 03/21/14 | | | | 03/21/24 * | 12 | ◆ PED 6+ mos | 2 | Approv | | | | | | 0414000103 | 2W | ACTIVE |
| 5268(022) | STPL | Belmont | 66.7% | | | | 03/04/22 | | 05/01/24 | 14 | ◆ PED 6+ mos | 1 | Approv | | | | | | 0421000026 | | ACTIVE |
| 5935(087) | STPL | San Mateo County | 25.0% | | 11/01/21 | | 08/29/22 | | 06/30/24 | 16 | ◆ PED 6+ mos | 3 | Approv | | | | | | 0422000053 | | ACTIVE |
| 5171(023) | CML | Burlingame | 0.0% | | | | 06/24/20 | | 07/01/24 | 16 | ◆ PED 6+ mos | 2 | Approv | | | | | | 0418000443 | | ACTIVE |
| 5102(049) | BRLS | San Mateo | 50.0% | | 06/09/18 | | | | 07/28/24 | 17 | ◆ PED 6+ mos | 2 | Approv | | 1 | | | SEQ# 1(8/6/2020 to 5/6/2021) | 0417000373 | | ACTIVE |
| 5376(016) | STPL | Brisbane | 0.0% | | | | 12/06/22 | | 09/15/24 | 18 | ◆ PED 6+ mos | 1 | Approv | | | | | | 0421000136 | | ACTIVE |
| 5102(051) | STPL | San Mateo | 50.0% | | | | 03/07/22 | | 10/31/24 * | 20 | ◆ PED 6+ mos | 2 | Pend HQ | No change | | | | | 0420000363 | | ACTIVE |
| 5196(044) | STPL | Daly City | 33.3% | | | | 01/05/23 | | 12/29/24 | 22 | ◆ PED 6+ mos | 1 | Approv | | | | | | 0422000336 | | ACTIVE |
| 5177(047) | CRRSAL | South San Francisco | 75.0% | | | | 09/09/22 | | 12/31/24 | 22 | ◆ PED 6+ mos | 1 | Approv | | | | | | 0422000384 | | ACTIVE |
| 5226(023) | CML | San Bruno | 50.0% | | 11/16/18 | | | | 01/01/25 | 22 | ◆ PED 6+ mos | 2 | Approv | | 1 | | | SEQ# 1(11/1/2020 to 3/18/2021) | 0419000066 | | ACTIVE |

Project End Date Reporting

Last Updated: 3/1/2023

*** 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 |
|-----------------------------|--------|--|------------------------------------|------------------------------------|----------|---------|----------|------------------|----------------------------|----------------------|---|---------------|-------------------------|--------------------|-------------------|------------------------------------|------------------------------|---|------------------------------|--------------------|-------------|
| 5390(006) | STPL | Portola Valley | 0.0% | | | | 01/20/23 | | 03/31/25 | 25 | ◆ PED 6+ mos | 1 | Approv | | | | | | 0423000011 | | ACTIVE |
| 6419(027) | CMLNI | City/County Association of Governments of San Mateo Countv | 0.0% | | | | 10/18/17 | | 03/31/25 * | 25 | ◆ PED 6+ mos | 2 | Approv | | | | | | 0418000108 | | ACTIVE |
| 5438(015) | HPLUL | East Palo Alto | 100.0% | | 11/27/13 | | 12/20/22 | | 06/28/25 | 28 | ◆ PED 6+ mos | 5 | Approv | | 1 | | | SEQ# 4(10/30/2022 to 12/20/2022) | 0414000191 | 2W | ACTIVE |
| 5226(026) | STPL | San Bruno | 50.0% | | | | 09/13/22 | | 06/30/25 | 28 | ◆ PED 6+ mos | 1 | Approv | | | | | | All AC | | ACTIVE |
| 5029(039) | STPL | Redwood City | 20.0% | | | | 09/12/22 | | 08/31/25 | 30 | ◆ PED 6+ mos | 1 | Approv | | | | | | 0422000084 | | ACTIVE |
| 5357(011) | CML | Half Moon Bay | 0.0% | | | | 02/21/23 | | 12/31/25 | 34 | ◆ PED 6+ mos | 1 | Approv | | | | | | Pending | | ACTIVE |
| 5177(040) | CML | South San Francisco | 75.0% | | 01/04/19 | | 09/09/22 | | 12/31/26 | 46 | ◆ PED 6+ mos | 2 | Approv | | 1 | | | SEQ# 1(2/1/2022 to 9/9/2022) | 0419000112 | | 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(044) | CML | San Mateo County | 25.0% | | | | 02/05/09 | "Fin" Invoice | NA-Zero \$ * | | ■ No PED Established | 3 | Approv | | | | | | 0400001511 | | ACTIVE |
| 5268(020) | STPL | Belmont | NA | | 04/09/15 | | | Acct Final | 12/01/18 * | -52 | ■ NA-Closing | 1 | Approv | | 1 | | | SEQ# 1(12/1/2018 to Present) | 0415000290 | 7D | ACTIVE |
| 5299(013) | STPL | Millbrae | NA | 02/06/15 | | | | Acct Final | NA-Zero \$ * | | ■ NA-Closing | 1 | Approv | | | | | | 0415000126 | 7D | 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: LSRPDWG

DATE: March 9, 2023

FR: Bryan Redmond

RE: Bipartisan Infrastructure Law Programs Update

On November 15, 2021, the President signed the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA), which contains billions of dollars of investment into the nation's surface transportation networks, including public transit. There is a substantial amount of funding in competitive programs, which are summarized in the attached matrix.

The matrix contains the nationwide totals for the major programs to which some or all transit agencies in the Bay Area may be able to successfully apply for a grant. The "Authorized" totals reflect the maximum possible grant under the BIL, including funding committed from the Highway Trust Fund, advance appropriations from the General Fund, as well as funding subject to appropriation in future years. The "Guaranteed" amount excludes funding subject to appropriations as that funding is significantly less certain. Funding totals are presented over the course of five years. In the programs shared in this matrix, there is \$99 billion guaranteed available over five years.

USDOT recently published a table, available at <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>, that shows anticipated dates for upcoming NOFOs. Key programs listed of interest to TFWG include:

| Program | Opening Date |
|---|--------------|
| Safe Streets and Roads for All Grant Program | April 2023 |
| Ferry Programs: Ferry Service for Rural Communities Program; Passenger Ferry Boat Program | April 2023 |
| Transit-Oriented Development Pilot Program | May 2023 |
| Multimodal Project Discretionary Grant Opportunity (Mega , INFRA , and Rural) | Spring 2023 |

| | |
|--|-------------|
| Railroad Crossing Elimination Program | Summer 2023 |
| Consolidated Rail Infrastructure & Safety Improvements Grant Program | Fall 2023 |

Currently, the following programs have NOFOs available:

| Program | Due Date | NOFO Link |
|---|--|----------------------|
| Federal-State Partnership for Intercity Passenger Rail (Outside Northeast Corridor) | Applications due April 21, 2023* (<i>Extended from March 7</i>) | NOFO |
| Buses and Bus Facilities | Applications due April 13, 2023 | NOFO |
| Low or No Emission Vehicle | Applications due April 13, 2023 | NOFO |

For regularly updated information, please see the MTC website: [here](#).

Attachments:

BIL Funding Program Matrix

Please direct questions or requests for information to Bryan Redmond at (415) 778-5311 or bredmond@bayareametro.gov.

BIL Discretionary Grant Programs: Targets for Bay Area Surface Transportation Projects

| Category | Program Name | Authorized Funding Amount (In Millions) | Guaranteed Funding Amount (In Millions) | Description | New | Funding Availability | Links for Further Information |
|--|---|---|---|---|---------|------------------------------------|-------------------------------|
| Transit & Intercity Rail Expansion and Modernization | Capital Investment Grants* | \$23,000 | \$18,000 | Major Transit Capital Projects | No | Rolling applications | N/A |
| Transit & Intercity Rail Expansion and Modernization | Federal-State Partnership for Intercity Passenger Rail (Outside Northeast Corridor) | \$19,500 | \$12,000 | Intercity Rail Rehab, Improvement, Expansion | Revised | Applications due March 7, 2023 | NOFO |
| Transit & Intercity Rail Expansion and Modernization | Consolidated Rail Infrastructure and Safety Improvements (CRISI) | \$10,000 | \$5,000 | Intercity Rail Safety, Efficiency, Reliability | No | Applications due December 1, 2022 | NOFO |
| Transit & Intercity Rail Expansion and Modernization | Railroad Crossing Elimination Program | \$5,500 | \$3,000 | Railway Grade Separation Projects | Yes | Applications due October 4, 2022 | NOFO |
| Transit & Intercity Rail Expansion and Modernization | Low- and Zero-Emission Bus Program | \$5,600 | \$5,600 | Low-No Emission Bus Fleets and Infrastructure | No | Applications due April 13, 2023 | NOFO |
| Transit & Intercity Rail Expansion and Modernization | All Stations Accessibility Program | \$1,750 | \$1,750 | Americans with Disabilities Act (ADA) Rail Station Improvements | Yes | Applications due October 7, 2022 | NOFO |
| Transit & Intercity Rail Expansion and Modernization | Competitive Grants for Rail Vehicle Replacement Program | \$1,500 | \$1,500 | Rail Rolling Stock | Yes | Applications due January 5, 2023 | NOFO |
| Transit & Intercity Rail Expansion and Modernization | Discretionary Bus and Bus Facilities | \$2,341 | \$2,341 | Bus and Bus Facility Procurements | No | Applications due April 13, 2023 | NOFO |
| Transit & Intercity Rail Expansion and Modernization | Electric or Low-Emitting Ferry Program | \$500 | \$250 | Low-No Emission Ferries/Retrofits | Yes | Applications due September 6, 2022 | NOFO |

BIL Discretionary Grant Programs: Targets for Bay Area Surface Transportation Projects

| Category | Program Name | Authorized Funding Amount (In Millions) | Guaranteed Funding Amount (In Millions) | Description | New | Funding Availability | Links for Further Information |
|--|--|---|---|--|-----|-------------------------------------|-------------------------------|
| Transit & Intercity Rail Expansion and Modernization | Federal Transit Administration Discretionary Ferry Program | \$150 | \$150 | Low-No Emissions Ferries/Retrofits | No | Applications due September 6, 2022 | NOFO |
| Nationally Significant Mobility & Goods Movement | MEGA (National Infrastructure Project Assistance) | \$15,000 | \$5,000 | Major Projects over \$500M (With Exceptions) | Yes | Applications due May 23, 2022 | NOFO |
| Nationally Significant Mobility & Goods Movement | INFRA | \$8,000 | \$8,000 | Highway Freight, Rail Grade Separations | No | Applications due May 23, 2022 | NOFO |
| Nationally Significant Mobility & Goods Movement | Port Infrastructure Development Program | \$2,250 | \$2,250 | Various Port Safety/Reliability/Efficiency Projects | No | Applications due May 16, 2022 | NOFO |
| Nationally Significant Mobility & Goods Movement | Reduce Truck Emissions at Port Facilities | \$400 | \$400 | Port Emissions Reductions Projects | Yes | TBD | N/A |
| Nationally Significant Mobility & Goods Movement | Congestion Relief Program | \$250 | \$250 | Deployment and Operation of Congestion Management Strategies | Yes | TBD | N/A |
| Safety, Equity, Resilience & Other Local Priority Projects | RAISE (Local & Regional Project Assistance) | \$15,000 | \$7,500 | Local and Regional Surface Transportation Priorities | No | Applications due February 28, 2023 | NOFO |
| Safety, Equity, Resilience & Other Local Priority Projects | Safe Streets & Roads for All | \$6,000 | \$5,000 | Vision Zero Planning and Implementation | Yes | Applications due September 15, 2022 | NOFO |

BIL Discretionary Grant Programs: Targets for Bay Area Surface Transportation Projects

| Category | Program Name | Authorized Funding Amount (In Millions) | Guaranteed Funding Amount (In Millions) | Description | New | Funding Availability | Links for Further Information |
|--|--|---|---|--|-----|---|-------------------------------|
| Safety, Equity, Resilience & Other Local Priority Projects | PROTECT Resilience Grants | \$1,400 | \$1,400 | Transportation Resilience Planning and Project Implementation | Yes | TBD | N/A |
| Safety, Equity, Resilience & Other Local Priority Projects | Reconnecting Communities | \$1,000 | \$1,000 | Removing or Retrofitting Highways to Restore Community Connectivity | Yes | Applications due October 13, 2022 | NOFO |
| Bridge & Highway | Rural Surface Transportation Grant Program | \$2,000 | \$2,000 | Road and Bridge Projects Outside UZAs Greater than \$200,000 | Yes | Applications due May 23, 2022 | NOFO |
| Bridge & Highway | Charging and Fueling Infrastructure Grants | \$2,500 | \$2,500 | Alternative Fueling Infrastructure | Yes | TBD | N/A |
| Bridge & Highway | Bridge Investment Program | \$15,800 | \$12,500 | Bridge Replacement, Rehab, Preservation, Protection | Yes | Applications due July 25 2022 (Planning), August 9 2022 (Large bridge), September 8 2022 (Standard) | NOFO |
| Safety, Equity, Resilience & Other Local Priority Projects | SMART Grants | \$1,000 | \$500 | Demonstration Projects Utilizing Innovative Technology to Improve Transportation Efficiency and Safety | Yes | Applications due November 18, 2022 | NOFO |

BIL Discretionary Grant Programs: Targets for Bay Area Surface Transportation Projects

| Category | Program Name | Authorized Funding Amount (In Millions) | Guaranteed Funding Amount (In Millions) | Description | New | Funding Availability | Links for Further Information |
|--|--|---|---|--|-----|------------------------------------|-------------------------------|
| Safety, Equity, Resilience & Other Local Priority Projects | Intelligent Transportation Systems Program | \$550 | \$550 | Intelligent Transportation Systems Projects, Including Connected/Autonomous Vehicles | No | TBD | N/A |
| Safety, Equity, Resilience & Other Local Priority Projects | Wildlife Crossings Pilot Program | \$350 | \$0 | Road Safety Program to Mitigate Wildlife-Vehicle Collisions | Yes | TBD | N/A |
| Safety, Equity, Resilience & Other Local Priority Projects | ATTAIN Grants; https://highways.dot.gov/newsroom/biden-harris-administration-announces-160-million-available-smart-transportation | \$60 | \$0 | Deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, performance, intermodal connectivity, and infrastructure return on investment | No | Applications due November 18, 2022 | NOFO |

* This assumes Congress maintains its historic commitment of approximately \$2 billion per year in annual appropriations; Supplemental \$8 billion in upfront stimulus.