

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, April 17, 2025	Join by Zoom Webinar: https://us02web.zoom.us/j/83547883137?pwd=bmCT1kkrQLqDXZhShlNBhGfau80ANJ.1
Time: 1:15 p.m.	Zoom Webinar ID: 835 4788 3137
Location: San Mateo County Transit District Office 1250 San Carlos Ave, 2 nd Fl. Auditorium, San Carlos, CA	Password: 269922
	Join by Phone: (669) 900-6833

HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

This meeting of the C/CAG TAC Committee will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the agency, or of the acts or omissions of the Board and committees. Speakers shall not disrupt, disturb, or otherwise impede the orderly conduct of a Board meeting. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

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|--|-----------------|--------------|
| 1. Call to Order/Roll Call | Willis/Stillman | No materials |
| 2. Public comment on items not on the agenda (limited to 2 minutes)
<i>Note: Public comment is limited to two minutes per speaker. Please refer to the instructions at the end of this agenda for details regarding how to provide public comments. Members of the public who wish to address the Committee should complete a speaker's slip to make a public comment in person or raise their hand in Zoom to speak virtually.</i> | Willis/Stillman | No materials |
| 3. Issues from the April C/CAG Board meetings <ul style="list-style-type: none">Received a presentation on the Smart Corridor construction project.Provided an update on Regional Transportation Measure SB 63 (Weiner). | Cheung | No materials |
| 4. Approval of minutes from the March 20, 2025 Meeting. (Action) | Cheung | Page 1-3 |
| 5. Review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2025-2026 State Transit Assistance (STA) Population-Based funds. (Action) | Lacap | Page 4-14 |

6.	Review and recommend approval of up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA) for Town of Hillsborough's Rapid Electric Vehicle Chargers. (Action)	Wever	Page 15-16
7.	Discussion of a proposal to conduct multi-year Transportation Fund for Clean Air Funds (TFCA) Call for Project process. (Information)	Wever	Page 17-19
8.	Receive a presentation by Caltrans on the upcoming construction of the US101/SR 92 Short Term Area Improvement Project and other State Highway Operation and Protection Program (SHOPP) projects within San Mateo County. (Information)	Cheung	Page 20-21
9.	Discussion on potential Safe Streets for All (SS4A) implementation grant application. (Information)	Lacap	Page 22-23
10.	Receive information on regional project and funding related items. (Information)	Lacap	Page 24-34
11.	Executive Director Report	Charpentier	No materials
12.	Member Reports	All	
13.	Adjournment.	Willis/Stillman	No materials

The next regularly scheduled meeting is on May 15, 2025.

Future potential agenda topics:

- a. Emergency Mutual Aid Resources
- b. Transit Priority Plan for Roadways

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

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

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

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

PUBLIC PARTICIPATION DURING HYBRID MEETINGS: During hybrid meetings of the Technical Advisory

Committee, members of the public may address the Committee as follows:

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

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

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

*In-person participation:

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

*Remote participation:

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

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

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

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

HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

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

Members		March			
No.	Agency	IN-PERSON	ABSENT	REMOTE	REMOTE
				AB 2449	Publicly Accessible Teleconference Location
1	Hillsborough Engineering	Paul Willis (Co-Chair)			
2	San Mateo County Engineering	Ann Stillman (Co-Chair)			
3	SMCTA / SamTrans	Jessica Manzi			
4	Atherton Engineering	Tim Au (Alternate)			
5	Belmont Engineering	Nisha Patel			
6	Brisbane Engineering	Randy Breault			
7	Burlingame Engineering		Absent		
8	C/CAG	Sean Charpentier			
9	Colma Engineering		Absent		
10	Daly City Engineering	Richard Chiu			
11	East Palo Alto Engineering		Absent		
12	Foster City Engineering		Absent		
13	Half Moon Bay Engineering	Maz Bozorginia			
14	Menlo Park Engineering	Azalea Mitch			
15	Millbrae Engineering	Ahmad Haya (Alternate)			
16	Pacifica Engineering	Roland Yip (Alternate)			
17	Redwood City Engineering	Tanisha Warner			
18	San Bruno Engineering		Absent		
19	San Carlos Engineering		Absent		
20	San Mateo Engineering	Matt Fabry			
21	South San Francisco Engineering		Absent		
22	Woodside Engineering	Yaz Emrani			
	Non-Voting Members				
1	MTC		Absent*		
2	Caltrans		Absent		

*Committee Member attended as public member via zoom

The three-hundred fourth (304th) meeting of the Technical Advisory Committee took place on March 20, 2025 at 1:23 p.m.

TAC members attending are listed on the Roster and Attendance table on the preceding page. Others attending the meeting in person were Jeff Lacap, Kim Wever – C/CAG; and others not noted. Others attending the meeting remotely were Kaki Cheung, Eva Gaye – C/CAG; James Choe*, Lulu Mao, Chris Tseng, Gillian Adams, Joel Mandella – MTC; Patrick Gilster – SMCTA and others not noted.

1. Call to Order/Roll Call

Co-Chair Willis called the meeting to order.

2. Public comment on items not on the agenda

None.

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

C/CAG staff Kim Wever shared the key items from the March Board meeting, as noted on the meeting agenda.

C/CAG Executive Director Sean Charpentier added that the C/CAG Board approved changes to the TDM Policy allowing exemptions for 100% affordable housing projects and giving the Executive Director discretion to approve local TDM plans that align with policy goals. An appeal process for exemption decisions was also added, along with stricter monitoring requirements for custom local plans.

4. Approval of minutes from the February 20, 2025 Meeting. (Action)

Motion – To approve the minutes from the February 20, 2025 meeting, Breault/Fabry. Chiu and Emrani abstained. All other members in attendance voted to approve. Motion passed. 13-0-2.

5. Receive an update on the US 101 adaptive ramp metering project. (Information)

Lulu Mao, Principal Engineer at MTC, presented an update on the US 101 adaptive ramp metering project, a collaboration between Caltrans and MTC aimed at improving traffic flow along US 101 from SR-85 to San Antonio Road. The project replaces traditional time-of-day metering with adaptive metering that uses real-time traffic data to dynamically adjust ramp metering rates. This system is designed to reduce congestion, improve travel times, and enhance safety by smoothing merging and reducing stop-and-go traffic. Caltrans has successfully implemented similar systems in Southern California, which have shown measurable benefits. The project became active in early 2025, and ongoing monitoring is in place to fine-tune operations.

Lulu directed local jurisdictions to email or call her or Chris Tseng from Caltrans any feedback or adjustments as needed. Public outreach and communication with local agencies continue to be part of the rollout process.

6. Receive a presentation on the MTC Transit-Oriented Communities (TOC) Policy. (Information)

Gillian Adams, Principal Planner at MTC, presented on MTC's Transit Oriented Communities (TOC) Policy, which ties regional transportation funding to local land use planning and housing outcomes. The policy aims to support dense, affordable, and equitable development near high-quality transit by setting clear expectations for jurisdictions receiving funding. Gillian emphasized that the policy is meant to align local planning with the region's climate and equity goals. Technical assistance and support will be available to help cities meet policy requirements.

Committee members raised questions about how progress will be tracked and how flexibility will be applied based on local context. Concerns were also voiced about balancing regional goals with local control. Overall, the policy represents a shift toward linking transportation investment with measurable land use outcomes.

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

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

8. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier shared that he will email the Committee on the following: BPAC and CMEQ Committee Recruitments, Draft Caltrans Bike Plan, and MTC's high school intern program.

9. Member Reports (Information)

Member Manzi shared that Patrick Gilster will be emailing the Highway Program funding survey with anticipated \$75M call for projects. Also, for the next ACR/TDM grant, \$5M is available and the project maximum will be \$500,000.

Member Mitch thanked C/CAG staff Jeff Lacap for his on-going assistance with delivering their OBAG 3 project in Menlo Park.

10. Adjournment

Co-Chair Willis adjourned the meeting at 2:18 p.m.

C/CAG AGENDA REPORT

Date: April 17, 2025

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2025-2026 State Transit Assistance (STA) Population-Based funds.

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

RECOMMENDATION

That the Technical Advisory Committee review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2025-2026 State Transit Assistance (STA) Population-Based funds.

FISCAL IMPACT

Based on the latest STA fund estimate published in February 2025, an estimated amount of \$2,733,545 is available in the Population-Based State Transit Assistance (STA) program for San Mateo County in Fiscal Year 2025-2026.

SOURCE OF FUNDS

The State Transit Assistance (STA) Program funds are derived from a sales tax on diesel fuel. The funding for the program is split between a Revenue Based Program, which is distributed to transit operators by MTC. The Population-Based Program is distributed to the Bay Area based on the 19% share of the state's population. In Fiscal Year 2025-2026, San Mateo County will receive approximately \$2,733,545 in Population- Based State Transit Assistance (STA) funding, based on the current STA Fund Estimate.

BACKGROUND

According to the proposed Fiscal Year 2025-2026 State Budget, the Bay Area would receive \$77 million in Population based STA funds. The state allocates Revenue-Based STA to transit operators based on their revenue, as defined by PUC 99314 (b). The Metropolitan Transportation Commission (MTC) receives a share of the Population-Based STA money under a population formula.

In the past, the MTC Resolution 3837 governed the State Transit Assistance (STA) Population-Based fund distribution policy. Under Resolution 3837, funding was distributed to fund northern county small transit operators, Regional Paratransit, the Lifeline Transportation Program, and

MTC regional coordination programs. Paratransit and Lifeline Transportation Program funds were further distributed among the nine bay area counties.

The purpose of the Lifeline Program is to fund projects, identified through the community-based transportation planning (CBTP) process. The process aims to improve the mobility of residents within Equity Priority Communities. Identified by MTC, Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color.

MTC assigned STA funds to each county and then split each county's share to fund a) Paratransit service and b) to fund the Lifeline Transportation Program. MTC often added a small amount of other funds to the Lifeline Transportation Program funds, but a significant portion of the funds for every cycle came from the STA Population-Based funds.

Since 2006, the Metropolitan Transportation Commission (MTC) delegated the responsibility of administering the Lifeline Transportation Program to C/CAG. In 2018, under MTC Resolution 4321, MTC established the new STA County Block Grant Program policy, whereby the nine Bay Area Congestion Transportation Agencies (CTA) would determine how to invest the population-based STA funds in public transit services and lifeline transportation services. MTC developed a formula distribution to each county that factors STA eligible small transit operators, regional paratransit, and the Lifeline Transportation Program.

As the CTA, C/CAG coordinates with STA-eligible transit operators and develops the STA Population-Based distribution policy within San Mateo. SamTrans is the only STA-eligible operator in San Mateo County. In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG has continued to set aside its share of STA funding for a Lifeline Transportation Program Call for Projects.

Fiscal Year 2025-2026

For Fiscal Year 2025-2026, the County share of population-based STA funds is estimated to be \$2,733,545 per the Governor's budget. This estimate may change depending on the actual STA revenue generated.

In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG staff is proposing to continue the historical breakdown of 37% for paratransit and 63% for the Lifeline programs in Fiscal Year and 2025-26. This would result in approximately \$1,011,412 for paratransit and \$1,221,133 for the next cycle of the Lifeline Transportation Program, slated to begin in Winter 2025. On April 7, 2025, C/CAG staff discussed this with the SamTrans staff and received concurrence on the proposal.

Recommendation

C/CAG Staff requests that the Technical Advisory Committee review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2025-2026 State Transit Assistance (STA) Population-Based funds.

EQUITY IMPACTS AND CONSIDERATIONS

STA Population-Based funds are allocated to the Lifeline Transportation Program, which is administered by C/CAG. This program supports projects identified through the Community-Based Transportation Planning (CBTP) process, which aims to improve mobility for residents in Equity Priority Communities (EPCs). Designated by MTC, EPCs are census tracts with a high concentration of underserved populations, including low-income households and people of color.

ATTACHMENT

1. MTC Resolution No. 4321

Date: February 28, 2018
W.I.: 1511
Referred By: PAC
Revised: 02/27/19-C
02/23/22-C

ABSTRACT

Resolution No. 4321, Revised

This resolution establishes a policy for the programming and allocation of State Transit Assistance (STA) funds and State of Good Repair Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313, and 99314.

This resolution supersedes Resolution No. 3837.

This resolution was revised on February 27, 2019 to update the STA Population-Based County Block Grant performance measure requirements for small and medium sized transit operators as well as to make adjustments to the State of Good Repair (SGR) Program Revenue-Based program policies to reflect updated Caltrans SGR Program guidelines.

This resolution was revised on February 23, 2022 to suspend the County Block Grant program for FY 2022-23 to implement the American Rescue Plan funding exchange.

Further discussion of this action is contained in the Executive Director's Memorandum to the Programming and Allocations Committee dated January 3, 2018 and the MTC Programming and Allocations Committee Summary Sheets dated February 14, 2018, February 13, 2019 and February 9, 2022.

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

Re: Adoption of MTC's State Transit Assistance (STA) and State of Good Repair Program Programming and Allocation Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4321

WHEREAS, State Transit Assistance (STA) funds are to be used to enhance public transportation service, including community transit service, and to meet high priority regional transportation needs; and

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, both STA and SGR Program funds are distributed by the State Controller's Office pursuant to Public Utilities Code § 99313 and 99314, a Population-Based and Revenue-Based program, respectively; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency for the San Francisco Bay Area, is responsible for the allocation of STA and SGR Program funds available to eligible claimants in this region; and

WHEREAS, MTC adopted an STA Allocation Policy in Resolution No. 3837 in 2008; and

WHEREAS, SB 1 significantly increased the amount of funding to the STA program and established the SGR Program; and

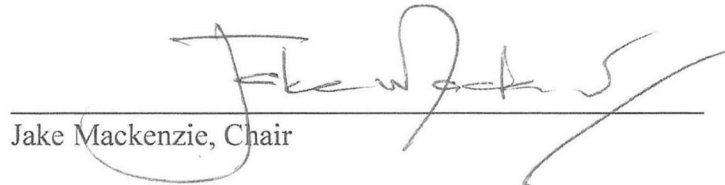
WHEREAS, in order to align the allocation of STA and SGR Program funding with the Bay Area's most pressing transportation needs; now, therefore, be it

RESOLVED, that MTC adopts its State Transit Assistance and State of Good Repair Program Programming and Allocation Policy described in Attachment A, attached hereto and incorporated by reference, for guidance to eligible claimants in the preparation of their

applications for STA and SGR Program funds and to staff for reviewing such applications; and
be it further

RESOLVED, that the prior policy governing allocation of State Transit Assistance Funds
contained in Resolution No. 3837 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



A handwritten signature in black ink, appearing to read "Jake Mackenzie", is written over a horizontal line. The signature is stylized with a large initial "J" and a long, sweeping underline.

Jake Mackenzie, Chair

The above resolution was entered
into by the Metropolitan Transportation
Commission at a regular meeting of
the Commission held in San Francisco,
California, on February 28, 2018.

Date: February 28, 2018
W.I.: 1511
Referred By: PAC
Revised: 02/27/19-C
02/23/22-C

Attachment A
Resolution No. 4321
Page 1 of 5

**STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR PROGRAM
PROGRAMMING AND ALLOCATION POLICY
Exhibit 1**

This policy affects all allocations by the Metropolitan Transportation Commission (MTC) of STA and SGR Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313 and 99314 and relevant subsections.

I. STA Population-Based Funds (PUC Code 99313) Including Interest Earnings

1. STA Population-Based County Block Grant

Commencing with Fiscal Year 2018-19 70% of the STA Population-Based funds and interest is reserved for programming to STA-eligible operators by Congestion Management Agencies (CMAs) in each of the nine Bay Area counties as part of a STA Population-Based County Block Grant (County Block Grant). The County Block Grant will allow each county to determine how best to invest in transit operating needs, including providing lifeline transit services. The funds reserved for the County Block Grant shall be distributed amongst the nine counties according to the percentages shown in Table 1. Each county's share in Table 1 was calculated based on the county's share of STA funds from the Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

Table 1. Distribution of STA Population-Based County Block Grant, by County

Alameda	17.68%
Contra Costa	22.18%
Marin	5.71%
Napa	3.49%
San Francisco	8.46%
San Mateo	5.06%
Santa Clara	14.09%
Solano	10.50%
Sonoma	12.83%

Within Alameda and Contra Costa Counties a minimum amount of County Block Grant funds shall be programmed amongst the transit operators detailed in Table 2.

Table 2. Alameda and Contra Costa County Small Operator Minimum

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

The following program conditions apply to the County Block Grant:

- **Reporting:** Each CMA must submit to MTC by May 1st of each year, a report including the following information about the previous, completed, fiscal year: 1) the county's programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the estimated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- **Fund Swaps:** Each CMA is required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC.
- **Coordinated Claim/Submission Deadline:** Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Each CMA must also submit to MTC by May 1st of each year a governing board-approved resolution listing the distribution policy for STA Population-Based funds amongst the STA-eligible operators for the subsequent fiscal year. Operators will continue to submit their own claims, if desired.
- **Performance Measures:** All small and medium sized operators shall be required to maintain operating costs (cost per service hour, cost per passenger, or cost per passenger mile) at least twenty (20) percent below the annual average operating cost of the seven operators included in the Transit Sustainability Project (TSP). Operating costs for small and medium sized operators shall be calculated for each mode (bus, rail, ferry, etc.) and benchmarked against the comparable modal average for the operators included in the TSP. In addition, annual year-over-year increases in operating costs for each small and medium sized operator shall be no greater than five (5) percent per year. If an operator is unable to meet the above requirements they may submit an appeal/justification to MTC explaining the circumstances that prevented achievement of the targets. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target.
- **Operator Consolidation Planning Efforts:** In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements, counties and transit operators may develop a plan to consolidate into a single county operator.
- **Mobility Management:** In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

The STA County Block Grant program is suspended for fiscal year 2022-23. Funds that would normally flow into the STA County Block Grant program will instead be programmed directly by the Commission to transit operators to implement the American Rescue Plan funding exchange as a part of MTC Resolution 4481, Revised.

2. *MTC Regional Program*

Commencing with Fiscal Year 2018-19 30% of the STA Population-Based funds and interest is reserved for projects and programs that improve regional coordination, including but not limited to:

- Clipper®
- 511
- Transit connectivity

In addition, a portion of the Regional Program funding (approximately \$8 million in the first year based on the estimated Senate Bill 1 increment for Fiscal Year 2018-19) will be used to pay for the administrative costs and to help offset transit fare revenue loss for a regional means-based fare program.

MTC will develop an annual MTC Regional Coordination program. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC).

3. *Transit Emergency Service Contingency Fund*

The Transit Emergency Service Contingency Fund shall be used to provide assistance for an emergency response to a qualifying incident or event, under specific circumstances as described in MTC Resolution No. 4171.

The fund shall not exceed a total balance of \$1 million of STA Population-Based funds. In any individual fiscal year no more than \$333,333 of STA Populated-Based funds and interest shall be apportioned to the fund. Interest accrued to the fund shall not count towards the \$1 million total balance limit and interest can continue to accrue once the fund has reached \$1 million. Beginning in Fiscal Year (FY) 2015-16, \$333,333 in STA Population-Based funds, taken “off the top” from estimated STA Population-Based revenues for the fiscal year, will be apportioned to the fund. Apportionments will continue in subsequent fiscal years until the fund reaches a total of \$1 million. In future years should the balance of the fund fall below \$1 million, funds shall be apportioned in the next fiscal year to restore the full balance of the fund, subject to the annual apportionment limit.

II. STA Revenue-Based Funds (PUC Code 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each STA-eligible operator for the support of fixed route and paratransit operations, for inter-operator coordination, including the cost of interoperator transfers,

joint fare subsidies, integrated fares etc., and for capital projects consistent with the adopted long-range plan.

III. SGR Program Population-Based Funds (PUC Code 99312.1, distributed via PUC 99313)

MTC will develop an annual investment program for SGR Program Population-Based Funds through the annual Fund Estimate. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC) and will be consistent with the below priorities. All proposed programming actions will be submitted to Caltrans for approval, consistent with SGR Program Guidelines.

1. *Priority 1: Clipper® 2.0*

Invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0.

2. *Priority 2: Green Transit Capital Priorities*

If not needed for Clipper® 2.0, program SGR Program Population-Based funds to the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. SGR Program funds are intended to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. MTC staff will work to secure a 1:1 match commitment from the Bay Area Air Quality Management District to expand and accelerate the deployment of ZEBs in the region.

IV. SGR Program Revenue-Based Funds (PUC Code 99312.1, distributed via PUC 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state of good repair projects, preventative maintenance, and other projects approved by the California Department of Transportation (Caltrans) as eligible for SGR Program expenditure. Starting with Fiscal Year 2019-20 operators must submit their proposed SGR Program Revenue-Based projects to MTC, consistent with Caltrans' proposed amendments to the SGR Program Guidelines for Fiscal Year 2019-20. Operators should submit their SGR Program Revenue-Based project list to MTC by May 15th of each year. MTC staff will compile SGR Program Revenue-Based projects from all operators across the region and submit to the Commission for approval before submitting the approved regional SGR Program Revenue-Based project list to Caltrans by September 1st of each year.

Transit operator's SGR Program Revenue-Based projects should be consistent with their agency's Transit Assessment Management (TAM) plan.

**State Transit Assistance (STA)
Rules and Regulations
for the MTC Region
Exhibit 2**

These Rules and Regulations cover the eligibility requirements and the rules for a full or partial allocation of these funds.

Eligibility Requirements

To be eligible for any STA funds in the MTC region, an operator must comply with all SB 602 fare and schedule coordination requirements for the fiscal year. The evaluation of operator's compliance with the SB 602 program is made annually.

An operator's requested STA allocation may also be partially or fully reduced if the operator did not make satisfactory progress in meeting its Productivity Improvement Program (PIP) and/or the Regional Coordination projects for which each operator is a participant.

SB 602 Requirements/California Government Code Section 66516

Fare coordination revenue-sharing agreements, must be fully executed by all participating operators and provisions of the agreement(s) must be in compliance with MTC rules and regulations.

MTC Res. 3866 (Transit Coordination Implementation Plan) documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects such as Clipper. If a transit operator fails to comply with the requirements of Res. 3866 or its successor, MTC may withhold, restrict or reprogram funds or allocations.

PIP Projects

PIP projects are a requirement of STA funding. Failure by operators to make a reasonable effort to implement their PIP projects may affect the allocation of these funds. Projects will be evaluated based on actual progress as compared to scheduled. STA funds may be reduced proportionate to the failure of the operator to implement the PIP project/s. Progress in meeting the milestones identified for a project may be used as the basis for assessing reasonable effort.

The amount withheld will be reviewed with the affected operator. Partial funds withheld may be held by MTC up to two years to allow an operator to comply with its PIP as required by statute.

After two years, funds withheld under this section may also be re-allocated to any eligible operator for purposes of improving coordination, according to the unfunded coordination projects in the Regional Coordination Plan (MTC Res. 3866 or its successor). MTC may also allocate these funds to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the CPI.

C/CAG AGENDA REPORT

Date: April 17, 2025

To: Congestion Management Program Technical Advisory Committee

From: Kim Wever, Transportation Program Specialist

Subject: Review and recommend approval of up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA) for Town of Hillsborough's Rapid Electric Vehicle Chargers.

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

RECOMMENDATION

That the Technical Advisory Committee reviews and recommends approval of up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA) for Hillsborough's Rapid Electric Vehicle Chargers.

FISCAL IMPACT

Up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA).

SOURCE OF FUNDS

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

BACKGROUND

In February 2025, the Committee recommended funding for Commute.org's Countywide Voluntary Trip Reduction Program and BART Shuttle Program. Subsequently, in March 2025, the C/CAG Board adopted Resolution 25-11, approving the FY 2025/26 Expenditure Plan, which funded these two projects while allowing flexibility to allocate funds to other eligible projects, including previously unfunded proposals from previous Call for Project cycles. A balance of \$774,000 remains in the Fiscal Year 2025-2026 TFCA funding cycle. To ensure the timely obligation and use of funds, C/CAG staff proposes allocating this limited amount to eligible projects that were not awarded with funding from last year's TFCA Call for Projects.

Item 3.5 of the November 15, 2024 [C/CAG Board agenda packet](#) summarizes all the applications received from last year's TFCA Limited Call for Projects and the grant amounts awarded. The eligible projects for the available Fiscal Year 2025 TFCA funds include Town of Hillsborough's Rapid Electric

Vehicle Chargers and City of San Carlos's San Carlos Ave Asphalt Pathway Replacement and Brittan Ave Sidewalk Improvement Project.

By the March 10th deadline, C/CAG staff received updated project cost-effectiveness worksheets from the Town of Hillsborough and City of San Carlos. The table below summarizes the projects and updated information received.

Lead Applicant (Agency/Jurisdiction)	Hillsborough	San Carlos
Project Title	Rapid Electric Vehicle Chargers	San Carlos Ave Asphalt Pathway Replacement and Brittan Ave Sidewalk Improvement Project
Brief Description	The project installs four (4) Level 3 Rapid Electric Vehicle Chargers at the Walnut Lot adjacent to Hillsborough Town Hall and the Hillsborough Public Works Corporation Yard.	The project includes the installation of new sidewalk, curb and gutter in previously unimproved areas. The project will help fill the gaps between existing sidewalks, new buffered bicycle lanes, and new high visibility traffic striping.
Score (Out of 100) from last Call for Projects	76.63	74
Meets Cost-Effectiveness Ratio	Yes	Yes
Funding Need	Yes	Recently received SMCTA Grant in the amount of \$2M
Total Project Cost	\$612,120	\$5,078,800
TFCA Grant Amount Request	\$306,060	\$500,000
Recommended FYE2026 TFCA Award	\$306,060	\$ -

Staff corresponded with the City of San Carlos regarding their project funding plan. The City confirmed that the project is fully funded through the SMCTA Cycle 7 Pedestrian and Bicycle Program Grant. As a result, staff does not recommend allocating additional funding to the project from the current TFCA program.

Based on updated information and project cost-effectiveness worksheets, staff recommends funding Hillsborough's project and staff will return to the Committee for the remaining \$467,940. Staff requests that the Committee reviews and recommends C/CAG Board approval of awarding \$306,060 in Fiscal Year 2026 TFCA Funds to Hillsborough's Rapid Electric Vehicle Chargers.

EQUITY IMPACTS AND CONSIDERATIONS

Funding allocated through this program serves to benefit all community members by facilitating the implementation of projects aimed at reducing air pollution from motor vehicles.

ATTACHMENTS

N/A

C/CAG AGENDA REPORT

Date: April 17, 2025

To: Congestion Management Program Technical Advisory Committee

From: Kim Wever, Transportation Program Specialist

Subject: Discussion of a proposal to conduct multi-year Transportation Fund for Clean Air Funds (TFCA) Call for Projects process.

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

RECOMMENDATION

That the Technical Advisory Committee discusses a proposal to conduct multi-year Transportation Fund for Clean Air (TFCA) 40% Fund Call for Projects process.

FISCAL IMPACT

The total available for Fiscal Year 2026 TFCA funds is \$467,940. It is that \$370,000 is available annually in Fiscal Year 2027 and 2028 . In total, approximately \$1.21M is available for three years.

SOURCE OF FUNDS

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

BACKGROUND

C/CAG has been awarding TFCA funds to projects that reduce air pollutions from motor vehicles. Traditionally, Commute.Org receives funding to cover costs related to the BART Shuttle Program, which provide peak commute period shuttle service from BART stations to employment sites in San Mateo County. In addition, TFCA funds have covered costs for the Countywide Voluntary Trip Reduction Program, which aims to reduce single occupant vehicle trips and supports initiatives such as the countywide Guaranteed Ride Home program.

While C/CAG has also conducted limited, one time calls for projects to allocate TFCA fund balances in accordance with the TFCA 40% Fund Expenditure Plan Guidance (Guidance), these calls require substantial administrative effort relative to the limited funds available. For example, the Fiscal Year 2026 fund balance of \$467,940 must be fully allocated by November 2025 to avoid forfeiture.

Multi-Year Call for Projects

To streamline administration and improve project competitiveness, staff recommends issuing a multi-year Call for Projects. Extending the planning horizon will increase program attractiveness by allowing local jurisdictions to better align potential projects with their capital improvement plans and long term priorities. Given that many jurisdictions face limited staffing resources, a multi-year cycle will reduce the frequency of application preparation, enabling agencies to focus their efforts on developing more robust and well-planned proposals. Furthermore, a multi-year cycle may improve the overall quality of submissions, as applicants will have additional time to scope projects, secure necessary approvals, and leverage other funding sources.

Eligible project categories include the following:

1. **Clean air vehicles and electric and hydrogen recharging stations:** Alternative fuel and plug-in hybrid-electric vehicles, scrappage of older vehicles, and installation of alternative fuel infrastructure.
2. **Ridesharing/First-Last Mile Connections:** Shuttle services, vanpool, carpool, transit enhancements, rail-bus, and smart growth projects.
3. **Bicycle Facilities:** Installation of new bicycle paths/lanes/routes and secure bike parking, such as lockers and racks,
4. **Infrastructure Improvement for Trip Reduction:** Traffic-calming measures and construction of facilities that expand access to mass transit, such as a new ferry terminal or bus-rapid-transit lane.

Projects will be evaluated based on the following criteria: Cost-Effectiveness (C-E) results, project readiness and timely use of funds, community support and equity, local match, and innovation. For bicycle and pedestrian projects, two additional factors will be considered, including safety and countywide plans/consistency. Cost Effectiveness (C-E), as defined in the Guidance, is used as screening criteria for all projects considered for allocation under the TFCA program. For instance, ridesharing projects must result in a C-E of less than \$150,000 per weighted ton of reduced emissions. Existing First and Last Mile Connection (Shuttles) must show a C-E of less than \$200,000 per weighted ton of reduced emissions.

Staff recommends ranking projects based on the aforementioned criteria and the TFCA funds will be allocated annually as they become available. Because the C-E threshold can vary annually based on guidelines from the Air District, eligible jurisdictions must submit updated C-E worksheets before funds are awarded.

Staff requests that the Committee discusses the proposed multi-year Call for Projects process. Staff will return to the Committee with a final recommendation and schedule based on the Committee's feedback.

EQUITY IMPACTS AND CONSIDERATIONS

Funding allocated through this program serves to benefit all community members by facilitating the implementation of projects aimed at reducing air pollution from motor vehicles.

ATTACHMENTS

N/A

C/CAG AGENDA REPORT

Date: April 17, 2025

To: Congestion Management Program Technical Advisory Committee

From: Kaki Cheung, Deputy Director

Subject: Receive a presentation by Caltrans on the upcoming construction of the US101/SR 92 Short Term Area Improvement Project and other State Highway Operation and Protection Program (SHOPP) projects within San Mateo County.

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

RECOMMENDATION

That the C/CAG Technical Advisory Committee receive a presentation by Caltrans on the upcoming construction of the US101/SR 92 Short Term Area Improvement Project and other State Highway Operation and Protection Program (SHOPP) projects within San Mateo County.

FISCAL IMPACT

There is no fiscal impact with Caltrans' presentation on the US101/SR 92 Short Term Area Improvement Project and other SHOPP projects within San Mateo County as full funding for these projects have already been achieved.

SOURCE OF FUNDS

Full Project cost for the Short-Term Area Improvement Project (PA&ED, PS&E, ROW and CON) is estimated at \$51,986,000 and full funding is through a combination of Federal, State, RM3 and Measure A. The breakdown for each funding source is as follows:

- Federal Earmark - \$1M
- STIP - \$5.611M
- Regional Measure 3 - \$21.962M
- Measure A Highway Program Funds - \$23.413M

Caltrans SHOPP projects are being funded through State Highway Funds.

BACKGROUND

The US 101/SR 92 Interchange (Interchange) is a major facility that serves both regional traffic and local street connections. During AM and PM peak traffic periods, motorists experience substantial delay and congestion at the Interchange and its vicinity, caused by heavy traffic volume, inadequate capacity, and inefficient weaving and merging at the ramp connectors.

The US 101/SR 92 Short Term Area Improvement Project will construct improvements at four locations within the Interchange (and its vicinity), that will help alleviate the AM and PM congestion and increase traffic safety. C/CAG, together with SMCTA are co-sponsors of the Project with Caltrans as the Implementing Agency.

On August 19, 2024, Caltrans advertised the Project for bid and the bid opening was held on November 13, 2024. The contract was officially awarded to Gordon N. Ball Construction on January 22, 2025.

As construction of the Short-Term Area Improvement Project is about to commence, C/CAG staff thought it best to invite the Caltrans Project Delivery Team to make a presentation on the project scope, construction schedule, public information efforts, etc. Caltrans staff will also present the other Caltrans projects within San Mateo County that are being funded through the State Highway Operation and Protection Program (SHOPP). SHOPP is the State Highway System's "fix-it-first" program that emphasizes repair and preservation, emergency repairs, safety improvements, and operational improvements.

EQUITY IMPACTS AND CONSIDERATIONS

The Interchange is a major facility that serves both local and regional traffic. The Project is of countywide and regional significance for it will help improve mobility by reducing congestion, encourage carpooling and transit use, and improve travel time savings and reliability, especially motorists who spend a larger portion of their income or time on transportation.

ATTACHMENT

1. The following attachment is available on the C/CAG website (See "Additional Agenda Materials" for the relevant Committee Meeting) at: <https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>
 - Caltrans' Presentation on the US101/SR 92 Short Term Area Improvement Project and other SHOPP projects within San Mateo County

CAG AGENDA REPORT

Date: April 17, 2024

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Discussion on potential Safe Streets for All (SS4A) implementation grant application.

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

RECOMMENDATION

That the Committee discuss a potential Safe Streets for All (SS4A) implementation grant application

FISCAL IMPACT

For the Fiscal Year 2025 SS4A grant program, there is \$580 million available for Implementation Grants and \$402 million available for Planning and Demonstration Grants.

SOURCE OF FUNDS

The source of funds for the Safe Streets and Roads for All (SS4A) program is the U.S. Department of Transportation (USDOT), as authorized by Section 24112 of the Infrastructure Investment and Jobs Act (IIJA).

BACKGROUND

SS4A Grant Program & San Mateo Countywide Local Roadway Safety Plan

The Infrastructure Investment and Jobs Act (IIJA) established the Safe Streets and Roads for All (SS4A) discretionary grant program, with \$5 billion in funding available over five years (2022–2026). SS4A provides grants to fund projects and programs aimed at reducing serious injuries and fatalities on roadways. The program aligns with USDOT's National Roadway Safety Strategy and the broader goal of achieving zero roadway deaths through the Safe System Approach.

In 2024, the C/CAG Board adopted the San Mateo Countywide Local Roadway Safety Plan, which renders jurisdictions in the County eligible for SS4A funding, in addition to the Metropolitan Transportation Commission (MTC) OBAG 3 County & Local Program, and Caltrans Highway Safety Improvement Program.

During the development of the Countywide LRSP, staff discussed with the Committee on a potential countywide application for the USDOT Safe Streets for All (SS4A) grant funding. C/CAG Staff was interested in pursuing an implementation grant in the last cycle in May 2024, but due to updated guidelines requiring an adopted safety plan at the time of application submission, a decision was made to pivot to the August 2024 deadline for the planning and demonstration grant.

In December 2024, staff was notified that \$433,000 in Federal Safe Streets for All (SS4A) funds was awarded to C/CAG to continue the implementation of the LRSP through the following tasks:

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

Staff is currently working with the Federal Highway Administration to execute funding agreements and anticipates releasing an RFP for consultant support in Summer 2025.

FY2025 SS4A Notice of Funding Opportunity

The Notice of Funding Opportunity for the FY2025 SS4A cycle was released at the end of March 2025, with application due by June 26, 2025. As recommended in the Countywide LRSP, C/CAG staff intends to prioritize future implementation grants and would like to discuss the possibility of submitting a countywide application. Key considerations for submitting a countywide application include:

- Who will be responsible for the local match contribution?
- How many jurisdictions should be included in the application?
- What should be the minimum and maximum grant amount for each project or improvement?
- Should the application focus on systematic improvements or specific location-based improvements?

Equity Impacts and Considerations

Social Equity was a key factor in identifying project locations within the Countywide LRSP, helping ensure that improvements serve disadvantaged populations and align with future funding opportunities that emphasize equitable investment.

ATTACHMENTS

None

C/CAG AGENDA REPORT

Date: April 17, 2025

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation Systems Coordinator

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

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

RECOMMENDATION

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

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

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

Project Delivery & Caltrans Updates

FHWA Policy for Inactive Projects

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

Please continue to send invoices in a timely matter to Caltrans or inform the Department of any unanticipated delays. Obligated funds should be spent and invoiced for reimbursement within 6 months. Projects not ready to be encumbered or awarded within 6 months should not be obligated.

Pavement Management Program (PMP) Certification

The current PMP certification status listing is attached (Attachment 2). Jurisdictions without a certification will have projects removed from MTC's obligation plans until their PMP certification is in good standing. Contact Sui Tan at stan@bayareametro.gov if you need to update your certification.

Lapsed Project End Dates

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

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

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

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

Current and Upcoming Funding Opportunities

Fiscal Year 2025-26 CTC Local Streets and Roads Funding Program

Project lists for the CTC Fiscal Year 2025-26 Local Streets and Roads Program will be due to the Commission on or before **July 1, 2025**. To be eligible for fiscal year program apportionments, cities and counties must submit an adopted list of projects to the Commission pursuant to Streets and Highways Code (SHC) Section 2034(a).

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

The independent Fiscal Year Road Maintenance and Rehabilitation Account estimates can be

found on the [California Local Government Finance Almanac website](#), please note these estimates are set to be revised when the California May Budget is released by the Governor's Office.

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

USDOT Bridge Investment Program

The Bridge Investment Program (BIP) provides funding for bridge replacement, rehabilitation, preservation, and protection projects that reduce the number of bridges in poor condition, or in fair condition at risk of declining into poor condition.

Application Deadlines

- Large Bridge Project (greater than \$100 million) closing date, 8/1/25 (FY 26)
- Planning Applications closing date: 10/1/25 (FY 26)
- Bridge Project (no greater than \$100 million) closing date: 11/1/25 (FY 26)

More information can be found here: <https://www.transportation.gov/rural/grant-toolkit/bridge-investment-program>

FY 2025 Safe Streets and Roads for All (SS4A) Grant Program

Funds for the fiscal year (FY) 2025 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructural, behavioral, and operational initiatives to prevent death and serious injury on roads and streets. Applications are due on June 26, 2025. More information can be found here: <https://www.transportation.gov/grants/SS4A>

The U.S. Department of Transportation will host three informational webinars in April. Click here to register: <https://www.localassistanceblog.com/2025/04/10/webinar-how-to-apply-for-safe-streets-and-roads-for-all-grant-opportunity/>

Additional NOFO Updates provided by Caltrans can be found in Attachment 4.

Training Opportunities

Local Assistance Day Statewide Webinar – May 6, 2025, 8:30 am – 11:30 am PT

The California Local Technical Assistance Program (CalTAP) is pleased to host the May 2025 installment of this free statewide webinar, presented by the Caltrans Division of Local Assistance in partnership with the Regional Transportation Planning Agencies Group. This quarterly webinar, which focuses on information sharing, local project delivery requirements, and facilitating peer-sharing of best-practice, is an ideal platform for updating local project managers, engineers, and other industry professionals who are working with local assistance processes for local and tribal agencies.

This webinar is free and open to project managers, engineers, and other professionals working

with local assistance processes for local and tribal agencies. Register here:
https://csulb.zoom.us/webinar/register/WN_sfJogYe9TfKWqrSzZVhB1Q#/registration

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. Caltrans Inactive Project List for San Mateo County as of April 7, 2025
2. MTC's PMP Certification Status of Agencies within San Mateo County as of April 7, 2025
3. Caltrans Lapsed Project End Dates as of April 1, 2025
4. Caltrans NOFO Updates as of February 28, 2025

Updated on 04/07/2025 3rd Quarter Inactive
Projects

FHWA Workbook

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
6204136	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0419000050L	CPFL	04	SM	Caltrans	ON STATE ROUTE: 92. SAN MATEO: AT THE US 101/SR 92 INTERCHANGE: IMPROVE TRAFFIC FLOW, SAFETY AND INCREASE MOBILITY BY MINIMIZING TRAFFIC CONFLICT LOCATIONS AND IMPROVING PEAK-PERIOD TRAVEL TIMES ALONG US101 AND SR 92 WITHIN PROJECT LIMITS.	5/13/2024	5/13/2024		01/23/2025	10	Y928	\$31,917,480.00	\$920,600.00	\$0.00	\$920,600.00
5438015	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0414000191L	HPLUL	04	SM	East Palo Alto	UNIVERSITY OVERCROSSING US 101 BIKE PED PATH	4/17/2024	11/27/2013	04/17/2024	04/17/2024	11	LY20, HY20	\$14,370,823.00	\$1,737,000.00	\$1,005,271.65	\$731,728.35

>\$50K unexpended balance

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5177040	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 03/20/2025	0419000112L	CML	04	SM	South San Francisco	EL CAMINO REAL (SR82) FROM ARROYO TO KAISER WAY COMPLETE STREET IMPROVEMENTS	09/06/2024	1/4/2019	9/6/2024	9/6/2024	7	Z003, Y003	\$3,584,180.00	\$3,120,000.00	\$1,365,294.23	\$1,754,705.77
5171027	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0422000358L	CML	04	SM	Burlingame	THE CITY OF BURLINGAME PROPOSES TO IMPLEMENT STREETScape IMPROVEMENTS AT A PLAZA ADJACENT TO THE BURLINGAME CALTRAIN STATION, 290 CALIFORNIA DRIVE, BURLINGAME. THE PROPOSED IMPROVEMENTS INCLUDE: PROVIDING SEATING AREAS, BICYCLE RACKS, SIDEWALK IMPROVEMENTS, PEDESTRIAN-SCALE LIGHTING, ADA IMPROVEMENTS, AND PEDESTRIAN LEVEL WAYFINDING. THE MAJORITY OF THE PROJECT WILL BE WITHIN CITY RIGHT-OF-WAY. POTENTIALLY A PORTION OF THE PROJECT IMMEDIATELY ADJACENT TO THE BURLINGAME CALTRAIN STATION IS LOCATED WITHIN THE JOINT POWERS BOARD RIGHT-OF-WAY. ADDITIONALLY, THE PROJECT AT THE NORTHWEST CORNER IS LOCATED WITHIN THE CITY OF SAN FRANCISCO WATER DEPARTMENT'S RIGHT-OF-WAY.	08/29/2024	9/8/2023	8/29/2024	8/29/2024	8	Y400	\$922,617.40	\$816,793.44	\$218,840.41	\$597,953.03
5261011	Inactive	Invoice returned to agency. Contact DLAE. 03/07/2025	0424000048L	CPFL	04	SM	Atherton	ATHERTON : ALAMEDA DE LAS PULGAS FROM MILLS AVENUE AND STOCKBRIDGE AVE TRAFFIC SAFETY IMPROVEMENTS INCLUDING BUT NOT LIMITED TO SIGNALIZATION OF TWO INTERSECTIONS, COMPLETE STREETS, GREEN INFRASTRUCTURE, CURB RAMPS, GEOMETRIC MODIFICATIONS TO INTERSECTIONS, SIGNING AND STRIPING	09/05/2024	9/5/2024	1/0/1900	9/5/2024	7	Y928	\$424,000.00	\$325,000.00	\$0.00	\$325,000.00
5171029	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0424000465L	STPL	04	SM	Burlingame	BURLINGAME : ROLLINS ROAD NORTH OF BROADWAY TO MILLBRAE CITY LIMIT NEAR ADRIAN ROAD IMPLEMENT ROAD DIET, STRIPING AND SIGNAGE, PEDESTRIAN CROSSING IMPROVEMENT, ADA CORNER RAMP AND BULB-OUT INSTALLATION, SEPARATE CLASS IV BIKEWAY, MEDIAN INSTALLATION AND RECTANGULAR RAPID FLASHING BEACONS.	08/02/2024	8/2/2024	1/0/1900	8/2/2024	8	Y240	\$350,000.00	\$300,000.00	\$0.00	\$300,000.00

<=\$50K unexpended balance

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5196044	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0422000336L	STPL	04	SM	Daly City	SOUTHGATE AVENUE AND SCHOOL STREET SAFETY IMPROVEMENTS THE CITY OF DALY CITY PROPOSES SAFETY IMPROVEMENTS INCLUDING SURFACE TREATMENTS AND STRIPING TO INCREASE PEDESTRIAN SAFETY ON SOUTHGATE AVE FROM ST. FRANCIS BLVD TO SULLIVAN AVE AND SCHOOL STREET FROM JUNIPERO SERRA BLVD TO MISSION STREET. PROJECT WORK: ENTAILS TO INSTALL EDGE LINES, PAINTED BULB-OUTS, SHARROWS, YIELD LINES, AND HIGH VISIBILITY CROSSWALKS, AS WELL AS SLURRY SEAL SOUTHGATE AVENUE, ON SCHOOL STREET, THE PROJECT WILL INSTALL EDGE LINES, PAINTED BULB-OUTS, AND HIGH-VISIBILITY CROSSWALKS. THE CITY WILL APPLY FOR AN ENCROACHMENT PERMIT TO WORK WITHIN CALTRANS RIGHT OF WAY.	09/20/2024	1/5/2023	9/20/2024	1/30/2025	7	Y230	\$418,427.77	\$370,434.10	\$333,558.82	\$36,874.28
5029024	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400021045L	BPMP	04	SM	Redwood City	BRIDGE PARKWAY OVER MARINE WORLD LAGOON PREVENTATIVE MAINTENANCE	09/03/2024	4/13/2011	9/3/2024	9/3/2024	7	Y001, Q120	\$84,001.00	\$74,366.00	\$39,589.06	\$34,776.94
5029025	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400021046L	BPMP	04	SM	Redwood City	BRIDGE PARKWAY(RIGHT) OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PARKWAY PREVENTATIVE MAINTENANCE	09/03/2024	4/13/2011	9/3/2024	9/3/2024	7	Y001, Q120	\$84,000.00	\$74,365.00	\$39,589.06	\$34,775.94
5333014	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0412000122L	BHLS	04	SM	Woodside	KINGS MOUNTAIN RD OVER WEST UNION CREEK; 0.05 MI EAST OF TRIER RD, BRIDGE REHABILITATION	07/07/2020	3/16/2012	7/7/2020	7/7/2020	57	L1CE	\$135,090.00	\$119,595.00	\$98,399.16	\$21,195.84
5029032	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0414000103L	BPMP	04	SM	Redwood City	MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK BRIDGE PREVENTATIVE MAINTENANCE	08/28/2019	3/21/2014	8/28/2019	8/28/2019	68	M240	\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19
5333013	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0412000121L	BHLS	04	SM	Woodside	MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION	07/07/2020	3/16/2012	7/7/2020	7/7/2020	57	L1CE	\$107,428.00	\$95,106.00	\$93,266.37	\$1,839.63

Updated on 04/07/2025 3rd Quarter Inactive
Priorities

<=\$1K unexpended balance

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
6204125	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0413000206L	FERPL	04	SM	Caltrans	ON US101 FROM 0.3 MILES NORTH OF SAN ANTONIO ROAD (SCL -PM 50.6) TO 0.3 MILES SOUTH OF GRAND AVENUE INTERCHANGE (SM-PM 21.8) US 101: INSTALL HOV/HOT LANE	07/02/2019	5/16/2017	7/2/2019	7/2/2019	69	RPS9,RPS0	\$20,999,258.82	\$9,547,698.97	\$9,547,074.22	\$624.75
5935064	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0413000030L	BPMP	04	SM	San Mateo County	VARIOUS BRIDGES IN SAN MATEO COUNTY: 35C0186, 35C0056, 35C0054, 35C0052, 35C0064, 35C0118, 35C0187, 35C0119, 35C0053 BRIDGE PREVENTATIVE MAINTENANCE	06/20/2024	8/10/2018	6/20/2024	6/20/2024	10	Z001,1180	\$119,000.00	\$105,351.00	\$105,350.63	\$0.37
5177033	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0414000209L	CML	04	SM	South San Francisco	EL CAMINO REAL (SR82: PM20.6-20.9) DR CHESTNUT TO ARROYO AVE IMPROVE PED. CROSSINGS, BULB OUT, ADA RAMPS	05/22/2024	1/31/2014	5/22/2024	5/22/2024	11	Z003,M003	\$6,112,683.00	\$1,000,000.00	\$1,000,000.00	\$0.00
5357010	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0417000486L	BRLS	04	SM	Half Moon Bay	MAIN STREET BRIDGE OVER PILARCITOS CREEK; BR 35C0025 REHABILITATE HISTORIC BRIDGE . NO ADDED CAPACITY	01/03/2023	2/27/2018	1/3/2023	6/18/2024	27	Z001	\$886,367.96	\$784,701.56	\$784,701.56	\$0.00
6204113	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400000684L	CML	04	SM	Caltrans	ON STATE ROUTE: 101. US 101 BROADWAY INTERCHANGE IN BURLINGAME RECONSTRUCT INTERCHANGE INCLUDE BIKE/PED FACILITY	01/24/2020	1/30/2014	1/24/2020	2/24/2022	63	M400	\$50,043,250.63	\$3,559,977.49	\$3,559,977.49	\$0.00

PMP Certification

April 7, 2025

Expired	About to Expire
Certified (including Pending & Extension)	P-TAP 25 Receptients

* "Last Major Inspection" is the basis for certification and is indicative of the date the field inspection was completed.

County	Jurisdiction	Last Major Inspection*	Certification Expiration Date	P-TAP Cycle	Status
San Mateo	Atherton	8/31/2022	8/31/2024	25	Certified with Pending
San Mateo	Belmont	11/1/2021	12/1/2024	25	Certified with Pending
San Mateo	Brisbane	9/1/2022	9/1/2024	25	Certified with Pending
San Mateo	Burlingame	11/15/2022	11/30/2024	25	Certified with Pending
San Mateo	Colma	11/7/2022	11/30/2024	25	Certified with Pending
San Mateo	Daly City	11/2/2022	11/30/2025	23	Certified with Extension
San Mateo	East Palo Alto	9/26/2023	9/30/2025	24	Certified
San Mateo	Foster City	2/7/2024	2/28/2026	24	Certified
San Mateo	Half Moon Bay	11/1/2021	12/1/2024	25	Certified with Pending
San Mateo	Hillsborough	11/3/2022	11/30/2024	25	Certified with Pending
San Mateo	Menlo Park	12/17/2022	12/31/2025	23	Certified with Extension
San Mateo	Millbrae	11/15/2022	11/30/2025	23	Certified with Extension
San Mateo	Pacifica	8/28/2020	9/1/2022	25	Certified with Pending
San Mateo	Portola Valley	11/1/2023	11/30/2025	24	Certified
San Mateo	Redwood City	12/1/2021	12/21/2023	25	Certified with Pending
San Mateo	San Bruno	11/1/2023	11/30/2025	24	Certified
San Mateo	San Carlos	7/31/2022	7/31/2025	23	Certified with Extension
San Mateo	San Mateo	1/1/2024	1/31/2026	24	Certified
San Mateo	San Mateo County	12/31/2022	12/31/2024	25	Certified with Pending
San Mateo	South San Francisco	10/17/2023	10/31/2025	24	Certified
San Mateo	Woodside	2/7/2024	2/28/2026	24	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:

Project End Date Reporting

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

Last Updated: 4/2/2025

Project Number xxxx(xxx)	Prefix	Responsible Agency	Agency's Portfolio with Lapses (%)	PE Auth "Other" (NI/Studies)	PE Auth	RW Auth	CON Auth	Monitoring Class	Approved PED (* Legacy)	PED Expires (Months)	PED by Expiration (Based on current PED)	Current SEQ #	Current FADS SEQ Status	Pending PED Change	Lapse Occurrences	Lapse Action by SEQ # (WR) or (NP)	FHWA Approves Waiver Request	Nonparticipating PED Lapses (Adjusted for Waiver Approvals)	AMS Adv ID (* Multi Adv IDs)	AMS Adv Acct Codes	FMIS Status
5935(064)	BPMP	San Mateo County	100.0%		08/10/18				10/31/22 *	-30	● PED Expired	1	Approv		1			SEQ# 1(10/31/2022 to Present)	0413000030	2W	ACTIVE
5177(033)	CML	South San Francisco	80.0%		01/31/14		01/09/17		03/31/23	-25	● PED Expired	5	Approv		3	3-WR	Yes (Partial)	SEQ# 5(4/22/2024 to Present) SEQ# 4(3/31/2023 to 4/22/2024) SEQ# 3(09/01/2020 to 1/14/2021)w	0414000209	2W	ACTIVE
5357(010)	BRLS	Half Moon Bay	50.0%		02/27/18				06/30/23	-22	● PED Expired	3	Approv		2			SEQ# 3(6/18/2024 to Present) SEQ# 2(6/30/2023 to 6/18/2024)	0417000486		ACTIVE
5029(032)	BPMP	Redwood City	16.7%		03/21/14				03/21/24 *	-13	● PED Expired	2	Approv		1			SEQ# 2(3/21/2024 to Present)	0414000103	2W	ACTIVE
5177(047)	CRRSAL	South San Francisco	80.0%				09/09/22	Dist "Final"	12/31/24	-4	● PED Expired	3	Info Only		2			SEQ# 3 (SEQ# 3 Approval to Present) SEQ# 2(12/31/2024 to SEQ# 3 Approval)	0422000384		ACTIVE
5390(006)	STPL	Portola Valley	100.0%				01/20/23		03/31/25	-1	● PED Expired	2	Approv		1			SEQ# 2(3/31/2025 to Present)	0423000011		ACTIVE
5438(015)	HPLUL	East Palo Alto	100.0%		11/27/13		12/20/22		06/28/25	2	◆ PED 0 to < 3 mos	6	Approv		1			SEQ# 4(10/30/2022 to 12/20/2022)	0414000191	2W	ACTIVE
5029(039)	STPL	Redwood City	16.7%				09/12/22		08/31/25	5	◆ PED 3 to < 6 mos	2	Approv						0422000084		ACTIVE
5196(044)	STPL	Daly City	100.0%				01/05/23		12/31/25	9	◆ PED 6+ mos	2	Approv		1			SEQ# 1(12/29/2024 to 1/30/2025)	0422000336		ACTIVE
5357(011)	CML	Half Moon Bay	50.0%				02/21/23		12/31/25	9	◆ PED 6+ mos	2	Info Only						0420000230		ACTIVE
5226(023)	CML	San Bruno	100.0%		11/16/18		11/24/23		12/31/25	9	◆ PED 6+ mos	4	Approv		1			SEQ# 1(11/1/2020 to 3/18/2021)	0419000066	2W	ACTIVE
5029(041)	STPL	Redwood City	16.7%		12/21/23				01/01/26	9	◆ PED 6+ mos	1	Approv						0422000475		ACTIVE
5261(011)	CPFL	Atherton	0.0%		09/05/24				02/28/26	11	◆ PED 6+ mos	1	Approv						0424000048		ACTIVE
5177(039)	BPMP	South San Francisco	80.0%		11/19/19				04/30/26	13	◆ PED 6+ mos	2	Approv		1			SEQ# 1(12/30/2022 to 3/27/2023)	0418000191		ACTIVE
5299(019)	CML	Millbrae	0.0%				03/11/24		05/31/26	14	◆ PED 6+ mos	1	Approv						0423000060		ACTIVE
5029(025)	BPMP	Redwood City	16.7%		04/13/11				07/31/26	16	◆ PED 6+ mos	2	Approv						0400021046	2W	ACTIVE
5029(024)	BPMP	Redwood City	16.7%		04/13/11				07/31/26	16	◆ PED 6+ mos	2	Approv						0400021045	2W	ACTIVE
5350(026)	STPL	Pacifica	0.0%				05/13/24		09/30/26	18	◆ PED 6+ mos	1	Approv						0424000038		ACTIVE
15J7(205)	ACONP	Brisbane	0.0%		12/20/24				10/31/26	19	◆ PED 6+ mos	1	Approv						All AC		ACTIVE
5102(049)	BRLS	San Mateo	100.0%		06/09/18				11/30/26	20	◆ PED 6+ mos	3	Approv		1			SEQ# 1(8/6/2020 to 5/6/2021)	0417000373	2W	ACTIVE
5171(029)	STPL	Burlingame	33.3%		08/02/24				12/01/26	20	◆ PED 6+ mos	1	Approv						0424000465		ACTIVE
5171(027)	CML	Burlingame	33.3%				09/08/23		12/31/26	21	◆ PED 6+ mos	3	Approv						0422000358		ACTIVE

Project End Date Reporting

Last Updated: 4/2/2025

*** 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
5029(042)	STPL	Redwood City	16.7%		03/26/25				12/31/26	21	◆ PED 6+ mos	1	Approv						Pending		ACTIVE
5177(040)	CML	South San Francisco	80.0%		01/04/19		09/09/22		12/31/26	21	◆ PED 6+ mos	2	Approv		1			SEQ# 1(2/1/2022 to 9/9/2022)	0419000112		ACTIVE
5177(049)	BRLS	South San Francisco	80.0%		02/27/24				03/26/28	36	◆ PED 6+ mos	1	Approv						0423000337		ACTIVE
6419(034)	STPLNI	City/County Association of Governments of San Mateo Countv	0.0%	05/02/23					06/30/28	39	◆ PED 6+ mos	1	Approv						0423000222		ACTIVE
5333(013)	BHLS	Woodside	0.0%		03/16/12				NA	*	■ No PED Established	3	Approv						0412000121	2W	ACTIVE
5333(014)	BHLS	Woodside	0.0%		03/16/12				NA	*	■ No PED Established	3	Approv						0412000122	2W	ACTIVE
5935(087)	STPL	San Mateo County	NA		11/01/21		08/29/22	Acct Final	06/30/24	-10	■ NA-Closing	4	Approv		2			SEQ# 4(3/24/2025 to Present) SEQ# 3(6/30/2024 to 3/24/2025)	0422000053	7D	ACTIVE
5171(026)	STPL	Burlingame	NA				03/27/23	Acct Final	01/29/25	-3	■ NA-Closing	3	Approv		1			SEQ# 3(3/20/2025 to Present)	0422000319	7D	ACTIVE

BACTA Executive Directors Roundtable Meeting
Friday, 2/28/25

Federal Grant Funding Opportunities*

- **Bridge Investment Program – [NOFO](#)**
 - Large Bridge Project (greater than \$100 million) closing date, 8/1/25 (FY 26)
 - Planning Applications closing date: 10/1/25 (FY 26)
 - Bridge Project (no greater than \$100 million) closing date: 11/1/25 (FY 26)
- **Accelerated Innovation Deployment (AID) Demonstration Program – [NOFO](#)**
 - The FY 26 application cycle opens 2/24/2026, with a notice of intent deadline of 4/14/2026, and a closing deadline of 5/26/2026
- **FY 24-26 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program - [NOFO paused until further notice](#)**
- **Rural and Tribal Assistance Pilot Program – [NOFO](#)**
 - Closing date 4/3/2025
- **Port Infrastructure Development Program – [NOFO](#)**
 - Closing date 4/30/2025 (will be extended once NOFO is amended by MARAD)
- **FY 24 Building Resilient Infrastructure and Communities (BRIC) – [NOFO](#)**
 - Closing date 4/18/2025

Upcoming Grant Opportunities*

- [FY 25 Safe Streets and Roads for All Program](#) – NOFO March 2025
- [FY 26 Wildlife Crossings Pilot Program](#) – NOFO 5/1/2025
- [All Stations Accessibility Program](#) – NOFO Spring 2025
- [Reduction of Truck Emissions at Port Facilities](#) – NOFO Spring 2025
- [EPA Clean Ports Program](#) – NOFO Spring 2025
- [Bus Programs: Buses and Bus Facilities Competitive Grants; Low or No Emissions \(Bus\) Grants](#) – NOFO Spring 2025
- [Ferry Programs: Electric or Low Emitting Ferry; Ferry Service for Rural Communities; Passenger Ferry Boat Program](#) – NOFO Spring 2025
- [Consolidated Rail Infrastructure and Safety Improvements](#) – NOFO May/June 2025
- [Natural Gas Distribution Infrastructure Safety and Modernization Grants](#) – NOFO Spring 2025
- [Pilot Program for Transit Oriented Development](#) – NOFO Summer 2025
- [Congestion Relief Program](#) – NOFO Summer 2025
- [Strengthening Mobility & Revolutionizing Transportation \(SMART\)](#) – NOFO Summer 2025
- [Charging & Fueling Infrastructure Grants \(Community & Corridor charging\) & NEVI 10% set-aside](#) – NOFO Fall 2025
- [Corridor Identification and Development Solicitation](#) – NOFO November 2025
- [Federal-State Partnership for Intercity Passenger Rail \(National\)](#) – NOFO December 2025

*NOFOs may be paused or removed on short notice by new administration

USDOT

- Most up-to-date NOFOs can be found here:
 - [Key Notices of Funding Opportunity | US Department of Transportation](#)

Caltrans Office of the Federal Liaison

- Stay informed of upcoming federal NOFOs by subscribing to the Caltrans IJJA Bi-Weekly Newsletter for upcoming information:
 - [Sign up to Stay in Touch! \(constantcontactpages.com\)](#)

District 4 Resources

- [Letters of Support and Grant Info](#)