

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, May 15, 2025	Join by Zoom Webinar: https://us02web.zoom.us/j/83547883137?pwd=bmCT1krQLqDXZhShlNBhGfau80ANJ.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 May C/CAG Board meetings <ul style="list-style-type: none">• Approval of Reso 25-24 adopting the C/CAG distribution policy for the Fiscal Year 2025-26 State Transit Assistance (STA) Population-Based funds.• Approval of Reso 25-25 awarding up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA) for Town of Hillsborough's Rapid Electric Vehicle Chargers.• Review the initial draft of C/CAG Fiscal Year 2025-26 Program Budget. | Cheung | No materials |
| 4. Approval of minutes from the April 17, 2025 Meeting. (Action) | Cheung | Page 1-5 |

5.	Review and recommend approval of the FY 25/26 & FY 26/27 TA & C/CAG Shuttle Program project funding list. (Action)	Kalkin	Page 6-14
6.	Review and recommend approval of a multi-year Transportation Fund for Clean Air (TFCA) 40% Funds call for projects, including the associated grant application schedule. (Action)	Wever	Page 15-27
7.	Receive a presentation on MTC's Transit Priority Plan for Roadways. (Information)	Lacap	Page 28-42
8.	Receive information on regional project and funding related items. (Information)	Lacap	Page 43-53
9.	Receive an update on the San Mateo County Safe Routes to School Program Annual Report for Fiscal Year 2023-2024. (Information)	Gaye	Page 54-56
10.	Executive Director Report	Charpentier	No materials
11.	Member Reports	All	
12.	Adjournment.	Willis/Stillman	No materials

The next regularly scheduled meeting is on June 26, 2025.

Future potential agenda topics:

- a. Emergency Mutual Aid Resources

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

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

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

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

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

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

1. Your written comment should be emailed to kcheung1@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an

item that is not on the agenda.

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

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

***In-person participation:**

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

***Remote participation:**

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

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

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

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

**CONGESTION MANAGEMENT PROGRAM (CMP)
TECHNICAL ADVISORY COMMITTEE (TAC)**

April 17, 2025

MINUTES

*****HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE*****

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

Members		April			
No.	Agency	IN-PERSON	ABSENT	REMOTE	REMOTE
				AB 2449	Publicly Accessible Teleconference Location
1	Hillsborough Engineering	Paul Willis (Co-Chair)			
2	San Mateo County Engineering	Ann Stillman (Co-Chair)			
3	SMCTA / SamTrans	Jessica Manzi			
4	Atherton Engineering	Robert Ovadia			
5	Belmont Engineering	Nisha Patel (arrived at 1:30pm)			
6	Brisbane Engineering	Randy Breault			
7	Burlingame Engineering		Absent		
8	C/CAG	Sean Charpentier			
9	Colma Engineering	Brad Donohue			
10	Daly City Engineering	Richard Chiu			
11	East Palo Alto Engineering	Humza Javed			
12	Foster City Engineering	Andrew Brozyna			
13	Half Moon Bay Engineering	Maz Bozorginia			
14	Menlo Park Engineering	Azalea Mitch			
15	Millbrae Engineering	Sam Bautista			
16	Pacifica Engineering	Louis Sun			
17	Redwood City Engineering	Tanisha Warner			
18	San Bruno Engineering	Hae Won Ritchie (Alternate)			
19	San Carlos Engineering		Absent		
20	San Mateo Engineering	Katherine Sheehan (Alternate)			
21	South San Francisco Engineering	Eunejune Kim			
22	Woodside Engineering	Yaz Emrani			
	Non-Voting Members				
1	MTC		Absent		
2	Caltrans		Absent		

The three-hundred fifth (305th) meeting of the Technical Advisory Committee took place on April 17, 2025 at 1:15 p.m.

TAC members attending are listed on the Roster and Attendance table on the preceding page. Others attending the meeting in person were Kaki Cheung, Jeff Lacap, Kim Wever, Van Ocampo – C/CAG; Kevin Okada – City of Burlingame; Ahmad Haya – City of Millbrae; and others not noted. Others attending the meeting remotely were Eva Gaye – C/CAG; Kelly Ma, Gary Lai, Joy Cheung – Caltrans; Matt Ruble – City of South San Francisco; Krzysztof Lisaj – County of San Mateo; Jason Mansfield and others not noted.

1. Call to Order/Roll Call

Co-Chair Stillman called the meeting to order.

2. Public comment on items not on the agenda

None.

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

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

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

Motion – To approve the minutes from the March 20, 2025 meeting, Breault/Mitch. Ovadia, Sun, and Sheehan abstained. All other members in attendance voted to approve. Motion passed. 16-0-3.

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)

C/CAG staff Jeff Lacap shared the Fiscal Year 2025-2026 County share of population-based STA funds is estimated to be \$2,733,545 per the February 2025 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 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.

Member Breault asked if Commute.org is eligible for Lifeline funds. Jeff clarified that STA funds are restricted to transit operators, but the Lifeline Transportation Program allows project sponsors like Commute.org to enter into agreements with SamTrans in order to pass through the funds.

Motion – To recommend approval of the C/CAG distribution policy for the Fiscal Year 2025-2026 State Transit Assistance (STA) Population-Based funds, Breault/Bautista. All members in attendance voted to approve. Motion passed. 19-0-0.

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)

C/CAG staff Kim Wever shared 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 proposed allocating this limited amount to eligible projects that were not awarded with funding from last year's TFCA Call for Projects. 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.

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 recommended funding Hillsborough's project and staff will return to the Committee for the remaining \$467,940.

Member Breault ask if the evaluation included an equity lens. Kim confirmed that equity was included in the scoring criteria, but projects earned the most points for cost-effectiveness due to the Air District requirements. Projects could receive equity points by explaining benefits, such as access to charging stations for teachers and the public.

Motion – To 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, Breault/Bautista. All members in attendance voted to approve. Motion passed. 19-0-0.

7. Discussion of a proposal to conduct multi-year Transportation Fund for Clean Air Funds (TFCA) Call for Project process. (Information)

C/CAG staff Kim Wever present staff's proposal of a multi-year Transportation Fund for Clean Air Funds (TFCA) Call for Project process to streamline administration and improve project competitiveness. The total available for Fiscal Year 2026 TFCA funds is \$467,940. It is estimated that \$370,000 is available annually in Fiscal Year 2027 and 2028 . In total, approximately \$1.21M is available for three years. Staff recommended ranking projects based on the criteria stated in the staff report 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.

Member Bautista inquired if bikeshare is an eligible project. Kim confirmed bikeshare is an eligible project under the First/Last Mile Connections category.

Member Ovadia asked if staff has determined the minimum and maximum award. Kim shared that she anticipates they will be similar to previous call for projects and will provide the proposed amounts at the next meeting.

C/CAG Executive Director Sean Charpentier asked how staff should evaluate multiple applications from a single jurisdiction. The Committee agreed that jurisdictions should rank their applications by priority to guide evaluators and staff in making award recommendations.

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)

CCAG staff Van Ocampo introduced Item 8, which is a presentation by Caltrans on two upcoming highway construction projects on the US101 corridor within San Mateo County, the US 101/SR 92 Interchange Short-Term Area Improvement Project and the US 101 Multi-Asset Capital Preventative Maintenance (CAPM) Project. Gary Lai, Caltrans Supervising Transportation Engineer for the Area Improvement Project presented the project details for the Area Improvement Project which is comprised of four safety and operational upgrades to the Interchange and its vicinity. Construction is expected to begin within two weeks and finish by summer 2028.

Kelly Ma, Caltrans US 101 Corridor Project Manager for San Mateo, talked about the US 101 Multi-Asset Capital Preventative Maintenance (CAPM) Project which is a US 101 corridor rehabilitation project from Santa Clara to SFO. This project is funded through the State Highway Operation and Protection Program (SHOPP) in the amount of \$178 million, with construction scheduled from fall 2025 to fall 2027.

Committee members asked about pedestrian and bicycle access, traffic impacts during construction, and coordination with local jurisdictions. Caltrans responded that active transportation is being considered in the design and that outreach with local agencies is ongoing, with more details to be provided as the project progresses.

9. Discussion on potential Safe Streets for All (SS4A) implementation grant application. (Information)

C/CAG staff Jeff Lacap shared that Safe Streets for All (SS4A) implementation grant applications are due June 26, 2024. As recommended in the Countywide Local Road Safety Plan (LRSP), C/CAG intends to prioritize future implementation grants and is considering submitting a countywide application. Staff proposed highlighting planned safety improvements at prioritized locations on the Countywide High Injury Network

Committee members indicated that they were pursuing individual applications, but some members suggested pursuing a countywide application based on systematic improvements or geographic proximity.

10. 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, and funding and training opportunities.

11. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier reported no new updates on the Caltrans ramp metering project and no significant legislative news to report at the time. He will email the Committee about a federal tax credit available for electric vehicle chargers, which may benefit local agencies planning electric vehicle infrastructure projects.

12. Member Reports (Information)

Member Bautista announced that this was his final TAC meeting and his last day with the City of Millbrae would be April 25th. He thanked the Committee for their support and collaboration. Committee members expressed their appreciation for his contributions and wished him well in his future endeavors.

13. Adjournment

Co-Chair Stillman adjourned the meeting at 2:19 p.m.

C/CAG AGENDA REPORT

ITEM 5

Date: May 15, 2025

To: Congestion Management Program Technical Advisory Committee (TAC)

From: Susy Kalkin, Transportation Systems Coordinator

Subject: Review and recommend approval of the FY 25/26 and FY 26/27 TA and C/CAG Shuttle Program funding list.

(For further information contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee review and recommend approval of the FY 25/26 and FY 26/27 San Mateo County Transportation Authority (TA) and C/CAG Shuttle Program funding list.

FISCAL IMPACT

Available funding for the shuttle program call for project in the two-year cycle is up to \$17,000,000.

SOURCE OF FUNDS

Funding to support the shuttle program is derived from the C/CAG Congestion Relief Plan. It includes approximately \$1,000,000 in funding for the two-year cycle. The San Mateo County Transportation Authority (TA) Measure A Local Shuttle Program made available approximately \$16,000,000 for the two-year funding cycle. The C/CAG funding will be predicated on the C/CAG Board of Directors approving shuttle funding in the amount of approximately \$500,000 for each fiscal year through the annual budget adoption process.

BACKGROUND/DISCUSSION

For the FY 2025/2026 and FY 2026/2027 funding cycle, the San Mateo County Transportation Authority (TA) and C/CAG conducted a joint Call for Projects, offering up to \$17 million in combined funding for shuttle services. The Call for Projects was released on January 13, 2025, with applications due by February 28, 2025.

A total of 23 applications were submitted by five sponsors, requesting approximately \$14.4 million through the San Mateo County Shuttle Program. This represents a decrease in the number of shuttle requests compared to the previous cycle, which included 26 shuttles. The reduction is primarily attributed to rising shuttle operating costs, which led sponsors to consolidate certain routes to improve efficiency and reduce expenses.

During the previous Call for Projects (CFP), SamTrans conducted concurrency reviews for all existing shuttles to ensure services did not significantly overlap with SamTrans routes. Under the current CFP, concurrency reviews are conducted only for new shuttle routes, substantial modifications to existing routes, or when changes occur within the SamTrans fixed-route network.

For this cycle, the Skyline College Shuttle was the only route subject to a concurrency review due to the recent launch of SamTrans Route SKY. The review determined that the Skyline College Shuttle now significantly overlaps with the new SKY route. As a result, while the Skyline College Shuttle is recommended for funding for the current two-year cycle, Skyline College and SamTrans staff will coordinate on a plan to phase out the shuttle and transition riders to the SamTrans SKY route in the future.

Shuttle applications were reviewed and evaluated by a committee composed of staff from the TA and C/CAG. The Committee recommends funding all 23 applications, totaling \$14,439,244, as summarized in Attachment 1. Key approval steps and associated dates are shown in the table below.

Key Dates/Upcoming Milestones	Date
TA Board Meeting (Informational Item)	May 1, 2025
C/CAG TAC Recommendation	May 15, 2025
C/CAG CMEQ Committee Recommendation	May 19, 2025
TA CAC Recommendation	June 3, 2025
TA Board Action	June 5, 2025
C/CAG Board Action	June 12, 2025

NEXT STEPS

Shuttle Program Outlook

Shuttle program costs have risen significantly since the last CFP and are expected to continue increasing in the years ahead. The Peninsula shuttle program is now at a juncture where a more proactive approach is needed to assess how the long-term future of the shuttle program aligns with available funding.

Measure A provides a relatively fixed annual amount for shuttle programs. For the current CFP, the TA leveraged rollover funds from previous years to make as much funding available as possible, in anticipation of higher costs for shuttle operations. However, this strategy is not sustainable for future cycles. As operational costs continue to rise, the TA will not have sufficient funding to continue supporting the program at its current level.

Additionally, there has been a historical mismatch between the shuttle partners' funding commitments and the term of the SamTrans master shuttle contract. While the joint CFP follows a two-year cycle, the most recent SamTrans master agreement spans ten years. This results in a contract with the operations vendor that extends far beyond the timeframe of firm funding commitments from shuttle program partners including the TA, C/CAG, Commute.org (with funding from local private businesses or other partners), SamTrans, Caltrain, and local jurisdictions.

As the current model is no longer sustainable, TA staff has proposed to lead a shuttle study with shuttle program partners mentioned above to reimagine the program's future. The study will evaluate longer term financial commitments to more closely match operations contract terms, evaluate current routes

and operations to confirm future shuttles meet community needs, and envision a more financially feasible path forward based on available funding. If approved by the TA Board in June, the proposed study would begin in July 2025 and be completed within approximately one year, prior to the release of a new SamTrans Master Shuttle Contract procurement.

EQUITY IMPACTS AND CONSIDERATIONS

A primary goal of the shuttle program is to sustain and enhance local mobility for transit-reliant populations. Shuttles help fill gaps in local bus service to address unmet community mobility needs, especially for underserved populations. Accordingly, the scoring criteria for the program includes a strong equity component. The scoring focuses on maximizing ridership (50 points), equity (25 points), and first/last mile need (25 points), along with up to 10 bonus points.

Of particular note, the draft recommendations include funding for the following four community shuttles located within equity priority areas:

- Daly City Bayshore
- South City Shuttle (East)
- South City Shuttle (West)
- Menlo Park Crosstown

ATTACHMENTS

1. Exhibit A: Draft Program Recommendations
2. Exhibit B: Shuttle Route Descriptions
3. Exhibit C: Shuttle Rankings & Scoring Recommendations

Exhibit A. San Mateo County Shuttle Program Call for Projects FY26/27 Draft Program Recommendations



Shuttle Name	Route ID	Sponsor	Service Type	Total Cost	Requested Funds	Matching Funds	% Match	New/Existing	
Proposed TA Funded Shuttles									
1	Brisbane Bayshore Caltrain	BBC	Commute.org	Commuter	\$579,523	\$434,642	\$144,881	25%	Existing
2	Brisbane Crocker Park	BCP	Commute.org	Commuter	\$1,207,340	\$905,505	\$301,835	25%	Existing
3	Burlingame Bayside	BAY	Commute.org	Commuter	\$603,670	\$452,752	\$150,917	25%	Existing
4	Burlingame Point	BPT	Commute.org	Commuter	\$772,697	\$309,079	\$463,618	60%	Existing
5	Daly City Seton	DCS	Commute.org	Commuter	\$676,110	\$507,083	\$169,028	25%	Existing
6	Foster City Commuter	FCC	Commute.org	Commuter	\$1,159,046	\$869,284	\$289,761	25%	Existing
7	Hillsdale Caltrain Commuter	HCC	Commute.org	Commuter	\$676,110	\$507,083	\$169,028	25%	Existing (Replicates prior Norfolk shuttle route)
8	Millbrae Burlingame Commuter	MBC	Commute.org	Commuter	\$700,257	\$525,193	\$175,064	25%	Existing
9	North Foster City	NFC	Commute.org	Commuter	\$676,110	\$507,083	\$169,028	25%	Existing
10	Redwood City Midpoint	MPT	Commute.org	Commuter	\$1,207,340	\$905,505	\$301,835	25%	Existing
11	Redwood City Redwood Life	RLC	Commute.org	Commuter	\$603,670	\$452,752	\$150,917	25%	Existing
12	Redwood City Seaport Centre	SEA	Commute.org	Commuter	\$603,670	\$452,752	\$150,917	25%	Existing
13	South San Francisco Oyster Point BART	OPB	Commute.org	Commuter	\$700,257	\$525,193	\$175,064	25%	Existing
14	South San Francisco Oyster Point Caltrain	OPC	Commute.org	Commuter	\$627,817	\$470,862	\$156,954	25%	Existing
15	South San Francisco Oyster Point Ferry	OPF	Commute.org	Commuter	\$579,523	\$434,642	\$144,881	25%	Existing (Combines prior Oyster Point Ferry and Utah Grand Ferry routes)
16	South San Francisco Utah Grand BART	UGB	Commute.org	Commuter	\$1,207,340	\$905,505	\$301,835	25%	Existing
17	South San Francisco Utah Grand Caltrain	UGC	Commute.org	Commuter	\$676,110	\$507,083	\$169,028	25%	Existing
18	South San Francisco South City East	SCSE	City of South San Francisco	Community	\$1,716,933	\$1,287,700	\$429,233	25%	Existing
19	South San Francisco South City West	SCSW	City of South San Francisco	Community	\$868,466	\$651,350	\$217,117	25%	Existing
20	Skyline College Shuttle ¹	SKY	San Mateo County Community College District	Commuter	\$608,272	\$304,136	\$304,136	50%	Existing
21	Menlo Park Crosstown ²	MPE	Menlo Park	Community	\$1,289,972	\$773,983	\$515,989	40%	Existing
22	Menlo Park Willow Road	M4	Menlo Park	Commuter	\$1,093,563	\$820,171	\$273,392	25%	Existing (Combines prior Willow Road and Marsh Road routes)
					\$18,833,794	\$13,509,336	\$5,324,458		
Proposed C/CAG Funded Shuttles									
23	Daly City Bayshore	DCB	Daly City	Community	\$1,239,877	\$929,908	\$309,969	25%	Existing
					\$1,239,877	\$929,908	\$309,969		
Total					\$20,073,671	\$14,439,244	\$5,634,427	28%	

¹ Evaluation committee recommends funding shuttle for current CFP cycle, during which SamTrans and Skyline College will work to phase out the shuttle and transition riders to new SamTrans SKY route.

² TA and City are working to address requested modifications to the shuttle route proposal. Final cost for the shuttle will be included in the June Board packet.

Exhibit B

San Mateo County Shuttle Program Route Descriptions

Commute.org

Brisbane Bayshore Caltrain

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$434,642

Serves the Bayshore Caltrain Station and provides connections to businesses in the Crocker Park industrial area and other parts of Brisbane and Daly City with service offered during peak weekday commute hours

Brisbane Crocker Park

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$905,505

Serves the Bayshore Caltrain Station and the Balboa Park BART/MUNI Stations and connects riders to the Crocker Park industrial area in Brisbane with service offered during peak weekday commute hours

Burlingame Bayside

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$452,752

Serves the Millbrae Intermodal Station and provides connections to the Bayside business and hotel district east of the US 101 in Burlingame as well as businesses and multifamily buildings in Burlingame and Millbrae with service offered during peak weekday commute hours

Burlingame Point

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$309,079

Serves the Millbrae Intermodal and Burlingame Caltrain stations and provides connections to the Burlingame Point campus as well as hotels and businesses along Airport Boulevard with service offered during peak weekday commute hours

Daly City Seton Medical Center

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$507,083

Provides service between the Daly City BART Station, Daly City Civic Center and Seton Medical Center.

Foster City Commuter

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$869,284

Serves the Hillsdale Caltrain Station and provides connections to major employment and activity centers in Foster City with service offered peak weekday commute hours

Hillsdale Caltrain Commuter

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$507,083

Serves the Hillsdale Caltrain Station and providing service to the Lakeshore and Mariners Island residential and commercial communities in San Mateo with service offered peak weekday commute hours.

Millbrae Burlingame Commuter*Service Type: Commuter**Recommended Funding for FY26 & FY27: \$525,193*

Serves the Millbrae Intermodal and Broadway Caltrain Stations and provides connections to the Mills-Peninsula Medical Center, Mercy Burlingame, and residential areas of Easton and Burlingame Terrace with service offered peak weekday commute hours

North Foster City*Service Type: Commuter**Recommended Funding for FY26 & FY27: \$507,083*

Serves the Millbrae Intermodal Station and provides connections to major employment centers in North Foster City with service offered during peak weekday commute hours

Redwood City Midpoint*Service Type: Commuter**Recommended Funding for FY26 & FY27: \$905,505*

Serves the Redwood City Caltrain station and provides connections to the Midpoint Technology Park, Stanford Health Care and University facilities and other developments in the Downtown area with service offered during peak weekday commute hours

Redwood City Redwood Life*Service Type: Commuter**Recommended Funding for FY26 & FY27: \$452,752*

Serves the Belmont Caltrain Station and provides connections to the employers in Redwood Shores, numerous parks and public facilities, and businesses on the west side of the US 101 with service offered during peak weekday commute hours

Redwood City Seaport Centre*Service Type: Commuter**Recommended Funding for FY26 & FY27: \$452,752*

Serves the Redwood City Caltrain Station and connects riders to the Seaport Centre business park and residential developments east of the US 101 with service offered during peak weekday commute hours

South San Francisco Oyster Point BART*Service Type: Commuter**Recommended Funding for FY26 & FY27: \$525,193*

Serves the South San Francisco BART Station and provides connections to business and other developments in the northern portion of Oyster Point with service offered during peak weekday commute hours

South San Francisco Oyster Point Caltrain*Service Type: Commuter**Recommended Funding for FY26 & FY27: \$470,862*

Serves the South San Francisco Caltrain station and provides connections to office buildings and other employers in Oyster Point with service offered during peak weekday commute hours

South San Francisco Oyster Point Ferry*Service Type: Commuter**Recommended Funding for FY26 & FY27: \$434,642*

Serves the South San Francisco Ferry Terminal and provides connections to office buildings and other employers in Oyster Point with service offered during peak weekday commute hours. This service

combines the previous Oyster Point Ferry and Utah Grand Ferry routes into one due to lower ridership and increased service costs.

South San Francisco Utah Grand BART

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$905,505

Serves the South San Francisco BART station and provides connections to biotech businesses and other developments in the area with service offered during peak weekday commute hours

South San Francisco Utah Grand Caltrain

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$507,083

Serves the South San Francisco Caltrain Station and provides connections to biotech businesses, the South San Francisco Conference Center, and other developments with service offered during peak weekday commute hours

Menlo Park

Menlo Park Willow Road

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$820,171

Serves the Menlo Park Caltrain Station and provides connections to medical facilities, school, offices and other destinations with service offered during peak weekday commute hours. This revised route combines the former Willow Road and Marsh Road commuter routes.

Menlo Park Crosstown

Service Type: Community

Recommended Funding for FY26 & FY27: \$773,983

Serves the Menlo Park and Palo Alto Caltrain Stations and provides connections to schools, parks, shopping centers, medical facilities, and other destinations with service offered all day from 8 AM to 6 PM on weekdays

San Mateo County Community College District

Skyline College Daly City BART Express

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$304,136

Serves the Daly City BART Station and connects riders to Skyline College with service provided all day four to five days per week from 7 AM to 7 PM

South San Francisco

South City Shuttle (East)

Service Type: Community

Recommended Funding for FY26 & FY27: \$1,287,700

Serves the South San Francisco BART Station and provides connections to parks, medical facilities, schools, community centers, and other destinations with service provided all day from 7 AM to 7 PM on weekdays

South City Shuttle (West)

Service Type: Community

Recommended Funding for FY26 & FY27: \$651,350

Serves the South San Francisco BART Station and provides connections to park, schools, residential areas, and public facilities with service offered all day from 7 AM to 7 PM on weekdays

Daly City

Daly City Bayshore

Service Type: Community

Recommended Funding for FY26 & FY27: \$929,908

Serves the Daly City BART and Balboa Park BART Stations and provides connections to the North Peninsula Food Pantry, affordable housing, the Bayshore Community Center, and other destinations with service offered all day from 6 AM to 8 PM on weekdays

Exhibit C. FY 2026/2027 Shuttle Scores & Rank

Shuttle	Type	Total (with Bonus)	Rank
South City East	Existing	78	1
BCP - Brisbane / Crocker Park – Balboa Park	Existing	74	2
SKY - Skyline College Express	Existing	64	3
MPT - Midpoint Tech – Redwood City	Existing	63	4
SEA - Seaport Centre Caltrain – Redwood City Caltrain Station	Existing	62	5
OPC - Oyster Point Caltrain – So. San Francisco Caltrain Station	Existing	61	6
DCB - Daly City Bayshore – Daly City; Balboa Park	Existing	61	6
BPT - Burlingame Point – META – Millbrae Station	Existing	60	8
BAY - Burlingame / Bayside – Millbrae Station	Existing	56	9
Menlo Park Willow Commuter	Existing	56	9
MBC - Millbrae Burlingame Commuter	Existing	54	11
UGC - Utah-Grand Caltrain – So. San Francisco Caltrain Station	Existing	53	12
DCS - Daly City Seton	Existing	52	13
NFC - North Foster City – Millbrae Station	Existing	52	13
OPB - Oyster Point BART – South San Francisco BART station	Existing	52	13
UGB - Utah Grand BART – So. San Francisco BART Station	Existing	52	13
Menlo Park Crosstown	Existing	51	17
BBC - Brisbane / Bayshore Caltrain	Existing	49	18
South City West	Existing	48	19
RLC - Redwood LIFE Caltrain – Belmont Caltrain Station	Existing	47	20
OPF - Oyster Point and Utah Grand Ferry	Existing	36	21
HCC - Hillsdale Caltrain Commuter	Existing	33	22
FCC - Foster City Commuter – Millbrae	Existing	32	23

C/CAG AGENDA REPORT

Date: May 15, 2025

To: Congestion Management Program Technical Advisory Committee

From: Kim Wever, Transportation Program Specialist

Subject: Review and recommend approval of a multi-year Transportation Fund for Clean Air (TFCA) 40% Funds call for projects, including the associated grant application schedule.

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

RECOMMENDATION

That the Technical Advisory Committee review and recommend approval of a multi-year Transportation Fund for Clean Air (TFCA) 40% Funds call for projects, including the associated grant application schedule.

FISCAL IMPACT

The amount of available Fiscal Year 2026 TFCA funding is \$467,940. It is anticipated 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.

Multi-Year Call for Projects

At the April meeting, staff presented the concept of conducting a multi-year call for project and received positive feedback from the Committee. 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.

Staff proposes combining three years of TFCA funding, at an estimated total of \$1.21M. Staff will rank the projects and allocate the funding annually as they become available. Because the cost effectiveness (C-E) threshold can vary annually based on Air District guidelines, eligible jurisdictions with projects in the outer years must submit an updated C-E worksheet before funds are awarded.

The Air District has issued a [TFCA 40% Fund Expenditure Plan Guidance](#) (Guidance) for grant funds covering Fiscal Year 2025/26, and staff proposes using this latest Guidance to design the call for projects process.

Eligible Projects 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, bikeshare, 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, transit priority projects or bus-rapid-transit lane.

More details and example projects within each category can be found in Attachment 1, Eligible Project Table.

Eligible applicants include any public agencies, cities, towns, County, and transit agencies in San Mateo County. Other entities may partner with an eligible applicant to help shape the scope of work for the project proposal and play a role in project delivery.

Applicants may apply for multiple projects but must provide a priority ranking list with their submission.

Grant Funding/Match

Estimated Total Grant Funds Available	\$1,210,000
Minimum Grant Awards	\$250,000
Maximum Grant Awards	\$600,000
Minimum Local Cash or In-Kind Match (% of Total Project Cost)*	10%

***The match is based on total project cost, not the amount of the grant.** Revenue sources for a local match can include local sales tax, special bond measures, private donations, and/or private foundations, etc. The local match can be all cash, third-party in-kind contributions, or a combination of the two. Staff time from the primary applicant can also count as in-kind match.

Multi-Year Grant Award Process and Project Phasing Plan

TFCA funds will be awarded on an annual basis as they become available. For grant requests exceeding the estimated annual funding availability of \$370,000, applicants are required to submit a Project Phasing Plan. This Plan will assist staff in evaluating project readiness, scheduling, and funding requirements. The Phasing Plan should:

- Breakdown of the project into clearly defined phases or segments;
- Include a timeline showing the estimated start and end date for each phase;
- Outline estimated cost and identify both secured and anticipated funding sources for each phase; and
- State the current status of key project components, including environmental clearance, permitting, design, and right of way acquisition.

Draft Application and Evaluation Process

Step 1: To be eligible, the Project Sponsor will first prepare the C/E Worksheet to ensure that the project does not exceed the maximum C/E limit. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project's operation period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller). Cost Effectiveness (C-E), as defined in the Guidance, is used as screening criteria for all projects considered for allocation under the TFCA program.

The maximum C/E limit is shown below:

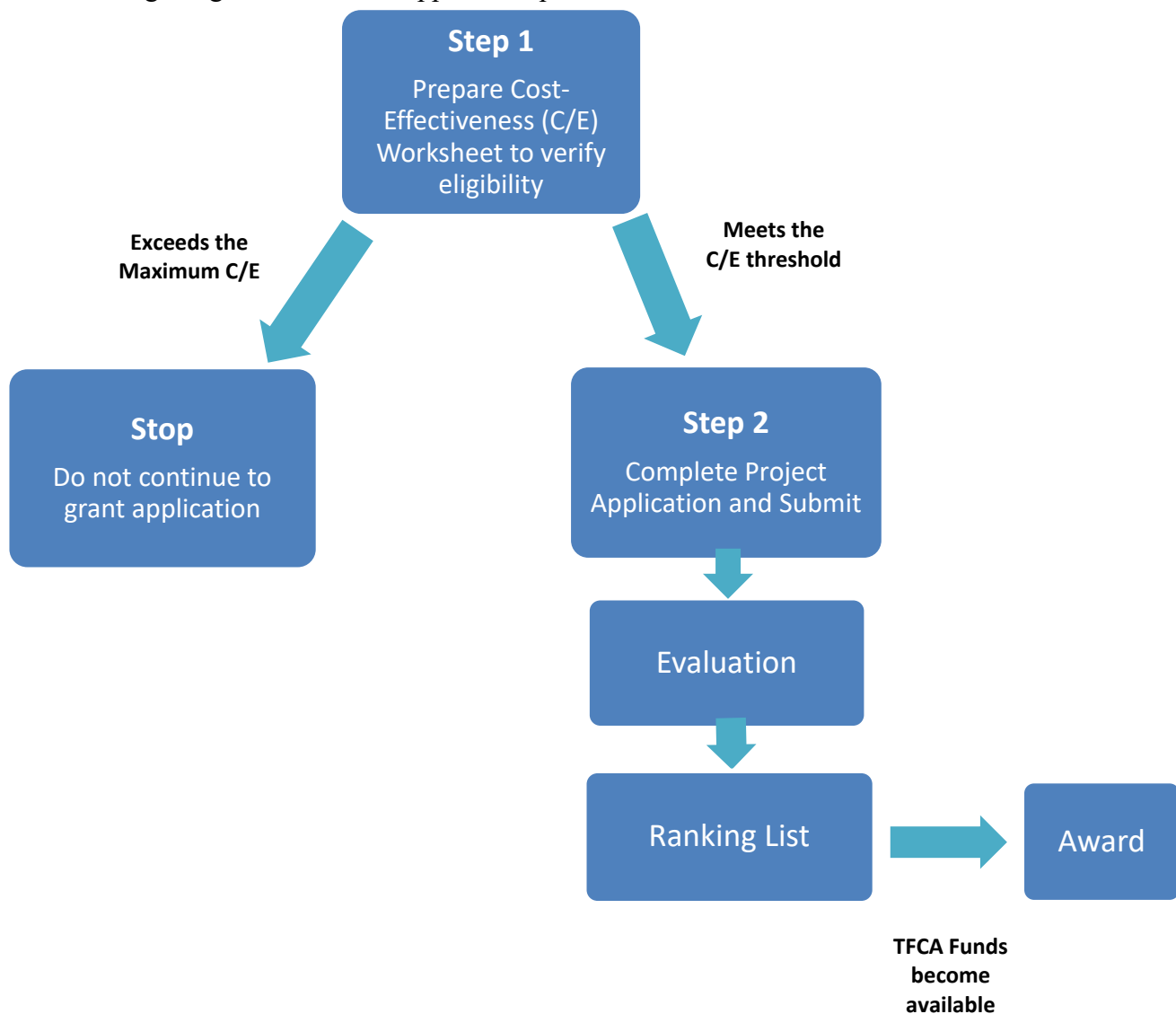
Project Category	Maximum C/E (\$/weighted ton)
1. Clean air vehicles and electric and hydrogen recharging stations	500,000

Project Category	Maximum C/E (\$/weighted ton)
2. Ridesharing - Existing	150,000
First-Last Mile Connections - Existing	250,000
Ridesharing/First-Last Mile Connections – Pilots	500,000
3. Bicycle Parking	250,000
Bikeways	500,000
4. Infrastructure Improvement for Trip Reduction	500,000

Projects that do not meet the required C/E threshold should not continue to Step 2, the grant application.

Step 2: Projects that meet the C/E threshold, shall move on to complete the grant application. Refer to Attachment 3, Draft Application for detailed information.

The following image illustrates the application process:



The following factors will be used to score each completed application:

For Project Category 1 – Clean air vehicles and electric and hydrogen recharging Stations, and 2 – Ridesharing and First-Last Mile Connections Only:

Criteria Description	Up to Points
Cost Effectiveness Evaluation Results	45
Project Readiness and Timely Use of Funds	15
Community Support and Equity	15
Local Match (Local Cash or In-Kind Match)	10
Innovation	10
Project Funding History	5
Countywide Plans/Consistency	Yes or No, N/A
Total	100

For Project Category 3 – Bicycle Parking and Bikeways and 4 – Infrastructure Improvement for Trip Reduction Only:

Criteria Description	Up to Points
Cost Effectiveness Evaluation Results	45
Project Readiness and Timely Use of Funds	15
Community Support and Equity	10
Safety	10
Local Match (Local Cash or In-Kind Match)	10
Innovation	5
Project Funding History	5
Countywide Plans/Consistency	Yes or No, N/A
Total	100

Project Funding History

An applicant will receive additional points if they have not received TFCA funding in the past 5 years. Attachment 2 lists the projects that have received funding since 2020.

Award Process

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.

Tentative Schedule

C/CAG staff plans to issue the FY25/26-FY27/28 Call for Projects in late May. C/CAG staff will arrange office hours, available during the months of June and July. Project recommendations will be

brought to the C/CAG Congestion Management Program Technical Advisory Committee and the C/CAG Congestion Management and Environmental Quality Committee this fall. The C/CAG Board of Directors will authorize the award(s) of up to \$467,940 before November 7, 2025.

The tentative schedule is below:

Date	Description
Wednesday, May 28, 2025	Release Limited Call for Projects
June and July 2025	Office Hours
Wednesday, August 13, 2025 at 5:00 P.M.	Application Due Date
Late August/Early September	Application Evaluation and Project Selection Process
September 2025	Selected project(s) will be notified and recommended to the C/CAG Committees for approval.
September and October 2025	Funding Agreement developed between C/CAG and Project Sponsor. Funding Agreement will be presented to Board for approval.

RECOMMENDATION

At the May Committee meeting, staff requests that the Committee reviews and recommends approval of the draft multi-year call for projects process, alongside the grant application schedule. Staff will return to the Committee in September with a recommended ranking list for grant award.

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. Additionally, the evaluation criteria will award points to locations within an MTC Equity Priority Community, CalEnviroscreen 4.0 census tract, and the C/CAG Equity Focus Areas.

ATTACHMENTS

1. Eligible Projects Table
2. Previously Funded TFCA Projects (2020-2025)
3. Draft Application

ELIGIBLE PROJECTS TABLE

Project Category	Brief Description and Examples
1. Clean air vehicles and electric and hydrogen recharging stations	<p>These projects are intended to accelerate the adoption of zero-emissions vehicles through the deployment of alternative fuel infrastructure, i.e., electric vehicle charging sites, hydrogen fueling stations. Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites. This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA funds as long as the equipment was maintained and has exceeded the duration of its useful life after being placed into service. Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority. TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.</p>
2. Ridesharing/First-Last Mile Connections	<p>Ridesharing projects provide carpool, vanpool, bikeshare, or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the grantee are not eligible.</p> <p>First-Last Mile Connections projects reduce single-occupancy vehicle trips by providing short-distance connections between mass transit and commercial hubs or employment centers. The following conditions must be met for a project to be eligible for TFCA funds:</p> <ol style="list-style-type: none"> 1) The service must provide direct connections between stations (e.g., rail stations, ferry stations, Bus Rapid Transit (BRT) stations, or airports) and a distinct commercial or employment location. 2) The service's schedule, which is not limited to commute hours, must be coordinated to have a timely connection with corresponding mass transit service.

	3) The service must be available for use by all members of the public.
3. Bicycle Facilities	These projects expand public access to bicycle facilities. New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan and/or Regional Active Transportation Plan are eligible to receive TFCA funds. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.
4. Infrastructure Improvement for Trip Reduction	These projects achieve motor vehicle emission reductions that expand the public's access to alternative transportation modes through the design and construction of physical improvements. The project must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards . The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement. Examples of projects that are eligible under this policy include but are not limited to installation of new ferry terminal stations or berths, and construction for improving pedestrian access (e.g., sidewalks, overpasses).

PREVIOUSLY FUNDED TFCA PROJECTS (2020-2025)

Year	Agency	Project Title	Amount
2020	City of South San Francisco	East of 101 Bicycle Safety Improvement Project	\$150,000
2020	City of Half Moon Bay	Main Street Traffic Calming	\$109,650
2020	City of Daly City	Daly City Crosswalk Enhancements	\$180,000
2020	City of Belmont	Ralston Ave. Adaptive Signalization System	\$230,000
2020	City of Millbrae	Millbrae Ave and Helen Drive Traffic Calming Pilot	\$89,350
2021	City of Millbrae	Citywide Virtual Bicycle and Ped Detection	\$174,240
2021	City of San Bruno	San Bruno Bicycle Route Installation Project	\$246,760
2022	Town of Woodside	Glen Path Phase 3 Ped Project	\$290,848
2024	City of San Bruno	Public Works Corporation Yard Electrification	\$745,706.67
2024	City of San Mateo	Battery Electric Street Sweeper	\$254,293.33
2025	Town of Hillsborough	Rapid Electric Vehicle Chargers	\$306,060

DRAFT GRANT APPLICATION

- Word Document version available online at <https://ccag.ca.gov/opportunities/call-for-projects-2/>
- One (1) electronic version of the application shall be submitted to the County Program Manager, Kim Wever (kwever@smcgov.org) by the closing date and time for receipt of application.
- Applications must be received no later than 5:00 P.M. on Wednesday, August 13, 2025.
- Each application shall be no more than 20 bound pages.

GENERAL INFORMATION	
Project Sponsor	
1. Lead Applicant (Agency):	
2. Project Manager (Name and Title):	
3. Contact Information (Email and Phone):	
Project Partners/Vendors (Please list all project partners and/or vendors that will be involved and their role in the project.)	
1. Agency/Business/Organization	
a. Role in Project (brief)	
2. Agency/Business/Organization	
a. Role in Project (brief)	
PROJECT CATEGORY	
<p>Please check the box that corresponds to your project's category:</p> <p><input type="checkbox"/> Clean air vehicles and electric and hydrogen recharging stations: includes alternative fuel and plug-in hybrid-electric vehicles, scrapping old vehicles, and alternative fuel infrastructure.</p> <p><input type="checkbox"/> Ridesharing/First-Last Mile Connections: includes shuttle, vanpool, carpool, transit, rail-bus, bikeshare, and smart growth projects.</p> <p><input type="checkbox"/> Bicycle Facilities: includes installation of new bicycle paths/lanes/routes and secure bike parking, such as lockers and racks,</p> <p><input type="checkbox"/> Infrastructure Improvement for Trip Reduction: includes traffic-calming and construction of facilities that expand access to mass transit, such as a new ferry terminal, transit priority projects, or bus-rapid-transit lane.</p>	

PROJECT DESCRIPTION	
1. Project Title	
2. Brief Project Description and Purpose	
3. Project Location	
PROJECT COST AND GRANT REQUEST	
1. Total Project Cost	
2. Total TFCA Grant Request	
3. Local Cash Match	
4. And/or In-Kind Match	
NARRATIVE/COST PROPOSAL	
1. Detailed description of project (describe the project and services being requested)	
2. Project justification and needs (justify the project by describing what the agency needs are and how this project meet those needs, i.e. reduce air pollution, improves safety, community support, consistent with countywide or citywide plans)	

<p>3. Agency resources (describe the resources the project sponsor agency will dedicate for the successful completion of the project)</p>
<p>4. Project Readiness (describe the readiness of the project, and any factors that may influence the project schedule in any way) <i>Please include project schedule as attachment, if needed.</i></p>
<p>5. Equity. Please describe how the project advances equity. Use the following links to review your project's Equity criteria eligibility:</p> <ul style="list-style-type: none"> • MTC Equity Priority Communities (EPC) • CalEnviroScreen 4.0 census tract with a score above 25% <ul style="list-style-type: none"> • Hover over the census tract where your project lands and use the legend to the right to determine what the percentage score is. • C/CAG Equity Focus Area score of 8 or higher <ul style="list-style-type: none"> • Use the sliding scale on the 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan webmap to show the range of Equity Focus Areas. <p><input type="checkbox"/> If your project area is highlighted when the scale is at 8 or higher, you may check this box.</p> <p><input type="checkbox"/> If the project is only partially within one of these areas, you may check this relative box.</p> <p>If the project is not located in an MTC EPC, in a CalEnviroScreen 4.0 census tract with a score above 25%, or in a C/CAG EFA, please describe if and how this project serves a community of concern, a disadvantaged community, and/or a vulnerable population. For example, if the project promotes equity in other ways, such as connecting an equity focus area to a business center, high use activity center, etc., please elaborate and describe in more details using the text box below.</p>

<p>6. Detailed project cost proposal (include breakdown of costs for capital, construction, consultant, etc.) <i>Please use Attachment X, Cost Proposal Template include as an attachment.</i></p>
<p>7. Project Phasing Plan (<i>Please include as attachment if needed</i>) TFCA funds will be awarded on an annual basis as they become available. For grant requests exceeding the estimated annual funding availability of \$370,000, applicants are required to submit a Project Phasing Plan. This Plan will assist staff in evaluating project readiness, scheduling, and funding requirements. The Phasing Plan should:</p> <ul style="list-style-type: none"> • Breakdown of the project into clearly defined phases or segments; • Include a timeline showing the estimated start and end date for each phase; • Outline estimated cost and identify both secured and anticipated funding sources for each phase; and • State the current status of key project components, including environmental clearance, permitting, design, and right of way acquisition.
<p>8. Vicinity map <i>Please include as attachment</i></p>
<p>9. Documentation of community support (i.e. letter(s) from mayor, city manager, chair, or community-based organizations, or evidence of Council or Board approval) <i>Please include as attachment</i></p>
<p>10. Other information (provide any other relevant information not provided above)</p>

C/CAG AGENDA REPORT

Date: May 15, 2025

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Transportation System Coordinator

Subject: Receive a presentation on MTC’s Transit Priority Policy for Roadways (TPPR).

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

RECOMMENDATION

That the Congestion Management Program Technical Advisory Committee receive a presentation on MTC’s Transit Priority Policy for Roadways (TPPR).

FISCAL IMPACT

There is no financial impact related to this item.

SOURCE OF FUNDS

N/A

BACKGROUND

In 2021, the Metropolitan Transportation Commission (MTC) adopted the Bay Area Transit Transformation Action Plan, a strategic framework aimed at enhancing the customer experience and improving the efficiency of transit operations across the region. A key priority of the Action Plan is to improve bus speed and reliability through regional coordination and local implementation.

1. *Develop the Bay Area Transit Priority Policy for Roadways (TPPR)*: The TPPR will serve as the region’s official Transit Priority Policy. Once adopted, it will apply to all new roadway projects located on the public right-of-way that receive MTC discretionary funding of more than \$250,000 or seek MTC endorsement. The policy will outline specific requirements for prioritizing transit in roadway design and operations.
2. *Conduct a Regional Transit Assessment (RTA) and Develop a Transit Priority Network (TPN)*: MTC is also conducting a Regional Transit Assessment, which includes a Corridor Assessment to identify where bus service improvements are most needed. This work will inform the development of the Transit Priority Network (TPN)—a designated network of corridors where transit will be prioritized based on data-driven thresholds (e.g., buses per hour, passenger volumes) and stakeholder engagement.

MTC began initial outreach and shared the initial draft TPPR earlier this year to stakeholders. MTC Staff will present an overview and the revised draft of the TPPR and requirements.

EQUITY IMPACTS AND CONSIDERATIONS

The TPPR advances equitable access by improving transit travel times and supports regional mobility by making transit a more viable and reliable option for all users, particularly those in underserved communities.

ATTACHMENTS

1. Bay Area Transit Priority Policy for Roadways Revised Draft Policy Memo

The following attachments are available on the C/CAG website (See “Additional Agenda Materials”) at:
<https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>

2. Bay Area Transit Priority Policy for Roadways Stakeholder Feedback Summary on Preliminary Draft Policy Memo (Winter 2025)
3. TPPR Comments Submitted by CCAG on Preliminary Draft Policy – March 2025

Memorandum

To:

Relevant Working Groups & Committees
(comprised of MTC, Transit Operator, County Transportation Agency, Local Jurisdiction, and Caltrans District 4 staff)

From:

Britt Tanner, Transit Priority Principal, Regional Network Management (MTC)
Joel Shaffer, Transit Priority Project Manager, Regional Network Management (MTC)
Mika Miyasato, Principal Planner / Transit Priority Planner (AC Transit)

Date:

April 28, 2025

Regarding:

Bay Area Transit Priority Policy for Roadways: Revised Draft Policy Memo

The purpose of this memo is to provide an overview of and seek feedback on the proposed content and requirements of the Bay Area Transit Priority Policy for Roadways (TPPR). This memo supersedes the previous Draft Policy Memo issued in February/March 2025 to reflect comments received through stakeholder outreach at that time. A catalogue of the modifications to the Draft Policy Memo is listed in Appendix 3.

MTC Regional Network Management (RNM) staff propose leveraging the existing MTC Complete Streets Checklist to implement the TPPR and promote enhanced coordination between project sponsors, right-of-way agencies, and transit agencies. **Input on this Revised Draft Policy Memo is requested by end of day Friday, June 6, 2025.**

Background

Adopted in 2021, the *Bay Area Transit Transformation Action Plan* (Action Plan) identifies actions to improve the transit customer experience and efficiency of Bay Area transit operations in the near-term. Specifically, the Action Plan calls for the development and adoption of a Transit Priority Policy and Corridor Assessment to improve bus speed and reliability. MTC is approaching the Action Plan as follows:

1. **Develop the Bay Area Transit Priority Policy for Roadways (TPPR):** The TPPR is proposed to serve as the Transit Priority Policy, and it will establish requirements for new roadway projects on public right-of-way receiving MTC discretionary funding over \$250,000 or requesting MTC endorsement, once adopted.

2. **Conduct a Regional Transit Assessment (RTA) and Develop a Transit Priority Network (TPN):** The RTA will include a Corridor Assessment and will establish a Transit Priority Network (TPN) that identifies where transit should be prioritized. TPN criteria thresholds (e.g., buses per hour, passengers per day) will be based on data analysis and stakeholder input.

This memo and current outreach efforts are focused on the development of the TPPR. The RTA and development of the TPN are a separate, but related, process that is anticipated to begin in spring 2025 and conclude with the adoption of the TPN in late 2026 (see Appendix 1 for more details).

Purpose and Goals of the TPPR

The purpose of the TPPR is to enhance the transit rider experience by supporting the implementation of transit priority infrastructure and policies that improve transit travel times and reliability, and promote the robust interagency coordination required to do so.

The goals of the TPPR are to:

- Establish a common definition of transit priority in the region;
- Guide and align local and regional agencies (i.e., cities, counties, county transportation agencies, transit agencies, Caltrans District 4, and MTC) toward roadway investments that improve transit travel times and reliability, and help transit better serve people’s needs;
- Inform how transit priority projects are prioritized for regional discretionary funding; and
- Navigate implementation challenges like complex interjurisdictional collaboration and limited agency resources.

The TPPR also aligns with various MTC and State policies and programs, including the MTC Complete Streets (CS) Policy and Checklist (2022), Senate Bill 960 (2024), and the Caltrans Director’s Policy on Public Transportation (in progress).

Stakeholder Engagement in Development Process

Early stakeholder engagement informed the creation of a TPPR framework and outline:

December 2023	RNM staff kicked off the TPPR effort with a workshop attended by various partner agencies including transit agencies, county transportation agencies (CTAs), Caltrans, local jurisdictions, and transit advocacy organizations.
Winter/ Spring 2024	RNM staff convened a Policy Development Working Group (PDWG) – consisting of a subset of workshop attendees. Staff used feedback from the PDWG and other staff working groups to form a policy framework and outline.
Fall 2024	The TPPR framework was presented to MTC’s RNM advisory bodies.
Winter 2025	RNM staff developed a preliminary Draft Policy Memo summarizing proposed TPPR content and requirements. Outreach consisted of presentations at various agency stakeholder groups. Feedback was received from approximately 50 agencies, with 350 comments received in total.

Through the engagement process, staff heard the following feedback on what should – and should not – be included in the TPPR:

- Prioritize transit over single-occupancy vehicles;
- Better integrate transit more effectively into existing “Complete Streets” planning and design processes, and consider Complete Streets as part of a broader, interconnected street network rather than individual roadways;
- Focus on transit travel time and reliability. While important, transit safety, first/last mile transit stop/station access, and transfers between services are not the primary focus for Transit Priority;
- Provide clear guidance for more coordinated and consistent integration of transit priority elements into projects, without dictating specific improvements;
- Define criteria to guide MTC’s funding of transit priority projects;
- Incentivize local jurisdictions/right-of-way owners to adopt a local transit priority policy, while retaining local control over design decisions; and
- Minimize new bureaucratic processes.

For a detailed summary of all agency comments on the preliminary Draft Policy Memo, and RNM staff responses, see the Stakeholder Feedback Summary Memo.

Key Elements of the TPPR

Formalizing Interagency Coordination through the Complete Streets Checklist Process

MTC is proposing that the Transit Priority Policy for Roadways (TPPR) utilize the existing [MTC Complete Streets \(CS\) Checklist](#) process to ensure early and effective interagency coordination for projects along transit routes. Transit coordination is already included in the regional CS Policy. The CS Checklist is required for projects requesting over \$250,000 in MTC discretionary funding or an MTC endorsement.

Adding TPPR requirements to the CS Checklist would ensure stronger coordination between project sponsors/applicants, local right-of-way agencies, and transit operators for all roadway projects, regardless if they are transit related. Project applicants should coordinate with transit agencies at the earliest feasible stage of a project, ideally during project initiation/project development, to discuss project scope, objectives, potential impacts on transit, and considerations for transit priority treatments. The TPPR requirements would also apply to Caltrans if they are seeking regional discretionary funding.

To facilitate this, the TPPR would require:

- **Transit Agency Review:** All roadway improvement projects along a transit route¹, existing or planned², should be reviewed for impacts to transit and opportunities for transit priority treatments.

¹ TPPR would apply to scheduled, publicly accessible transit where vehicles operate along established routes with designated stops at predetermined times or on a predetermined headway. This would exclude private shuttle services, special event services, and demand-responsive/paratransit service.

² Planned transit service includes budgeted service changes or services included in an approved Comprehensive Operations Analysis. It does not include long-range plans, unless they are budgeted.

- Project applicants would provide any affected transit agencies and MTC with project information, including transit routes in the project area, coordination to date with transit agencies, and potential impacts to transit operations (projects in design and construction phase only).
- Transit agencies would review the provided information and indicate whether they support or have concerns about the project. The review would be completed by senior-level staff or an authorized delegate at the transit agency. Transit agencies would complete review within 30 calendar days of receiving all relevant information.
- **Inclusion of Best Practice Transit-Supportive Design Guidance for Projects on Roadways where Transit has been Prioritized:** All projects on roadways along the Transit Priority Network (TPN) would be further required to consider including best practice transit priority infrastructure and design treatments, such as those described in the National Association of City Transportation Officials (NACTO) *Transit Street Design Guide*³ or other national or locally-adopted transit-supportive design guidance.
 - In the documentation provided for transit agency review, the project applicant should detail transit-supportive design elements incorporated into the project, or reasons why they cannot be included.
 - In the transit agency's review, additional transit-supportive measures could be suggested for consideration.
- **Project Exceptions:** Projects unable to meet the above requirements should document the need for an exception. Potential conditions for exceptions include:
 - Transit elements would be addressed through a separate, funded planning process or project.
 - Requested transit elements are infeasible along the roadway due to conflicts with fire code, designation as evacuation route, or similar public safety requirements, and alternative transit elements cannot be identified.
 - The cost to add transit-supportive design elements to a non-transit project is excessively disproportionate to the base project cost. Generally, "disproportionate" could be defined as greater than 20 percent, but would be evaluated on a case-by-case basis.⁴
 - Transit agency did not review project within 30 days:
 - If needed, MTC staff may assist with outreach to transit agency.
 - This may delay funding approval or possibly deem the application incomplete.
 - Consensus cannot be reached by the project applicant and transit agency regarding the project design or allocation of roadway space.
 - Applicant should document good faith efforts made to resolve any disputes.
 - MTC or another third-party agency may aid in dispute resolution as needed.
 - MTC reserves the right to final project approval, and projects receiving MTC discretionary funds may be delayed or rescinded for incomplete project application or if mutual agreement is not reached.

³ <https://nacto.org/publication/transit-street-design-guide/>

⁴ Per FHWA Bicycle and Pedestrian Accommodation Regulations and Recommendations: "A cost may be considered excessively disproportionate when the cost of providing the accommodation would be more than 20% of the cost of the larger transportation project."

The requirements above assume a local/subregional right-of-way agency (e.g., city or county) as the project sponsor coordinating with an independent transit agency. For additional agency scenarios (e.g., projects sponsored by transit agencies, CTAs, Caltrans, or dual right-of-way owner/transit operator agencies) and additional details, see Appendix 2.

Optional: Adoption of a Local/Subregional Transit Priority Policy or Resolution in Support of TPPR

The TPPR would encourage local/subregional right-of-way agencies and funding agencies (i.e., cities, counties, and county transportation agencies) to adopt a local transit priority policy or a resolution in support of the TPPR. The intent of these policies or resolutions is to affirm that local/subregional agencies support the needs of transit in projects and day-to-day operations, as well as foster better interagency coordination between local/subregional agencies and transit agencies. Projects sponsored by local/subregional right-of-way agencies and located within a jurisdiction that has a transit priority policy or resolution would be prioritized for certain MTC discretionary funding. Project sponsors/applicants would not be penalized if the local/subregional agency has not adopted a transit priority policy or resolution in support of the TPPR, and exact incentives are dependent on the specific funding program.

The TPPR would include a sample resolution and the minimum elements required to qualify for potential funding prioritization; however, local/subregional agencies would have flexibility to develop their own policy to best fit within the context of their local area as long as it includes the minimum elements required. A local/subregional agency may adopt its transit priority policy as an independent policy or a modification to an existing policy (e.g., expanding an active transportation policy into a complete streets policy) or existing plan (e.g., general plan or transit plan).

Proposed TPPR Roles/Requirements by Agency Type

In summary, the list below describes what the TPPR would require and how agencies would be encouraged to collaborate together, by agency type.

- **Local Jurisdictions/Right-of-Way Agencies**
 - If project is located on a roadway with existing or planned fixed-route transit, need to coordinate with transit agencies to review project
 - If project is on TPN, need to incorporate transit-supportive design elements, such as those described in the *NACTO Transit Street Design Guide* or other national or locally adopted transit-supportive design guidance
 - Consider adopting a local transit priority policy or a resolution in support of the TPPR
- **Caltrans**
 - If Caltrans is seeking MTC discretionary funds, Caltrans would adhere to the right-of-way agency requirements listed previously
 - If a local agency sponsoring a project on the State Transportation Network (STN) is seeking MTC discretionary funds, the local agency sponsor would adhere to the local jurisdiction requirements listed previously
 - *The following considerations apply to projects along the STN, but are not requirements of the TPPR:*
 - *Caltrans will use the Caltrans Bay Area Transit Plan, along with local and regional plans, as a guide to identify transit needs on the STN*

- *Per SB 960, Caltrans shall adopt a Director's Policy for Public Transit in support of transit along the STN by the end of 2025. Also, per SB 960, Caltrans shall adopt design guidance for transit priority facilities by July 1, 2028*
- **Transit Operators**
 - Review projects within 30 days of submission by project sponsor
- **MTC and County Transportation Agencies**
 - As needed, convene discussions to advance local project solutions and reach consensus among project sponsors/applicants, local right-of-way agencies, and transit operators
 - Encourage transit priority through funding incentives
- **MTC**
 - Develop and make available a database of transit agency contacts for project reviews
 - Convene regional discussion on transit priority and provide policy direction
 - Conduct a Regional Transit Assessment to develop the TPN, evaluate existing transit operations and needs throughout the region, and develop a near-term implementation strategy
 - Manage and periodically update the TPPR (and TPN, once adopted)
 - Oversee Complete Streets Checklist
 - Provide technical assistance and other educational opportunities (e.g., transit priority design guidance, best practices for interagency coordination, considering competing roadway needs and functions in limited right-of-way, etc.)

Potential Cost and Schedule Impacts of TPPR

Currently, the CS Checklist must be completed before applying for MTC discretionary funding, unless otherwise noted by a specific funding program. As part of early project planning, local jurisdictions should coordinate with transit agencies providing service within the project area to ensure alignment on project objectives and obtain feedback on project design. If this coordination does not occur as part of project development, agencies may need additional time to complete transit agency coordination prior to submitting a funding application. MTC will consider the timing of funding announcements and application deadlines to allow for additional interagency coordination.

Additionally, MTC will review its current funding programs and may adjust future grant allocations to account for potential increased project costs due to the inclusion of transit-supportive design elements for projects on the Transit Priority Network. Identifying multimodal needs early in the project development phase can inform project cost estimates, so that funding requests are made for the appropriate amount. While adding transit-supportive design elements may increase project costs in certain situations, the goal of the TPPR is to create better, more complete projects that consider all modes.

Considerations in Limited Right-of-Way

Roadways serve a variety of users (e.g., transit riders, pedestrians, bicyclists, and drivers) and have multiple functions (e.g., throughput of people, property access, and parking). Roadway design to accommodate all users and functions can sometimes be difficult, especially in areas with limited public right-of-way.

The TPPR would not dictate roadway modal hierarchy, allocation of space, or specific transit priority treatments. The intent of the TPPR is to encourage early coordination among project sponsors, right-of-way agencies, and transit agencies to evaluate whether transit-supportive design elements can be incorporated into roadway projects and/or to mitigate any potential adverse impacts to transit operations. In situations where consensus cannot be reached, MTC will explore potential ways to assist agencies come to a resolution.

Feedback Requested

RNM staff is looking for feedback on the proposed TPPR elements outlined in this memo. Some questions to guide your review include:

- How can the TPPR be modified to address any existing barriers to effective interagency and reach design consensus in constrained locations?
- What technical assistance and other support materials should MTC consider when assisting partner agencies with transit-supportive street design?
 - Transit Agencies: how can MTC help you give input on project designs?
 - Local Jurisdictions: how can MTC help you incorporate transit-supportive elements into project designs?
- Do you have any concerns with the proposed TPPR contents and requirements? If so, what modifications would you suggest to address them?
- How else can MTC support your agency when implementing the TPPR?
- Is there anything else that should be included in the TPPR?

TPPR Schedule and Next Steps

RNM staff have coordinated with county transportation agency (CTA) staff to determine which committees/working groups are best to solicit feedback on this memo from local jurisdictions in all nine Bay Area counties this spring (See Page 8). Meetings are tentative and subject to change. The [MTC Transit Priority webpage](#) (TPPR drop-down menu) will be updated regularly to reflect any changes to the outreach schedule.

After spring outreach to CTA committees/working groups, RNM staff will develop a first draft of the TPPR policy text and present to select staff working groups and the RNM advisory bodies for feedback in the summer.

Adoption of the final draft of the TPPR text is anticipated in late 2025, in advance of OBAG 4 funding program adoption in early 2026. It is anticipated that the TPPR would be updated on an as-needed basis, in coordination with updates to the CS Policy, CS Checklist, and TPN.

RNM staff anticipate regular communication with stakeholder agencies throughout policy development and implementation. You can track updates on the [MTC Transit Priority webpage](#). You may also reach out with any questions or to request a presentation to your staff-level group by emailing transitpriority@bayareametro.gov.

By end of day Friday, June 6, 2025, please submit your feedback on this revised Policy Memo using the comment spreadsheet emailed to you.

Spring 2025 Stakeholder Engagement Schedule

County	Body	Date
Alameda	ACTC Technical Advisory Committee	May 8, 2025
Contra Costa	West Contra Costa Transportation Commission (WCCTC) East County Transportation Planning Committee (TRANSPLAN) Southwest Area Transportation Committee (SWAT) Transportation Partnership and Cooperation (TRANSPAC)	May 8, 2025 May 20, 2025 May 21, 2025 May 29, 2025
Marin	TAM Technical Advisory Working Group	June 12, 2025
Napa	NVTA Technical Advisory Committee NVTA Citizen Advisory Committee	May 1, 2025 May 7, 2025
Santa Clara	VTa System Operations and Asset Management Working Group VTa Technical Advisory Committee	April 23, 2025 June 11, 2025
San Francisco	<i>TBD</i>	<i>TBD</i>
San Mateo	C/CAG Congestion Management Technical Advisory Committee	May 15, 2025
Sonoma	SCTA Technical Advisory Committee SCTA Planning Advisory Committee	April 24, 2025 May 15, 2025
Solano	STA Technical Advisory Committee	April 30, 2025

Appendix 1: Establishing a Transit Priority Network via a Regional Transit Assessment

The TPPR would **call for the establishment of a Transit Priority Network (TPN)**, which would be developed as part of the upcoming Regional Transit Assessment (RTA). The TPN would be a living network that informs where transit should be prioritized and informs regional discretionary funding.

This RTA will conduct data-driven existing conditions analysis, responding to the Transit Transformation Action Plan’s call for a transit assessment that includes “identification of current bus speeds to establish a baseline”. This existing conditions analysis will be used to develop a draft TPN based on criteria loosely defined in the TPPR, including:

- Corridors with existing and planned high transit service frequency and/or ridership, considering local context (land use, density, etc.);
- Corridors identified or prioritized for transit in approved state, regional, county, and local transit, transportation, or general plans;
- Equity considerations (e.g., proximity and connectivity to MTC Equity Priority Communities); and
- Other contextual considerations (e.g., network gaps/continuity, local importance/roadway context, proximity to MTC Priority Development Areas, key transit transfer locations/stations, etc.).

While the TPN criteria (e.g., transit frequency, ridership) will be broadly included in the TPPR, the precise thresholds (e.g., number of buses per hour, total passengers per day) would be developed during the RTA. The RTA process will include engagement with agency stakeholders and working groups, including but not limited to, the Transit Priority Working Group and the Policy Development Working Group, to ensure feedback from transit agencies, local jurisdictions/right-of-way agencies, CTAs, Caltrans, and transit advocacy organizations.

The RTA and TPN are expected to be periodically updated to reflect current transit conditions.

Proposed Overall Schedule

	2024		2025				2026			
	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall
Transit Priority Policy for Roadways (TPPR)	Policy Framework		Draft TPPR		Final TPPR					
Regional Transit Assessment (RTA) & Transit Priority Network (TPN)				Procurement		RTA Development				
							TPN Development		Adopt TPN	

Appendix 2: Details of Proposed Complete Streets Checklist Additions

The current Complete Streets (CS) Policy and Checklist were adopted in October 2022. The TPPR and CS Policy are closely linked in promoting balanced roadways that serve all users.

This year, MTC planning staff are reviewing the existing CS Checklist, including the current implementation of the Checklist, which provides an opportunity to coordinate and streamline the CS Checklist to reflect the requirements of both the CS Policy and the TPPR. Comments received as part of the TPPR outreach related to the CS Policy and CS Checklist were shared with MTC planning staff for consideration.

Existing CS Checklist Requirements:

- If there is an adopted Complete Streets Plan (such as bicycle, pedestrian, active transportation, Vision Zero or other systemic safety plan), Community Based Transportation Plan, or transit plan, the project must be in accordance with that plan(s).
- If the project is on MTC's [Active Transportation Network](#), it must follow NACTO All Ages & Abilities principles and FHWA's *Public Right-of-Way Accessibility Guidelines* (PROWAG).
- The project must be reviewed by a local (city or county) Bicycle & Pedestrian Advisory Committee (BPAC).
- Project applicants are responsible for assembling all pertinent information, including all elements required for the CS Checklist as well as additional project documentation for review by transit agencies and other relevant stakeholders (i.e., Caltrans for a project on the State Transportation Network).
- CS Checklist currently requires that project sponsors provide documentation to confirm transit agency coordination and acknowledgement of the project.

Proposed CS Checklist Requirements (TPPR Additions):

If the project is located on roadways with existing or planned transit service, the project sponsor should consider transit needs, including opportunities to reduce transit delay, improve transit reliability, and/or mitigate project elements that may adversely impact transit operations.

As noted above, the CS Checklist currently requires that project sponsors provide documentation to confirm transit agency coordination and acknowledgement of the project. The TPPR would require documentation showing transit review, rather than acknowledgment, for projects that are along a transit route. Transit agency review would be documented and signed by senior-level staff or an authorized delegate at both the project sponsor and the affected transit agencies.

- **If the project is along a transit route, but not on the TPN, the project sponsor should coordinate with any affected transit agencies to:**
 - Identify any potential impacts to transit and mitigate where feasible
 - Optional: It is also encouraged, but not required, to consider contextual design guidance from the NACTO *Transit Street Design Guide* or other national, state, and local best practice guidance (see potential measures below).
- **If the project is along a transit route on the TPN, the project sponsor should coordinate with any affected transit agencies to:**
 - Identify any potential impacts to transit and mitigate where feasible

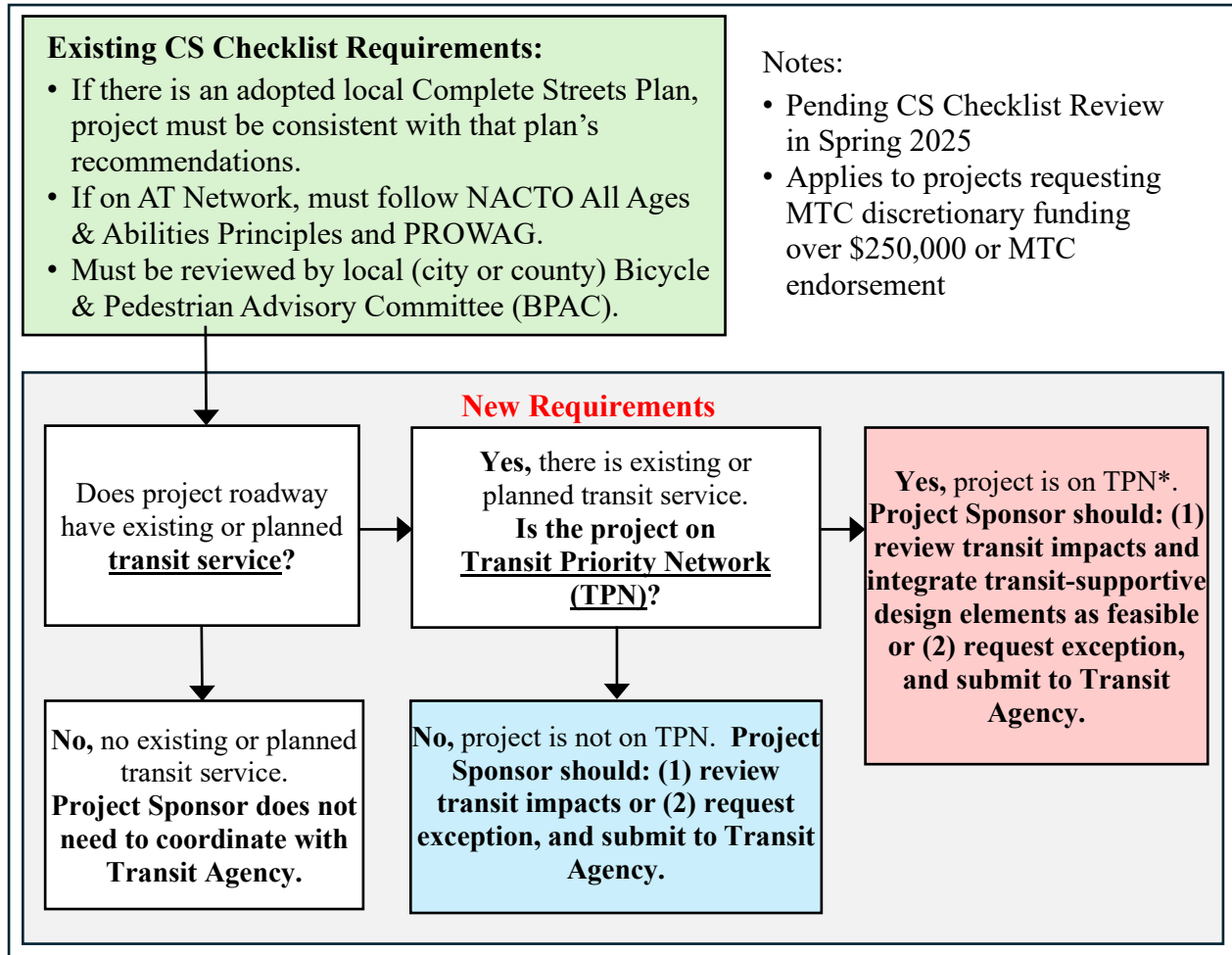
- **Incorporate reasonable transit-supportive design elements** based on contextual design guidance from the NACTO *Transit Street Design Guide* or other national, state, and local transit best practice guidance. Potential improvements could include, but are not limited to, bus stop relocation to more suitable location, bus stop access improvements, bus stop boarding islands or bus bulbs, ADA access improvements, transit signal priority, transit lanes, transit queue jumps, red curb to improve access to bus stops, and other curb regulations.
- The project sponsor and transit agency would **document the suggestions considered and efforts made to incorporate the identified elements, or reasons why they could not be included.**
- *Note that this requirement would only go into effect once the TPN is developed and adopted (anticipated late 2026). There will be an interim period after TPN adoption and before TPN adoption when project sponsors should only perform the following actions: (1) review transit impacts or (2) request an exception, and submit to the Transit Agency.*
- **If unable to do the above, project sponsor would request an exception.** The request for exception would indicate why best practice transit design guidance is not incorporated and an exception is needed. This could include:
 - Transit elements to be addressed through a separate, funded planning process or project.
 - Requested transit elements are infeasible along the roadway due to conflicts with fire code, designation as evacuation route, or similar public safety requirements, and alternative transit elements cannot be identified.
 - The cost to add transit-supportive design elements to the non-transit project is excessively disproportionate to the base project cost. Generally, “disproportionate” could be defined as greater than 20 percent, but would be evaluated on a case-by-case basis.
 - Transit agency did not review project within 30 days:
 - If needed, MTC Staff may assist with outreach to transit agency.
 - This may delay funding approval or possibly deem the application incomplete.
 - Consensus cannot be reached by the project applicant and transit agency regarding the project design or allocation of roadway space
 - Applicant should document good faith effort made to resolve any disputes.
 - MTC or another third-party agency may aid in dispute resolution as needed.
 - MTC reserves the right to final project approval, and projects receiving MTC discretionary funds may be delayed or rescinded for incomplete project application or mutual agreement is not reached.

Additional Agency Scenarios:

- Transit agency-sponsored projects should complete the existing CS Checklist process. There is no need for additional transit review of the project.
- CTA-sponsored projects should complete the existing CS Checklist process, plus review by any affected transit agencies.
- Caltrans-sponsored projects should complete the existing CS Checklist process, plus review by any affected transit agencies (if requesting MTC discretionary funds).

- Projects sponsored by agencies that are both a right-of-way agency and transit agency should complete the existing CS Checklist process, plus transit agency review. The department sponsoring the project (e.g., public works) would describe the project impacts and/or transit-supportive elements, and the transit operations/service department would document review, to ensure interdepartmental coordination and agreement.

Proposed Requirements of the TPPR to be integrated into CS Checklist



**Note that this requirement would only go into effect once the TPN is developed and adopted (anticipated late 2026). There will be an interim period after TPPR adoption and before TPN adoption when project sponsors should only perform the actions in the blue box of the flowchart: (1) review transit impacts or (2) request an exception, and submit to the Transit Agency.*

Appendix 3: Summary of Changes between February/March 2025 and April 2025 Draft Policy Memos

To simplify the review of those who also reviewed the February/March version of the Draft Policy Memo, we have summarized the changes to the memo below:

- **Policy Intro and Purview:**
 - For Goals of the TPPR, deleted text that “TPPR establishes a vision” for the Bay Area, because the vision is set by the Plan Bay Area and other long-range planning documents.
 - Clarified that TPPR will only apply to projects applying for funding after the TPPR is adopted.
 - Added details regarding which transit routes this policy would apply to, and also expanded the purview to include planned transit routes, with footnote of what planned means.
- **Complete Streets Checklist Process:**
 - Changed transit agency review from approval by director-level staff to review by senior-level staff or authorized delegate.
 - Added more details about what the process would require:
 - i. Projects along TPN would require review to consider addition of transit-supportive elements
 - ii. Project not on the TPN would be reviewed for potential impacts to transit
 - Added details on potential exceptions to the CS process (referred to as exemptions in the previous edition.)
 - Added details for varied agency relationship scenarios (e.g., projects sponsored by transit agencies, CTAs, Caltrans, or dual right-of-way owner/transit operator agencies) in Appendix 2.
- **Design Guidance:**
 - Modified language to use “transit-supportive” design guidance/elements, not transit streets design guidance/elements
 - Expanded proposed design resources to include other local guidance.
- **Optional Local Policy/Resolution:**
 - Amplified this section to explain more why a local policy/resolution is desirable.
- **Agency Responsibilities:**
 - Added section with Caltrans responsibilities.
 - Under MTC, amplified technical assistance responsibilities.
- Added “Potential Cost and Schedule Impacts of TPPR” section and “Considerations in Limited Right-of-Way” section.

C/CAG AGENDA REPORT

Date: May 15, 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 Alfredo Balderamos (abalderamos@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.

2025 Local Streets and Roads Needs Assessment Survey – Due May 15, 2025

The California State Association of Counties is conducting the 2025 Local Streets and Roads Needs Assessment. Participation is essential as accurate data is collected to support critical funding and policy decisions for California's local transportation infrastructure. Additionally, the completion of the survey is a requirement to participate in the next One Bay Area Grant Program (OBAG) cycle. Local jurisdictions can contact staff should there be any questions. Instructions to access the survey were sent to Public Works Directors and City Managers. For more information, please contact: Vijay Pulijal, PE Principal, NCE (email: vpulijal@ncenet.com; phone: (510) 585-7587). NCE is the consultant managing this assessment and is available to assist the process.

2025 Caltrans DLA ADA Section 504 Program Assessment Online Form– Due June 30, 2025

Caltrans is requesting all Local Public Agencies (LPAs) receiving Federal Highway Administration (FHWA) funds to complete the ADA Section 504 Program Assessment Online Form by June 30, 2025. Caltrans is mandated to assess LPAs to ensure compliance with the ADA Section 504 program. LPAs are required to complete this assessment every two years (odd years) or when requested. Click here for more information:

<https://www.localassistanceblog.com/2025/05/05/2025-caltrans-dla-ada-section-504-program-assessment-online-form/>

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

Road Safety Champion Program – Core Modules 1, 2, & 3

The overall Road Safety Champion Program provides a high-level overview of road safety in the United States through seven free virtual modules. Modules 1, 2, and 3 will take place from May 20-22, 2025. Register here: <https://www.localassistanceblog.com/2025/04/30/free-trainings-road-safety-champion-program-core-modules-1-2-3/>

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 May 5, 2025
3. Caltrans Lapsed Project End Dates as of April 1, 2025
4. Caltrans NOFO Updates as of May 2, 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 May 5, 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: 5/1/2025

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 *	-31	● 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	-26	● 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	-23	● 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 *	-14	● PED Expired	2	Approv		1			SEQ# 2(3/21/2024 to Present)	0414000103	2W	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	1	◆ 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	4	● PED 3 to < 6 mos	2	Approv						0422000084		ACTIVE
5196(044)	STPL	Daly City	100.0%				01/05/23		12/31/25	8	◆ 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	8	◆ PED 6+ mos	2	Info Only						0420000230		ACTIVE
5226(023)	CML	San Bruno	100.0%		11/16/18		11/24/23		12/31/25	8	◆ 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	8	◆ PED 6+ mos	1	Approv						0422000475		ACTIVE
5261(011)	CPFL	Atherton	0.0%		09/05/24				02/28/26	10	◆ PED 6+ mos	1	Approv						0424000048		ACTIVE
5177(039)	BPMP	South San Francisco	80.0%		11/19/19				04/30/26	12	◆ PED 6+ mos	3	Pend HQ	09/09/27	1			SEQ# 1(12/30/2022 to 3/27/2023)	0418000191		ACTIVE
5299(019)	CML	Millbrae	0.0%				03/11/24		05/31/26	13	◆ PED 6+ mos	1	Approv						0423000060		ACTIVE
5029(025)	BPMP	Redwood City	16.7%		04/13/11				07/31/26	15	◆ PED 6+ mos	2	Approv						0400021046	2W	ACTIVE
5029(024)	BPMP	Redwood City	16.7%		04/13/11				07/31/26	15	◆ PED 6+ mos	2	Approv						0400021045	2W	ACTIVE
5350(026)	STPL	Pacifica	0.0%				05/13/24		09/30/26	17	◆ PED 6+ mos	1	Approv						0424000038		ACTIVE
15J7(205)	ACONP	Brisbane	0.0%		12/20/24				10/31/26	18	◆ PED 6+ mos	1	Approv						All AC		ACTIVE
5102(049)	BRLS	San Mateo	100.0%		06/09/18				11/30/26	19	◆ PED 6+ mos	3	Approv		1			SEQ# 1(8/6/2020 to 5/6/2021)	0417000373	2W	ACTIVE
5171(029)	STPL	Burlingame	0.0%		08/02/24				12/01/26	19	◆ PED 6+ mos	1	Approv						0424000465		ACTIVE
5177(040)	CML	South San Francisco	80.0%		01/04/19		09/09/22		12/31/26	20	◆ PED 6+ mos	2	Approv		1			SEQ# 1(2/1/2022 to 9/9/2022)	0419000112		ACTIVE
5171(027)	CML	Burlingame	0.0%				09/08/23		12/31/26	20	◆ PED 6+ mos	3	Approv						0422000358		ACTIVE

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: 5/1/2025

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
5029(042)	STPL	Redwood City	16.7%		03/26/25				12/31/26	20	PED 6+ mos	1	Approv						0425000265		ACTIVE
5177(049)	BRLS	South San Francisco	80.0%		02/27/24				03/26/28	35	PED 6+ mos	1	Approv						0423000337		ACTIVE
6419(034)	STPLNI	City/County Association of Governments of San Mateo County	0.0%	05/02/23					06/30/28	38	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
5177(047)	CRRSAL	South San Francisco	NA				09/09/22	Acct Final	12/31/24	-4	NA-Closing	4	Pend FHWA	No change	3			SEQ# 4 (SEQ# 4 Approval to Present) SEQ# 3(12/31/2024 to SEQ# 4 Approval) SEQ# 2(12/31/2024 to SEQ# 3 Approval)	0422000384	7D	ACTIVE

BACTA Planning Directors Meeting
Thursday, 5/2/25

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 TBD
- **Port Infrastructure Development Program – [NOFO](#)**
 - Closing date 4/30/2025 (will be extended once NOFO is amended by MARAD)
- **FY 2025 Small Shipyard Grant Program – [NOFO](#)**
 - Closing date 5/15/2025
- **FY 25 Safe Streets and Roads for All Program – [NOFO](#)**
 - Closing date 6/26/2025
- **FY 25 Advanced Digital Construction Management Systems – [NOFO](#)**
 - Closing date 7/31/2025 with an anticipated FY 2025 announcement date of 5/31/2025

State Grant Funding Opportunities

- **EnergIZE Drayage and Transit Set-Aside & EV Fast Track Lane – [Application Portal](#)**
 (CEC will update in the coming weeks)
 - Closing date for Drayage & Transit Set-Aside extended [past March 2025 \(exact date TBD\)](#)
 - Closing date for EV Fast Track Lane 7/15/25
- **California Ocean Protection Council SB 1 Grant Program (Track 1) – [Info](#)**
 - Closing dates 7/3/2025 and 9/12/2025
- **Fast Charge California Project - [Info](#)**
 - Closing date 9/30/2025

Upcoming Grant Opportunities*

- [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

*Federal NOFOs may be paused or removed on short notice.

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 Federal Affairs Update (formerly IIJA Bi-Weekly Newsletter) for upcoming information:
 - [Sign up to Stay in Touch! \(constantcontactpages.com\)](#)

District 4 Resources

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

C/CAG AGENDA REPORT

Date: May 15, 2025

To: C/CAG Congestion Management Program Technical Advisory Committee

From: Eva Gaye, Transportation Program Specialist

Subject: Receive an update on the San Mateo County Safe Routes to School Program Annual Report for Fiscal Year 2023-2024.

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

RECOMMENDATION

That the Technical Advisory Committee receive an update on the San Mateo County Safe Routes to School Program Annual Report for Fiscal Year 2023-2024.

FISCAL IMPACT

None.

SOURCE OF FUNDS

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

BACKGROUND

Since 2010, C/CAG has contracted with the San Mateo County Office of Education (SMCOE) to administer the countywide Safe Routes to School Program. Program activities include bike and pedestrian rodeos, walk and roll to school days, and funding for special projects. In adherence to reporting obligations to C/CAG, SMCOE annually compiles a report summarizing the activities undertaken within the fiscal year and outlining projected objectives for the ensuing year. Theresa Vallez-Kelly, the Program Coordinator of the Safe Routes to School Program at SMCOE, will present the Fiscal Year 2023-2024 annual report to the C/CAG Technical Advisory Committee.

In FY 23-24, the program supported 83 schools throughout San Mateo County, organizing 98 educational and encouragement events. These included International Walk to School Day, Ruby Bridges Walk to School Day, Bike Month activities, bike rodeos, and helmet safety performances.

School Travel Fellowship Program

The SRTS program also concluded its third cycle of the School Travel Fellowship Program, which fosters collaboration between schools, cities, and community groups to improve traffic safety in school zones. Five city teams—East Palo Alto, Menlo Park, South San Francisco, San Mateo, and Redwood City—were selected to participate. Each team implemented quick-build or demonstration projects to address local safety challenges:

- **San Mateo (Hillsdale High School):** Installed curb extensions and upgraded crosswalks on 31st Avenue.
- **East Palo Alto (Costaño Elementary):** Installation of a roundabout to improve pedestrian safety.
- **South San Francisco (Parkway Heights Middle School):** Added vertical delineators and curb extensions to deter unsafe driving.
- **Redwood City (McKinley Institute of Technology):** Launched the SPOKES bicycle maintenance program, teaching students cycling skills.
- **Menlo Park:** Focused on improved communication strategies for future crosswalk upgrades.

These projects, typically spanning a few days to a week, serve as a cost-effective approach for cities to assess project feasibility, gather community feedback, and address concerns before committing to permanent infrastructure changes. Since the inception of the School Travel Fellowship program, three cities that took part in the program have since secured infrastructure funding to make their demonstration projects permanent. Through the San Mateo County Transportation Authority’s Cycle 7 Bicycle and Pedestrian Call for Projects, San Mateo was awarded \$350,000, while South San Francisco received \$2,000,000. Additionally, East Palo Alto received \$400,000 in funding from C/CAG’s TDA Article 3 grant program.

Slow Speed School Zones

In collaboration with Redwood City and Daly City, the SRTS program piloted the Slow Speed School Zones initiative, aiming to reduce vehicle speeds around schools for safer walking and biking. The Slow Speed School Zones guidebook, developed in 2024, continues to serve as a resource for cities to evaluate school zone conditions, implement traffic-calming strategies, and engage community stakeholders. Recommendations include signage, infrastructure changes, and public education.

Equity Impacts and Considerations

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

ATTACHEMENT

(The following attachment is available on the C/CAG website (See “Additional Agenda Materials”) at: <https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>

1. FY 2023-2024 San Mateo County Office of Education Safe Routes to School Annual Report