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Congestion Management & Environmental Quality (CMEQ) Committee

<p>Date: Monday October 27, 2025</p> <p>Time: 3:00 p.m.</p> <p>Location: San Mateo City Hall Conference Room C 300 W. 20TH Ave San Mateo, CA 94403</p>	<p>Join by Zoom Webinar: https://us02web.zoom.us/j/87297026746?pwd=hHSqCBp68h8xOXH4eLcZzQfTnLaZ5L.1</p> <p>Join By Phone: +1 669 900 6833</p> <p>Zoom Webinar ID: 872 9702 6746</p> <p>Passcode: 512343</p>
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*****HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE*****

This meeting of the C/CAG Congestion Management & Environmental Quality (CMEQ) Committee will be held in person and by teleconference. Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

1. Call to Order/Roll Call	Action (Papan)	No Materials
2. Public comment on items not on the agenda.	Presentations are limited to 3 mins.	No Materials
3. Issues from October 16, 2025 C/CAG Board meeting: <ul style="list-style-type: none"> • Adoption of the 2026 State Transportation Improvement Program. 	Information (Lacap)	No Materials
4. Approval of minutes of August 25, 2025 CMEQ Meeting.	Action (Papan)	Pages 1-3
5. Recommend C/CAG Board approval of Transportation Fund for Clean Air grant totaling \$467,940 in Fiscal Year 2025/26 and \$152,556 in Fiscal Year 2026/27 dollars for the Half Moon Bay Eastside Parallel Trail - Segment 4 project, the East Palo Alto Civic Commons EV Charging Stations project, and the County of San Mateo Public Works Fleet Electrification project.	Action (Petrofsky)	Pages 4-8
6. Review and recommend approval of the Draft 2025 Congestion Management Program (CMP) and Monitoring Report.	Action (Gaye)	Pages 9-16
7. Receive an update on Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program.	Information (Lacap)	Pages 17-18
8. Executive Director Report	Information (Charpentier)	No Materials
7. Adjournment and establishment of next meeting date: November 24, 2025	Action (Papan)	No Materials



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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 Board 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 Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board 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 Mima Guilles at (650) 599-1406 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 Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

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

1. Your written comment should be emailed to jlacap@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 CMEQ Committee members, 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 read during 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:

If you wish to speak to the C/CAG CMEQ, please fill out a speaker's slip placed by the entrance of the meeting room. 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:

1. The C/CAG CMEQ 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

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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.
4. When C/CAG staff or CMEQ Chair 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.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff: Jeff Lacap, jlacap@smcgov.org

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS COMMITTEE ON CONGESTION
MANAGEMENT AND ENVIRONMENTAL QUALITY (CMEQ)**

**MINUTES
MEETING OF August 25, 2025**

The meeting was called to order by Chair Papan at 3:00 p.m. at San Mateo City Hall. Roll call for attendance was taken. Attendance sheet is attached.

1. Call to Order/Roll Call

Meeting called to order at 3:00 pm by Chair Papan

2. Public comment on items not on the agenda

There were no public comments on the agenda.

3. Issues from the July 30, 2025 C/CAG Board meeting. (Information)

C/CAG Executive Director Sean Charpentier updated the committee on SB 63, the regional transportation measure. Sean noted that the C/CAG Board approved a motion recommending that SamTrans opt into SB 63, with the condition that rigorous accountability measures be established. These measures include forming a committee to proactively review funding requests. The recommendation also specifies opting in at a ½-cent sales tax rate for a term of 14 years.

4. Approval of the minutes of the May 19, 2025 CMEQ Meeting. (Action)

Motion to approve minutes of the May 19, 2025 CMEQ Meeting. Hedges/Jimenez. Brown, McCune, Jimenez, Venkatesh, Miles-Holland, Papan, Carter and Hedges, and Ratto. Motion Passes 9-0.

5. Review and recommend approval of the Draft 2026 State Transportation Improvement Program (STIP) for San Mateo County. (Action)

Jeff Lacap, C/CAG Program Director provided an update on the Draft 2026 STIP.

Member Papan asked why some projects are funded in later cycles. Jeff explained that the timing is due to the structure of the STIP programming process. There is an overlap between STIP cycles, and not all projects can be programmed earlier due to statewide funding capacity. Sean added that agencies can only request funding in the earlier years if they are pursuing SB1 funds.

Member Papan also inquired about the US 101 Managed Lanes Project north of I-380, specifically whether the County of San Francisco would be contributing funding and what the project's return on investment would be. Sean responded that while coordination with San Francisco County is planned, the project will terminate at the San Mateo/San Francisco County line, and no funding contribution from San Francisco County is anticipated. The return on investment will be evaluated and discussed once the environmental documents are released for public review in early 2026.

Member Venkatesh inquired about the timeline for the City of San Carlos' US 101 Holly Street Interchange Project, noting that a pedestrian was tragically killed on the overpass. She questioned why the proposed

funding is scheduled for FY 2029/30 rather than an earlier year. Jeff explained that the funding timeline aligns with the project schedule provided by the city.

Member Hedges asked whether the environmental document for the US 101 Managed Lanes Project north of I-380 had been released. Sean responded that it has not yet been released, as the PA&ED phase is still evaluating various alternatives, including potential lane conversions and high-occupancy vehicle (HOV) options.

Member Miles-Holland noted that several cities have bicycle and pedestrian infrastructure projects planned along the El Camino Real corridor and asked how the Town of Colma’s project was selected. Jeff explained that Colma’s project was chosen because its Project Study Report has been completed, and the project is significantly further along in development compared to those in other jurisdictions along with the El Camino Real corridor.

Member Jimenez inquired about the timing of the STIP Call for Projects, noting that it occurred during the summer holidays when city staff have limited availability to prepare and submit applications. Jeff explained that the schedule put forth by C/CAG is based on MTC’s submittal timeline and that staff will re-evaluate next the STIP cycle schedule to allow for additional time for applicants to develop applications.

BPAC Chair Mike Swire, provided a public comment on the US 101 Managed Lanes Project north of I-380 project. He noted that San Francisco County has expressed that they will not widen the highway in their jurisdiction. Widening doesn’t work in terms of managing congestion. Mike expressed support for the US-101 Holly Street Interchange Project.

Motion to approve the Draft 2026 State Transportation Improvement Program (STIP) for San Mateo County. Hedges/McCune. Brown, McCune, Jimenez, Venkatesh, Miles-Holland, Papan, Carter and Hedges, Motion Passes 8-0.

Executive Director Report (Information)

C/CAG Executive Director, Sean Charpentier, gave the following updates:

- Sean follow up with Committee members to reaffirm their interest in serving on the Committee
- . A recruitment letter will be sent out to help fill various vacancies on C/CAG Committee.

6. Member comments and announcements (Information)

Member Jimenez inquired if there are any regulations in bylaws to remove members who do not attend the committee meeting.

Member Papan noted that the Next Generation Fare Gates have been installed at all six BART stations in San Mateo County.

7. Adjournment and establishment of next meeting date

The meeting adjourned at 4:10 p.m. The next regular meeting is scheduled for September 29, 2025 at San Mateo City Hall, Conference Room C.

Name	Representing	Jan	Feb	Mar (Canc)	Apr	May	Jun (Canc)	Jul (No Mtg.)	Aug	Sept	Oct	Nov	Dec (No Mtg.)
Dick Brown (Woodside Town Council Member)	Elected Official	X	X		X	X			X				
Tom McCune (Belmont City Council Member)	Elected Official	X	X		AB 2449	X			X				
Mark Dinan (East Palo Alto Council Member)	Elected Official		X		X	X							
Stacy Jimenez (Foster City Council Member)	Elected Official	X	X		X	X			X				
Stacy Miles Holland (Atherton Council Member)	Elected Official	X			X				X				
Juslyn Manalo (Daly City Council Member)	Elected Official				AB 2449								
Pranita Venkatesh (San Carlos Council Member)	Elected Official		X		X				X				
Bob Nguyen (Millbrae Council Member)	Elected Official		X		X	X							
Vacant (Council Member)	Elected Official												
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)	X	R		X				X				
Mollie Carter	Environmental Community	X			X	X			X				
Richard Hedges	Public Member	X	X		Brown Act	X			X				
Vacant	Business Community												
Deborah Penrose	Agencies with Transportation Interests				X								
Peter Ratto	San Mateo County Transit District (SamTrans)	X	X		X	X			X				
Pamela Herhold	Bay Area Rapid Transit (BART)	X	X			X							
Casey Fromson	Peninsula Corridor Joint Powers Board (Caltrain)				R								

R - Remote attendance

Blank- Absent

Brown Act - Remote attendance via Publicly Accessible Teleconference Location

X - In person attendance

AB 2449 – Remote attendance via AB 2449

In-Person: Sean Charpentier, Eva Gaye, Jeff Lacap,

Online: Kaki Cheung-C/CAG; Mike Swire-C/CAG BPAC

C/CAG AGENDA REPORT

Date: October 27, 2025

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: Matt Petrofsky, Senior Programs Specialist

Subject: Recommend C/CAG Board approval of Transportation Fund for Clean Air grant totaling \$467,940 in Fiscal Year 2025/26 and \$152,556 in Fiscal Year 2026/27 dollars for the Half Moon Bay Eastside Parallel Trail - Segment 4 project, the East Palo Alto Civic Commons EV Charging Stations project, and the County of San Mateo Public Works Fleet Electrification project.

(For further information, contact Matt Petrofsky at mpetrofsky@smcgov.org)

RECOMMENDATION

That the Congestion Management and Environmental Quality (CMEQ) recommends the C/CAG Board of Directors approval of Transportation Fund for Clean Air grant totaling \$467,940 in Fiscal Year 2025/26 and \$152,556 in Fiscal Year 2026/27 dollars for the Half Moon Bay Eastside Parallel Trail - Segment 4 project, the East Palo Alto Civic Commons EV Charging Stations project, and the County of San Mateo Public Works Fleet Electrification project.

FISCAL IMPACT

The total available TFCA 40% Funds for Fiscal Year 2025/26 is \$1,496,029. The estimated available TFCA 40% Funds for Fiscal Year 2026/27 is \$370,000.

SOURCE OF FUNDS

The Bay Area Air District (BAAD) 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 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 BAAD to one or more public agencies designated to receive the funds. For San Mateo County, C/CAG has been designated as the administrating agency to receive the funds.

BACKGROUND

In March 2025, the C/CAG Board approved the recommended TFCA 40% Fund Expenditure Plan for Fiscal Year 2025/26. The Expenditure Plan estimates that San Mateo County will receive a total of \$1,496,029 (\$1.06M in new funds and \$0.43M from the reprogramming of underbudgeted and canceled projects). An amount of \$56,029 is budgeted for grant administration purposes, with the remaining \$1,440,000 available for projects.

In May 2025, the C/CAG Board authorized the award of up to \$306,060 in Fiscal Year 2026 TFCA funds for Town of Hillsborough’s Rapid Electric Vehicle Chargers. This was a previously unfunded project from a past call for projects cycle. The total remaining for Fiscal Year 2026 TFCA funds is \$467,940.

A summary of the approved Fiscal Year 2025/26 TFCA 40% fund expenditure plan is shown below:

	Estimated FY 2025/26 TFCA Funds
Administration	\$56,029
Commute.org - Countywide Voluntary Trip Reduction Program	\$600,000
Commute.org - BART Shuttle	\$66,000
Town of Hillsborough’s Rapid Electric Vehicle Chargers	\$306,060
Other Projects to be determined	\$467,940
Total	\$1,496,029

At the May 2025 Congestion Management Program Technical Advisory Committee (TAC) meeting, staff recommended proceeding with conducting a multi-year call for projects for fund available in the Other Projects to be determined category. The TAC reviewed and recommended approval of this motion. It is estimated that \$370,000 is available annually in Fiscal Year 2027 and 2028. In total, approximately \$1.21M was made available for a three-year call for projects.

	FY25-26	FY26-27	FY27-28
Estimated available TFCA funding by fiscal year	\$467,940	\$370,000	\$370,000

Key Information from the Multi-year Call for Projects

On July 10, 2025, C/CAG released a multi-year call for projects for the available \$1,210,000 in TFCA funds available for Fiscal Years 2025-26, 26-27, and 27-28 using the [TFCA 40% Fund Expenditure Plan Guidance](#) (Guidance) issued by the Bay Area Air Quality Management District.

Eligible Projects include the following:

1. **Clean air vehicles and electric and hydrogen recharging stations:** includes alternative fuel and plug-in hybrid-electric vehicles, scrapping old vehicles, and alternative fuel infrastructure.
2. **Ridesharing/First-Last Mile Connections:** includes shuttle, vanpool, carpool, transit, rail-bus, and smart growth projects.
3. **Bicycle Facilities:** includes installation of new bicycle paths/lanes/routes and secure bike parking, such as lockers and racks,

4. **Infrastructure Improvement for Trip Reduction:** includes traffic-calming and construction of facilities that expand access to mass transit, such as a new ferry terminal or bus-rapid-transit lane.

Evaluation

Cost Effectiveness (C-E), as defined in the Guidance, is used as screening criteria for all projects considered for allocation under the TFCA program. For instance, projects under the Alternative Fuel Light- and Medium Duty Vehicles category must result in a C-E of less than \$522,000 per weighted ton of reduced emissions. Those in the Bikeways category must show a C-E of less than \$500,000 per weighted ton of reduced emissions.

C/CAG received a total of four (4) project proposals by the August 15, 2025 deadline. Following staff review, only the City of East Palo Alto's proposal met the required C-E threshold. The remaining applicants either voluntarily withdrew their applications or were deemed ineligible.

As a result, the deadline for project proposal submission was extended to September 26, 2025. By the new submission deadline, C/CAG received an additional two (2) project proposals. All project proposals met the C-E threshold.

Projects were scored based on cost-effectiveness results.

Recommendation

Attachment 1 summarizes all the applications received. In Attachment 1, projects are ranked from the highest to lowest based on C-E scores.

At the October 15th TAC Meeting, the TAC reviewed the project ranking and recommended C/CAG Board approval of the funding recommendation.

Based on the current available funding, staff requests that the CMEQ Committee recommends to the C/CAG Board the following allocations:

- **Half Moon Bay Eastside Parallel Trail - Segment 4:** Fully fund this project to complete a 0.27 mile gap in the existing trail. The recommended funding amount is \$200,000 from the FY2025-26 program.
- **East Palo Alto Civic Commons EV Charging Stations:** Partially fund the project up to the maximum allowable amount per charging station in accordance with the Air District guidance. This project will install five dual port, Level 2 public facing electric vehicle charging stations at the City Civic Commons project. The recommended funding amount is \$40,000 from the FY2025-26 program.
- **County of San Mateo Public Works Fleet Electrification:** Fully funding the project over two fiscal years to replace 14 fleet vehicles, including eight medium-duty vehicles, one light-duty trucks, and five light heavy-duty trucks. The recommended funding amounts of \$227,940 will come from FY2025-26 and the remaining \$152,556 will be from the FY2026-27 program.

Based on initial discussions with the project sponsors, these funding awards are acceptable.

EQUITY IMPACTS AND CONSIDERATIONS

This program's funding aims to benefit the entire community by supporting projects that reduce motor vehicle air pollutions. Additionally, the evaluation process placed additional emphasis for projects located within an MTC Equity Priority Community, CalEnviroscreen 4.0 census tract, and the C/CAG Equity Focus Areas. The projects in an Equity Focus Area with a score of 8-10 and in an MTC Equity Priority Community or CalEnviroscreen high risk census tract (top 25%) received 5 points.

ATTACHMENTS

1. FYE2026 Transportation Fund for Clean Air (TFCA) Projects Ranking

The following attachments are available on the C/CAG website (*See "Additional Agenda Materials" for the relevant Committee Meeting*) at: <https://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee>):

2. Draft Funding Agreement between C/CAG and Half Moon Bay for the Eastside Parallel Trail - Segment 4 project
3. Draft Funding Agreement between C/CAG and East Palo Alto for the East Palo Alto Civic Commons EV Charging Stations project
4. Draft Funding Agreement between C/CAG and the County of San Mateo for the Public Works Fleet Electrification project

Ranking	Lead Applicant Agency	Project Title	Brief Description	Cost Effectiveness (Tons of ROG, NOx & Weighted PM per dollar)	TFCA Grant Request Amount	Recommended Award		
						FY25-26	FY26-27	FY27-28
1	Half Moon Bay	Eastside Parallel Trail - Segment 4	This project will complete a 0.27 mile gap in the existing trail.	\$335,238	\$200,000	\$200,000		
2	East Palo Alto	Civic Commons EV Charging Stations	This project will install five dual port, Level 2 public facing electric vehicle charging stations at the EPA Civic Commons project.	\$493,007	\$210,000	\$40,000*		
3	County of San Mateo	Public Works Fleet Electrification	This project will replace 14 fleet vehicles, including eight medium-duty vehicles, one light-duty trucks, and five light heavy-duty trucks.	\$520,000	\$380,496	\$227,940	\$152,556	

* In accordance with the FYE 2026 TFCA 40% Fund Expenditure Plan Guidance, electric vehicle infrastructure generally does not qualify for more than \$6,000 per single-port Level 2 (6.6KW) charging station, \$8,000 per dual-port Level 2 charging station, and \$35,000 per DC fast charging station.

C/CAG AGENDA REPORT

Date: October 27, 2025

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: Eva Gaye, Transportation Program Specialist

Subject: Review and recommend approval of the Draft 2025 Congestion Management Program (CMP) and Monitoring Report.

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

RECOMMENDATION

That the Congestion Management and Environmental Quality (CMEQ) Committee review and recommend approval of the Draft 2025 Congestion Management Program (CMP) and Monitoring Report.

FISCAL IMPACT

At the February 13, 2025 meeting, the C/CAG Board approved a consultant contract with TJKM Transportation Consultants in the amount of \$212,300 to provide traffic monitoring services for the 2025 CMP update.

SOURCE OF FUNDS

The 2025 CMP is funded through the C/CAG Transportation Fund.

BACKGROUND

Every two years, C/CAG, serving as the Congestion Management Agency for San Mateo County, prepares and adopts a Congestion Management Program (CMP). The Program identifies strategies to address transportation needs, reduce congestion, and promote coordinated, countywide solutions. It must also align with the Metropolitan Transportation Commission's (MTC) planning process to ensure local jurisdictions remain eligible for state and federal transportation funding.

Although Senate Bill (SB) 743 requires the use of Vehicle Miles Traveled (VMT) to evaluate transportation impacts under the California Environmental Quality Act (CEQA), current CMP legislation still mandates the Level of Service (LOS) metric. As a result, staff continue to apply LOS standards to maintain compliance while preparing the 2025 CMP Update.

Originally enacted in 1991 and last amended in 2001, CMP legislation is now out of alignment with more recent policies and regulations, such as SB 743, California Environmental Quality Act

(CEQA), and current transportation planning best practices. To resolve these inconsistencies, the CMP statute must be updated to reflect modern performance metrics.

Under existing CMP requirements, roadway operations are evaluated using the delay-based LOS metric, which assigns letter grades from A through F. Level of Service A represents free-flow conditions and LOS F indicate severe congestion and excessive delays. In contrast, SB 743 and the 2018 updates to the CEQA Guidelines identify VMT as the preferred measure for assessing transportation impacts. The shift from LOS to VMT emphasizes system efficiency, multimodal mobility, and alignment with statewide greenhouse gas (GHG) reduction goals, reflecting a broader shift toward more sustainable and outcome-based transportation planning.

When the Level of Service (LOS) on a CMP roadway segment or intersection deteriorates and a violation is identified through the monitoring process, the CMP legislation provides local jurisdictions with two options to remain in conformance with the CMP requirements:

- **Implement a specific plan** to correct the LOS deficiency on the affected segment; or
- **Implement alternative measures** designed to achieve measurable, system-wide improvements in LOS and contribute to significant air quality benefits.

In certain cases, meeting the CMP's LOS standards may be infeasible or undesirable. For these situations, deficiency plans allow jurisdictions to adopt innovative and comprehensive strategies that improve traffic conditions on a broader, system-wide level.

To address jurisdiction-wide deficiencies identified on the CMP network, C/CAG developed the San Mateo County Congestion Relief Plan (CRP). The CRP was originally adopted in 2002 and subsequently reauthorized in 2007, 2011, 2015, 2019, and 2023. The CRP serves as the Countywide Deficiency Plan, fulfilling the statutory requirement to address roadway segment and intersection deficiencies identified through the Congestion Management Programs conducted between 1999 and 2025. With the CRP in place, individual jurisdictions within San Mateo County are not required to prepare separate deficiency plans based on the findings of this monitoring report. Additional information on the CRP is available: <https://ccag.ca.gov/wp-content/uploads/2023/06/5.1-A2-CRP-Plan-FY24-FY27.pdf>

2025 CMP Update

Since state legislation has yet to reconcile the inconsistencies between CMP requirements and SB 743 mandates, C/CAG will continue to adhere to the existing CMP framework. The 2025 CMP Update focuses on ensuring full compliance with applicable state and regional requirements, with particular emphasis on progress made in implementing the program's core elements since the 2023 update. Special attention is directed towards the monitoring of freeway, highway, and intersection traffic conditions. Comparative analyses between the 2023 and 2025 monitoring data will provide valuable insights into changes in congestion patterns over time.

Some key elements in the 2025 Program are highlighted below:

- Chapter 2- Designated Roadway System
 - Reflects the updated Companion Network, which now includes an additional 21 intersections identified as priority locations in the Countywide Local Roadway Safety Plan
- Chapter 5 – Trip Reduction and Travel Demand Element
 - Reflects the recent amendments made to the Transportation Demand Management (TDM) Policy approved by the C/CAG Board in March 2025
- Chapter 7 – Deficiency Plan Guidelines
 - Reflects the updated 2025 LOS Monitoring results
- Chapter 8 – Seven Year Capital Improvement Program
 - Reflects the 2026 State Transportation Improvement Program (STIP) project list to be consistent with the Regional Transportation Improvement Program (RTIP) guidelines (The 2026 STIP is to be adopted by the California Transportation Commission in March 2026)
- Appendices that were updated include the following:
 - Appendix F - 2025 CMP Monitoring (Draft)
 - Appendix G - Status of Capital Improvement Projects
 - Appendix I - Land Use Guide and Updated list
 -

2025 Traffic Level of Service and Performance Monitoring

To assess the operating conditions of San Mateo County’s roadway network, C/CAG is required to measure the Level of Service (LOS) for 53 roadway segments and 16 intersections included in the Congestion Management Program (CMP) network. The 2025 monitoring study was conducted during April, May, and August 2025. Primary tasks included the integration of travel time data with the LOS monitoring network and the completion of the LOS analysis.

In accordance with CMP requirements, C/CAG must identify any locations that exceed the LOS standards established in 1991 (refer to Chapter 3, Section 3.3 for additional details in the CMP). If a segment’s LOS falls below the adopted standard, CMP procedures require a subsequent analysis of volume reductions before determining whether a deficiency exists. Consistent with CMP guidelines, C/CAG excludes traffic impacts attributable to interregional travel based on the C/CAG Travel Demand Model.

The results of the 2025 CMP analysis indicate that twelve roadway segments, including one multi-lane highway segment, one two-lane highway segment, and ten freeway segments, initially operated below the established LOS standards prior to interregional trip adjustments (see Table 1 below):

Table 1

Route	Segment	Analysis Period
SR-1	San Francisco County Line → Linda Mar Blvd	AM and PM
SR-35	I-280 → SR-92	AM and PM
SR-92	I-280 → US-101	AM and PM
SR-92	US-101 → Alameda County Line	AM and PM
US-101	San Francisco County Line → I-380	AM and PM
US-101	I-380 → Millbrae Ave	PM only
US-101	Millbrae Ave → Broadway	PM only
US-101	Broadway → Peninsula Ave	AM and PM
US-101	SR-92 → Whipple Ave	AM and PM
I-280	SR-1 (South) → San Bruno Ave	AM and PM
I-280	SR-92 → SR-84	AM and PM
I-280	SR-84 → Santa Clara County Line	PM only

Overall, the 2025 monitoring results show that while traffic volumes have continued to rebound toward pre-pandemic levels, overall network performance has improved. The number of segments operating below LOS standards has decreased from 19 in 2019 to 12 in 2025 (see Table 2 below).

Table 2

Year	Exceeds LOS Standards	
	Roadway Segments	Intersections
2017	12	0
2019	19	0
2021	5	1
2023	12	1
2025	12	0

Following the adjustment for interregional trips, all twelve segments improved to LOS levels above the established standards. Therefore, the 2025 CMP does not identify any roadway segments as deficient.

Companion Network

In 2021, C/CAG staff developed a new Companion Network to monitor congestion in other areas of the county that are not included in the CMP network. The Companion Network was initially comprised of 10 roadway segments and 17 intersections, including local arterial roadways and locations along the coast. In the 2025 CMP update, 21 additional intersections identified as priority locations in the Countywide Local Roadway Safety Plan were added to the monitoring network for informational purposes only. A summary of the LOS results for the 2025 CMP Companion Network is provided below:

Companion Network Roadway Segment **Weekday** LOS

No roadway segments reported LOS E or worse.

CMP Companion Network Intersection **Weekday** LOS

The following intersections with a Level of Service (LOS) of E or worse are listed in Table 3:

Table 3

Intersection	2023 CMP		2025 CMP	
	LOS	Peak Period	LOS	Peak Period
Industrial Rd/Holly St	F	AM	-	-
Middlefield Rd/Marsh Rd	-	-	E	PM
El Camino Real/Westborough Blvd	-	-	E	AM
SR-1/Cypress Ave	F	PM	F	PM
SR-84/Alameda de las Pulgas	F	AM	F	PM
SR-92/SR-35	E	AM	-	-
SR-1/Main St	E	AM	E	AM
SR-1/Reina del Mar Ave*	F/E	AM/PM	F	AM
El Camino Real/Selby Ln*	-	-	F	AM/PM
University Ave/ Weeks Street*	-	-	E	AM
Woodside Rd/Lindenbrook Rd*	-	-	F/F	AM/PM
Mission St/E.Market St/SanPedro Rd*	-	-	E	AM
El Camino Real/Sneath Ln*	-	-	E/F	AM/PM
El Camino Real/ Jefferson Ave*	-	-	E/E	AM/PM
Westborough Blvd at I-280/Junipero Serra Blvd*	-	-	F	PM

**Indicates newly added to Companion Network*

CMP Companion Network Roadway Segment **Weekend** LOS

The following roadway segments shown in Table 4 operated at LOS E or worse:

Table 4

Intersection	2023 CMP		2025 CMP	
	LOS	Peak Period	LOS	Peak Period
SR-1, Linda Mar Blvd to Frenchmans Creek Rd	E	Midday/PM	E	Midday
SR-1, Frenchmans Creek Rd to Miramontes Rd	E	Midday/PM	E/E	Midday/PM
SR-92, SR-1 to I-280	E	AM/Midday/PM	E/E/E	AM/Midday/PM

CMP Companion Network Roadway Segment **Weekend LOS**

The following intersections shown in Table 5 reported LOS E or worse:

Table 5

Intersection	2023 CMP		2025 CMP	
	LOS	Peak Period	LOS	Peak Period
Main St/SR-92	E	Midday	-	-
SR-92/Skyline Blvd (SR-35)	E/F/E	AM/Midday/PM	-	-
SR-35/SR-92	F/E	AM/PM	F/F	Midday/PM
SR-1/Reina Del Mar Ave	E	Midday	F	Midday
SR-1/Cypress Ave	F	Midday/PM	F/F	Midday/PM

Staff will use these results to help inform the planning of future projects to help alleviate congestion at these locations.

Average Travel Times on US-101

General Purpose (GP) Travel Time Runs

The 2025 CMP travel time runs were conducted along the US-101 General Purpose (GP) lanes, between the San Mateo County/Santa Clara County Line and the San Francisco/San Mateo County Line, covering the limits of the US-101 Express Lanes corridor. For analysis purposes, the corridor was divided into two segments, as described below. A total of six travel time runs per direction were completed during both the AM peak period (7:00–9:00 AM) and the PM peak period (4:00–6:00 PM).

Northbound Segments

- **Segment 1:** US-101 – San Mateo/Santa Clara County Line to Grand Avenue (End of US-101 Express Lanes)
- **Segment 2:** US-101 – Grand Avenue (End of US-101 Express Lanes) to San Francisco/San Mateo County Line

Southbound Segments

- **Segment 1:** US-101 – San Francisco/San Mateo County Line to Grand Avenue (Beginning of US-101 Express Lanes)
- **Segment 2:** US-101 – Grand Avenue (Beginning of US-101 Express Lanes) to San Mateo/Santa Clara County Line

High-Occupancy Toll (HOT) Lane Travel Time Runs (Express Lanes)

Floating car surveys were conducted along the US-101 High-Occupancy Toll (HOT) lanes, between the San Mateo County/Santa Clara County Line and Grand Avenue (end of Express Lanes). Since INRIX data doesn't distinguish between general-purpose lanes and express/HOT lanes, field data collection was necessary to obtain accurate travel time information. The surveys utilized GPS-based technology to record travel times between the start and end points of each segment. A minimum of six travel time runs per direction were conducted during both the AM peak period (7:00–9:00 AM) and the PM peak period (4:00–6:00 PM). Table 6 below summarizes the survey results, showing the travel time savings achieved in the HOT lanes relative to the General-Purpose lanes

Table 6

Direction	Segment Description	AM Savings	PM Savings
US-101 NB	San Mateo/Santa Clara Line to Grand Ave (End of Express lanes)	18%	22%
US-101 SB	Grand Ave (Beginning of US-101 Express Lanes) to SM/Santa Clara Line	21%	21%

Transit Travel Times

Transit travel time analysis for the 2025 CMP includes SamTrans Route EPX and Caltrain along the US-101 corridor. The newly introduced SamTrans Route EPX, launched on February 12, 2024 provides weekday express service between East Palo Alto and the San Bruno BART Station, with four peak-period trips to downtown San Francisco utilizing the US-101 Express Lanes. Caltrain travel times are based on published schedules from June 2025, consistent with methodologies used in prior LOS monitoring studies.

Results show that general-purpose lane travel times along US-101 have increased between 2023 and 2025, particularly southbound during the AM peak. In contrast, the Express (HOT) lanes continue to provide substantial benefits, offering at least 20% shorter travel times for single-occupancy vehicles compared to general-purpose lanes.

Transit Ridership

Combined transit ridership has increased by 40% since 2023; however, it remains 39% lower in 2025 compared to 2019 levels (see Table 7).

Table 7

Transit Agency	Annual Total Ridership				
	FY 2025	FY 2023	% Difference 2023-2025	FY 2019	% Difference 2019-2025
SamTrans	10,782,073	7,796,753	38%	10,670,850	1%
Caltrain	9,055,262	5,052,371	79%	17,662,773	-49%
BART (Colma and Daly City)	3,865,606	3,203,688	21%	7,741,549	-50%
BART (South San Francisco, San Bruno, SFO, and Millbrae)	5,408,046	4,798,306	13%	11,261,768	-52%
Combined Transit	29,110,987	20,851,118	40%	47,336,940	-39%

Staff recommend that the Congestion Management and Environmental Quality (CMEQ) Committee reviews and recommends approval of the Draft 2025 CMP.

Next steps:

At the October 16th TAC meeting, the draft 2025 CMP was presented to the Technical Advisory Committee (TAC) who reviewed and recommended approval of the draft. Upon review and approval from the CMEQ Committee on October 27th, the draft report will be presented to the C/CAG Board on November 13th and open for public comment. The final CMP will be presented to the TAC on November 20th, followed by CMEQ Committee on November 24th, and finally to the C/CAG Board for adoption on December 11, 2025.

ATTACHMENTS

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

1. Draft 2025 CMP Monitoring Report
2. Draft 2025 San Mateo County CMP
3. Draft 2025 CMP Appendices

C/CAG AGENDA REPORT

Date: October 27, 2025
To: Congestion Management and Environmental Quality (CMEQ) Committee
From: Jeff Lacap, Program Director
Subject: Receive an update on Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program.

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

RECOMMENDATION

That the Congestion Management and Environmental Quality (CMEQ) Committee receive an update on Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program.

FISCAL IMPACT

This presentation is for informational purposes only and has no fiscal impact.

SOURCE OF FUNDS

N/A

BACKGROUND

MTC One Bay Area Grant

The One Bay Area Grant (OBAG) program provides the policy and funding framework for investing federal Surface Transportation Block Grant (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and related funds across the Bay Area. Established by the Metropolitan Transportation Commission (MTC) in 2012, the program leverages these federal dollars to advance regional priorities, particularly the integrated transportation and land use goals outlined in Plan Bay Area, the region's combined Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). The current cycle of the OBAG program (OBAG 3) establishes policy and programming framework for investing a total of \$766 million across federal fiscal years (FYs) 2023 through 2026. The upcoming OBAG 4 (FY 2027–2030) is expected to provide a comparable funding level.

OBAG funding is evenly divided between the County & Local Program, managed by County Transportation Agencies (CTAs) through competitive calls for projects, and the Regional Program, administered by MTC to support regional wide initiatives. About two-thirds of OBAG 3 funds benefit local jurisdictions, while the remaining one-third supports regional efforts. Due to federal programming requirements, MTC retains final approval authority over County & Local Program

project selections, establishing county targets and reviewing CTA recommendations to ensure consistency with regional priorities.

OBAG 4 Schedule

The table below outlines the upcoming OBAG 4 timeline

Table 1: OBAG 4 Timeline

Date	Milestone
Fall 2025	MTC Commission – Review and discussion of draft OBAG 4 framework
Early 2026	MTC review and approval of final OBAG 4 program framework
Spring 2026	County Program – Release call for projects Regional Program – Program definition and programming actions
Spring 2027	MTC review and approval of OBAG 4 County Program projects

C/CAG Staff will provide an overview of OBAG 4 at the October meeting and return to the committee in early 2026 to present the recommended guidelines and framework for the OBAG 4 County & Local Program for San Mateo County.

EQUITY IMPACTS AND CONSIDERATIONS

The OBAG program supports equity in San Mateo County by directing funding toward projects that improve access to safe, reliable, and sustainable transportation options for all communities, including historically underserved and disadvantaged populations. Through the county program, local jurisdictions can prioritize investments in a broad range of transportation projects.

ATTACHMENTS

None