

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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### TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

<b>Date:</b> Thursday, November 20, 2025	<b>Join by Zoom Webinar:</b> <a href="https://us02web.zoom.us/j/83547883137?pwd=bmCT1kkrQLqDXZhShlNBhGfau80ANJ.1">https://us02web.zoom.us/j/83547883137?pwd=bmCT1kkrQLqDXZhShlNBhGfau80ANJ.1</a>
<b>Time:</b> 1:15 p.m.	<b>Zoom Webinar ID:</b> 835 4788 3137
<b>Location:</b> San Mateo County Transit District Office 1250 San Carlos Ave, 2 <sup>nd</sup> Fl. Auditorium, San Carlos, CA	<b>Password:</b> 269922  <b>Join by Phone:</b> (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) | Willis/Stillman | No materials |
- Note: Public comment is limited to two minutes per speaker. Please refer to the instructions at the end of this agenda for details regarding how to provide public comments. Members of the public who wish to address the Committee should complete a speaker's slip to make a public comment in person or raise their hand in Zoom to speak virtually.*
- |    |   |        |              |
|----|---|--------|--------------|
| 3. | Issues from the (upcoming) October 16 <sup>th</sup> C/CAG Board meeting. <ul style="list-style-type: none"><li>Received a presentation from the Metropolitan Transportation Commission on the Draft Plan Bay Area 2050+ update.</li><li>Conducted a public hearing on the draft 2025 Congestion Management Program.</li></ul> | Cheung | No materials |
| 4. | Approval of minutes from the October 16, 2025 Meeting. (Action)   | Cheung | Pages 1-6    |
| 5. | Review and recommend approval of the Final 2025 Congestion Management Program (CMP) and Monitoring Report. (Action)   | Gaye   | Pages 7-10   |

6. Receive an update on Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program. (Information)	Lacap	Pages 11-13
7. Receive information on regional project and funding related items. (Information)	Lacap	Page 14-24
8. Recognition of Member Syed Murtuza, Public Works Director with the City of Burlingame, for his years of dedicated services and leadership.	Charpentier	No materials
9. Executive Director Report	Charpentier	No materials
10. Member Reports	All	
11. Adjournment.	Willis/Stillman	No materials

The next regularly scheduled meeting is on December 18, 2025.

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Future potential topics:

- a. Emergency Mutual Aid Resources

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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 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](mailto: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](mailto: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](mailto:kcheung1@smcgov.org)

**CONGESTION MANAGEMENT PROGRAM (CMP)  
TECHNICAL ADVISORY COMMITTEE (TAC)  
October 16, 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		September			
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	Edric Kwan			
6	Brisbane Engineering		Absent		
7	Burlingame Engineering	Kevin Okada			
8	C/CAG	Sean Charpentier			
9	Colma Engineering	Jim Porter			
10	Daly City Engineering		Absent		
11	East Palo Alto Engineering	Humza Javed			
12	Foster City Engineering	Andrew Brozyna			
13	Half Moon Bay Engineering		Absent		
14	Menlo Park Engineering	Azalea Mitch			
15	Millbrae Engineering	Ahmad Haya			
16	Pacifica Engineering	Roland Yip (Alternate)			
17	Redwood City Engineering		Absent		
18	San Bruno Engineering	Matthew Lee			
19	San Carlos Engineering	Steven Machida			
20	San Mateo Engineering		Absent		
21	South San Francisco Engineering	Eunejune Kim			
22	Woodside Engineering		Absent		
	<b>Non-Voting Members</b>				
1	MTC		Absent		
2	Caltrans		Absent		

The three-hundred sixth (310<sup>th</sup>) meeting of the Technical Advisory Committee took place on October 16, 2025 at 1:17pm.

Let it be noted that Committee Member Richard Chiu attended the meeting as a virtual public member. TAC members attending are listed on the Roster and Attendance table on the preceding page. Others attending the meeting in person were C/CAG Deputy Director Kaki Cheung, Jeff Lacap, Matt Petrofsky, Susy Kalkin, and Eva Gaye – C/CAG; 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**

There were no public comments.

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

C/CAG Deputy Director Kaki Cheung shared the key items from the September Board meeting, as noted on the meeting agenda.

C/CAG Executive Director Sean Charpentier noted that staff are initiating a recruitment for 3 members for the One Shoreline Committee.

**4. Approval of minutes from the August 21, 2025 Meeting. (Action)**

*Motion – To approve the minutes from the September 18, 2025 meeting, Machida/Mitch. All members in attendance voted to approve. Motion passed. 14-0-0.*

**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)**

Co-Chair Willis introduced C/CAG staff member Matt Petrofsky. Matt presented the Transportation Fund for Clean Air (TFCA) 40% Funds call for projects selections and grant allocation totals. He noted that annual TFCA funds are awarded to projects that reduce air pollution from motor vehicles. An amount of \$1,467,940 is available for Fiscal Year 2025/26, and the estimated available funds for Fiscal Year 2026/2027 is \$370,000. Eligible projects include clean air vehicles and electric and hydrogen recharging stations, ridesharing/first-last mile connections, bicycle facilities, and infrastructure improvement for trip reduction. Staff recommends approving grant fund allocation of \$467,940 in Fiscal Year 2025/26 and \$152,556 in Fiscal Year 2026/27 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.

*Motion – To approve to 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. Lee/Ovadia. All members in attendance voted to approve. Motion passed. 14-0-0.*

**6. Review and recommend approval of the Draft 2025 Congestion Management Program (CMP) and Monitoring Report. (Action)**

Co-Chair Willis introduced C/CAG staff member Eva Gaye. Eva presented the Draft 2025 Congestion Management Program (CMP) and Monitoring Report. The CMP highlights C/CAG's transportation policies, including service performance for county roadways. The CMP is used to improve the transportation system by identifying congested roadways and is used to prioritize transportation funding. C/CAG staff member Eva Gaye introduced Ruta Jariwala from TJKM Transportation Consultants to present the CMP Monitoring Report. Ruta highlighted congestion patterns and changes across the county since the previous 2023 update. Ruta noted that TJKM Transportation Consultants team member Praveena Samaleti is also available to answer questions.

Member Ovadia noted that there are intersections along the El Camino Real corridor that are at D, E, and F during morning and afternoon peaks. He inquired how the overall corridor level of service is set in A, where there are areas significantly below that. Praveena noted that the capacity calculations used volume for their methodology, and the study for CFP does not include all intersections.

Member Ovadia also asked for clarification on the US-101 Travel Times and if it shows regular travel lanes or the Express lanes. Ruta noted that the data is for the Express lanes. Member Ovadia noted that the data displayed may not represent the experience of the public. Ruta noted that since the express lane is now operational, staff wanted to highlight the difference in travel times between the general purpose and express lanes.

C/CAG Executive Director Sean Charpentier noted that on table 16 it highlights SamTrans ridership compared to 2019 and is more positive than the heavy rail.

Member Manzi asked for clarification on the speed data and if it is commercially available speed data or if it is speed data from commercial vehicles. Ruta noted that it is commercially available speed data and not for commercial vehicles.

Member Ovadia asked if the CMP will return for final approval after the draft. C/CAG staff member Eva Gaye noted that the Final CMP will return for approval in November and will incorporate comments made. C/CAG Executive Director Sean Charpentier noted that comments on the Draft CMP can be submitted after the Committee meeting.

*Motion – To recommend approval of the Draft 2025 Congestion Management Program (CMP) and Monitoring Report. Ovadia/Lee. All members in attendance voted to approve. Motion passed. 14-0-0.*

**7. Receive an update on the MTC Transit-Oriented Communities (TOC) Policy. (Information)**

Co-Chair Willis introduced C/CAG staff member Jeff Lacap for the MTC Transit-Oriented Communities (TOC) Policy update. Jeff noted the TOC Policy is a key part in MTC's effort to better align regional transportation investments with local land use decisions that support housing, equity, and sustainable growth. He noted that the policy links transportation funding to local actions that promote transit-supported development near major fixed transit corridors. Jeff introduced Gillian Adams from MTC. C/CAG Executive Director Sean Charpentier noted that staff invited members of 21 Elements as they are actively working on TOC-related policies. Gillian Adams introduced her colleagues Thomas Amdt and Sophie Gabriel Sei to answer committee questions. MTC provided an update on the proposed compliance evaluation framework for MTC's TOC policy and how TOC compliance might affect jurisdictional One Bay Area Grant (OBAG) funding.

Public member Toby Lieberman, the Housing and Economic Development Manager for the City of Belmont, presented comments. He highlighted the need for awarding credits and points for longer-term work that is underway, consideration of an overall extension of the TOC policy compliance timeline or phased compliance, emphasis on implementation funding, considering smaller pots of money made available, and concerns over the lack of MTC finalized scoring criteria and parking requirements.

C/CAG Executive Director Sean Charpentier noted that one common concern staff receives is parking ratios and asks if the recommended changes begin to address that issue. Gillian noted that the scoring weight framework and flexible compliance were the main goals. Staff is hopeful that the feedback-based changes will help with market-based challenges.

Public member Sue Exline with the City of Redwood City noted that the update did not mention the timeline change and wanted clarification. Gillian noted that grants are going out late in the process and MTC recognizes that jurisdictions have work-in-progress and would get full points for covered TOC framework standards. She noted that there is anticipation for a TOC compliance deadline in early 2026 and there are proposed delays for regional TOC until 2028.

Public member and MTC Commissioner Gina Papan clarified that this update is a Draft Policy, and feedback is being discussed by Commissioners. She encourages the committee to participate in workshops and notes that this is the first time regulations have been attached to the grant funding.

**8. Receive an update on Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program. (Possible Action)**

C/CAG staff Jeff Lacap introduced the update on Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program. His presentation highlighted the continuation and expansion of key considerations. He presented the SB125 Set-Aside issue for OBAG 4 capacity and if the \$100 million of funding would come from regional or both regional and county funds. He presented the OBAG 4 eligibility relating to growth geographies and the general OBAG 4

discussion including the Grant Request Range, repeat applicants, and large versus small projects. Jeff noted the schedule for OBAG 4 in calendar year 2026.

Member Manzi encouraged the committee to consider that federal money can compliment local measure funding and emphasized that they come with more administrative requirements. She also encouraged the Committee to target these grants for higher value large capital projects.

Member Ovadia asked about potential programming capacity and if county projects will need to compete with other counties. Jeff noted that the previous OBAG cycle, San Mateo County had about \$32 million as the target, which represented about 120% of the target based on several factors. For this upcoming cycle, we are looking at an anticipated target within the \$30 million range. Jeff noted that the call for projects is within the county and there are MTC guidelines for certain criteria including the TOC policy. Staff would then prioritize projects up to the given target and send the project to MTC for regional evaluation.

Member Ovadia asked how MTC would evaluate the smaller projects and projects in rural areas. C/CAG Executive Director Sean Charpentier noted that if a smaller projects list would be implemented, there could be normalized scoring within recommendations, and it could be a strategy for making investments everywhere while completing target investments.

MTC Commissioner Gina Papan noted that the majority of MTC commissioners are not willing to take funding from the County and Local Program within the OBAG grant.

**9. Discuss the draft MTC Bay Area Transit Priority Policy for Roadways (TPPR). (Possible Action)**

C/CAG staff member Jeff Lacap presented an update on the draft MTC Bay Area Transit Priority Policy for Roadways (TPPR). TPPR is a new policy to emphasize transit priority through a modified transit agency review and design requirements implemented via the existing MTC Complete Streets Checklist. TPPR applies for all roadway projects with scheduled public transit service and projects on key transit corridors. Previously in May, MTC staff presented an overview to the revised TPPR draft and C/CAG staff submitted a feedback comment letter in June. Jeff highlighted the transit agency review process, documentation and transparency, and support for smaller jurisdictions. MTC is requesting comments on the policy by October 20<sup>th</sup>.

Member Ovadia noted that it looks like MTC reviewed the comments but did not address major concerns, such as the \$250,000 threshold to incorporate transit improvements and the burden on smaller jurisdictions. Smaller jurisdictions have fewer resources to prepare grant applications, which often leaves a short timeline for grant preparation. He noted that providing a 45-day comment period for the transit agency to review projects and the ability to negotiate an agreement is challenging, particularly when it comes to the grant development process. The timeframe given for an initial response from a transit agency should not be more than 10 business days.

Member Ovadia noted that the burden on paying for transit-related improvements should either come from the transit agency or from an alternative funding source including the regional pot. He also noted that the 20% threshold for disproportionate cost is a bit high, and there should be other infeasibility criteria.

MTC Commissioner Gina Papan noted that she supports submitting a second comment letter to MTC.

*Motion – To approve preparation and submission of a Response Letter to MTC with regards to the revised draft MTC Bay Area Transit Priority Policy for Roadways (TPPR), Ovadia/Lee. All members in attendance voted to approve. Motion passed. 14-0-0.*

**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, Disadvantaged Business Enterprise Program (DBE) suspension, and funding and training opportunities.

**11. Executive Director Report (Information)**

C/CAG Executive Director Sean Chrpentier noted that staff executed the Safe Streets for All grant for the Vision Zero Countywide Planning grant. The project scope will expand to include the production of a white paper on e-bike options for regulatory tools for local jurisdictions. He plans on including the draft of the white pages for e-bikes in a future committee meeting.

**12. Member Reports (Information)**

Member Manzi noted that due to the October Board meeting cancellation, the timeline for highway call for projects awards has been pushed back by a month and draft recommendations will be made at the December meeting, with the final action taking place at the January meeting.

**13. Adjournment**

Co-Chair Stillman adjourned the meeting at 2:45 p.m.

## C/CAG AGENDA REPORT

Date: November 20, 2025

To: Congestion Management Program Technical Advisory Committee

From: Eva Gaye, Transportation Program Specialist

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

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

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### RECOMMENDATION

That the C/CAG Technical Advisory Committee review and recommend approval of the Final 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.

### *2025 Final CMP Update*

At the October 16th Technical Advisory Committee (TAC) meeting, the draft 2025 CMP was presented for review, and the TAC recommended forwarding the Plan to the C/CAG Board for comment. The report was then presented to the Congestion Management and Environmental Quality (CMEQ) Committee on October 27th as an informational item, as a quorum was not met. The C/CAG Board reviewed the draft and opened the public comment period on November 13th.

Responses to the comments received from the C/CAG TAC, CMEQ Committees and Board are summarized in the table below:

<u>Date</u>	<u>Committee</u>	<u>Comment</u>	<u>Response</u>
10/16/2025	CMP TAC	In the draft CMP report, the El Camino Real Corridor is shown as having a Level of Service (LOS) of A along the entire route; however, several intersections are reported to have LOS D, E, or F in AM/PM peak hours. How is that possible?	The data is based on the 1994 methodology. Intersection LOS is evaluated at specific locations and reflects vehicle delay at those points. Additionally, some intersections along the corridor are not included as part of the CMP analysis. Corridor LOS, on the other hand, is typically determined by the volume to capacity ratio.
10/16/2025	CMP TAC	What is the travel time on the general purpose lanes of US-101?	INRIX data does not distinguish between general-purpose (GP) lanes and express lanes. Our goal was to illustrate the difference in travel time. The data showed that using the express lanes results in an approximately 20% travel time savings compared to the GP lanes.
10/16/2025	CMP TAC	Clarify the data methodology for INRIX. Specifically, is the reported speed data obtained from commercially available INRIX datasets?	Yes, INRIX collects and provides commercial speed data derived from a variety of sources, including GPS data from connected vehicles, mobile devices, fleet vehicles, and other sensors. This data is then aggregated, processed, and sold to agencies and organizations for use in transportation planning, performance monitoring, and congestion analysis.
10/27/2025	CMEQ	Over time, shouldn't the goal be to reduce the total number of segments operating at LOS F?	Traffic volumes have increased but have not fully returned to pre-pandemic levels. The variation in segment-level LOS also reflects shifts in travel behavior, including later commute times and a rise in remote work. Under the CMP, performance targets are established for roadway operations, and if a corridor exceeds these thresholds, a deficiency plan must be developed to address congestion. For the next CMP update, C/CAG will consider readjusting LOS thresholds to better reflect current travel patterns and system performance.

10/27/2025	CMEQ	Has the definition of LOS changed since the beginning of the CMP development.	We continue to follow existing CMP legislation, which requires roadway performance to be measured using Level of Service (LOS A–F), despite its limitations as the sole indicator of congestion. However, we have also incorporated additional multimodal performance metrics that account for transit, bicycle, and pedestrian travel.
10/27/2025	CMEQ	What other actions are taken to address interregional traffic congestion?	If CMP roadways continue to fail even after interregional reductions, the CMP legislation requires the development of a deficiency plan. To address this, C/CAG has established the Countywide Congestion Relief Plan (CRP) to mitigate congestion. The CRP provides funding for a number of efforts, including Transportation Demand Management (TDM) programs, shuttle services, and 21 Elements.
10/27/2025	CMEQ	How are other countywide efforts addressed in the CMP?	For the 2025 CMP update, staff added 21 new priority intersections identified as part of the high injury network in the Countywide Local Roadway Safety Plan. The CMP monitors these locations for informational purposes.
10/27/2025	CMEQ	Despite the installation of the Express Lanes, congestion has not improved, as CMP data indicates that southbound traffic on US 101 has experienced increased congestion compared to northbound traffic.	This increase is driven in part by more tech companies requiring staff to work in-office, resulting in more commuters during peak periods. Additionally, bottlenecks at some of the interchanges contribute to the observed congestion.
11/13/2025	Board	Given that Caltrain travel times show no post-electrification improvements in the CMP data, is it worthwhile to analyze other high-frequency stations to identify segment-specific travel time?	Staff acknowledge receipt of this comment and will follow up with Caltrain staff.

11/13/2025	Board	How would the content and methodology of the Congestion Management Plan change if we replaced LOS metrics with VMT as the primary performance measure?	Replacing LOS with VMT fundamentally shifts the scope of the Congestion Management Plan. LOS concentrates on roadway operations at the intersection and corridor level, while VMT emphasizes reducing total driving and greenhouse gas emissions by evaluating travel behavior across the entire region.
11/13/2025	Board	Could we access more detailed real-time Caltrain travel time data, particularly for segments running parallel to US 101 to support more detailed CMP data analysis?	Staff will follow up with Caltrain staff.

Following the TAC’s review and adoption of the final plan on November 20th, the CMP will be presented to the next Congestion Management and Environmental Quality (CMEQ) Committee meeting. The C/CAG Board will receive a final draft Plan on December 11, 2025, at which time the public comment period will conclude.

**Recommendation**

Staff requests that the CMP TAC review and recommend approval of the Final 2025 Congestion Management Program (CMP) and Monitoring Report. Staff intend to incorporate any additional comments received prior to the Board adoption in December.

**Equity Impacts and Considerations**

The 2025 CMP is a countywide plan that monitors congestion in each of the jurisdictions in the county, establishes procedures to alleviate congestion, and promote countywide solutions. Furthermore, similar to the 2021 and 2023 CMP, the 2025 CMP will maintain a focus on geographic equity across the County by monitoring congestion at least one intersection or roadway segment in each of the 20 cities and towns, with the remaining five intersections allocated to unincorporated areas.

**ATTACHMENTS**

The following attachments are available on the C/CAG website (*See “Additional Agenda Materials” for the November CMP TAC meeting*) at: [Congestion Management Program Technical Advisory Committee | C/CAG](#)

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

**C/CAG AGENDA REPORT**

Date: November 20, 2025

To: Congestion Management Program Technical Advisory 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](mailto:jlacap@smcgov.org))

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**RECOMMENDATION**

That the C/CAG Technical Advisory Committee receive an update on Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program.

**FISCAL IMPACT**

This item is presented to the Committee 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 is Metropolitan Transportation Commission (MTC)'s framework for investing federal Surface Transportation Block Grant (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and related funds to advance regional transportation and land use priorities in the Bay Area. OBAG 4 (FY 2027–2030) is expected to provide funding levels similar to OBAG 3, although the amount available for local discretionary projects may be reduced due to new transit operations commitments and the expiration of one-time funds. As in the previous cycle, MTC will take a lead role in developing guidance, establishing county nomination targets, and making final project selections for the County & Local Program.

Several policy updates will shape OBAG 4, including MTC's Transit-Oriented Communities (TOC) Policy, which ties funding eligibility to compliance with adopted land use standards near major transit stops, and the upcoming Transit Priority Policy for Roadways (TPPR), which will require roadway projects to incorporate transit-supportive elements through the Complete Streets Checklist. The OBAG 4 framework is expected to be brought to the MTC Commission in late 2025, with a call for projects anticipated in spring 2026 and final project approval in spring 2027. MTC is scheduled to discuss the TOC Policy under OBAG 4 at their meeting on November 19, 2025 and staff will provide any updates to the committee at this meeting.

A more detailed schedule can be seen below:

**Table 1: OBAG 3 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

Committee Discussion

Staff is preparing for the OBAG 4 County & Local Program in advance of MTC’s final guidelines, which are expected in spring 2026. Once the regional framework is established, staff will return with a comprehensive set of evaluation criteria for Committee review.

Building on the Committee’s discussions in October, staff is proposing the following draft elements for the upcoming call for project and is seeking feedback:

- **Large vs. Small Project Categories:** Staff proposes creating Small vs. Large Project Categories, with each evaluated independently. The top ranked projects from each category would be forwarded to MTC for regional evaluation. In previous OBAG cycles, CTAs were required to program 70% of projects within a Priority Development Area (PDA) or proximate PDA location. In OBAG 3, the county target for San Mateo County was approximately \$32.6M. Staff will use these parameters within the OBAG guidelines to help determine the appropriate funding targets for each category.
- **Grant Size Thresholds:** To address rising construction costs and administrative burden associated with federal funding, staff proposes increasing the minimum grant request from \$250K to \$750K. Staff also propose lowering the maximum grant request from \$5 million to \$4 million to expand the number of projects eligible for funding.

Additionally, staff would like to request additional input on the following topics:

- **Priority Project Types:** Given the wide range of eligible activities under OBAG, staff is seeking input on which project types should be prioritized in this cycle. Staff’s preliminary recommendation is to focus on projects that advance active transportation and safety, as well as those that leverage technology, such as traffic signal modernization to enhance transit operations, improve emergency response, and increase intersection safety.
- **Multi-jurisdictional Projects:** What are some multi-jurisdictional or corridor-level projects that should be pursued in this cycle?

## **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.

## **ATTACHMENT**

None.

**C/CAG AGENDA REPORT**

Date: November 20, 2025

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Program Director

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

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

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**RECOMMENDATION**

That the C/CAG 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/MTC 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](mailto: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.

### *Caltrans Office Bulletin #25-06: Buy America Requirements for Manufactured Products*

Effective October 1, 2025, federal-aid projects with construction E-76 authorizations will need to ensure all manufactured products must have been assembled in the United States that will be incorporated into the project. A copy of the Caltrans Office Bulletin #25-06 can be found here: <https://www.localassistanceblog.com/2025/10/30/caltrans-office-bulletin-25-06-buy-america-requirements-for-manufactured-products/>

### *FY 2024-25 Local Streets and Roads Program Annual Expenditure Reporting - Due December 1<sup>st</sup>*

Per Streets and Highways Code Section 2034(b), each fiscal year in which a city or county receives an apportionment of Road Maintenance and Rehabilitation Account Local Streets and Roads Program Funds shall submit a report to the California Transportation Commission (CTC) detailing the expenditure of those funds within the fiscal year. At a minimum, the report is to

include in-progress and completed projects for which program funds were expended. The Annual Project Expenditure Report must include a project description, location, amount of program funds expended, date of completion or estimated completion, and if applicable, the estimated useful life of the improvement.

CalSMART is now open for FY 2024-25 Expenditure Reporting and will remain open until December 1<sup>st</sup> at 11:59 p.m.

A video recording of the Local Streets and Roads Funding Program Annual Expenditure Report Technical Training presented by CTC staff be found here:

<https://www.youtube.com/watch?v=Ea8WkIjL8oo>

### *2024 Regional Pavement Condition Summary Report*

MTC's Local Streets & Roads Program staff has completed the 2024 regional pavement condition summary report. The pavement condition index (PCI) scores, presented in the 2024 regional pavement condition summary report, reflect the information contained in each jurisdiction's StreetSaver® database. The 2024 PCI scores are weighted by pavement section area. Please note that the PCI scores are based on pavement conditions and maintenance and rehabilitation work completed as of 12/31/2024.

A copy of the report can be found here: <https://mtc.ca.gov/digital-library/5099739-pavement-condition-index-pci-bay-area-jurisdictions-2024>

### **Current and Upcoming Funding Opportunities**

#### *Traffic Safety Grant Applications for Federal Fiscal Year 2027*

The California Office of Traffic Safety (OTS) will open its grant application period for Federal Fiscal Year 2027, covering October 1, 2026, through September 30, 2027, in December 2025. Applications must address one of OTS's priority program areas:

- Alcohol Impaired Driving
- Distracted Driving
- Drug-Impaired Driving
- Emergency Medical Services
- Motorcycle Safety
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Communications and Public Affairs
- Roadway Safety and Traffic Records

All applications must be submitted through the Grants Electronic Management System by January 31. More information can be found here:

<https://www.localassistanceblog.com/2025/11/05/traffic-safety-grant-applications-for-federal-fiscal-year-2027/>

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

### **Training Opportunities**

*Webinar: Introduction to Construction Management – January 7-8, 2026*

This virtual training introduces essential components of the construction management process. By applying the information learned in the workshop, attendees can improve how they manage project risks, communications, delivery, and scheduling. Register here:

<https://www.localassistanceblog.com/2025/11/05/webinar-introduction-to-construction-management/>

*California Local Technical Assistance Program (CALTAP)*

The online training catalog for the California Local Technical Assistance Program (CALTAP) has been recently updated to provide a comprehensive catalog of local assistance training that focuses specifically on the needs of California’s public transportation agencies. Upcoming trainings include California Traffic Engineering License Exam Review and Pavement Life Cycle Cost Analysis. Click here to access the full catalog: <https://caltap.org/training-calendar.aspx>.

### **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 October 22, 2025
2. PMP Certification Status of Agencies within San Mateo County as of November 1, 2025
3. Caltrans Lapsed Project End Dates as of November 1, 2025
4. Caltrans NOFO Updates as of November 7, 2025

Updated on 10/22/2025 1st Quarter Inactive Projects

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	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5299019	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0423000060L	CML	04	SM	Millbrae	NEAR THE MILLBRAE TRANSIT CENTER INSTALL NEW LOCAL MOBILITY HUB	12/4/2024	3/11/2024	12/4/2024	12/4/2024	10	\$390,045.00	\$345,150.00	\$1,645.12	\$343,504.88
5102049	Inactive	Invoice returned to agency. Contact DLAE. 07/11/2025	0417000373L	BRLS	04	SM	San Mateo	BERMUDA DRIVE OVER FIESTA CHANNEL (BR # 35C0077) BRIDGE REPLACEMENT	1/29/2025	6/9/2018	1/29/2025	8/22/2025	9	\$7,415,214.00	\$473,117.00	\$181,274.66	\$291,842.34
5177039	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0418000191L	BPMP	04	SM	South San Francisco	7 BRIDGES IN SOUTH SAN FRANCISCO (PM00153); BRIDGE NUMBERS: 35C0021, 35C0031, 35C0032, 35C0046, 35C0047, 35C0078, AND 35C0101. TREAT BRIDGE DECK, REPLACE JOINT SEALS, REPAIR SPALLS ON BARRIERS, REPAIR EXPOSED REBAR, INJECT EPOXY IN CRACKS	11/12/2024	11/19/2019	11/12/2024	8/19/2025	11	\$351,626.00	\$311,294.00	\$115,088.99	\$196,205.01

>\$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	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5350026	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 10/13/2025	0424000038L	STPL	04	SM	Pacifica	PALOMA AVENUE, CARMEL AVENUE AND SANTA MARIA AVENUE FROM FRANCISCO BOULEVARD TO BEACH BOULEVARD NEW SIDEWALKS, CURB AND GUTTER, ADA CURB RAMPS, ADA DRIVEWAYS, BICYCLE STRIPING AND SLURRY SEAL	02/14/2025	5/13/2024	2/14/2025	2/14/2025	8	\$2,077,062.00	\$1,000,000.00	\$1,000.00	\$999,000.00
5029042	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0425000265L	STPL	04	SM	Redwood City	BAY ROAD BETWEEN 5TH AVENUE AND 15TH AVENUE/SPRING STREET THE PROJECT WILL INCLUDE PEDESTRIAN CROSSING IMPROVEMENTS, NEW BICYCLE FACILITIES, NEW ADA-COMPLIANT CURB RAMPS, TRAFFIC STRIPINGS AND MARKINGS, PAVEMENT REPAIRS, IMPROVED TRANSIT FACILITIES, AND GREEN INFRASTRUCTURE.	03/26/2025	3/26/2025	1/0/1900	3/26/2025	7	\$847,171.00	\$750,000.00	\$0.00	\$750,000.00
5177040	Inactive	Invoice under review by Caltrans. Monitor for progress. Sent to LPA 10/21/2025	0419000112L	CML	04	SM	South San Francisco	EL CAMINO REAL (SR82) FROM ARROYO TO KAISER WAY COMPLETE STREET IMPROVEMENTS	04/11/2025	1/4/2019	4/11/2025	4/11/2025	6	\$3,584,180.00	\$3,120,000.00	\$2,584,106.24	\$535,893.76
5029041	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 10/14/2025	0422000475L	STPL	04	SM	Redwood City	ROOSEVELT AVENUE FROM EL CAMINO REAL TO ALAMEDA DE LAS PULGAS. THE CITY OF REDWOOD CITY PROPOSES A TRAFFIC CALMING PROJECT ALONG ROOSEVELT AVENUE FROM EL CAMINO REAL TO ALAMEDA DE LAS PULGAS.	03/07/2025	12/21/2023	3/7/2025	3/7/2025	7	\$350,000.00	\$280,000.00	\$44,430.92	\$235,569.08

Inactive Obligations  
Local, State Administered/Locally Funded and Rail Projects

Updated on 10/22/2025 1st Quarter Inactive Projects

<=\$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	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5390006	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0423000011L	STPL	04	SM	Portola Valley	WESTRIDGE DRIVE FROM APPROXIMATELY ALPINE ROAD TO CERVANTES ROAD PAVEMENT PRESERVATION INCLUDING PAVEMENT GRINDING, BASE REPAIR, SLURRY SEAL, THERMOPLASTIC TRAFFIC STRIPING AND PAVEMENT MARKINGS, AND OTHER MISC. WORK RELATED TO ROAD RESURFACING	03/28/2025	1/20/2023	3/28/2025	3/28/2025	7	\$851,838.62	\$201,000.00	\$157,630.85	\$43,369.15
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	13	\$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	13	\$84,000.00	\$74,365.00	\$39,589.06	\$34,775.94
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	74	\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19

<=\$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	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
6204125	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0413000206L	FERPL	04	SM	Caltrans District 04	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	75	\$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	16	\$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	17	\$6,112,683.00	\$1,000,000.00	\$1,000,000.00	\$0.00
6204113	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400000684L	CML	04	SM	Caltrans District 04	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	69	\$50,043,250.63	\$3,559,977.49	\$3,559,977.49	\$0.00

**PAVEMENT MANAGEMENT PROGRAM  
CERTIFICATION STATUS**

PMP Certification      November 13, 2025

<b>Expired</b>	<b>About to Expire</b>
<b>Certified (including Pending &amp; Extension)</b>	<b>P-TAP 26 Receptients</b>

\* "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	7/26/2024	7/31/2026	25	Certified
San Mateo	Belmont	10/30/2024	10/31/2026	25	Certified
San Mateo	Brisbane	9/12/2024	9/30/2026	25	Certified
San Mateo	Burlingame	10/1/2024	10/31/2026	25	Certified
San Mateo	Colma	10/1/2024	10/31/2026	25	Certified
San Mateo	Daly City	11/2/2022	11/30/2025	26	Certified with Pending
San Mateo	East Palo Alto	9/26/2023	9/30/2025	26	Certified with Pending
San Mateo	Foster City	2/7/2024	2/28/2026	26	Certified with Pending
San Mateo	Half Moon Bay	12/1/2024	12/31/2026	25	Certified
San Mateo	Hillsborough	12/1/2024	12/31/2026	25	Certified
San Mateo	Menlo Park	12/17/2022	12/31/2025	26	Certified with Pending
San Mateo	Millbrae	11/15/2022	11/30/2025	26	Certified with Pending
San Mateo	Pacifica	12/1/2024	12/31/2026	25	Certified
San Mateo	Portola Valley	11/1/2023	11/30/2025	24	Certified
San Mateo	Redwood City	12/1/2024	12/21/2026	25	Certified
San Mateo	San Bruno	11/1/2023	11/30/2025	24	Certified
San Mateo	San Carlos	7/31/2022	7/31/2025	26	Certified with Pending
San Mateo	San Mateo	1/1/2024	1/31/2026	26	Certified with Pending
San Mateo	San Mateo County	12/31/2022	12/31/2024	26	Certified with Pending
San Mateo	South San Francisco	10/17/2023	10/31/2025	26	Certified with Pending
San Mateo	Woodside	2/7/2024	2/28/2026	24	Certified

**PAVEMENT MANAGEMENT PROGRAM  
CERTIFICATION STATUS**

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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: 11/4/2025

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 *	-37	● PED Expired	1	Approv		1			SEQ# 1(10/31/2022 to Present)	0413000030	2W	ACTIVE
5177(033)	CML	South San Francisco	75.0%		01/31/14		01/09/17	Dist "Final"	03/31/23	-32	● 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
5029(032)	BPMP	Redwood City	20.0%		03/21/14				03/21/24 *	-20	● 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	-8	● 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	-5	● PED Expired	6	Approv		2			SEQ# 6(6/28/2025 to Present) SEQ# 4(10/30/2022 to 12/20/2022)	0414000191	2W	ACTIVE
5226(023)	CML	San Bruno	100.0%		11/16/18		11/24/23		12/31/25	1	◆ PED 0 to < 3 mos	4	Approv		1			SEQ# 1(11/1/2020 to 3/18/2021)	0419000066	2W	ACTIVE
5029(041)	STPL	Redwood City	20.0%		12/21/23				01/01/26	1	◆ PED 0 to < 3 mos	1	Approv						0422000475		ACTIVE
5299(019)	CML	Millbrae	0.0%				03/11/24		05/31/26	6	◆ PED 6+ mos	1	Approv						0423000060		ACTIVE
5029(025)	BPMP	Redwood City	20.0%		04/13/11				07/31/26	9	◆ PED 6+ mos	2	Approv						0400021046	2W	ACTIVE
5029(024)	BPMP	Redwood City	20.0%		04/13/11				07/31/26	9	◆ PED 6+ mos	2	Approv						0400021045	2W	ACTIVE
5350(026)	STPL	Pacifica	0.0%				05/13/24		09/30/26	11	◆ PED 6+ mos	1	Approv						0424000038		ACTIVE
1517(205)	ACON-ER	Brisbane	0.0%		12/20/24				10/31/26	12	◆ PED 6+ mos	2	Pend HQ	10/30/27					All AC		ACTIVE
5171(029)	STPL	Burlingame	0.0%		08/02/24				12/01/26	13	◆ PED 6+ mos	1	Approv						0424000465		ACTIVE
5177(040)	CML	South San Francisco	75.0%		01/04/19		09/09/22		12/31/26	14	◆ PED 6+ mos	2	Approv		1			SEQ# 1(2/1/2022 to 9/9/2022)	0419000112		ACTIVE
5029(042)	STPL	Redwood City	20.0%		03/26/25				12/31/26	14	◆ PED 6+ mos	1	Approv						0425000265		ACTIVE
5177(039)	BPMP	South San Francisco	75.0%		11/19/19				09/09/27	22	◆ PED 6+ mos	3	Approv		1			SEQ# 1(12/30/2022 to 3/27/2023)	0418000191	2W	ACTIVE
5357(012)	CPFL	Half Moon Bay	0.0%		05/23/25				09/30/27	23	◆ PED 6+ mos	1	Approv						0424000246		ACTIVE
5333(020)	CPFL	Woodside	0.0%				09/02/25		12/31/27	26	◆ PED 6+ mos	1	Approv						0425000341		ACTIVE
5261(011)	CPFL	Atherton	0.0%		09/05/24		08/15/25		12/31/27	26	◆ PED 6+ mos	3	Approv						0424000048		ACTIVE
5177(049)	BRLS	South San Francisco	75.0%		02/27/24				03/26/28	29	◆ 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	32	◆ PED 6+ mos	1	Approv						0423000222		ACTIVE
5102(049)	BRLS	San Mateo	100.0%		06/09/18		08/22/25		06/30/29	44	◆ PED 6+ mos	4	Approv		1			SEQ# 1(8/6/2020 to 5/6/2021)	0417000373	2W	ACTIVE
5357(011)	CML	Half Moon Bay	NA				02/21/23	Vouchered	12/31/25	1	■ NA-Closing	3	Pend FHWA	No change					0420000230	9A	ACTIVE

## BACTA Planning Directors Meeting Friday, 11/07/25

### Federal Grant Funding Opportunities\*

- **Bridge Investment Program\*\*** – [NOFO](#) (currently under FHWA review)
  - Planning Applications
  - Bridge Project (no greater than \$100 million)
- **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](#)
- **Federal-State Partnership for Intercity Passenger Rail (National)** – [NOFO](#)
  - Closing date 1/7/26

### State Grant Funding Opportunities

- **Senate Bill 1:**
  - [Solutions for Congested Corridors Program](#)
    - Program Fit forms due 10/27/2025 to District 4
  - [Trade Corridors Enhancement Program](#)
    - Program Fit forms due 10/27/2025 to District 4
  - [Active Transportation Program](#)
    - CTC Cycle 8 workshops (save the dates):
      - Guidelines: 11/19/25, 12/10/25
      - PSR Equivalency: 12/4/25
      - Applications: 1/14/26
      - Scoring Rubrics: 2/5/26
- **Energize Megawatt Charging System**– [Application Portal](#)
  - Closing date 2/26/2026
- **California Ocean Protection Council SB 1 Grant Program** – [Info](#)
  - Track 1: proposal deadlines 12/19/25, 3/20/26, 6/26/26, 9/11/26
  - Track 2: will be available mid-late 2025; currently accepting Letters of Intent for near-term sea level rise threats
- **Fast Charge California Project** - [Info](#)
  - Closing date 1/29/2026
- **Implementation of Medium- and Heavy Duty Zero-Emission Vehicle Infrastructure Blueprints 2.0**– [Info](#)
  - Closing date 12/5/2025
- **Clean Truck and Bus Voucher Incentive Project (HVIP)** - [Info](#)
  - Open 9/9/2025
- **Depot Charging and Hydrogen Refueling Infrastructure for Medium- and Heavy-Duty On-Road Zero-Emission Vehicles** – [Info](#)
  - Closing date 12/12/25

### Upcoming Grant Opportunities\*

- FY 26 Wildlife Crossings Pilot Program – NOFO paused until further notice
- [All Stations Accessibility Program](#) – TBD
- [Reduction of Truck Emissions at Port Facilities](#) – TBD
- [EPA Clean Ports Program](#) – TBD
- [Ferry Programs: Electric or Low Emitting Ferry; Ferry Service for Rural Communities; Passenger Ferry Boat Program](#) – TBD

- [Consolidated Rail Infrastructure and Safety Improvements](#) – TBD
- [Natural Gas Distribution Infrastructure Safety and Modernization Grants](#) – TBD
- [Pilot Program for Transit Oriented Development](#) – TBD
- [Congestion Relief Program](#) – TBD
- [Strengthening Mobility & Revolutionizing Transportation \(SMART\)](#) – TBD
- [Charging & Fueling Infrastructure Grants \(Community & Corridor charging\) & NEVI 10% set-aside](#) – NOFO Fall 2025
- [Corridor Identification and Development Solicitation](#) – NOFO November 2025
- [Better Utilizing Investments to Leverage Development \(BUILD\)](#) – NOFO November 2025

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

\*\*Caltrans is checking with Federal partners on programs that had established future FY application periods in NOFOs posted under the Biden Administration.

## **USDOT**

- Most up-to-date NOFOs can be found here:
  - [Grants.gov](https://www.grants.gov)

## **Caltrans Office of the Federal Liaison**

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

## **District 4 Resources**

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