



Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
 Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

Congestion Management & Environmental Quality (CMEQ) Committee
SPECIAL MEETING NOTICE

<p>Date: Monday December 1, 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>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

*****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 November 13, 2025 C/CAG Board meeting: <ul style="list-style-type: none"> • Received a presentation from the Metropolitan Transportation Commission on the Draft Plan Bay Area 2050+ update. • Conducted a public hearing on the draft 2025 Congestion Management Program. 	Information (Lacap)	No Materials
4.	Approval of minutes of September 29, 2025 CMEQ Meeting.	Action (Papan)	Pages 1-5
5.	Review and recommend approval of the Final 2025 Congestion Management Program (CMP) and Monitoring Report.	Action (Gaye)	Pages 6-10
6.	Review and approval of the 2026 CMEQ meeting calendar.	Action (Gaye)	Page 11
7.	Nomination/Election of the CMEQ Committee Chair and Vice Chair	Action (Gaye)	Page 12
8.	Receive an update on Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program.	Information (Lacap)	Pages 13-15
9.	Executive Director Report	Information (Charpentier)	No Materials



Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

10. Adjournment and establishment of next meeting date: Action No Materials
January 26, 2026 (Papan)

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.

555 County Center, 5th Floor, Redwood City, California 94063

<http://www.ccag.ca.gov>



*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

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.
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 OCTOBER 27th**

The meeting was called to order by Member Jimenez who chaired the meeting at 3:05 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 Member Jimenez who chaired the meeting. Quorum was not met as only five voting members were present in person.

2. Public comment on items not on the agenda

There were no public comments on the agenda.

3. Issues from the October 16, 2025 C/CAG Board meeting. (Information)

Jeff Lacap, Program Director provided the following update:

- Adoption of the 2026 State Transportation Improvement Program.

4. Approval of the minutes of the August 25, 2025 CMEQ Meeting. (Action)

Action could not be taken as quorum was not met.

5. Receive an update on Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program. (Information).

Jeff Lacap, C/CAG Program Director presented the Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program.

Member Fromson asked how C/CAG determined the OBAG 3 nomination targets and whether new targets have been developed for Cycle 4. Jeff explained that the nomination targets were established by MTC based on each county's population and the number of housing permits issued. San Mateo County receives approximately 9–10% of the total share allocated across the nine Bay Area counties.

Member Venkatesh asked whether C/CAG has a preferred timeframe for when OBAG investments should be delivered. Jeff responded that OBAG 3 projects must have construction funding in place, and that shovel readiness is a key criterion for OBAG funding.

Member Jimenez stated that she supports a mix of both large and small projects. She noted that she does not support awarding funding to jurisdictions that have previously received allocations, as smaller jurisdictions often face more difficulty securing funds. Director Charpentier acknowledged

that smaller jurisdictions do face challenges when competing with projects located near fixed rail. He also clarified that C/CAG is considering whether to support awarding funding to jurisdictions that have repeatedly applied for funding for the same project, but haven't been successful

Member Jimenez inquired how many projects were funded and if there was ways to prevent some projects from not dropping out. Sean responded that Seven projects were selected and one project, namely Peninsula Interchange, dropped out due to right of way issues

Public member, Ann Schneider, emphasized that every jurisdiction in the County should receive a share of OBAG funds. She observed that one city—South San Francisco—receives a comparatively larger portion of funding. She also noted that the C/CAG Board did not advance projects from some of the smaller cities. Sean responded that C/CAG has supported a coastal project and a project in Millbrae through other funding sources.

No action was taken as quorum was not met as only five voting members were present in person.

6. 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 SanMateo Public Works Fleet Electrification project. (Action)

Matt Petrofsky presented an overview of the projects funded through TFCA.

Member Carter asked about the status of the East Palo Alto project, specifically whether the project scope had been reduced and whether the city would still be able to complete the project. Matt explained that the EPA project is part of a larger effort, and although the city received less funding than requested, the overall project is still moving forward.

Member Jimenez noted that, because this is a multiyear program, there will be another call for projects; Director Charpentier added that C/CAG typically receives about \$600,000 in TFCA funds annually, and that the program requires projects to be cost-effective and shovel ready.

Member Penrose asked whether the full \$200,000 would be awarded to the Half Moon Bay Eastside Parallel Trail; Matt confirmed that \$200,000 is recommended for funding for Half Moon Bay project.

Mike Swire, C/CAG BPAC Chair, commented that since the call for projects was undersubscribed, the EV charging project seems reasonable. He asked whether there is a general business case for public investment in EV chargers. Matt responded that there is demand for public EV charging infrastructure; however, no comprehensive regional study comparing public and private charging has been completed. He added that areas with higher density and greater economic need generally represent the most effective use of funds. Sean noted that C/CAG applied for a Caltrans sustainability planning grant to conduct an EV charging needs analysis but was not awarded funding. He stated that C/CAG intends to reapply.

Member Fromson asked whether staff are considering ways to encourage more applicants in the next call for projects. Sean noted that regulatory mandates may discourage some jurisdictions from applying, however, staff are working to encourage more jurisdictions to apply.

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

Eva Gaye, C/CAG staff introduced Praveena Samaleti from TJKM Transportation Consultants to present on the Draft 2025 Congestion Management Program (CMP) and Monitoring Report.

Member Jimenez inquired whether the goal should be to reduce the total number of segments operating at LOS F; Praveena responded that traffic volumes have increased but have not fully returned to pre-pandemic levels. Jeff also added that the variation in segment-level LOS also reflects shifts in travel behavior, including later commute times and a continuing trend 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.

Member Ngyuen inquired has the definition of LOS changed since the beginning of the CMP development; Jeff responded that 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, the CMP has also incorporated additional multimodal performance metrics that account for transit, bicycle, and pedestrian travel.

Member Ngyuen inquired whether the raw data for the CMP will be available to the committee for further analysis; Eva responded that staff could provide the raw data once the final report is available.

Member Carter inquired what other actions are taken to address interregional traffic congestion; Jeff responded that 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 serve as a countywide deficiency plan, relieving all San Mateo County jurisdictions to fix the specific congested locations that triggered a deficiency. The CRP provides funding for a number of efforts, including Transportation Demand Management (TDM) programs, shuttle services, and 21 Elements.

Member Jimenez inquired how are other countywide efforts addressed in the CMP; Nayan Amin from TJKM responded that 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.

Mike Swire noted that 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. Nayan responded that there is more volume passing through US 101 Southbound direction. Sean added that 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 due to change in number of lanes on US-101 at the San Mateo/Santa Clara County contribute to the observed congestion.

Executive Director Report (Information)

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

- C/CAG Board and Committee recruitments:
 - CMEQ vacancy for business seat and elected official
 - RMCP Vacancy for elected official and Utility seat
 - One Shoreline Board of Directors
- C/CAG received SS4A funding for Supplemental Planning to advance recommendations from the Countywide LRSP. As part of the scope, there is a plan to develop a white paper to address E-Bike safety and ordinance guidance.

8. Member comments and announcements (Information)

No member comments.

9. Adjournment and establishment of next meeting date

The meeting adjourned at 4:15 p.m. The next regular meeting is scheduled for November 24, 2025 at San Mateo City Hall, Conference Room C.

Name	Representing	Jan	Feb	Mar (Canc)	Apr	May	Jun (Canc)	Jul (No Mtg.)	Aug	Sept (Canc)	Oct	Nov (Canc)	Dec
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		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		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		X		
Bob Nguyen (Millbrae Council Member)	Elected Official		X		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		X		
Richard Hedges	Public Member	X	X		Brown Act	X			X				
Vacant	Business Community												
Deborah Penrose	Agencies with Transportation Interests				X						R		
Peter Ratto	San Mateo County Transit District (SamTrans)	X	X		X	X			X		X		
Pamela Herhold	Bay Area Rapid Transit (BART)	X	X			X					X		
Casey Fromson	<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>				R						X		

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, Matt Petrofsky -C/CAG; Mike Swire-BPAC; Praveena Samaleti and Nayan Amin-TJKM

Online: Kaki Cheung-C/CAG; Ann Scheider

C/CAG AGENDA REPORT

Date: December 1, 2025

To: C/CAG Congestion Management and Environmental Quality (CMEQ) 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)

RECOMMENDATION

That the CMEQ 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	Results show that general-purpose lane travel times have increased between 2023 and 2025 on US-101 southbound during the AM peak. Although US-101 was widened from four general-purpose lanes to include the express (toll) lane, congestion in the general-purpose lanes has not improved?	<p>While the data shows a modest 3-minute increase in general-purpose lane travel time between 2023 and 2025 during the southbound AM peak, this change is occurring alongside a broader increase in traffic volumes across all lanes, as commute patterns continue to rebound with the return to in-office work. In other words, congestion pressures are systemwide and reflect changing travel demand, not the presence of the express lane.</p> <p>It is also important to note that the slight increase in delay is influenced by conditions beyond the express lane segment itself, including the bottleneck near the San Mateo / Santa Clara County line, where multiple lanes merge and create a recurring chokepoint during peak hours.</p>

			When viewed in a broader time context, the data shows that general-purpose lane travel times in 2025 are actually slightly improved compared to 2023, and more importantly, are lower than pre-pandemic (2019) levels across the corridor. This indicates that, even with increased volumes today, the overall corridor is moving people more efficiently than it did before the pandemic.
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.

The CMP Technical Advisory Committee reviewed and adopted the final plan at its November 20th meeting. Following the Congestion Management and Environmental Quality (CMEQ) review and adoption, the C/CAG Board will receive the final draft Plan on December 11, 2025, at which time the public comment period will conclude.

Recommendation

Staff requests that the Committee 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 December CMEQ meeting*) at: [Congestion Management and Environmental Quality | 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: December 1, 2025
 To: C/CAG Congestion Management and Environmental Quality (CMEQ) Committee
 From: Eva Gaye, Transportation Program Specialist
 Subject: Review and approval of the 2026 CMEQ meeting calendar.

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

RECOMMENDATION

That the C/CAG Congestion Management and Environmental Quality (CMEQ) Committee review and approve the regular meeting calendar for 2026.

FISCAL IMPACT

None

SOURCE OF FUNDS

N/A

BACKGROUND

The proposed meeting calendar for 2026 is as follows:

C/CAG Congestion Management & Environmental Quality Committee	
Mondays 3:00 p.m.	
January 26	July – No Meeting
February 23	August 31
March 30	September 28
April 27	October 26
May 18 (May 25 th is Memorial Day)	November 30
June 29	December - No Meeting

All meetings are scheduled for the last Monday of the month except for May 18th. Following the CMEQ committee’s decision for past years, staff recommend not to schedule meetings for the months of July and December.

Meetings begin at 3:00 p.m. and are currently in Conference Room C, San Mateo City Hall, with occasional alternative locations to be announced.

EQUITY CONSIDERATIONS

This item is necessary for the administration/operation of C/CAG and the CMEQ Committee.

ATTACHMENTS

None.

C/CAG AGENDA REPORT

Date: December 1, 2025
To: C/CAG Congestion Management and Environmental Quality (CMEQ) Committee
From: Eva Gaye, Transportation Program Specialist
Subject: Nomination/Election of the CMEQ Committee Chair and Vice Chair

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

RECOMMENDATION

That the C/CAG CMEQ Committee nominate and elect a CMEQ Chair and a Vice Chair to serve for the 2026 calendar year.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A.

BACKGROUND

Each year, the C/CAG CMEQ Committee elects a Chair and Vice Chair to lead its activities. Currently, Member Gina Papan serves as Chair and Member Richard Brown serves as Vice Chair. Both members are eligible to continue in their respective roles if re-elected by the Committee. Staff recommend that the C/CAG CMEQ Committee elect a Chair and Vice Chair for the 2026 calendar year.

EQUITY IMPACTS AND CONSIDERATIONS

This item is necessary for the administration/operation of C/CAG and the CMEQ Committee.

ATTACHMENTS

None.

C/CAG AGENDA REPORT

Date: December 1, 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 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.