

# C/CAG

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

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### TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

<b>Date:</b> Thursday, February 19, 2026	<b>Join by Zoom Webinar:</b> <a href="https://us02web.zoom.us/j/82382851421?pwd=TLhmVaAdCvLDpMwNa3w1w3OTTr3Y7b.1">https://us02web.zoom.us/j/82382851421?pwd=TLhmVaAdCvLDpMwNa3w1w3OTTr3Y7b.1</a>
<b>Time:</b> 1:15 p.m.	
<b>Location:</b> San Mateo County Transit District Office 1250 San Carlos Ave, 2 <sup>nd</sup> Fl. Auditorium, San Carlos, CA	
	<b>Zoom Webinar ID:</b> 823 8285 1421
	<b>Password:</b> 696962
	<b>Join by Phone:</b> (669) 900-6833

#### \*\*\* IN-PERSON MEETING WITH REMOTE PUBLIC PARTICIPATION AVAILABLE \*\*\*

This meeting of the C/CAG TAC Committee will be held in person at the location listed above. 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/<br>Stillman | No<br>materials |
| 2. | Public comment on items not on the agenda (limited to 2 minutes) | Willis/<br>Stillman | No<br>materials |

*Note: Members of the public who wish to speak on matters not on the agenda will be given an opportunity to address the Board. Members of the public will have two minutes each to address the Board, unless a different time limit is established by the Chair. Please refer to the instructions at the end of this agenda for details regarding how to provide public comments.*

- |    |  |       |                 |
|----|--|-------|-----------------|
| 3. | Issues from the February 12, 2026 C/CAG Board meeting. <ul style="list-style-type: none"><li>• Approval of the latest population data from Department of Finance for calculation of member contributions and administrative related items.</li><li>• Receipt of executed contract with Transpo Group for professional services to prepare a \$6M BUILD application.</li><li>• Received presentation on the upcoming Cycle 4 of the One Bay Area Grant (OBAG 4) County &amp; Local Program, and the FY 2026–2028 Transportation Development Act (TDA) Article 3 Program Calls for Projects.</li></ul> | Lacap | No<br>materials |
| 4. | Approval of minutes from the January 15, 2026 Meeting. (Action)  | Lacap | Pages 1-7       |

5.	Nominate and elect one new Committee Co-Chair to serve alongside current Co-Chair Paul Willis for the remainder of the term through February 2027. (Action)	Lacap	Pages 8-9
6.	Review and recommend approval of the Fiscal Year 2026/27 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund. (Action)	Petrofsky	Pages 10-17
7.	Receive a presentation from Caltrans District 4 on the Encroachment Permit and Quality Management Assessment processes, and an update on the 2026 State Highway Operation and Protection Program (SHOPP). (Information)	Pardo/ Suleiman	Pages 18-19
8.	Receive an update on Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program. (Possible Action)	Lacap	Pages 20-23
9.	Receive information on regional project and funding related items. (Information)	Lacap	Pages 24-32
10.	Executive Director Report	Charpentier	
11.	Member Reports	All	
12.	Adjournment.	All	

The next regularly scheduled meeting is on March 19, 2026.

Future potential topics:

- a. Emergency Mutual Aid Resources

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

**PUBLIC RECORDS:** Public records that relate to any item on the open session agenda for a regular TAC meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular TAC meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the TAC. The TAC has designated the office of 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. on the day prior to the meeting date.

**PUBLIC PARTICIPATION:** 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 to distribute 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. 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 or [kcheung1@smcgov.org](mailto:kcheung1@smcgov.org)

**CONGESTION MANAGEMENT PROGRAM (CMP)  
TECHNICAL ADVISORY COMMITTEE (TAC)  
January 15, 2026  
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).

<b>Members</b>		<b>January</b>			
<b>No.</b>	<b>Agency</b>	<b>IN-PERSON</b>	<b>ABSENT</b>	<b>REMOTE</b>	<b>REMOTE</b>
				<b>AB 2449</b>	<b>Publicly Accessible Teleconference Location</b>
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 Ovardia			
5	Belmont Engineering		Absent		
6	Brisbane Engineering	Maz Bozorginia			
7	Burlingame Engineering	Chris Lamm			
8	C/CAG	Sean Charpentier			
9	Colma Engineering	Jim Porter (Alternate)			
10	Daly City Engineering	Richard Chiu			
11	East Palo Alto Engineering	Humza Javed			
12	Foster City Engineering	Laura Galli (Alternate)			
13	Half Moon Bay Engineering	Dale Leda			
14	Menlo Park Engineering	Azalea Mitch			
15	Millbrae Engineering	Ahmad Haya			
16	Pacifica Engineering	Melissa Tigbao			
17	Redwood City Engineering	Tanisha Werner			
18	San Bruno Engineering	Matthew Lee			
19	San Carlos Engineering	Steven Machida			
20	San Mateo Engineering	Matt Fabry			
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 eleventh (312<sup>th</sup>) meeting of the Technical Advisory Committee took place on January 15, 2026 at 1:00pm.

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 Willis called the meeting to order. Co-Chair Willis also welcomed new members to the committee.

**2. Public comment on items not on the agenda**

There were no public comments.

**3. Issues from the December 11<sup>th</sup>, 2025 C/CAG Board meeting. (Information)**

C/CAG Deputy Director Kaki Cheung shared the key items from the December Board meeting, as noted on the meeting agenda. Kaki noted the approval of the 2025 Congestion Management Program.

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

*Motion – To approve the minutes from the November 20, 2025 meeting, Ovadia/Werner. All members in attendance voted to approve. Motion passed. 18-0-0.*

**5. Approval of the 2026 Congestion Management Program Technical Advisory Committee Meeting Calendar. (Action)**

Co-Chair Willis introduced C/CAG Deputy Director Kaki Cheung. Kaki introduced the 2026 Congestion Management Program Technical Advisory Committee (TAC) Meeting Calendar and noted that meetings will take place on the third Thursday of the month in the San Mateo County Transit District Office until mid-year, when SamTrans relocates. Kaki noted that the committee will continue to discuss the next meeting location. There is no meeting scheduled for July because the C/CAG Board is on recess in August. The January 2027 meeting date is on the 2026 Calendar with consideration that the December meeting may be canceled in the future. Staff are asking for the committee’s approval of the meeting dates and policies.

*Motion – To recommend approval of the 2026 Congestion Management Program Technical Advisory Committee Meeting Calendar. Manzi/Mitch. All members in attendance voted to approve. Motion passed. 18-0-0.*

**6. Nomination/Election of two Congestion Management Program Technical Advisory Committee Co-Chairs. (Action)**

Co-Chair Willis introduced the item and noted that Co-Chair Ann Stillman mentioned that she will retire this year and cannot continue as Co-Chair. Since one of the co-chair positions will be vacant, the amendment to the agenda language is that the committee needs an interim chair for the remainder of the term. Co-Chair Willis will continue to serve for the remainder of the term

through February 2027. Three members expressed interest in serving as the co-chair, including Tanisha Werner, Robert Ovadia, and Jessica Manzi.

There were no action taken at this time. Staff will amend and return to the next meeting with a runoff vote for the vacant position for the remainder of the term.

**7. 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 presented an update on Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program. His presentation highlighted the recent developments and updates of key considerations for the proposal by MTC Commission staff. He noted the tentative schedule and highlighted the significant dates, including the MTC submittal date in September 2026. The Call for Projects is planned to be released in May 2026, and the application period is open for about 45 days in May and June. Jeff shared a general overview of OBAG 4. The county target for the estimated available funding is about \$20 to \$25 million. MTC requires 80% investment of all OBAG funds towards priority development areas or transit-oriented communities (TOC). The TOC eligibility requirement may not come into the OBAG 4 cycle to allow more jurisdictions to come into compliance with the policy. Jeff reviewed the informal survey from December about jurisdiction project thoughts and preferences for OBAG 4 applications. Chanda Singh from San Mateo County Public Works added context and explained the jurisdictional accommodations.

C/CAG Executive Director Sean Charpentier asked if the Priority Development Area (PDA) investment is proximate. Jeff noted that past projects were within a half mile of a PDA or TOC can be eligible as part of the 80% investment.

Member Manzi commented that TDA 3 funds are an easy administrative source in term of burden with fewer reporting requirements but asks staff to review the \$750,000 threshold and see how it aligns with the pedestrian projects that may be implemented. Projects such as straight bike lanes may have a lower threshold than larger projects that require concrete and higher costs.

Member Ovadia asked if the previous Transportation Development Act Article 3 (TDA 3) threshold was significantly lower. C/CAG Deputy Director Kaki Cheung noted that the prior maximum grant amount under TDA 3 was \$400,000, and staff understand that project construction costs are increasing. The maximum threshold is now at a maximum of \$750,000 for capital, while planning has a maximum of \$200,000.

Member Ovadia noted his concern over the small versus large project and jurisdiction competition. C/CAG Deputy Director Kaki Cheung noted that the last cycle was undersubscribed, and every application received funding that round. She also noted that staff were not certain about how competitive the applications would be and that not having to go through the federal aid process is appreciated. C/CAG Executive Director Sean Charpentier noted that points are included for jurisdictions that have not received TDA Article 3 fund allocation within the last 10 years.

Member Ovadia commented that with regards to green infrastructure, the project scale incorporation may not be worth giving extra points if general compliance for project building is

done with a municipal/regional permit. He commented that staff would increase the impervious area and the county does have stormwater treatment.

Co-Chair Willis asked if the final TDA Article 3 guidelines will be released in February. C/CAG Deputy Director Kaki Cheung noted that the plan is to release the final guidance after feedback from the January Bicycle and Pedestrian Advisory Committee meeting in January and the date is dependent on the feedback, if proposing drastic changes. She also noted that staff may need to delay the Call for Projects, but staff will approve the release if there are no changes.

C/CAG Executive Director Sean Charpentier noted that in the previous OBAG 3 round, staff included a sponsored project that cancelled the project after submission to MTC, so staff will work diligently on project risk assessments. He noted that there are risks staff cannot account for, but housing elements are an LSRP risk, and applicants will work with staff to ensure an LSRP is adopted and not at risk of falling out in the short term.

**8. Provide Feedback on the concept of pursuing a Better Utilizing Investments to Leverage Development (BUILD) grant program application for countywide safety improvements. (Information)**

C/CAG Deputy Director Kaki Cheung presented the BUILD grant program concept and shared an overview of the objectives, development, and logistics of the program. She noted that C/CAG continues to prioritize roadway safety and remains consistent with the Countywide Local Roadway Safety Plan (LSRP) and the High Injury Network. The concept aligns with staff and county priorities and explores the feasibility of a grant-funded, countywide safety initiative. The presentation is an early step in developing the concept and may be refined for other funding opportunities. C/CAG is considering a countywide BUILD grant application focused on scalable safety improvements for pedestrians, bicyclists, and emergency response. Kaki shared the concept elements that include pedestrian detection, signal extension, dynamic “No Turn on Red” treatments, emergency vehicle preemption, and data-driven sit selection. Staff is requesting feedback on concept direction, candidate corridors and locations, implementation considerations, and partnership structure.

Member Mitch noted that Menlo Park recently installed a sign on Willow Road which is Caltrans right-of-way, and the dynamic component would be innovative and helpful. She is concerned with other intersection challenges and high collision corridors require coordination and partnership with Caltrans.

Member Lamm noted that in his prior County of Santa Clara, they utilized pedestrian detection and signal extension for all expressways and large driveways. It functioned as congestion relief to some extent because it allowed the county to reduce the normal batch stream time to the minimum flow time and then rely on cameras to detect the right direction.

Member Kim asked if there is feedback on how the blackout system runs and what the maintenance requirement is. C/CAG Deputy Director Kaki Cheung noted that at the recent ITS California Conference, the City of Santa Clarita had early results showing collision rate and awareness reduction, and the City of Belmont is implementing now. She noted that the concept is

to put them all together and upgrade the intersections and controllers to the most modern technology. She also noted that staff hopes the consultant who is writing the grant will give high-level assessment and evaluate what existing infrastructure there is and whether it needs to have an updated program. The goal is to have some locations at each of the countywide jurisdictions but there may be borders with higher risk like Menlo or others with infrastructure involved.

Member Fabry noted his support for Member Mitch's comments about El Camino Real and noted that it raises the question of who controls signals and if they would be upgrading Caltrans-controlled signals, as it becomes more complicated with Caltrans as a partner. He appreciates C/CAG for looking to apply collectively on behalf of all agencies but notes that the cost of figuring out locations in a short time frame and the application is challenging. He notes that he would need to review with his staff in terms of interest and the dynamic no turn on red is appealing, as it is part of the LSRP, despite community pushback.

Member Mitch noted that she visited two intersections for El Camino and Willow, and they were extremely challenging because of the Caltrans cables. A key point is that Caltrans is not replacing signals, but staff is funding small upgrades which were challenging because of old infrastructure. Programming a replacement of cables became complicated. Member Mitch notes her approval of the concept as an improvement, but notes that it is not straightforward.

Member Bozorginia noted that agencies can check their own jurisdictions and come up with some proposed locations and suggestions for the concept. Kaki shared her support for that idea and noted that if anyone has locations that would be a good fit for the concepts to let staff know, and they can be incorporated into the grant application itself. The consultant will do a high-level overview of the RSV and see what can be proposed. Staff will come to the members for help with support letters and words of support to increase competitiveness.

Member Tigbao asked what the minimum and maximum request is for the grant. Kaki noted that the minimum is \$5 million with a 20% match, and the project would be looking at total budget cost.

Member Chiu asked what the timing is for the grant application. Kaki noted that the grant application is due on February 24<sup>th</sup> and the work is being conducted quickly.

Member Manzi noted that the projects have merit and will come with different challenges. Redwood City has signs at railroad crossing that get activated once the train is coming and there are no known maintenance issues for them. The issue is whether there is a need to upgrade controller cables and if there is space on signal poles large enough to accommodate the sign. Upgrading pole sizes, spiral intersection upgrades, and EDP systems are all factors, and many communities already have EDP systems. Staff need to consider whether all systems need to be upgraded for consistency or if staff should upgrade what people have and introduce systems where they do not exist. Kaki noted that the last time she spoke with the county emergency firefighters, they noted that they were upgrading their trucks for an automatic radio locator, and if they can share the locations then staff need to integrate that on the network side. Kaki noted that staff need to discuss further with the county firefighters if there has been any change.

Member Ovadia noted that most comments think that dealing with Caltrans will be nearly impossible. The Menlo Park Fire Protection District was doing a signal EVP Program for stigmas in the jurisdiction, and he is unclear about how many system types there are, and if jurisdictions already have them. He also noted that he would like to know how the systems coordinate between jurisdictions, and how to ensure that all affected agencies are coordinating. He noted that there may be low interest in changing out any systems and upgrading all vehicles unless there is a significant benefit.

Member Ovadia noted that rapid flash beacons near schools and school crossings would be a good LSRP-type project that is easy to implement and has a lot of public support for minimal cost.

Co-Chair Stillman noted that many people are discussing cable issues and upgrades with Caltrans versus local ownership. She also noted that she is thinking of corridors and that there may be lower-level changes that could be more widespread and beneficial, which relates to Member Ovadia's point. She notes her support for more widespread applications and does not involve Caltrans.

Member Fabry noted his support for Member Ovadia's rapid flashing beacons idea and noted how it is simpler and can work better with the application timeline. It makes it easier for jurisdictions to participate with matching funds and will be easier for the short term. Kaki asked if the jurisdictions have any matching funds that can level the frame if the grant is secured. Member Fabry noted that if the grant aligns with the Safe Routes to School Program, there is potentially money that can match funds.

Member Manzi noted that the Transportation Authority with have projects and could be an ideal matching source. For those with good pavement quality scores, real estate funds can be used for the match participants.

C/CAG Deputy Director Kaki Cheung noted that the grant is highly competitive, but staff will return after the grant is awarded and plan to turn around for June to refine the concepts and work with Caltrans to get their support.

#### **9. 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.

#### **10. Executive Director Report (Information)**

C/CAG Executive Director Sean Chrpentier noted that the County Office of Education has opened up their call for Safe Routes to School Pilot Program, where they select up to 5 jurisdictions and school districts to begin their planning process for improvements in their Safe Routes to School Plan. These projects typically flow into larger capital funding streams. There is a workshop on January 21<sup>st</sup>, and the application period will start on February 6<sup>th</sup>.

At the federal level, staff were informed that there was a project submission request for certain federal projects to be administered by the Army Corps, mostly for water, stormwater, and flood. Congressman Mullin's office is interested in what is being submitted in the district. TAP members had a deadline of February 28<sup>th</sup>, so if something is submitted by the 20<sup>th</sup>, it should be sent to the office directly.

At the regional level, the Transit Priority Policy was presented by MTC and is being presented to the final committees soon. The policy will go to the commission at the end of January and include improvements added as a result of TAC's comments, including utility infrastructure conflict exceptions.

#### **11. Member Reports (Information)**

Member Manzi noted that the SMCTA will be having calls for projects this year and the schedule is expected to release by email and website announcement by the end of January. The Board awarded all the Highway Program project funding requests for about \$9 million, and staff will reach out soon to begin supplemental agreements executed. She is excited about the new highway projects.

Member Mitch thanked C/CAG Deputy Director Kaki Cheung for attending the Complete Streets Commission meeting the previous night and having a productive conversation.

Member Fabry noted that the federal grant contracts have began to return and the grants have now been deemed legal and can continue. Several other member agencies may have had grant funding broken or frozen, but the grants will continue again, which is positive news.

#### **12. Adjournment**

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

**C/CAG AGENDA REPORT**

**Date:** February 19, 2026

**To:** Congestion Management Program Technical Advisory Committee

**From:** Kaki Cheung, Deputy Director

**Subject:** Nominate and elect one new Committee Co-Chair to serve alongside current Co-Chair Paul Willis for the remainder of the term through February 2027.

(For further information contact Kaki Cheung at [kcheung1@smcgov.org](mailto:kcheung1@smcgov.org))

**RECOMMENDATION**

That the Technical Advisory Committee nominates and elects one new Committee Co-Chair to serve alongside current Co-Chair Paul Willis for the remainder of the term through February 2027.

**FISCAL IMPACT**

There is no fiscal impact related to this item.

**SOURCE OF FUNDS**

Not applicable.

**BACKGROUND**

Traditionally, the County of San Mateo's Public Works Director, the San Mateo County Transportation Authority or a local jurisdiction representative take turn chairing the meetings. Currently, Member Ann Stillman and Paul Willis serve as the Co-Chairs since March of 2025.

Member Stillman has announced her upcoming retirement after March of 2026. As a result, the Committee must elect a new Co-chair to serve alongside current Co-Chair Paul Willis to ensure continuity of leadership and facilitation of meetings.

The role of the Co-Chairs is to manage the Committee meetings by calling the meeting to order, leading the Committee through the agenda topics, monitoring meeting discussion to ensure all discussion remains on topic, and leading the motion and approval of all action items. Co-Chairs will rotate every other meeting. A Co-Chair may facilitate consecutive meetings if the other Co-Chair is unavailable to attend.

At the January meeting, three members expressed interest in serving as Co-Chair:

- Jess Manzi
- Tanisha Werner
- Robert Ovadia

The Committee may elect one of the above candidates or may nominate and elect another member from the floor.

staff recommends that the Committee proceed with nominations and elect a new Co-Chairs to serve between March 2026 through February 2027.

**EQUITY IMPACTS AND CONSIDERATIONS**

This item is necessary for the administration/operations of C/CAG.

**ATTACHMENTS**

None.

## C/CAG AGENDA REPORT

Date: February 19, 2026

To: Congestion Management Program Technical Advisory Committee

From: Matt Petrofsky, Senior Program Specialist

Subject: Review and recommend approval of the Fiscal Year 2026/27 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund.

(For further information or questions, contact Matt Petrofsky at [mpetrofsky@smcgov.org](mailto:mpetrofsky@smcgov.org))

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### RECOMMENDATION

That the Technical Advisory Committee reviews and recommends approval of the Fiscal Year 2026/27 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund.

### FISCAL IMPACT

The total estimated funding amount is \$3,030,594. Of that total, estimated allocations include \$86,607 for program administration, \$1,232,861 for TFCA eligible projects, and \$1,711,125 specifically for TFCA eligible bikeway and bike parking projects.

### SOURCE OF FUNDS

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

### BACKGROUND

The Air District has issued a TFCA 40% Fund Expenditure Plan Guidance (Guidance) for the funding covering Fiscal Year 2026/27. Cost Effectiveness (C-E), as defined in the Guidance, is used as screening criteria for all projects considered for allocation under the TFCA program. For instance, implementation of bicycle parking must result in a C-E of less than \$500,000 per weighted ton of reduced emissions. Existing First and Last Mile Connection projects, such as shuttles, must show a C-E of less than \$300,000 per weighted ton of reduced emissions.

For the past several years, C/CAG has allocated the TFCA funds to projects implemented by Commute.org. Historically, funds were provided to Commute.org to help fund the BART Shuttle Program, which provide peak commute period shuttle service from BART stations to employment sites in San Mateo County. In addition to the BART Shuttle Program, funds were

provided to Commute.org cover costs associated with the Countywide Voluntary Trip Reduction Program. The program aims to reduce single occupant vehicle trips and provides funding for the countywide Guaranteed Ride Home program.

In March 2025, the C/CAG Board adopted Resolution 25-11 approving the FY 2025/26 Expenditure Plan, which funded the Commute.org’s Countywide Voluntary Trip Reduction Program and BART Shuttle Program, and Other Projects to be determined. In November 2025, after a competitive, multi-year call for projects process, the C/CAG Board adopted Resolution 25-63 awarding an aggregate total of \$467,940 in Fiscal Year 2025/26 and \$152,556 in Fiscal Year 2026/27 Transportation Fund for Clean Air Funds 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 projects. The FY 2025/26 and partial 2026/27 Expenditure Plan is summarized in the table below.

Lead Applicant Agency	Project Title	Brief Description	Award	
			FY25-26	FY26-27
Half Moon Bay	Eastside Parallel Trail - Segment 4	This project will complete a 0.27 mile gap in the existing trail.	\$200,000	
East Palo Alto	Civic Commons EV Charging Stations	This project will install five dual port, Level 2 public facing electric vehicle charging stations at the EPA Civic Commons project.	\$40,000	
County of San Mateo	Public Works Fleet Electrification	This project will replace 14 fleet vehicles, including eight medium-duty vehicles, one light-duty trucks, and five light heavy-duty trucks.	\$227,940	\$152,556

In the FY2026-27 cycle, the Air District is providing additional funding specifically for bikeways and bike parking. Each county was given a base amount of 1 million dollars. Additional funding to the base amount was distributed in proportion to the county's share of fee-paid vehicle registration. For counties with communities formally designated by the California Air Resources Board under Assembly Bill 617 as experiencing disproportionately high air pollution burdens and therefore subject to targeted air monitoring and emission-reduction actions, including the San Mateo County, a base of 500,000 dollars was adopted, and then additional funding was given based on vehicle registration. Bikeway and bike parking projects are required to follow the same policies, guidelines, CE limits and timelines as other TFCA projects. To note, compared to prior years, the maximum CE limits for bikeway and bike parking projects have doubled, making these projects easier to advance for funding consideration. The maximum CE for Bicycle Parking using FY25-2026 dollars was 250,000 \$/weighted ton versus 500,000 \$/weighted ton using FY26-2027 funds, and 500,000 \$/weighted ton versus 1,000,000 \$/weighted ton for Bikeways.

***FY 2026/27 Funding Recommendations***

For the FY2026/27 cycle, C/CAG has \$3,030,594 available. Of that total, estimated allocations include \$86,607 for program administration, \$1,232,861 for TFCA eligible projects, and \$1,711,125 specifically for TFCA eligible bikeway and bike parking projects.

For this cycle, staff recommends continuing to fund Commute.org programs based on its countywide reach and effective collaboration with employers and other stakeholders. It is recommended that Commute.org receives an allocation up to \$600,000 for the Countywide Trip Reduction Program. Staff also propose directing up to \$60,000 for the BART Shuttle Program to offer employees a convenient way to get to job sites from transit hubs. Commute.org anticipates additional contribution from private employers to fully fund the shuttle program. Furthermore, during the 2025 multi-year call for projects, \$152,556 of FY26-27 dollars was awarded to the County of San Mateo for their Public Works Fleet Electrification Project. These projects are all expected to meet the Air District’s cost effectiveness ratio.

Staff are currently exploring the following options for the remaining \$420,306 for TFCA eligible projects, and \$1,711,125 specifically for TFCA eligible bikeway and bike parking projects:

- Leveraging TFCA funds as grant match for OBAG and/or TDA Article 3 projects.
- Funding arterial management project, such as transit signal priority.
- Funding the top two to three eligible projects identified in the San Mateo Countywide Local Roadway Safety Plan (LRSP).
- Conducting a limited Call for Projects.

Project sponsors and staff will prepare detailed project scope(s) in the next couple months, and project concepts will be brought back to the Committee for approval.

A summary of the current Fiscal Year 2026/27 TFCA 40% fund recommendation is below:

	Estimated FY 2026/27 TFCA Fund Expenditures
Administration	\$86,607
County of San Mateo – Fleet Electrification Project	\$152,556
Commute.org - Countywide Voluntary Trip Reduction Program	\$600,000
Commute.org - BART Shuttle	\$60,000
Other projects to be determined	\$420,306
Other projects to be determined (bikeway and bike parking specific)	\$1,711,125
<b>Total</b>	<b>\$3,030,594</b>

These recommendations are subject to approval by the Air District. Staff requests that the Committee reviews and recommends Board approval of the Fiscal Year 2026/27 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund.

**EQUITY IMPACTS AND CONSIDERATIONS**

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

**ATTACHMENTS**

1. TFCA Expenditure Plan Presentation

# Transportation Fund for Clean Air (TFCA) Expenditure Plan FY 2026/27

Congestion Management Program Technical Advisory Committee  
February 19, 2026



# Background

- Transportation Fund for Clean Air (TFCA)
  - \$4 surcharge fee on vehicles registered in the Bay Area
  - TFCA 60% Fund (Administered by Bay Area Air District)
  - TFCA 40% Fund (Administered by County Liaison)



# Bikeways and Bicycle Parking Funds

- Projects are subject to the same rules as “regular” TFCA funds.
- CE maximum limits for FY26-2027 have increased, making them easier to spend.
- Projects on or adjacent to busier roads, building longer segments of bike lane, and that fill gaps as opposed to standing alone, have lower CEs.

## Cost Effectiveness Ratios

	FY25/2026	FY26/2027
Bicycle Parking	250,000	500,000
Bikeways	500,000	1,000,000



# Recommended TFCFA Expenditure Plan FY 2026/27

	Estimated FY 2026/27 TFCFA Fund Expenditures
Administration	\$86,607
County of San Mateo – Fleet Electrification Project	\$152,556
Commute.org - Countywide Voluntary Trip Reduction Program	\$600,000
Commute.org - BART Shuttle	\$60,000
Other projects to be determined	\$420,306
Other projects to be determined (bikeway and bike parking specific)	\$1,711,125
<b>Total</b>	<b>\$3,030,594</b>





**Staff Recommendation:** That the Committee reviews and recommends approval of the Fiscal Year 2026/27 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund.

Any Questions? Matt Petrofsky, [mpetrofsky@smcgov.org](mailto:mpetrofsky@smcgov.org)



## C/CAG AGENDA REPORT

Date: February 19, 2026

To: Congestion Management Program Technical Advisory Committee

From: Kaki Cheung, Deputy Director

Subject: Receive a presentation from Caltrans District 4 on the Encroachment Permit and Quality Management Assessment processes, and an update on the 2026 State Highway Operation and Protection Program (SHOPP).

(For further information or questions, contact Kaki Cheung at [kcheung1@smcgov.org](mailto:kcheung1@smcgov.org))

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### RECOMMENDATION

That the Committee receives a presentation from Caltrans District 4 the Encroachment Permit and Quality Management Assessment processes, and an update on the 2026 State Highway Operation and Protection Program (SHOPP).

### FISCAL IMPACT

There is not any financial impact at this time.

### SOURCE OF FUNDS

Funding for the SHOPP comes from a mix of federal and state sources, including SB 1 funds (the Road Maintenance and Rehabilitation Account), among others.

### BACKGROUND

C/CAG member agencies routinely coordinate with Caltrans for projects that occur within State highway right-of-way, including capital improvements, safety upgrades, multimodal facilities, and maintenance activities. Depending on project scope, funding, and delivery responsibilities, projects may proceed through different Caltrans review and approval pathways, including the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), which may require a Design Engineering Evaluation Report (DEER) and/or a Project Study Report – Project Development Support (PSR-PDS).

Caltrans District 4 has developed guidance tools, including checklists, flowcharts, and application packages, to assist local agencies in determining the appropriate pathway and required documentation. District staff will provide an overview of these processes, recent enhancements, documentation requirements, and strategies to improve coordination and predictability in project delivery.

In addition to project delivery processes, Caltrans will provide an update on the proposed January 30<sup>th</sup> version of the 2026 State Highway Operation and Protection Program (SHOPP). The SHOPP is Caltrans' "fix-it-first" program and funds projects that preserve and rehabilitate the State Highway System, address safety needs, support operations, and respond to emergency repairs. The program is informed by asset condition assessments, field reviews, the State Highway System Management Plan (SHSMP), and the Transportation Asset Management Plan (TAMP). The SHOPP is updated every four years and adopted by the California Transportation Commission.

The Committee will have the opportunity to:

- Ask questions regarding encroachment permit and quality management requirements;
- Provide feedback on coordination challenges or process improvements; and
- Comment on the draft 2026 SHOPP.

Bringing these topics together provides a comprehensive overview of both local agency coordination with Caltrans and the broader capital investment program affecting the State Highway System within the County.

#### **EQUITY IMPACTS AND CONSIDERATIONS**

This item is informational in nature and supports effective project delivery for member agencies. No direct equity impacts are associated with this item.

#### **ATTACHMENT**

The following attachments is available on the C/CAG website (*See "Additional Agenda Materials" for the January Committee Meeting*) at: <https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>.

1. Caltrans presentation on Encroachment Permit and Quality Management Assessment Process, and SHOPP Update

**C/CAG AGENDA REPORT**

Date: February 19, 2026

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))

**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. The OBAG 4 program (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 Priority Policy for Roadways (TPPR), which will require roadway projects to incorporate transit-supportive elements through the Complete Streets Checklist. Additionally, many of the project sponsor requirements established under OBAG 3 will continue to apply under OBAG 4, including the need for an up-to-date Local Roadway Safety Plan and compliance with state housing laws including a Certified Housing Element. The OBAG 4 framework is expected to be brought to the MTC Commission for adoption in early 2026, with a call for projects anticipated in spring 2026 and final project approval in spring 2027.

A more detailed tentative schedule can be seen below. Changes to the schedule presented last month can be seen in yellow highlight below:

**Table 1: OBAG 4 County & Local Program – Proposed San Mateo County Timeline**

<b>C/CAG Action</b>	<b>Tentative Dates</b>	<b>MTC Action</b>
- Present proposed OBAG 4 Framework and Process to C/CAG CMP TAC, CMEQ, and BPAC Committees for review and recommendation	March 2026	- MTC Commission approval of OBAG 3 Program Guidelines and Nomination Targets
- C/CAG Board approval of OBAG 4 Framework and Process	April 2026	- MTC Staff to review and approve of CTA proposed OBAG 4 Process
- OBAG 4 County & Local Program Call for Projects Issued to Local Jurisdictions and Agencies	May 2026	
- Call for Projects Application Period (approximately 45 days)	May – June 2026	
- OBAG 4 screening, scoring, and development of project nominations for MTC - BPAC review of MTC Complete Streets Checklists for OBAG 4 nominated projects	July – August 2026	
- Present recommendations to C/CAG Committees (CMP TAC, CMEQ, and BPAC)	August 2026	
- Project nomination list approved by the C/CAG Board	September 2026	
- OBAG 4 prioritized nominations due to MTC	<del>September 30, 2026</del> October 31, 2026	
MTC’s Project Evaluation Process	<del>October</del> November – December 2026	- MTC’s evaluation of OBAG 4 project nomination lists from CTAs - CMAQ emissions benefits and cost effectiveness analysis - MTC & CTA discussions of preliminary staff recommendation
- Project sponsors to submit project information into the TIP	January 2027	- MTC Commission approval of County & Local program of projects

Committee Discussion

A few new elements have surfaced since the Committee’s last meeting, staff plans to incorporate the following:

- **MTC Community Action Resource and Empowerment (CARE) - Community-Based Transportation Plan Project Development Technical Assistance (CBTP TA)**

The CBTP TA advances high-priority, community-identified mobility solutions originating from Community-Based Transportation Plans (CBTPs). The primary objective of this technical assistance is to move community-driven project concepts towards implementation by advancing them towards 100% design, ready for construction. Eligible projects must:

- Originate from a CBTP or comparable community-driven process.
- Be located within, or clearly serve, an Equity Priority Community (EPC).
- Demonstrate meaningful community engagement and support; and
- Consist of capital transportation projects.

Projects that advance to final design will receive additional consideration.

MTC has established a funding target of approximately \$1.3M for San Mateo County under the CBTP-TA Program. In coordination with the OBAG 4 Call for Projects, Staff will conduct a project nomination process and develop a recommended project nomination list for submission to MTC for final recommendation.

- **Transportation Fund for Clean Air (TFCA) 40% Fund**

Staff propose to incorporate TFCA funds into the OBAG 4 Call for Projects to streamline administration and efficiently coordinate staff resources alongside the other Calls for Projects being administered this year. There is approximately \$2.1M available for TFCA eligible bikeway and bike parking projects. Funding recommendations utilizing TFCA funds are subject to the submission and approval of an acceptable work plan and cost effectiveness (C-E) calculations worksheet, as required by the Air District.

- **C/CAG Set-Asides**

Similar to OBAG 3, staff proposes to set-aside OBAG 4 funding for key countywide programs prior to establishing the final target amount available for grant funding. These programs address regional priorities that cannot be effectively advanced through jurisdiction-by-jurisdiction allocations and provide economies of scale, consistency, and equitable access across the county.

Maintaining these programs at the county level ensures:

- Regional consistency and coordination across jurisdictions
- Equitable service delivery, particularly for smaller or resource-constrained cities
- Administrative efficiency and cost savings through centralized implementation
- Strategic leveraging of external funding
- Alignment with adopted regional and state policy priorities

Below are more information on the various programmatic categories:

- *Countywide Safe Routes to School*

C/CAG staff proposes to continue its long-standing partnership with the San Mateo County Office of Education (SMCOE) and set aside funding to support the SRTS program in San

Mateo County. C/CAG also directs Measure M funding to augment SMCOE's implementation of the SRTS program.

- *Countywide Vision Zero Implementation*

To ensure implementation of the adopted Countywide Local Road Safety Plan (LRSP) and Vision Zero Action Plan in a coordinated manner, to avoid fragmented safety investments and promote systemic safety countermeasures, staff proposes allocating funding to implement technology-based traffic safety interventions across jurisdictions in the County.

- *Countywide Grant Application Technical Assistance*

Staff proposes setting-aside funding to provide technical assistance to jurisdictions in developing future grant applications for various federal, state, and regional grant programs. Getting consultant support for development of grant application can increase jurisdictions' overall competitiveness for funding opportunities. This also ensures smaller jurisdictions with limited staffing are not disadvantaged in discretionary grant cycles.

- *Countywide Planning, Programming, and Monitoring (PPM)*

Similar to previous OBAG cycles, staff propose to augment the base planning amount to sustain C/CAG's statutory County Transportation Agency responsibilities. The funding supports oversight, programming, compliance reporting, and performance monitoring required under OBAG and other regional programs. Furthermore, the funding accounts for inflationary pressure on salaries, benefits, general operating expenses to maintain current service levels.

Staff will return next month with estimated amounts for each program and the proposed framework for the OBAG 4 Call for Projects.

## **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: February 19, 2026

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.

### *2027 TIP Development*

MTC is beginning the process of developing the 2027 Transportation Improvement Program (TIP). The Transportation Improvement Program (TIP) is a comprehensive four-year regional spending plan for near-term transportation projects, programs, and investment priorities. The 2027 TIP will cover the four-year period from FY 2026-27 through FY 2029-30.

Project sponsors will be requested to review their respective projects in FMS during the month of February. C/CAG staff will be reaching out to jurisdictions regarding updating the status of projects listings in FMS.

## Current and Upcoming Funding Opportunities

### *Better Utilizing Investments to Leverage Development (BUILD) Grant Program*

C/CAG is planning to apply for approximately \$5.6 million through the U.S. Department of Transportation’s BUILD program to support countywide implementation of our adopted Vision Zero and Local Streets and Roads Safety Plan (LRSP). The proposed project, San Mateo County Safety Applications for Every Traveler (SAFE-T), would deploy advanced, real-time traffic signal technologies at priority intersections across the county to improve safety for pedestrians, bicyclists, transit users, and drivers, while also strengthening emergency vehicle response. The project location is countywide and proposes 78 intersections for traffic signal updates (throughout the County) and 16 intersections for signalized emergency vehicle response systems (focused along the coast). The locations were identified and prioritized based on several safety factors, including the LRSP and High Injury Network.

### *Active Transportation Program (ATP) – Cycle 8 Call for Projects*

The Statewide ATP Cycle 8 is expected to include about \$574M made up of a combination of federal and state fund sources. MTC is responsible for developing the Regional ATP and recommending projects for adoption. MTC Staff expects \$53 million in new funding available to MTC for programming as part of the regional ATP over four years, FY 2027-28 through FY 2030-31.

MTC will follow the State Competitive ATP Guidelines, with the main differences from the Statewide ATP Guidelines as noted below:

1. Maintain the additional screening criteria to require that jurisdictions receiving funds in future regional ATP cycles have an approved Housing Element, an approved Local Road Safety Plan (LRSP), and be consistent with MTC’s Complete Streets Policy, as required by the One Bay Area Grant (OBAG) Program.
2. Maintain additional screening criteria focused on transit agency coordination, as required by MTC’s Transit Priority Policy for Roadways (MTC Resolution No. 4739).

The following schedule lists the anticipated major milestones for the development and adoption of the 2027 ATP Cycle 8:

<b>Milestone</b>	<b>Statewide ATP</b>	<b>Regional ATP</b>
MTC Guideline Adoption	N/A	February 25, 2026
CTC Guideline Approval	March 19, 2026	March 19, 2026
Call for Projects	March 19, 2026	March 19, 2026
Application Due Date	June 22, 2026	June 22, 2026
Staff Recommendations	November 2, 2026	January 6, 2027
MTC Adoption	N/A	January 27, 2027
CTC Approval	December 3, 2026	March 18, 2027

Additional information on ATP Cycle 8 can be found here: <https://catc.ca.gov/programs/active-transportation-program>

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

## **Training Opportunities**

### *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 January 2026
2. PMP Certification Status of Agencies within San Mateo County as of February 2026
3. Caltrans Lapsed Project End Dates as of February 1, 2026
4. Caltrans NOFO Updates as of January 30, 2025

Updated on  
01/14/2026

2nd 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	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5299019	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 01/10/2026	0423000060 L	CML	04	SM	Milbrae	NEAR THE MILLBRAE TRANSIT CENTER INSTALL NEW LOCAL MOBILITY HUB	12/4/2024	3/11/2024	12/4/2024	12/4/2024	12	Y003	\$390,045.00	\$345,150.00	\$1,645.12	\$343,504.88
5357012	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0424000246 L	CPFL	04	SM	Half Moon Bay	WITHIN CA STATE ROUTE 1 RIGHT-OF-WAY, EAST SIDE, FROM RUISSEAU FRANCAIS AVE TO SPINDRIFT WAY (PM 29.9 TO 30.3) THE PROJECT INCLUDES THE EXTENSION OF A 10-FOOT WIDE BICYCLE/PEDESTRIAN (MULTI-PURPOSE) CLASS I TRAIL FROM SPINDRIFT WAY TO RUISSEAU FRANCAIS AVENUE. THE TRAIL IS LOCATED WITHIN CALTRANS STATE ROUTE 1 RIGHT-OF-WAY IN THE CITY OF HALF MOON BAY. THIS PROJECT ALSO INCLUDES A NEW BRIDGE CROSSING OVER FRENCHMAN'S CREEK.	05/23/2025	5/23/2025	1/0/1900	5/23/2025	8	Y926	#####	\$1,500,000.00	\$0.00	#####
5171029	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0424000465 L	STPL	04	SM	Burlingame	BURLINGAME : ROLLINS ROAD NORTH OF BROADWAY TO MILLBRAE CITY LIMIT NEAR ADRIAN ROAD IMPLEMENT ROAD DIET; STRIPING AND SIGNAGE; PEDESTRIAN CROSSING IMPROVEMENT; ADA CORNER RAMP AND BULB-OUT INSTALLATION; SEPARATE CLASS IV BIKEWAY; MEDIAN INSTALLATION AND RECTANGULAR RAPID FLASHING BEACONS.	07/28/2025	8/2/2024	7/28/2025	7/28/2025	6	Y240	\$350,000.00	\$300,000.00	\$143,734.56	\$156,265.44
5226023	Inactive	Invoice under review by Caltrans. Monitor for progress. Invoice in District. 01/13/2026	0419000066 L	CML	04	SM	San Bruno	SAN BRUNO: ON HUNTINGTON AVE FROM SAN BRUNO AVE TO THE ENTRANCE OF THE CENTENNIAL WAY TRAIL. BIKE/PED FACILITIES, CONVERT RIGHT LANE ON NB HUNTINGTON AVE TO A TWO-WAY CYCLE TRACK. SLURRY SEAL	06/18/2025	11/16/2018	6/18/2025	6/18/2025	7	Z003,Y003	#####	\$914,000.00	\$832,055.47	\$81,944.53
5029024	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400021045 L	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	16	Y001,Q120	\$84,001.00	\$74,366.00	\$39,589.06	\$34,776.94
5029025	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400021046 L	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	16	Y001,Q120	\$84,000.00	\$74,365.00	\$39,589.06	\$34,775.94
5029032	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0414000103 L	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	77	M240	\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19
6204125	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0413000206 L	FERPL	04	SM	Caltrans District 04	ON US 101 FROM 0.3 MILES NORTH OF SAN ANTONIO ROAD (SCL -PM 50.8) 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	78	RPS9,RPS0	#####	\$9,547,698.97	\$9,547,074.22	\$624.75
5935064	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0413000030 L	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	19	Z001,1180	\$119,000.00	\$105,351.00	\$105,350.63	\$0.37
6204113	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400000684 L	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	72	M400	#####	\$3,559,977.49	\$3,559,977.49	\$0.00

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5333020	Future	Project will be inactive next quarter.	0425000341 L	CPFL	04	SM	Woodside	WOODSIDE ROAD (SR-84) BETWEEN MOORE RD & CHURCHILL AVE BIKE AND PEDESTRIAN SAFETY ENHANCEMENTS. IMPROVEMENTS INCLUDE GREEN BIKE LANE MARKINGS, BIKE LANE BUFFER, VEHICLE SPEED REDUCTION THROUGH SIGNAGE AND STRIPING CHANGES, AND POTENTIALLY OTHER TRAFFIC CALMING AND BIKE SAFETY MEASURES FOR BICYCLISTS AND PEDESTRIANS	09/02/2025	9/2/2025	1/0/1900	9/2/2025	4	Y928	\$911,413.00	\$800,000.00	\$0.00	\$800,000.00
6419034	Future	Project will be inactive next quarter.	0423000222 L	STPLNI	04	SM	City/County Association of Governments of San Mateo County	VARIOUS LOCATIONS IN SAN MATEO COUNTY SAN MATEO COUNTY: COUNTYWIDE: PROVIDE MODULARIZED SAFE ROUTES TO SCHOOL PROGRAMS AND PROJECTS THAT FOCUSES ON EDUCATION, ENCOURAGEMENT, EVALUATION AND ENFORCEMENT COMPONENTS TO ALL INTERESTED SCHOOLS.	08/20/2025	5/2/2023	8/20/2025	8/20/2025	5	Y230	#####	\$2,120,000.00	\$1,386,841.84	\$733,158.16
5438015	Future	Project will be inactive next quarter.	0414000191 L	HPLUL	04	SM	East Palo Alto	UNIVERSITY OVERCROSSING US 101 BIKE PED PATH	09/02/2025	11/27/2013	9/2/2025	9/2/2025	4	LY20,HY20	#####	\$1,737,000.00	\$1,160,107.79	\$576,892.21

**PAVEMENT MANAGEMENT PROGRAM  
CERTIFICATION STATUS**

PMP Certification      February 10, 2026

<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

**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: 1/2/2026**

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	FMS Status
5935(064)	BPMP	San Mateo County	50.0%		08/10/18				10/31/22 *	-39	● PED Expired	1	Approv		1			SEQ# 1(10/31/2022 to Present)	0413000030	2W	ACTIVE
5029(032)	BPMP	Redwood City	40.0%		03/21/14				03/21/24 *	-22	● PED Expired	2	Approv		1			SEQ# 2(3/21/2024 to Present)	0414000103	2W	ACTIVE
5390(006)	STPL	Portola Valley	100.0%						03/31/25	-10	● 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	-7	● 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 Expired	4	Approv		2			SEQ# 4(12/31/2025 to Present) SEQ# 1(11/1/2020 to 3/18/2021)	0419000066	2W	ACTIVE
5029(041)	STPL	Redwood City	40.0%		12/21/23				01/01/26	0	◆ PED 0 to < 3 mos	1	Approv		1			SEQ# 1(1/1/2026 to Present)	0422000475		ACTIVE
5299(019)	CML	Millbrae	0.0%				03/11/24		05/31/26	5	◆ PED 3 to < 6 mos	1	Approv						0423000060		ACTIVE
5029(025)	BPMP	Redwood City	40.0%		04/13/11				07/31/26	7	◆ PED 6+ mos	2	Approv						0400021046	2W	ACTIVE
5029(024)	BPMP	Redwood City	40.0%		04/13/11				07/31/26	7	◆ PED 6+ mos	2	Approv						0400021045	2W	ACTIVE
5350(026)	STPL	Pacifica	0.0%				05/13/24		09/30/26	9	◆ PED 6+ mos	1	Approv						0424000038		ACTIVE
5171(029)	STPL	Burlingame	0.0%		08/02/24				12/01/26	11	◆ PED 6+ mos	1	Approv						0424000465		ACTIVE
5177(040)	CML	South San Francisco	66.7%		01/04/19		09/09/22		12/31/26	12	◆ PED 6+ mos	2	Approv		1			SEQ# 1(2/1/2022 to 9/9/2022)	0419000112		ACTIVE
5029(042)	STPL	Redwood City	40.0%		03/26/25				12/31/26	12	◆ PED 6+ mos	1	Approv						0425000265		ACTIVE
5350(027)	CPFL	Pacifica	0.0%		12/03/25				04/30/27	16	◆ PED 6+ mos	1	Approv						0425000388		ACTIVE
5935(094)	HSIPL	San Mateo County	50.0%		11/28/25				07/31/27	19	◆ PED 6+ mos	1	Approv						0426000084		ACTIVE
5177(039)	BPMP	South San Francisco	66.7%		11/19/19				09/09/27	20	◆ 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	21	◆ PED 6+ mos	1	Approv						0424000246		ACTIVE
15J7(205)	ACON-ER	Brisbane	0.0%		12/20/24		11/20/25		10/30/27	22	◆ PED 6+ mos	2	Approv						Pending		ACTIVE
5333(020)	CPFL	Woodside	0.0%				09/02/25		12/31/27	24	◆ PED 6+ mos	1	Approv						0425000341		ACTIVE
5261(011)	CPFL	Atherton	0.0%		09/05/24		08/15/25		12/31/27	24	◆ PED 6+ mos	3	Approv						0424000048		ACTIVE
5177(049)	BRLS	South San Francisco	66.7%		02/27/24				03/26/28	27	◆ 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	30	◆ PED 6+ mos	1	Approv						0423000222		ACTIVE

## BACTA Executive Directors Roundtable Meeting Friday, 1/30/2026

### 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 2/6/26
- **Better Utilizing Investments to Leverage Development (BUILD)** – [NOFO](#)
  - Closing date 2/24/26
- **Port Infrastructure Development Program** – [NOFO](#)
  - Closing date 2/28/26

### State Grant Funding Opportunities

- **Senate Bill 1:**
  - [Solutions for Congested Corridors Program \(SCCP\)](#)
    - Guidelines development workshop: TBD
  - [Trade Corridors Enhancement Program \(TCEP\)](#)
    - Guidelines development workshop: TBD
  - [SCCP & TCEP Caltrans nomination schedule](#)
    - Draft CAPTI Scorecards release: 3/4/26
      - Additional CAPTI metrics info due: 3/30/26 to District 4 (due to HQ by 4/3)
    - Conditional yes intake forms release: 5/1/26
      - Due: 6/1/26 to District 4 (due to HQ by 6/5)
    - Caltrans final project selection announcements: 7/22/26
  - [Local Partnership Program \(LPP\)](#)
    - Guidelines development workshop: TBD
  - [Active Transportation Program \(ATP\)](#)
    - CTC Cycle 8 workshops:
      - [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 – Planning Proposals: proposal deadlines 3/20/26, 6/26/26, 9/11/26
  - Track 2 – Implementation Projects: 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 3/20/2026
- **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 3/20/26

### **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

\*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](#)

### **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! \(constantcontactpages.com\)](#)

### **District 4 Resources**

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