



**City & County Engineer Association of San Mateo
Tactical Action Committee
Presentation
February 19, 2026**



Caltrans District 4 Projects & Updates

Rommel Pardo, SM Regional Project Manager

Outline

- Caltrans – San Mateo PM Team
- SHOPP in San Mateo County (Overview)
- Caltrans District 04 – Local Agency Interaction
- EPOP vs. QMAP (DEER, PSR-PDS)

Caltrans San Mateo Project Management Team



San Francisco County

Bay Area Toll Authority
(BATA)

Rommel Pardo
San Mateo County
Regional PM

Kelly Ma
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Corridor Manager

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Caltrans Bay Area



- **Nine counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Solano, Sonoma, and Santa Clara**
- **Over 6,500 lane miles**
 - ✓ 770 centerline miles of conventional hwys
 - ✓ 690 centerline miles of freeways
 - ✓ 505 miles of managed lanes (HOV & Exp Lns)
- **Seven toll bridges**
- **\$2.4 billion in 182 Projects**
- **3,100 positions with over \$530 million annual operating budget**

City/County/Local Agency Interaction with Caltrans District 4

- **Local Assistance**
 - Federal funds with local improvements outside of Caltrans Right of Way (ROW) local roads/bridges
- **Permit Office**
 - Encroachment Permit process for improvements within Caltrans ROW with minimum scope or \$ threshold
 - <https://dot.ca.gov/programs/traffic-operations/ep>
- **Project Management**
 - Oversight project of major improvements within Caltrans ROW
 - Project Study Report – Project Development Support (PSR-PDS) process
 - Design Engineering Evaluation Report (DEER)

Definitions/ Terminologies

Encroachment Permit

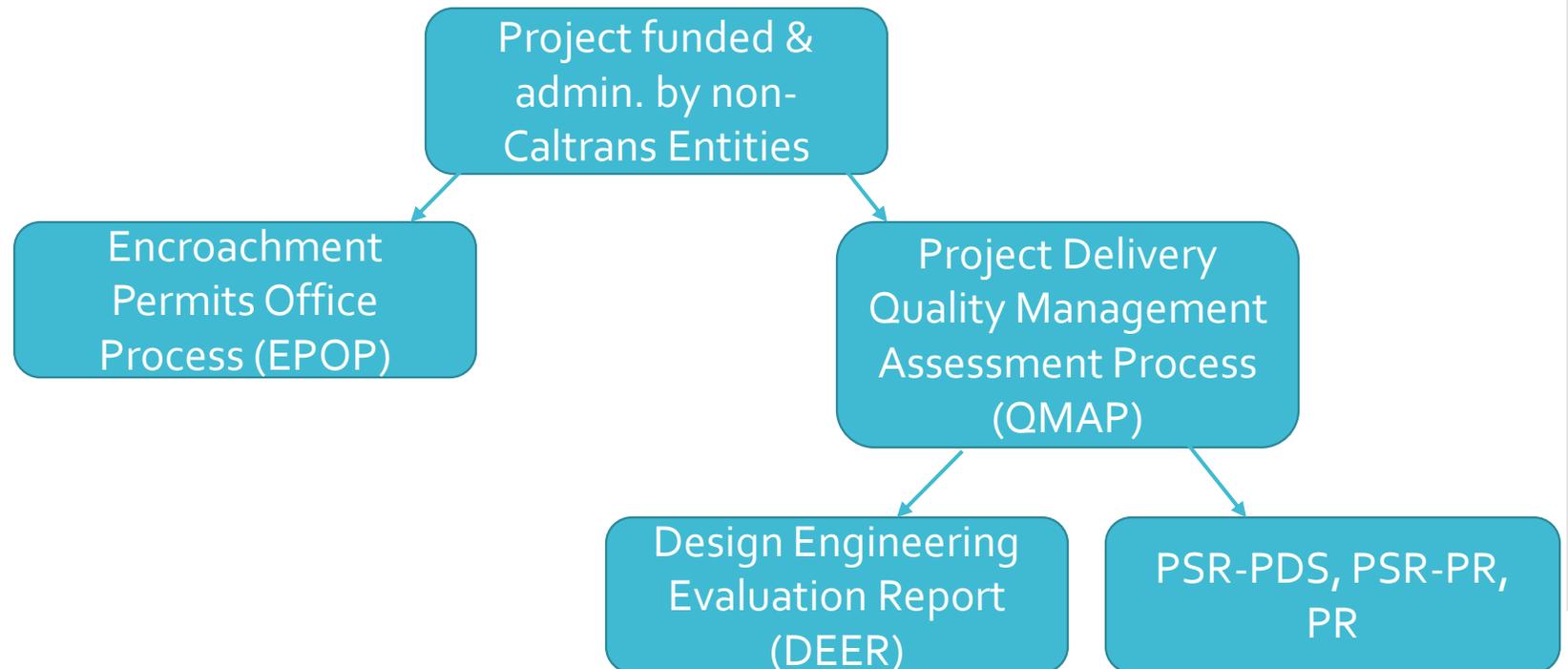
- Encroachment Permit Office Process (EPOP)
- Encroachment Permit Application Package (EPAP)

Quality Management Assessment Process (QMAP)

- Design Engineer Evaluation Report (DEER)
- PSR/PDS

EPOP vs QMAP

- Flowchart will determine if the project is managed through:
 - Encroachment Permits Office Process (EPOP)
 - Project Delivery Quality Management Assessment Process (QMAP)
 - DEER (replaced PEER).
 - PSR-PDS, PSR-PR, PR.





No.	Scope	True	False
1	Project has an approved environmental document (CE, ND, EIR, EIS, etc.) or project is CE by CEQA and/or NEPA and has completed studies or public outreach.	<input type="checkbox"/>	<input type="checkbox"/>
2	Project design and submittal is complete (at 100%) and the EPAP includes all required supporting documents, reports, etc.	<input type="checkbox"/>	<input type="checkbox"/>
3	Project doesn't involve any ROW conveyances (e.g., dedications, relinquishments, modifications to ROW limits, etc.).	<input type="checkbox"/>	<input type="checkbox"/>
4	Project doesn't propose constructing new structures (e.g., earth retaining structures such as retaining walls, tie backs, soil nails, sound walls, culverts, etc.) that are not per Caltrans Standard Plans.	<input type="checkbox"/>	<input type="checkbox"/>
5	Project doesn't propose conduits greater than 60" in diameter to be installed by trenchless methods or tunneling (diameter 30" and above) with depth of cover less than 15 feet.	<input type="checkbox"/>	<input type="checkbox"/>
6	Project doesn't propose high priority utilities, liquid and gas carrier pipes on or through bridges/structures.	<input type="checkbox"/>	<input type="checkbox"/>
7	Project doesn't propose structural modifications of Caltrans structures (certain superficial attachments are not considered structural modifications).	<input type="checkbox"/>	<input type="checkbox"/>
8	Project doesn't propose new permanent stormwater treatment facilities, create 5000 sq. ft. or more of new non-highway impervious surface or create 10,000 sq. ft. or more of newer highway impervious surface.	<input type="checkbox"/>	<input type="checkbox"/>
9	Project is not proposed in known slip/slide prone areas and proposed work will not adversely impact geological stability.	<input type="checkbox"/>	<input type="checkbox"/>
10	Project doesn't require agreements to be executed with Caltrans, or, an agreement is required but Caltrans standard templates can be used (e.g., maintenance, lease, Joint Use Agreements, etc.).	<input type="checkbox"/>	<input type="checkbox"/>
11	Project doesn't propose non-standard roadway design features (lane widths, super elevation, etc.) requiring a Design Standard Decision Document (Not applicable to utility-only projects).	<input type="checkbox"/>	<input type="checkbox"/>
12	Project doesn't require CTC action for other than funding approval (e.g., relinquishments, new public road connections, etc.).	<input type="checkbox"/>	<input type="checkbox"/>
13	Project doesn't propose new sound walls on bridges or modifications to existing sound walls on bridges.	<input type="checkbox"/>	<input type="checkbox"/>
14	Project doesn't propose increasing highway capacity or converting operational nature of highway lanes (e.g. converting to HOV or Toll lanes, etc.).	<input type="checkbox"/>	<input type="checkbox"/>
15	Project's total construction costs within the existing or future State highway right-of-way is \$1 million or less. (Not applicable to utility-only projects).	<input type="checkbox"/>	<input type="checkbox"/>

I hereby certify that the above information provided related to this project is true and correct to the best of my knowledge and belief. I further understand and agree that if information contrary to aforementioned table at any stage during the Caltrans review process or if the project scope changes the results of any of the above elements, project may have to be managed through a different Caltrans Review Process and may be subject to delays, revisions, or denials.

Instructions:

1. This checklist is used to determine the appropriate Caltrans review process for encroachment projects on the State Highway System.
2. Applicants of projects that involve ground disturbance or have structure-related work are required to complete and attach this checklist with their EPAP submittal.
3. If "True" is checked for all the items in this checklist, the project will be managed through the EPOP. If any of the questions is checked "False", the project will be managed through the QMAP, with the following exceptions:
 - a. If # 2 is checked "False", the applicant should complete the design and resubmit their EPAP to the DPO. The DPO can be contacted for additional information or to request a free consultation to understand the requirements.
 - b. If # 15 (construction costs) is the only item checked "False", the District Encroachment Permit Engineer in consultation with the impacted functional units will determine the appropriate Caltrans review process.
4. If additional information is needed on any of the elements listed in the checklist, please contact the appropriate DPO: <https://dot.ca.gov/programs/traffic-operations/ep/district-contacts>
5. This checklist may be reviewed with the applicant at the initial consultation/pre-permit submittal meetings to determine the appropriate Caltrans review process.

Checklist to Determine QMAP (Form TR-0416)



No.	Criteria	True	False
1	The project qualifies for a categorical/statutory exemption under the CEQA and a categorical exclusion under the NEPA, or the project has a completed and approved higher-level environmental document (IS/ND/MND, EIR, EA/FONSI, or EIS). The reason for the preparation of a higher-level environmental document must not be due to transportation related effects, and the project must not result in an increase in vehicle miles traveled (VMT).		
2	The project has a single-build alternative, and no other engineering analysis is required to evaluate or rule out other possible alternatives.		
3	The project does not require CTC action.		
4	The project doesn't involve any right of way conveyances from Caltrans to the local agencies (for example, dedications, relinquishments, modifications to right of way limits, etcetera).		
5	The project doesn't require FHWA approval for relinquishment or new public road connections involving a modification to the access control. (The new public road connection process is complex in that it requires Caltrans assess that the operations of the facilities have been protected and that the connection is in the best interest of the State. This recommendation must be formally submitted to the CTC, and if applicable, to FHWA for approval.)		
6	The project doesn't propose bridge widenings or constructing new structures (for example, earth retaining structures such as retaining walls, tiebacks, soil nails, sound walls, culverts, etcetera.) that are not per Caltrans Standard Plans.		

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
DESIGN ENGINEERING EVALUATION REPORT APPLICATION CHECKLIST

Instructions:

1. These criteria are used to determine the qualifications to use the Design Engineering Evaluation Report (DEER) as a project initiation and approval document. **If all of the following conditions are met**, and the project is not deemed to be complex by the Caltrans functional unit responsible for the oversight, **the usage of the DEER is appropriate.**
2. If additional information is needed on any of the elements listed in the checklist, please contact the appropriate DPO or Caltrans point of contact:
<https://dot.ca.gov/programs/traffic-operations/ep/district-contacts>
3. This checklist may be reviewed with the applicant at the initial consultation/pre-permit submittal meetings.

I hereby certify that the above information provided related to this project is true and correct to the best of my knowledge and belief. I further understand and agree that if information contrary to aforementioned table at any stage during the Caltrans review process or if the project scope

DEER Checklist

DEER Tips

1. The local agency are strongly advised to request a Caltrans initial consultation/pre-permit submittal meeting to determine the appropriate Caltrans project review process.
2. If the proposed project qualifies to advance with either process EPOP/QMAP:
 - The local agency prepares and submits a complete Encroachment Permit application
3. Cooperative Agreement is required when oversight reimbursement, funds exchange, and/or state furnished materials are involved.
4. Quality Management Plan (QMP) is needed.

DEER Process Tools

1. DEER Flowchart
2. Permit Applicant's Checklist to identify proposed scope of work
3. DEER application guidelines

1. DEER Template
[apdx-i-template_a11y.docx](#)

5. Preparation Guidelines for DEER
[Project Development Procedures Manual \(PDPM\) | Caltrans](#)

[Encroachment Permits Manual | Caltrans](#)

<https://dot.ca.gov/programs/traffic-operations/ep/district-contacts>

FY25/26 2024 SHOPP

As of the October 2025 CTC meeting:

1. 2024 SHOPP allocation capacity for the 2025/2026 is **\$4.33B.**
2. Voted amount \$3.23B and the remaining capacity is **\$1.26B.**
3. Because the allocation capacity is not sufficient to fund all the remaining projects for FY 25/26 and after internal rebalance meeting with HQ Programming and Asset Management, the 2026 SHOPP would need to include delayed projects from the current 25/26 FY.

For the remainder of FY 25/26 (now thru 6/30/2026), only 4 projects will be voted for allocation totaling ~\$430M.

(Novato Creek Br. 4Q321, SFOBB Fender oW140, 2 Trash Capture projects oWo50 & oWo60)

D4 DRAFT 2026 SHOPP

Rebalance Exercise 1/5/26

Draft 2026 SHOPP Regular Projects (FY26/27 to FY29/30)

Total Regular Projects: 96 projects @ \$2,931,177K

Includes New Regular projects: 7 @ \$ 169,520K

2026 SHOPP D4_rebalance_exercise_all years-DM- Cost Escalation Balanced - Final _rev010526 By FY's.						
FY	# of Project	New Candidate	Carry-Over	Total Capital (\$K)	Total Support (\$K)	Project Cap & Sup (\$K)
2026/27	19	1	18	\$375,446	\$122,441	\$497,887
2027/28	35	1	34	\$646,911	\$244,268	\$891,179
2028/29	26	0	26	\$568,140	\$222,115	\$790,255
2029/30	16	5	11	\$571,051	\$180,805	\$751,856
Total	96	7	89	\$2,161,548	\$769,629	\$2,931,177

D4 DRAFT 2026 SHOPP LONG LEAD

Rebalance Exercise 1/5/26

Draft 2026 SHOPP Long Lead Projects

Total Long Lead Projects: 7 projects @ \$369,801K

Include New Long Lead projects: 5 @ \$ 138,983K

2026 SHOPP Long Lead Projects Summary 01-06-26							
2031-32	Marin	3	0	3	\$66,816	\$30,050	\$96,866
	San Mateo	1	0	1	\$5,224	\$3,766	\$8,990
	Santa Clara	1	0	1	\$23,691	\$9,436	\$33,127
	Solano	0	2	2	\$178,768	\$52,050	\$230,818
	2031-32 Total	5	2	7	\$274,499	\$95,302	\$369,801

Total 2026 SHOPP and Long Lead: 103 projects @ \$3,300,978K

D4 DRAFT 2026 SHOPP

2026 Draft SHOPP – San Mateo New Projects							
County	EA	Location/Description	FY	Carryover/New	Total Cap (\$K)	Total Sup (\$K)	Total Com/Sup (\$K)
San Mateo	3X630	In San Mateo County, on Routes 1, 35, 82, and 280, at various locations. Construct permanent Full Trash Capture (FTC) devices to achieve statewide National Pollutant Discharge Elimination System (NPDES) permit compliance units for trash capture. Financial Contribution Only (FCO) to the Town of Colma.	2028-29	New	\$5,850	0	\$5,850
San Mateo	0X440	On Route I-280 in San Mateo County Between 0.06 miles north of Canada Road And 0.1 miles north of Westlake Avenue. Upgrade existing single and two-post overhead (OH) sign structures and panels with Type XI retro-reflective panels and vertical truss structures.	2029-30	New	\$26,217	\$8,629	\$34,846
					\$32,067	\$8,629	\$40,696

2026 Draft SHOPP – San Mateo New LL Projects							
San Mateo	4Y620	Near Pescadero and Moss Beach, from 0.9 mile to 1.9 miles south of Green Oaks Way; also from Cypress Avenue to 14th Street (PM 35.0/36.0).	2030-31	New	\$5,224	\$3,766	\$8,990

D4 DRAFT 2026 SHOPP

2026 Draft SHOPP – San Mateo Carryover & New Projects (01-31-26 Downloaded)							
County	EA	Location/Description	FY	Carryover New	Total Cap (\$K)	Total Sup (\$K)	Total Con/Sup (\$K)
San Mateo	0Q48A	Near La Honda, at 0.5 mile west of Pescadero Creek Road. Plant establishment, creek monitoring, biological monitoring, and tree mitigation post construction work for EA 0Q480.	2026-27	carryover	\$778	\$473	\$1,251
San Mateo	2J73A	In Redwood City, from 0.4 mile south to 0.5 mile north of Cordilleras Creek Bridge No. 35-0019. Biological monitoring for bridge replacement project EA 2J730.	2026-27	New	\$0	\$850	\$850
San Mateo	1Q640	In Daly City, at northbound Route 280 to southbound Route 1 Connector No. 35-0179G. Seismic retrofit.	2026-27	carryover	\$6,510	\$3,445	\$9,955
San Mateo	2J79A	In Half Moon Bay, at the Pilarcitos Creek Bridge No. 35-0139L/R; also on Route 84 at San Gregorio Creek Bridge No. 35-0166 (PM 7.55). Plant establishment, creek monitoring, biological monitoring, and offsite tree mitigation work for project EA 2J790.	2026-27	carryover	\$895	\$475	\$1,370
San Mateo	1Y180	Near Pescadero, from 0.5 mile south of Pescadero Creek Road to Pescadero Creek Road. Realign roadway inland to address sea level rise and eroding bluff.	2027-28	carryover	\$16,317	\$7,420	\$23,737
San Mateo	1W130	In Atherton and Redwood City, from Salby Lane to Brewster Avenue. Repurpose on-street parking for bikeways and reconstruct intersections to include removing slip lanes, installing ladder-style crosswalks, Pedestrian Hybrid Beacon (PHB) system, and upgrading curb ramps.	2027-28	carryover	\$16,181	\$10,808	\$26,989

San Mateo	3W820	In South San Francisco, at South San Francisco Overhead Bridge No. 35-0094L/R. Overlay bridge decks with polyester concrete.	2027-28	carryover	\$6,487	\$4,267	\$10,754
San Mateo	0Q010	Near San Gregorio, at San Gregorio Creek Bridge No. 35-0030. Bridge seismic retrofit and upgrade bridge rails.	2027-28	carryover	\$45,636	\$14,107	\$59,743
San Mateo	0Q140	In and near South San Francisco, Colma, and Daly City, from Arroyo Drive to Route 280. Rehabilitate pavement, upgrade facilities to Americans with Disabilities Act (ADA) standards, install bike lanes and separated bikeways, and upgrade guardrail.	2027-28	carryover	\$28,353	\$12,329	\$40,682
San Mateo	4W380	In San Bruno, at Huntington Avenue Overhead (OH) Bridge No. 35-0253. Overlay bridge deck with polyester concrete and install pipe seat extenders at hinges.	2028-29	carryover	\$7,941	\$5,805	\$13,746
San Mateo	4W730	In San Mateo, from 43rd Avenue to East Santa Inez Avenue. Rehabilitate pavement, install bike lanes, upgrade pedestrian facilities to Americans with Disability Act (ADA), and modify traffic signals.	2028-29	carryover	\$27,400	\$7,260	\$34,660
San Mateo	0AA32	In Burlingame, Millbrae, San Bruno, and South San Francisco, from Murchison Drive to Arroyo Drive. Rehabilitate pavement and improve pedestrian infrastructure.	2028-29	carryover	\$37,085	\$10,141	\$47,226
San Mateo	4W110	In Menlo Park, at 0.2 mile south of Route 109. Rehabilitate pump plant.	2028-29	carryover	\$4,040	\$4,895	\$8,935
San Mateo	1K530	Near Woodside, at 2.8 miles north of Edgewood Road (PM 9.42); also on Route 280 at 0.5 mile south of Route 92 (PM 10.25); also on Route 92 at 0.2 mile east of Canada Road (PM R7.41). Upgrade existing pump plants.	2028-29	carryover	\$5,043	\$3,496	\$8,539
San Mateo	3X630	In San Mateo County, on Routes 1, 35, 82, and 280, at various locations. Construct permanent Full Trash Capture (FTC) devices to achieve statewide National Pollutant Discharge Elimination System (NPDES) permit compliance units for trash capture. Financial Contribution Only (FCO) to the Town of Colma.	2029-30	New	\$5,850	\$0	\$5,850
San Mateo	2W780	In Woodside, at West Union Creek Bridge No. 35-0044. Widen bridge and upgrade bridge railing.	2029-30	carryover	\$10,412	\$9,489	\$19,901
San Mateo	0AA29	In and near San Bruno, Pacifica, South San Francisco, and Daly City, from 1.6 miles south of San Bruno Avenue to 0.7 mile north of John Daly Boulevard. Rehabilitate pavement, upgrade guardrail, and replace loop detector.	2030-31	carryover	\$29,975	\$14,015	\$43,990
San Mateo	4W100	In and near the cities of San Mateo and Foster City, from Route 280 to 0.8 mile east of Foster City Boulevard. Rehabilitate pavement, upgrade curb ramps to Americans with Disabilities Act (ADA) standards, construct concrete barrier, and replace bridge deck overlay.	2030-31	carryover	\$39,652	\$11,947	\$51,599

\$288,555 \$121,222 \$409,777





THANK YOU!

QUESTIONS?