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**Congestion Management & Environmental Quality (CMEQ) Committee**

<p><b>Date:</b> Monday February 23, 2026</p> <p><b>Time:</b> 3:00 p.m.</p> <p><b>Location:</b> San Mateo City Hall          Conference Room C          300 W. 20<sup>TH</sup> Ave          San Mateo, CA 94403</p> <p><b>Remote:</b> 2405 Kalaniana'ole Ave. PH 11          Hilo HI 96720</p>	<p><b>Join by Zoom Webinar:</b>  <a href="https://us02web.zoom.us/j/85493793604?pwd=tcTrlSSJW6SCeNds111hiVaamiTf0l.1">https://us02web.zoom.us/j/85493793604?pwd=tcTrlSSJW6SCeNds111hiVaamiTf0l.1</a></p> <p><b>Join By Phone:</b> +1 669 900 6833</p> <p><b>Zoom Webinar ID:</b> 854 9379 3604</p> <p><b>Passcode:</b> 223427</p>
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**\*\*\*HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE\*\*\***

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

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1. Call to Order/Roll Call	Action (Papan)	No Materials
2. Public comment on items not on the agenda.	Presentations are limited to 3 mins.	No Materials
3. Issues from 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 FY2026–2028 Transportation Development Act (TDA) Article 3 Program Calls for Projects</li> </ul>	Information (Lacap)	No Materials
4. Approval of minutes of January 26, 2026 CMEQ Meeting.	Action (Papan)	Pages 1-5
5. 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 6-8



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|--|------------------------------|-----------------|
| 6. Receive an update on Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program. | Information<br>(Lacap)       | Pages 9-12      |
| 7. Executive Director Report   | Information<br>(Charpentier) | No<br>Materials |
| 8. Adjournment and establishment of next meeting date:<br>March 30, 2026                       | Action<br>(Papan)            | No<br>Materials |

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

**PUBLIC RECORDS:** Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG’s website at: <http://www.ccag.ca.gov>. Please note that C/CAG’s office is temporarily closed to the public; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

**PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

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

1. Your written comment should be emailed to [jlacap@smcgov.org](mailto:jlacap@smcgov.org).
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG CMEQ Committee members, made publicly available on the C/CAG website along with the agenda. We cannot guarantee that emails received less than 2 hours before the meeting will be read during the meeting, but such emails will be included in the administrative record of the meeting.

Spoken comments will be accepted during the meeting in person and through Zoom. Public comments will be taken first by speakers in person, followed by via Zoom. Please read the following instructions carefully:

In-person participation:

If you wish to speak to the C/CAG CMEQ, please fill out a speaker’s slip placed by the entrance of the meeting room. If you have anything that you wish distributed to the Committee and



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included in the official record, please hand it to the C/CAG staff who will distribute the information to the Committee members and staff.

**Remote Participation:**

1. The C/CAG CMEQ meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When C/CAG staff or CMEQ Chair call for the item on which you wish to speak, click on “raise hand.” Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the time allotted.

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

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

**MINUTES  
MEETING OF JANUARY 26, 2026**

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

**1. Call to Order/Roll Call**

Meeting called to order at 3:00 pm by Chair Papan. Quorum was met with 7 voting members present.

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

BPAC Chair Mike Swire urged the CMEQ committee to work towards Safe Streets, he emphasized that there have been several fatal and severe injuries recently in the County, especially along El Camino Real.

**3. Issues from December 11, 2025 C/CAG Board meeting. (Information)**

Eva Gaye C/CAG Staff noted that the C/CAG Board received updates on the following items:

- Approval of 2025 Congestion Management Plan

**4. Approval of minutes of December 1, 2025 (Special Meeting). (Action)**

Motion to approve Minutes of the December 1, 2025 CMEQ Meeting. Hedges/Jimenez. Brown, McCune, Jimenez, Miles-Holland, Dinan, Papan, Carter, Hedges and Penrose. *Motion Passes 9-0*

Member Penrose joined the meeting remotely and participated via AB 2449

Member Manalo joined the meeting remotely at 3:51 p.m. and could not vote on the minutes. She utilized AB 2449.

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

Eva Gaye, C/CAG staff presented on Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program.

Member Miles-Holland requested clarification on whether Atherton and other jurisdictions without a Priority Development Area (PDA) or Transit Oriented Community (TOC) growth geographies would be penalized under the OBAG 4 guidelines. Eva responded that projects located within a PDA or TOC will be prioritized under OBAG 4. However, staff recognize that several jurisdictions do not fall within these categories and therefore intend to offer additional points to those

jurisdictions through a separate grant program, Transportation Development Act Article 3 (TDA 3) .

Member Penrose inquired what is the purpose in penalizing some jurisdictions for not having a PDA or TOC, given that jurisdictions without adequate transportation should be favored for OBAG 4 funding. C/CAG Executive Director Sean Charpentier explained that MTC develops the regional guidelines for OBAG, which is intended to focus growth on fixed rail, bus stations, major bus corridors, and other densely populated urban areas. As a result, when higher-density development is located near transit, MTC prioritizes transportation funding within one-half mile of a TOC or TDA to support those areas.

Member Hedges noted that awarding more points for jurisdictions with a TOC or PDA is not a penalty but rather a priority. He emphasized that MTC has been moving towards this policy to make it easier for more people to ride in transit.

Vice Chair Brown inquired what the total grant amount for TDA Article 3 is and how much of the available funding will be allocated towards bicycle and pedestrian projects. Eva noted that there is \$4.7 million available for TDA Article 3 funding for bike and/or pedestrian projects.

Sean shared that the BPAC Committee received the OBAG presentation and expressed a desire for project funding to prioritize safety and regional bike and pedestrian priorities. Committee members also raised concerns about the number of reviewers representing each committee. Sean further noted that in October 2025, MTC indicated that the TOC policy might not be included in the OBAG 4 selection criteria.

Chair Papan emphasized that jurisdictions should clearly highlight in their applications the number of residents who will be served and supported by the proposed transportation projects.

Chair Papan inquired what types of green infrastructure projects will be permissible under the OBAG program. Eva responded that projects that manage stormwater or vegetated medians are some examples of green infrastructure projects.

Member Herhold stated that, given the high cost of projects, C/CAG should not reduce the OBAG grant maximum from \$5 million to \$4 million. Sean responded that most projects awarded during OBAG Cycle 3 were below \$4 million. He also noted that reduced funding due in part to the SB125 set-aside will ultimately decrease the County's share of available OBAG 4 funds.

Kaki Cheung, C/CAG Deputy Director, shared that C/CAG is applying for a \$5 million federal BUILD grant to improve intersection safety and operations. The proposal includes extending pedestrian crossing times using AI and video analytics technology and "No Turn on Red" restrictions similar to those implemented in Belmont to enhance pedestrian safety. Lastly, the grant may incorporate emergency vehicle preemption technology to give first responders priority at signalized intersections during emergencies.

**6. Receive a presentation on the San Mateo Countywide Transportation Plan update. (Information)**

C/CAG Deputy Director Kaki Cheung provided an overview of the San Mateo Countywide Transportation Plan update.

Vice-Chair Brown asked why some transportation agencies have not returned to pre-pandemic ridership levels, if we understand that remote work is driving most of the changes what are we going to do with the mass investment in transit. Chair Papan responded that many people continue to work remotely. Member Ratto added that both Caltrain and BART had higher ridership numbers before the pandemic, but many of their riders are still working from home. In contrast, Samtrans riders have largely returned to commuting to work. Member Herhold shared that 75% of BART's pre-pandemic riders have returned but are riding 2-4 days a week. However, BART is still serving a critical population of people in the Bay Area.

Member Fromson shared that Caltrain has been recognized as the fastest growing transportation agency in the country. Part of that is due to the Caltrain electrification service which was introduced in September 2024 which provided service 7 days a week every half hour and has doubled weekend ridership. She added that it would be great to have a feeder system where we can coordinate and connect various modes of transit.

Member Penrose shared that few people are rising shuttles because people are working from home. She thinks it would be best to move those services to the Coastside which is desperately in need of transit services.

Member Dinan shared a conversation to develop the Dunbarton Rail project to connect BART and Caltrain. He emphasized that it would take a lot of people off the road and help build the Ravenswood Business District in East Palo Alto. Chair Papan shared that the funding for this project was diverted. She further added that MTC has a study to examine the number of people that come into the Bay Area from the Central Valley.

Chair Papan noted that access to shuttles at transit stations, particularly the Millbrae BART Station, is not convenient. She also highlighted ongoing issues with signage and safety such as lighting and wayfinding and emphasized that improvements in these areas could help increase ridership.

Member Manalo emphasized cleanliness in transit needs to be addressed specifically access points to elevators.

Member Miles-Holland noted that commuters traveling to private schools and Menlo College are currently being overlooked and suggested that this represents a valuable opportunity for Commute.org to provide service to these groups. Member Ratto responded that the Reimagine SamTrans initiative added an exclusive Community Route serving Skyline College.

Mike Swire stated that making driving easier will encourage more people to drive and emphasized that highway-focused widening projects should be discouraged.

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

C/CAG Executive Director, Sean Charpentier provided the following updates for the 2026 look ahead:

- \$1.2m Coastal Resiliency Earmark submitted in 2025
- Technical upgrade to Countywide Local Roadway Safety Plan (LRSP) throughout the County
- Implementing Safe Streets for All Supplemental Planning Project
  - Includes E-bike regulation and technical white paper
- Daly City Bay Wheels Expansion funded by MTC, C/CAG and TA
- \$6 million BUILD and/or SS4A Grant Application

## **8. Member comments and announcements (Information)**

Chair Papan discussed the E-Bicycle forum to be held on January 31, 2026 headed by Assemblymember Papan.

### **Public Comment**

Mike Swire provided the following comment we should be making data-driven decisions when it comes to safety. While e-bike use is increasing and some kids are riding irresponsibly, the recent fatalities have involved drivers of 4,000–6,000 pound SUVs and other large vehicles. In each case, laws were broken and enforcement was lacking. Focusing enforcement efforts on 12-year-olds instead of addressing dangerous driving and the absence of accountability seems misguided and not the best use of resources.

## **9. Adjournment and establishment of next meeting date**

The meeting adjourned at 4:37 p.m. The next regular meeting is scheduled for February 23, 2026 at San Mateo City Hall, Conference Room C.

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

**R** - Remote attendance  
**Brown Act** - Remote attendance via Publicly Accessible Teleconference Location  
**X** - In person attendance

**Blank**- Absent  
**AB 2449** – Remote attendance via AB 2449

**In-Person:** Sean Charpentier, Kaki Cheung, Eva Gaye,  
**Online:** Mike Swire-C/CAG BPAC

**C/CAG AGENDA REPORT**

Date: February 23, 2026

To: C/CAG Congestion Management and Environmental Quality (CMEQ) 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 Congestion Management and Environmental Quality (CMEQ) Committee review and recommend 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 CMEQ Committee reviews and recommends 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

**C/CAG AGENDA REPORT**

Date: February 23, 2026

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

From: Jeff Lacap, Program Director

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

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

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**RECOMMENDATION**

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

**FISCAL IMPACT**

This item is presented to the Committee for informational purposes only and has no fiscal impact.

**SOURCE OF FUNDS**

N/A

**BACKGROUND***MTC One Bay Area Grant*

The One Bay Area Grant (OBAG) program is Metropolitan Transportation Commission (MTC)'s framework for investing federal Surface Transportation Block Grant (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and related funds to advance regional transportation and land use priorities in the Bay Area. 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.