

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, March 19, 2026	Join by Zoom Webinar: https://us02web.zoom.us/j/82382851421?pwd=_TLhmVaAdCvLDpMwNa3w1w3OTTr3Y7b.1
Time: 1:15 p.m.	Zoom Webinar ID: 823 8285 1421
Location: San Mateo County Transit District Office 1250 San Carlos Ave, 2 nd Fl. Auditorium, San Carlos, CA	Password: 696962
	Join by Phone: (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/
Ovadia | No
materials |
| 2. | Public comment on items not on the agenda (limited to 2 minutes) | Willis/
Ovadia | No
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.*
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|----|--|--------|-----------------|
| 3. | Issues from the March 12, 2026 C/CAG Board meeting. <ul style="list-style-type: none">Approval of Fiscal Year 2026/27 Expenditure Plan for the Transportation Fund for Clean Act fund.Execution of contract with Fehr & Peers for the San Mateo Countywide Safe Streets for All Supplemental Planning Project.Receipt of C/CAG Title VI Implementation Plan. | Cheung | No
materials |
| 4. | Approval of minutes from the February 19, 2026 Meeting. (Action) | Cheung | Pages 1-5 |
| 5. | Receive a presentation on the update of the San Mateo Countywide Equity Focus Areas. (Information) | Lacap | Pages 6-8 |

6.	Review and recommend approval of the proposed process and framework for the One Bay Area Grant Cycle 4 (OBAG 4) County & Local Program. (Action)	Lacap	Pages 9-21
7.	Receive a presentation from San Mateo County Sustainability Department staff on the Methane Gas Cataloging project for equipment in municipal facilities. (Information)	Dighe/ Imrisek	Pages 22-23
8.	Receive information on regional project and funding related items. (Information)	Lacap	Pages 24-32
9.	Executive Director Report	Charpentier	No Materials
10.	Member Reports	All	No materials
11.	Adjournment.	All	No materials

The next regularly scheduled meeting is on April 16, 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 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.
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

HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

This meeting of the C/CAG TAC Committee was held in person and by teleconference pursuant to Government Code Section 54953(e).

Members		February			
No.	Agency	IN-PERSON	ABSENT	REMOTE	REMOTE
				AB 2449	Publicly Accessible Teleconference Location
1	Hillsborough Engineering	Paul Willis (Co-Chair)			
2	San Mateo County Engineering	Ann Stillman (Co-Chair)			
3	SMCTA / SamTrans		Absent		
4	Atherton Engineering	Robert Ovardia			
5	Belmont Engineering		Absent		
6	Brisbane Engineering		Absent		
7	Burlingame Engineering	Chris Lamm			
8	C/CAG	Sean Charpentier			
9	Colma Engineering	Brad Donohue			
10	Daly City Engineering	Richard Chiu			
11	East Palo Alto Engineering	Humza Javed			
12	Foster City Engineering		Absent		
13	Half Moon Bay Engineering		Absent		
14	Menlo Park Engineering		Absent		
15	Millbrae Engineering	Ahmad Haya			
16	Pacifica Engineering	Melissa Tigbao			
17	Redwood City Engineering	Tanisha Werner			X
18	San Bruno Engineering		Absent		
19	San Carlos Engineering	Steven Machida			
20	San Mateo Engineering	Matt Fabry			
21	South San Francisco Engineering		Absent		
22	Woodside Engineering	Louis Sun			
	Non-Voting Members				
1	MTC		Absent		
2	Caltrans	Mohammed Suleiman			

The three-hundred thirteenth (313th) meeting of the Technical Advisory Committee took place on February 19, 2026 at 1:18pm.

TAC members attending are listed on the Roster and Attendance table on the preceding page. Others attending the meeting in person were Jeff Lacap, Matt Petrofsky, and Eva Gaye – C/CAG; and others not noted.

1. Call to Order/Roll Call

Co-Chair Stillman called the meeting to order.

2. Public comment on items not on the agenda

There were no public comments.

3. Issues from the February 12th, 2026 C/CAG Board meeting. (Information)

C/CAG Staff Member Jeff Lacap shared the key items from the February Board meeting, as noted on the meeting agenda. Jeff noted the approval of the latest population data from Department of Finance for calculation of member contributions and administrative related items. Jeff noted the receipt of executed contract with Transpo Group for professional services to prepare a \$6M BUILD application, and he noted that the Board received a presentation on the upcoming Cycle 4 of the One Bay Area Grant (OBAG 4) County & Local Program and the FY 2026–2028 Transportation Development Act (TDA) Article 3 Program Calls for Projects.

4. Approval of minutes from the January 15, 2026 Meeting. (Action)

Motion – To approve the minutes from the January 15, 2026 meeting, Ovadia/Haya. All members in attendance voted to approve. Motion passed. 12-0-0.

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)

C/CAG Executive Director Sean Charpentier noted that there are three interested parties for the co-chair position, which is a positive sign of the robust democracy and dialogue that the committee encourages. Paper ballots were distributed with the three names: Jessica Manzi, Tanisha Werner, and Robert Ovadia. If there is no clear winner, the committee will return for a tiebreaker vote. The results will be announced at the next meeting.

C/CAG Staff Member Eva Gaye presented the ballot results and announced Robert Ovadia as the new Co-Chair.

Motion – To approve the election of Robert Ovadia as the new Committee Co-Chair to serve alongside current Co-Chair Paul Willis for the remainder of the term through February 2027, Haya/Donohue. All members in attendance voted to approve. Motion passed. 14-0-0.

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

C/CAG Staff Member Matt Petrofsky presented the Transportation Fund for Clean Air (TFCA) 40% Plan. He reviewed the background, bicycle and bicycle parking funds, the recommended Expenditure Plan fund total of \$3,030,594 for Fiscal Year 2026/2027. He noted the breakdown of fund distributions and noted effective fund allocation from the previous cycle.

C/CAG Executive Director Sean Charpentier asked if the updated CE requirements apply to the carryover funds or if they apply to the \$1.7M. Matt noted that all funds apply and the CE limits for bikeway-specific projects have been increased across all funding categories. Approximately \$420,000 could be spent on bikeway projects and on other projects.

Motion – To approve and recommend the Fiscal Year 2026/27 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund, Fabry/Machida. All members in attendance voted to approve. Motion passed. 14-0-0.

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)

San Mateo County Regional Project Manager Rommel Pardo presented the Caltrans District 4 Encroachment Permit and Quality Management Assessment processes. He reviewed the Caltrans San Mateo Project Manager team, the 2026 State Highway Operation and Protection Program (SHOPP), the Caltrans District 4 local agency interaction, and the Encroachment Permit Office Procedure vs the Quality Management Assessment Process differences. Rommel noted that the 2026 SHOPP capacity could only support 2 projects rather than 3, so one project was removed from the list and postponed until the 2028 SHOPP.

C/CAG Executive Director Sean Charpentier asked for clarification about the project that was removed from the SHOPP Draft list. Rommel noted that the trash capture will remain on the current SHOPP and the reflective panel project will be pushed to the 2028 SHOPP.

C/CAG Executive Director Sean Charpentier asked if there is a way to evolve at the information sharing level in the next draft SHOPP. Rommel noted that yes, the next stop is in March and the SHOPP will be adopted. The work authorization begins on July 1st, 2026.

Member Ovadia thanked staff for their presentation and noted that the transitions between jurisdictions are nice along the State route. He asked if there is an easier process for collaboration for common corridors. Rommel noted that the best way to streamline collaboration is to share the upcoming bid links and make others aware of the council working on the project. He noted limits and scope for upcoming project awareness and emphasized that it is the right time for discussion for consultants to begin working on aligning schedules.

Co-Chair Stillman asked about early notification for agencies to expect projects and asked for clarification on the logistics for communication details. Rommel noted that the initiation document will determine the project scope that has limits, a route, a description, and a starting point.

Member Chiu commented that state routes go through local agencies, and it is important to include the full right-of-way width that includes some of the intersections and side streets. He also commented that project overlays require ADA requirement compliance for curb grants, and he would like clarification on when those requirements are needed. Rommel noted that ADA compliance is a federal requirement.

Member Ovadia asked for clarification on the project timeline and noted that the committee last saw a concept. Rommel noted that he will meet to discuss the timeline.

Member Ovadia noted that the safety issues at an intersection in their SHOPP project was not included, although it has a history of safety issues involving pedestrians.

Member Sun asked how the new projects are generated and how they are selected for the next year. Rommel noted that there is not an exact number but there are typically 5-8 projects within the SHOPP and each has a program advisor within the district.

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

C/CAG staff Jeff Lacap presented an update on Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program. His presentation highlighted updates from the last time he presented to the committee on the Program. Staff received the updated schedule from MTC, and they are requiring project nomination submissions by the end of September. He also noted that MTC's Community Action Resource and Empowerment Program called CARE has different program sections and focuses on technical assistance, which would advance projects to construction phases. He also included TFCA and SRTS funding.

C/CAG Executive Director Sean Charpentier added that the County LSRPs need to be checked for renewal dates, and jurisdictions should let staff know right away for compliance.

C/CAG Executive Director Sean Charpentier noted that MTC is not applying TOC policies to this program round, but they created a regional TOC incentive pot, so the county program target reduced by about \$5 million with the shift to regional clients. He noted that staff are actively looking into the MTC changes and shifting program details and will collaborate to update the committee on any new information.

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, BUILD grant application, and funding and training opportunities.

10. Executive Director Report (Information)

C/CAG Executive Director Sean Chrpentier updated the committee on funding applications, including the BUILD application that has been hard to streamline but is competitive, and includes 78 county signals and at least 12 segments for emergency vehicles.

He noted that it is member-directed funding season and most applications have begun in early March at both state and federal levels. He noted his lack of optimism for state funding but noted the success in receiving last year's earmark for Coastal Resiliency at the federal level. Staff are preparing for next year's earmarks to pursue green infrastructure and several priority projects.

Regionally, BART is preparing its budget scenarios if the regional measure does not pass and it includes the closure of all San Mateo County stations except Daly City and SFO. Staff sent a comment letter.

11. Member Reports

There were no member reports.

12. Adjournment

Co-Chair Stillman adjourned the meeting at 2:23 p.m.

C/CAG AGENDA REPORT

Date: March 19, 2026

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Program Director

Subject: Receive a presentation on the update of the San Mateo Countywide Equity Focus Areas.

(For further information, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee receive a presentation on the update of the San Mateo Countywide Equity Focus Areas.

FISCAL IMPACT

This presentation is information only, and has no fiscal impact associated with this action. This update is a part of the scope of work of the San Mateo Countywide Transportation Plan (CTP) update. The cost to update the CTP is \$399,992.

SOURCE OF FUNDS

Per Resolution 24-59, C/CAG entered into a Memorandum of Understanding with San Mateo County Transportation Authority (SMCTA) to collectively fund the cost of updating the CTP in San Mateo County. The total cost of this effort is split 50/50 between C/CAG and SMCTA. C/CAG share of funding will come from the C/CAG Congestion Relief Fund.

BACKGROUND

San Mateo Countywide Transportation Plan

A Countywide Transportation Plan (CTP) establishes a long-range vision and goals for the transportation system, as well as recommends transportation project priorities and strategies that will achieve the vision and goals over time. It is intended to inform future policy discussions related to project prioritization.

The CTP is a primary input into the preparation of the San Francisco Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, also referred to as "Plan Bay Area") prepared by the Metropolitan Transportation Commission (MTC). As such, CTPs play a critical role in informing regional transportation and land use planning efforts. The current CTP update is a joint effort between C/CAG and the San Mateo County Transportation Authority (SMCTA). Since November 2025, staff have begun the first phase of outreach, presenting to 40 transportation-related committees and drawing on nearly five years of prior public engagement to help shape and validate the draft vision and goals.

Equity Definition

One of the goals of the CTP Update is to ensure that transportation investments serve all residents equitably, particularly those who face the greatest barriers to mobility. San Mateo County currently has several overlapping equity tools used by different agencies for transportation planning, including:

- Equity Focus Areas (C/CAG Bicycle/Pedestrian Plan, 2021)
- SamTrans Equity Planning Areas (ReImagine SamTrans, 2022)
- MTC Equity Priority Communities (Plan Bay Area 2050+)
- Caltrans Equity Index (State)
- CalEnviro Screen (State)

While each tool is effective at identifying high-need areas, a review found that state and regional tools lack sufficient nuance to capture the specific conditions found in San Mateo County, and existing county-level tools rely on outdated data and inconsistent geographic boundaries.

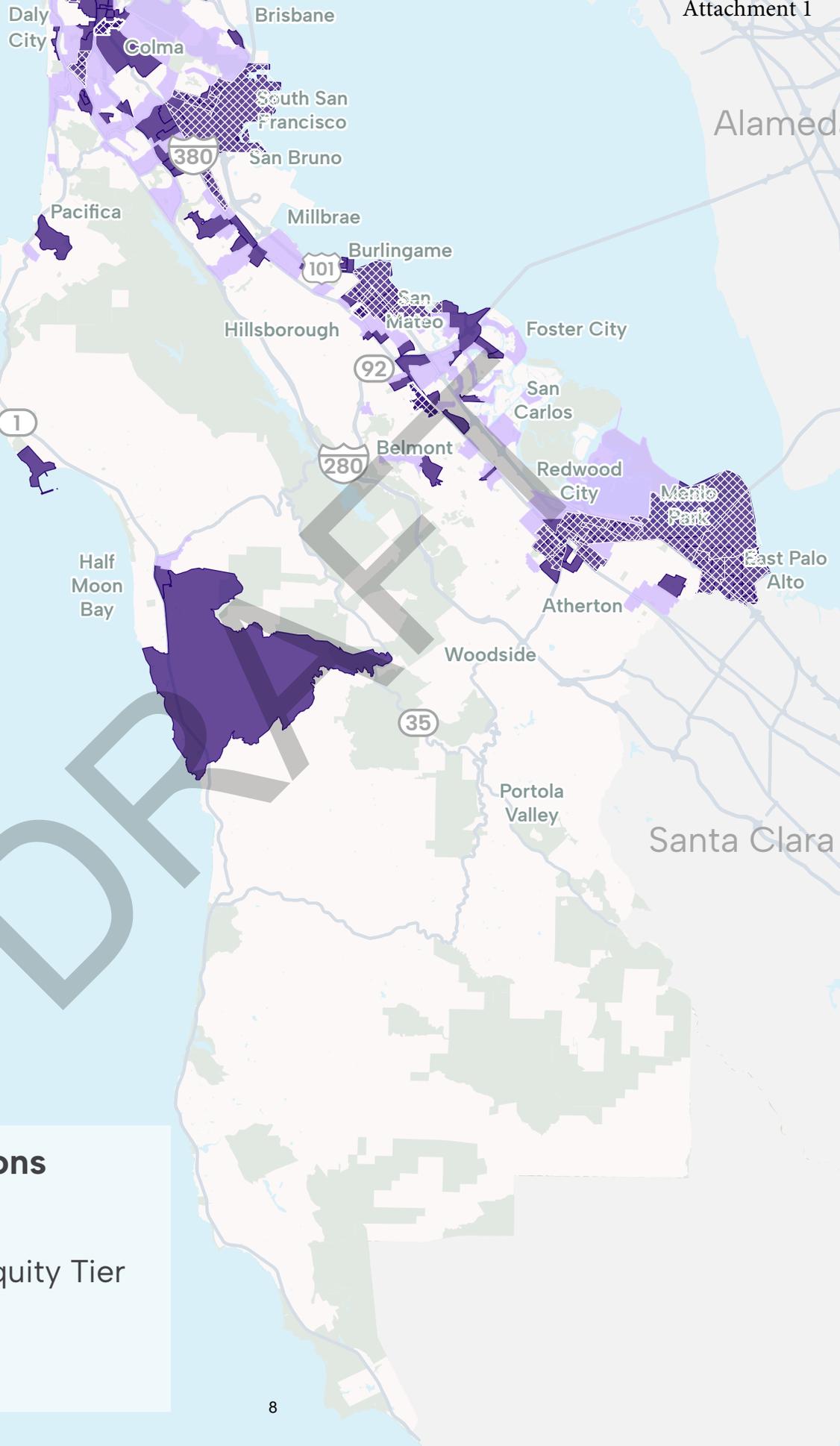
To address this, staff developed a unified, countywide equity definition that C/CAG and its partner agencies can use consistently across planning efforts and project prioritization processes. At the meeting, staff will present the proposed methodology including the four variables used (people of color, low income, zero-vehicle households, and rent burden), how areas are scored and assigned to tiers, and how the proposed definition relates to and builds upon the MTC Equity Priority Communities designation and existing county tools.

EQUITY IMPACTS AND CONSIDERATIONS

The San Mateo Countywide Equity Focus Areas establishes a shared, data-driven framework to identify communities with the greatest transportation needs. The areas also ensures that investment decisions by C/CAG and its partner agencies are based on a consistent and transparent understanding of disadvantaged communities within San Mateo County.

ATTACHMENTS

1. San Mateo County Equity Focus Areas – Draft Map



Equity Definitions

 MTC EPC

Proposed CTP Equity Tier

 Tier 1

 Tier 2

C/CAG AGENDA REPORT

Date: March 19, 2026

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Program Director

Subject: Review and recommend approval of the proposed process and framework for the One Bay Area Grant Cycle 4 (OBAG 4) County & Local Program.

(For further information or questions contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee reviews and recommends approval of the proposed process and framework for the Bay Area Grant Cycle 4 (OBAG 4) County & Local Program.

FISCAL IMPACT

Other than staff time, there is no direct fiscal impact to C/CAG at this time. Upon C/CAG and MTC approval, the OBAG 4 County & Local Program funds will be allocated to project sponsors directly.

SOURCE OF FUNDS

Federal funds are allocated by MTC via the OBAG 4 County & Local Program, including Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program (STP) funds.

BACKGROUND

One Bay Area Grant (OBAG)

The One Bay Area Grant (OBAG) program is the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other fund programs throughout the San Francisco Bay Area. The Metropolitan Transportation Commission (MTC) established the OBAG program in 2013 to strengthen the connection between transportation investments and regional goals for focused growth in Priority Development Areas (PDAs) and Transit Oriented Communities (TOCs), places near public transit that are planned for new homes, jobs, and community amenities.

On January 28, 2026, MTC adopted Resolution 4740 outlining and approving the OBAG Cycle 4 Grant Program. A total of \$800 million will be available in the region, with a 50/50 funding split between the Regional and County & Local Programs. The C/CAG Technical Advisory Committee (TAC), Congestion Management and Environmental Quality Committee (CMEQ), and Bicycle and Pedestrian Advisory Committee (BPAC) have received updates on the OBAG 4 County & Program since Fall 2025. Due to new regional commitments to transit operations and the expiration of one-time funding sources from prior cycles, San Mateo County's OBAG 4 nomination target decreased by \$5 million.

Funding for the OBAG cycle 4 program will be available over a four-year horizon, from FY 2026-27 through FY 2029-30. The OBAG 4 policy considerations are oriented around preserving the effectiveness of past OBAG programs. This includes focusing on investments in PDAs and TOCs and incorporating recent policy initiatives, such as regional safety/Vision Zero policies and other strategies from Plan Bay Area 2050. It also addresses federal programming requirements. MTC will directly administer the Regional Program and C/CAG, as the County Transportation Agency (CTA) for San Mateo County, will assist MTC in administering the County & Local Program.

Similar to OBAG 3, C/CAG will conduct the county-level Call for Projects and develop a prioritized nomination list. MTC will then conduct a regional evaluation and make the final funding awards. MTC will continue their larger role in the County & Local Program's call for projects and final project selection. This is due to federal programming requirements, which do not allow formulaic funding distribution. MTC has adopted guidance and nomination targets for the counties, and the Commission will then select projects based on initial county screening and prioritization, in addition to incorporating other regional considerations.

Many of the project sponsor requirements established under OBAG 3 will continue to apply under OBAG 4. The various requirements include maintaining an up-to-date Local Roadway Safety Plan and demonstrating compliance with state housing laws, such as having a Certified Housing Element. There will be a continued focus on investments within Priority Development Areas (PDAs) and Transit Oriented Communities (TOCs), maintaining the existing OBAG requirement that at least 80% of funds be programmed to PDA and TOC-supportive projects. An overview of the adopted OBAG 4 program guidelines, jurisdictional eligibility requirements, and current jurisdiction compliance status can be found in Attachment 1.

OBAG 4 County & Local Program Proposal

County Target

For policy continuity and consistency, MTC used the same factors and overall weights that were used in prior OBAG cycles to develop county nomination targets, incorporating the most recently available data. County targets are based on the same formula from OBAG 3: population (50%), recent housing production (30%) and planned growth, and housing affordability (Regional Housing Needs Assessment (RHNA) data (20%). The resulting targets do not imply or guarantee funding amounts or relative shares to any individual county.

With an overall total of \$324M million available for programming region-wide, the nomination target for the call for projects totals \$389M, at 120% of the funding available. MTC will award \$324 million to projects selected from the larger nomination pool. San Mateo County has a nomination target of \$36.2M. This amount represents 120% of the available funding capacity.

Countywide Set-Asides

Before issuing the Call for Projects, staff proposes several countywide set-asides to support regional programs and required administrative activities. These set-asides would be applied first, with the remaining funds forming the final amount available for grant funding. Implementing 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

Planning, Programming, and Monitoring Augmentation: \$6.3M

As part of the OBAG 4 County and Local Program, MTC provides each county a base amount for Countywide Planning, Programming, and Monitoring (PPM) activities (separate from the county nomination target amount described above). Countywide planning funds provide staffing resources to implement programming, monitoring and outreach activities delegated by MTC to the CTAs. These activities include, but are not limited to, development of the Regional Transportation Plan, development of Community Based Transportation Plans (CBTPs), Countywide Transportation Planning, administration of various grant funding programs, and assistance with the programming and delivery of federal aid projects.

For OBAG 4, the base PPM amount for San Mateo County is \$4.6M. 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 projects approximately \$10.9M in transportation-related staff costs during the OBAG 4 period, supporting the work of nine C/CAG staff members who contribute to regional transportation activities delegated to C/CAG. C/CAG proposes to supplement base PPM funds with \$6.3M to cover these costs.

- *Countywide Safe Routes to School (SRTS): \$2.8M*

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/Safety Implementation & Technical Assistance: \$3M*

Funding would support countywide implementation of traffic safety improvements identified in the Countywide Local Road Safety Plan (LRSP) and Vision Zero Action Plan, including technology-based traffic safety countermeasures across jurisdictions in the County.

Staff also propose dedicating funding to provide technical assistance to jurisdictions for grant applications development under 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.

After the proposed countywide set-asides, approximately \$24.1M would be available for competitive project nominations from local jurisdictions. A summary of the proposed OBAG 4 funding is shown below:

OBAG 4 Nomination Target	\$36.2M
Planning, Programming, and Monitoring (PPM) Augmentation	\$ 6.3M
Countywide Vision Zero/Safety Implementation & Technical Assistance	\$ 3M
Safe Routes to School	\$ 2.8M
Project Nomination Target*	\$ 24.1M

* Includes \$4.8M reduction in County Target due to SB125 regional commitments to transit operations

County & Local Program Call for Projects

Project Nomination Target

In addition to the OBAG 4 project nomination target amount of \$24.1M, the Call for Projects will also include two additional funding programs administered alongside OBAG. These funding sources include:

- **MTC Community Action Resource and Empowerment (CARE) - Community-Based Transportation Plan Project Development Technical Assistance (CBTP TA): \$1.3M**

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: \$2.1M**

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. For any projects requesting \$2M or more in OBAG 4 funds, staff are requiring that project sponsors complete the cost effectiveness calculations worksheet and submit it along with the other application materials.

With these additional resources, an amount of \$27.5M will be available for a competitive call for project process.

OBAG 4	\$ 24.1M
Transportation Fund for Clean Air (TFCA) 40% Fund	\$ 2.1M
MTC Community Based Transportation Plan (CBTP) Technical Assistance	\$ 1.3M
Total*	\$ 27.5M

** Target for reference, actual awards subject to competitive project evaluation and selection*

Minimum/Maximum Grant Size

For the OBAG 4 funding, C/CAG staff proposes increasing the minimum grant request from \$500,000 to \$750,000 and establishing a maximum grant request to \$4,000,000 to reduce the administrative burden associated with federal aid projects. Applicants should apply for the maximum amount of OBAG funding appropriate for the project and identify if the project is also eligible for CARE funding. The staff recommendation will identify the recommended allocation of CARE funding.

As context, below is a summary of the maximum and minimum requirements of recent Calls for Projects.

- TDA Article 3 (C/CAG): Available grant amount of \$3.9M for capital projects and the maximum grant amount is \$750,000.
- Local Sales Tax (SMCTA Bike/Ped): Available grant amount of \$19M and the maximum grant request for large infrastructure projects is \$2M.

Evaluation Criteria

Projects will be evaluated using both county-level criteria (75 points) and regional criteria applied by MTC (35 points).

To prioritize projects that align with regional plans and policies, C/CAG is required to evaluate proposals using the following criteria and give additional weight to projects that demonstrate the following:

- *Need and Benefits*: Projects that effectively address transportation needs and provide clear benefits, including improvements to safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair.
- *Local Priorities*: Projects with demonstrated community support, as reflected in Community-Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other documentations identified by the CTA.
- *Equity Impacts*: Projects that provide demonstrated benefits to historically marginalized or underserved groups, including Equity Priority Communities or similar local designations, alignment with agency Americans with Disabilities Act (ADA) Transition Plans, and/or other approaches identified by the CTA.

MTC will be responsible for evaluating projects based on the following criteria:

- *Regional Alignment:* Support for Plan Bay Area 2050+ strategies, the Regional Safety/Vision Zero Policy (MTC Resolution No. 4400), the Complete Streets Policy (MTC Resolution No. 4493), the Bay Area Transit Transformation Action Plan, and the regional Transit Priority Policy for Roadways.
- *Federal Performance Goals:* Improvements to safety, infrastructure condition, system reliability, freight movement and economic vitality, congestion reduction, and environmental sustainability.
- *Deliverability and Risk:* Sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule or delivery plan.
- *Air Quality Benefits:* The relative cost-effectiveness in reducing criteria air pollutants, for CMAQ-eligible projects for the purpose of assigning CMAQ funding consistent with federal requirements.

A table summarizing the scoring criteria can be found below:

Criteria	Max
Needs and Benefits	75
Local Priority	
Equity	
Optional County Transportation Agency Criteria	
<i>Subtotal County Transportation Agency Score</i>	75
Regional Alignment	10
Federal Performance	5
Deliverability and Risk	10
Air Quality Improvement	10
<i>Subtotal MTC Score</i>	35
Total Score	110

C/CAG Countywide Transportation Plan Equity Definition and Focus Areas

Staff proposes awarding additional points in the project scoring criteria to projects located within areas identified as CTP equity focus areas. Projects in the Tier 1 areas would receive more points than those in Tier 2, reflecting the greater level of transportation need in those communities. This tiered scoring approach aligns with MTC's own equity requirements and supports C/CAG's broader goals of advancing equitable transportation investment.

The project sponsor should demonstrate how the project will support advancement of accessible transportation in their communities. The project sponsor will be asked to describe how the project addresses the needs of low-income groups, communities of color, zero vehicle household, and those who are rent-burdened. In OBAG 3, three of the seven projects recommended for funding received full points for being located within an MTC Equity Priority Community.

Local Match

The current local match requirement for STP and CMAQ funded projects in California is 11.47% of the total project cost, with Federal Highway Administration (FHWA) providing up to 88.53% of the total project cost through reimbursements.

Staff propose the following match requirements:

- 11.47% local match for projects wholly or mostly within an MTC Equity Priority Community or proposed Tier 1 C/CAG Equity Focus Areas
- 15% of local match for projects wholly or mostly within the proposed Tier 2 C/CAG Equity Focus Areas
- 20% local match for all other projects.

For capital transportation projects, toll credits may be used to meet match requirements for construction if the sponsor funds project development with non-federal funds.

Evaluation Panel

Staff proposes to reduce the total number of C/CAG CMEQ and BPAC Committee representatives from six to four, resulting in a seven-member panel. For reference, the OBAG 3 panel consisted of nine members, including representatives from C/CAG Committees, Commute.org, Silicon Valley Bicycle Coalition and local city staff.

In addition, staff is exploring a streamlined review approach similar to the Active Transportation Program. Under this approach, each panel member would initially review a subset of the applications before meeting as a group to discuss and finalize rankings. Panel members are responsible for submitting scores within the established timeline. The C/CAG BPAC will be responsible for reviewing the MTC Complete Streets checklists required for project applications.

Public Outreach

C/CAG will be expected to inform stakeholders and the public about the opportunities to comment on project ideas and to provide guidance to community-based organizations, Equity Priority Communities, and any other underserved community interested in having project submitted for funding.

To comply with outreach requirements, C/CAG plans on utilizing committee and board meetings to allow for public input. In addition, C/CAG plans to host public workshops regarding funding opportunities and to solicit project ideas, to adhere to the MTC outreach policy. Further, staff plans to perform additional outreach in the form of informational mailings and online virtual workshops to community-based organizations. C/CAG staff may need to direct/refer any public entities, with project ideas, to partner with a local jurisdiction.

Below is the tentative schedule highlighting both C/CAG and MTC actions:

OBAG 4 County & Local Program – Proposed San Mateo County Timeline

Tentative Dates	C/CAG Action
April 2026	C/CAG Board approval of OBAG 4 Framework and Process
May 2026	OBAG 4 County & Local Program Call for Projects Issued to Local Jurisdictions and Agencies
May – June 2026	Call for Projects Application Period (approximately 45 days)
July – August 2026	OBAG 4 screening, scoring, and development of project nominations for MTC C/CAG BPAC review of MTC Complete Streets Checklists for OBAG 4 nominated projects
August 2026	Present recommendations to C/CAG Committees (CMP TAC, CMEQ, and BPAC)
September 2026	Project nomination list approved by the C/CAG Board
October 31, 2026	OBAG 4 prioritized nominations due to MTC
November – December 2026	MTC’s Project Evaluation Process
January 2027	MTC Commission approval of County & Local program of projects

Recommendation

C/CAG staff requests that the Technical Advisory Committee review and recommend approval of the proposed One Bay Area Grant Cycle 4 (OBAG 4) County & Local Program framework, including the proposed funding set asides, evaluation criteria and call for projects process. It should be noted that MTC staff will need to approve each of the respective CTA’s OBAG 4 processes prior to initiating the call for projects activities in May.

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.

ATTACHMENTS

1. OBAG 4 County Program Administrative Guidance & County Program Compliance Status

OBAG 4 County Program Administrative Guidance

February 2026

Summary

Applicants and recipients of One Bay Area Grant (OBAG 4) County Program funds are subject to certain requirements established by the Metropolitan Transportation Commission (MTC) via MTC Resolution No. 4740, Revised (available on MTC's [OBAG 4 webpage](#)). This administrative guidance summarizes MTC staff implementation of these requirements, including compliance determinations, enforcement actions, and applicability by sponsor and project type.

Compliance Determination

MTC staff are responsible for determining sponsor compliance with OBAG 4 County Program requirements, as detailed in **Table 1**. Staff will make initial compliance determinations during the project evaluation process (Fall 2026) and will monitor awardee compliance throughout the OBAG 4 period, making regular status reports to working groups and County Transportation Agencies (CTAs).

Table 1: OBAG 4 County Program Requirements and Compliance Determinations

Requirement	Policy Excerpt	Determination Basis
Housing Element	Jurisdiction sponsors must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle and maintain certification throughout the OBAG 4 program period.	California Department of Housing and Community Development (HCD) reporting
Annual Progress Report	Jurisdictions must submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 4 program period.	HCD reporting
State Housing Laws	Jurisdictions must comply with the Housing Accountability Act and other state housing laws related to surplus lands, accessory dwelling units, and density bonuses throughout the OBAG 4 program period.	HCD enforcement letters and MTC staff interpretation
Local Roadway Safety Plan	Jurisdiction sponsors must complete and maintain a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, including the requirement that plans be updated within five years.	Jurisdiction reporting via Vision Zero Working Group and MTC staff interpretation
PMP Certification	Jurisdiction sponsors must maintain a certified Pavement Management Program (StreetSaver® or equivalent), updated as prescribed by MTC staff.	MTC reporting
LSR Survey	Jurisdictions must fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution).	Direct reporting from statewide survey administrator
HPMS Traffic Count Data	Jurisdiction sponsors must provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff.	Jurisdiction reporting

Applicants should initially comply with all requirements to be recommended for award. On a case-by-case basis, MTC staff may consider recommending funding to applicants that satisfy the threshold to delay funds as detailed below.

Enforcement Actions

MTC staff are responsible for implementing OBAG 4 County Program requirements, including taking enforcement actions if sponsors fall out of compliance as detailed in **Table 2**. Staff will first delay or withhold funds and work with sponsors to address initial compliance issues. If necessary, staff will recommend Commission action to rescind and reprogram funds from sponsors with unresolved issues.

Table 2: OBAG 4 County Program Enforcement Actions

Enforcement Action	Policy Excerpt
Delay Funds	MTC will deprioritize county awards for inclusion in the Annual Obligation Plan (AOP) from sponsors with minor or initial compliance issues.
Withhold Funds	MTC will withhold or reverse TIP programming for county awards from sponsors with substantial and/or sustained compliance issues.
Rescind Funds	MTC will rescind and reprogram county awards from noncompliant sponsors that do not, or are unable to, develop a reasonable plan to comply and deliver funds within the OBAG 4 period.

The threshold for each enforcement action is detailed in **Table 3**. When compliance issues are identified for sponsors with existing projects, MTC staff will contact both the sponsor and the respective CTA.

- In the case of continuous requirements (Housing Element, State Housing Laws, Local Roadway Safety Plan, and PMP Certification), staff will request that the sponsor provide a plan to achieve compliance within the OBAG 4 period. Staff will recommend that the Commission rescind awards from sponsors that do not provide a reasonable plan within six months of this initial request.
- In the case of cyclical requirements (Annual Progress Report, LSR Survey, HPMS Traffic Count Data), staff will use the “three strikes” principle to recommend that the Commission rescind awards from sponsors that have not complied after three consecutive opportunities.

Table 3: Thresholds for OBAG 4 County Program Enforcement Actions

Requirement	Threshold to Delay Funds (Deprioritize in AOP)	Threshold to Withhold Funds (Remove from TIP)	Threshold to Rescind Funds (Rescind Grant Award)
Housing Element	Jurisdiction is out of compliance but MTC staff have reviewed and concurred with plan to comply within OBAG 4 period	Jurisdiction is out of compliance and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (<6 months from request)	Jurisdiction is out of compliance and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (>6 months from request)
Annual Progress Report	Jurisdiction did not submit APR for prior year	Jurisdiction did not submit APR for past two years	Jurisdiction did not submit APR for past three years
State Housing Laws	Jurisdiction has active HCD notice of violation but MTC staff have reviewed and concurred with plan to comply within OBAG 4 period	Jurisdiction has active HCD notice of violation and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (<6 months from request)	Jurisdiction has active HCD notice of violation and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (>6 months from request)
Local Roadway Safety Plan	Jurisdiction has outdated LRSP but MTC staff have reviewed and concurred with plan to comply within OBAG 4 period	Jurisdiction has outdated LRSP and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (<6 months from request)	Jurisdiction has outdated LRSP and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (>6 months from request)
PMP Certification	Jurisdiction has expired PMP certification but has applied for current PTAP cycle or committed to updates using local funds	Jurisdiction has expired PMP certification and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (<6 months from request)	Jurisdiction has expired PMP certification and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (>6 months from request)
LSR Survey	Jurisdiction did not participate in latest survey but staff have committed to responding in the next cycle	Jurisdiction did not participate in past two surveys	Jurisdiction did not participate in past three surveys
HPMS Traffic Count Data	Jurisdiction did not respond to the latest data request but staff have committed to responding in the next year	Jurisdiction did not respond to the last two data requests	Jurisdiction did not respond to the last three data requests

Requirement Applicability

The OBAG 4 County Program requirements detailed in this guidance apply primarily to jurisdiction sponsors with land use authority. Other eligible applicants, such as transit agencies, CTAs, and federally recognized Tribal governments are generally exempt from these requirements.

However, to ensure fair and consistent implementation of OBAG 4 policies, MTC staff will also apply these requirements to capital projects delivered on behalf of a local jurisdiction by another agency. Specifically, to receive or maintain funding, sponsors must ensure that all participating local jurisdictions comply with OBAG 4 County Program requirements for the following project types: capital projects sponsored by one jurisdiction but located substantially within another local jurisdiction or jurisdictions, non-transit capital projects sponsored by a transit agency in a local jurisdiction or jurisdictions, and capital projects sponsored by a CTA in a local jurisdiction or jurisdictions. Applicable project types are detailed in **Table 4**.

Table 4: Applicability of OBAG 4 County Program Requirements by Sponsor and Project Type

Sponsor Type	Project Type	Project Location	Requirements Applicability
Jurisdiction	Any	Within sponsor jurisdiction	Apply to sponsor jurisdiction
Jurisdiction	Capital (any phase)	Substantially outside sponsor jurisdiction (>10%)	Apply to all local jurisdictions with substantial project area
Transit Agency	Non-transit capital (any phase)	Local jurisdiction(s)	Apply to all local jurisdictions within project area
Transit Agency	Transit capital or non-infrastructure	Any	<i>Jurisdiction compliance requirements do not apply</i>
CTA	Capital (any phase)	Local jurisdiction(s)	Apply to all local jurisdictions within project area
CTA	Non-infrastructure	Any	<i>Jurisdiction compliance requirements do not apply</i>

Agencies applying for OBAG 4 County Program funds for capital projects on behalf of another jurisdiction or jurisdiction(s) as specified above must provide letters of support from each impacted jurisdiction in their application materials.

OBAG 4 County Program Compliance Status

County	Jurisdiction	Housing Element <i>Updated 02/2026</i>	Annual Progress Report <i>Updated 02/2026</i>	State Housing Laws <i>Updated 02/2026</i>	Local Roadway Safety Plan <i>Updated 01/2026</i>	PMP Certification <i>Updated 03/2026</i>	LSR Survey <i>Updated 06/2025</i>	HPMS Traffic Count Data <i>Updated 05/2025</i>	Overall Compliance <i>Updated 03/2026</i>
San Mateo	Atherton	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Belmont	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Brisbane	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Burlingame	Certified	Submitted 2024	No Violations Identified	Plan in Progress	Certified	Responded 2025	Responded 2024	Noncompliant
San Mateo	Colma	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Daly City	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	East Palo Alto	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	Foster City	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	Half Moon Bay	Not Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Noncompliant
San Mateo	Hillsborough	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Menlo Park	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	Millbrae	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	Pacifica	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Portola Valley	Certified	Submitted 2024	No Violations Identified	Current Plan (2025)	Expired	Responded 2025	No Response 2024	Noncompliant
San Mateo	Redwood City	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	San Bruno	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Expired	Responded 2025	Responded 2024	Noncompliant
San Mateo	San Carlos	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	San Mateo	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	No Response 2025	Responded 2024	Noncompliant
San Mateo	San Mateo County	Not Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Noncompliant
San Mateo	South San Francisco	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	Woodside	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Expired	Responded 2025	Responded 2024	Noncompliant

C/CAG AGENDA REPORT

Date: March 19, 2026

To: Congestion Management Program Technical Advisory Committee

From: Matt Petrofsky, Senior Program Specialist

Subject: Receive a presentation from San Mateo County Sustainability Department staff on the Methane Gas Cataloging project for equipment in municipal facilities.

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

RECOMMENDATION

That the Committee receives a presentation from San Mateo County Sustainability Department staff on the Methane Gas Cataloging project for equipment in municipal facilities.

FISCAL IMPACT

There is no financial impact at this time.

SOURCE OF FUNDS

N/A.

BACKGROUND

The San Mateo County Energy Watch (SMCEW) program, administered by the San Mateo County Sustainability Department, is conducting a countywide inventory of methane-powered equipment in cities and special districts. This effort will assist local agencies in identifying electrification opportunities, connecting with funding available through Peninsula Clean Energy (PCE) and other programs, and preparing for upcoming Bay Area Air District Zero NOx regulatory requirements.

At the Committee meeting, Alhad Dighe, Sustainability Specialist, and Sam Imrisek, Climate Corps Fellow, from the San Mateo County Sustainability Department will provide an overview of the program and inform members of what is required to complete their agencies municipal facilities inventories.

EQUITY IMPACTS AND CONSIDERATIONS

SMCEW's methane equipment cataloging efforts promote equitable outcomes by helping local jurisdictions (including smaller cities and special districts with limited capacity) access funding and technical support for electrification projects. This contributes to healthier, more resilient communities through improved air quality, reduced energy burdens, and lower greenhouse gas emissions.

ATTACHMENTS

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

1. Sustainability Department presentation on Methane Gas Cataloging.

C/CAG AGENDA REPORT

Date: March 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)

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) 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.

Current and Upcoming Funding Opportunities

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:

Milestone	Statewide ATP	Regional ATP
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 February 25, 2026
2. PMP Certification Status of Agencies within San Mateo County as of February 2026
3. Caltrans Lapsed Project End Dates as of March 1, 2026
4. Caltrans NOFO Updates as of February 27, 2026

Updated on 02/25/2026 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
5357012	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 02/10/2026	0424000246L	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	\$1,695,000.00	\$1,500,000.00	\$0.00	\$1,500,000.00
5171029	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 02/09/2026	0424000465L	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
5029024	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 02/19/2026	0400021045L	BPMP	04	SM	Redwood City	BRIDGE PARKWAY OVER MARINE WORLD LAGOON PREVENTATIVE MAINTENANCE	09/03/2024	4/13/2011	9/3/2024	9/3/2024	16	Y001,Q120	\$84,001.00	\$74,366.00	\$39,589.06	\$34,776.94
5029025	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 02/19/2026	0400021046L	BPMP	04	SM	Redwood City	BRIDGE PARKWAY(RIGHT) OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PARKWAY PREVENTATIVE MAINTENANCE	09/03/2024	4/13/2011	9/3/2024	9/3/2024	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.	0414000103L	BPMP	04	SM	Redwood City	MAIN ST, VETERANS BLVD, AND MAPLE ST OVER REDWOOD CREEK BRIDGE PREVENTATIVE MAINTENANCE	08/28/2019	3/21/2014	8/28/2019	8/28/2019	77	M240	\$26,250.00	\$23,239.00	\$4,519.81	\$18,719.19
6204125	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0413000206L	FERPL	04	SM	Caltrans District 04	ON US101 FROM 0.3 MILES NORTH OF SAN ANTONIO ROAD (SCL -PM 50.6) TO 0.3 MILES SOUTH OF GRAND AVENUE INTERCHANGE (SM-PM 21.8) US 101: INSTALL HOV/HOT LANE	07/02/2019	5/16/2017	7/2/2019	7/2/2019	78	RPS9,RPSo	\$20,999,258.82	\$9,547,698.97	\$9,547,074.22	\$624.75
5935064	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0413000030L	BPMP	04	SM	San Mateo County	VARIOUS BRIDGES IN SAN MATEO COUNTY: 35C0186, 35C0056,35C0054, 35C0052, 35C0064, 35C0118, 35C0187, 35C0119, 35C0053 BRIDGE PREVENTATIVE MAINTENANCE	06/20/2024	8/10/2018	6/20/2024	6/20/2024	19	Z001,1180	\$119,000.00	\$105,351.00	\$105,350.63	\$0.37
6204113	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0400000684L	CML	04	SM	Caltrans District 04	ON STATE ROUTE: 101. US 101 BROADWAY INTERCHANGE IN BURLINGAME RECONSTRUCT INTERCHANGE INCLUDE BIKE/PED FACILITY	01/24/2020	1/30/2014	1/24/2020	2/24/2022	72	M400	\$50,043,250.63	\$3,559,977.49	\$3,559,977.49	\$0.00

PMP CERTIFICATION LISTING

PMP Certification March 3, 2026

Expired		About to Expire			
Certified (including Pending & Extension)		P-TAP 26 Recipients			
<i>* "Last Major Inspection" is the basis for certification and is indicative of the date the field inspection was completed.</i>					
County	Jurisdiction	Last Major Inspection*	Certification Expiration Date	P-TAP Cycle	Status
Alameda	Alameda	10/31/22	10/31/25	26	Certified with Pending
Alameda	Albany	02/13/24	02/28/26	26	Certified with Pending
Alameda	Berkeley	11/30/24	11/30/26	25	Certified
Alameda	County of Alameda	11/28/22	11/30/25	26	Certified with Pending
Alameda	Dublin	10/01/23	10/31/26	24	Certified with Extension
Alameda	Emeryville	08/07/24	08/31/26	25	Certified
Alameda	Fremont	09/30/24	09/30/26	25	Certified
Alameda	Hayward	12/01/24	12/31/26	25	Certified
Alameda	Livermore	11/09/23	11/30/25	26	Certified with Pending
Alameda	Newark	02/01/24	02/28/27	24	Certified with Extension
Alameda	Oakland	12/11/24	12/31/26	25	Certified
Alameda	Piedmont	08/30/25	08/31/27	20	Certified
Alameda	Pleasanton	09/01/23	09/30/25	24	Expired
Alameda	San Leandro	12/01/23	12/31/25	24	Expired
Alameda	Union City	08/27/22	08/31/25	26	Certified with Pending
Contra Costa	Antioch	01/29/23	01/31/26	26	Certified with Pending
Contra Costa	Brentwood	12/31/22	12/31/25	23	Expired
Contra Costa	Clayton	11/01/24	11/30/26	25	Certified
Contra Costa	Concord	03/02/24	03/31/26	26	Certified with Pending
Contra Costa	Contra Costa County	11/01/23	11/30/25	26	Certified with Pending
Contra Costa	Danville	12/01/23	12/31/25	24	Expired
Contra Costa	El Cerrito	12/31/22	12/31/24	26	Certified with Pending
Contra Costa	Hercules	10/14/22	10/31/25	26	Certified with Pending
Contra Costa	Lafayette	11/01/24	11/30/26	25	Certified
Contra Costa	Martinez	12/01/24	12/31/26	25	Certified
Contra Costa	Moraga	11/02/23	11/30/25	26	Certified with Pending
Contra Costa	Oakley	08/31/23	08/31/25	24	Expired
Contra Costa	Orinda	10/01/24	10/31/26	25	Certified
Contra Costa	Pinole	10/01/23	10/31/25	24	Expired
Contra Costa	Pittsburg	11/01/24	11/30/26	26	Certified with Pending
Contra Costa	Pleasant Hill	12/01/24	12/31/26	25	Certified
Contra Costa	Richmond	11/30/23	11/30/25	26	Certified with Pending
Contra Costa	San Pablo	11/11/22	11/30/24	26	Certified with Pending
Contra Costa	San Ramon	09/06/24	09/31/2026	25	Certified
Contra Costa	Walnut Creek	12/11/24	12/31/26	25	Certified
Marin	Belvedere	07/26/23	07/31/25	24	Expired
Marin	Corte Madera	10/08/23	10/08/25	26	Certified with Pending
Marin	Fairfax	09/12/24	09/30/26	25	Certified
Marin	Larkspur	07/01/24	07/31/26	25	Certified
Marin	Marin County	12/01/23	12/31/25	26	Certified with Pending
Marin	Mill Valley	08/23/24	08/31/26	25	Certified
Marin	Novato	09/30/22	09/30/24	26	Certified with Pending
Marin	Ross	10/26/23	10/31/25	24	Expired
Marin	San Anselmo	10/17/18	04/30/22	26	Certified with Pending
Marin	San Rafael	12/26/22	12/31/25	26	Certified with Pending
Marin	Sausalito	09/07/22	09/30/25	26	Certified with Pending
Marin	Tiburon	09/12/24	09/30/26	25	Certified
Napa	American Canyon	08/31/22	08/31/25	26	Certified with Pending
Napa	Calistoga	07/14/21	03/31/25	26	Certified with Pending
Napa	Napa	02/01/25	02/28/27	25	Certified
Napa	Napa County	11/01/23	11/30/25	26	Certified with Pending
Napa	St. Helena	06/01/23	06/30/25	26	Certified with Pending
Napa	Yountville	09/15/24	09/30/26	25	Certified
San Francisco	San Francisco	03/27/25	03/31/27	26	Certified
San Mateo	Atherton	07/26/24	07/31/26	25	Certified

San Mateo	Belmont	10/30/24	10/31/26	25	Certified
San Mateo	Brisbane	09/12/24	09/30/26	25	Certified
San Mateo	Burlingame	10/01/24	10/31/26	25	Certified
San Mateo	Colma	10/01/24	10/31/26	25	Certified
San Mateo	Daly City	11/02/22	11/30/25	26	Certified with Pending
San Mateo	East Palo Alto	09/26/23	09/30/25	26	Certified with Pending
San Mateo	Foster City	02/07/24	02/28/26	26	Certified with Pending
San Mateo	Half Moon Bay	12/01/24	12/31/26	25	Certified
San Mateo	Hillsborough	12/01/24	12/31/26	25	Certified
San Mateo	Menlo Park	12/17/22	12/31/25	26	Certified with Pending
San Mateo	Millbrae	11/15/22	11/30/25	26	Certified with Pending
San Mateo	Pacifica	12/01/24	12/31/26	25	Certified
San Mateo	Portola Valley	11/01/23	11/30/25	24	Expired
San Mateo	Redwood City	12/01/24	12/21/26	25	Certified
San Mateo	San Bruno	11/01/23	11/30/25	24	Expired
San Mateo	San Carlos	07/31/22	07/31/25	26	Certified with Pending
San Mateo	San Mateo	01/01/24	01/31/26	26	Certified with Pending
San Mateo	San Mateo County	12/31/22	12/31/24	26	Certified with Pending
San Mateo	South San Francisco	10/17/23	10/31/25	26	Certified with Pending
San Mateo	Woodside	02/07/24	02/28/26	24	Expired
Santa Clara	Campbell	08/01/23	08/31/25	26	Certified with Pending
Santa Clara	Cupertino	12/01/24	12/31/26	25	Certified
Santa Clara	Gilroy	01/31/23	01/31/26	26	Certified with Pending
Santa Clara	Los Altos	09/20/22	09/30/24	26	Certified with Pending
Santa Clara	Los Altos Hills	10/01/24	10/31/26	25	Certified
Santa Clara	Los Gatos	08/24/24	08/31/26	25	Certified
Santa Clara	Milpitas	09/01/23	09/30/25	26	Certified with Pending
Santa Clara	Monte Sereno	08/08/24	08/31/26	26	Certified with Pending
Santa Clara	Morgan Hill	12/01/24	12/31/26	25	Certified
Santa Clara	Mountain View	01/31/24	01/31/26	24	Expired
Santa Clara	Palo Alto	12/18/23	12/31/25	24	Expired
Santa Clara	San Jose	12/31/23	12/31/25	26	Certified with Pending
Santa Clara	Santa Clara City	12/16/23	12/31/25	24	Expired
Santa Clara	Santa Clara County	01/16/24	12/31/26	25	Certified with Extension
Santa Clara	Saratoga	10/25/22	10/31/25	26	Certified with Pending
Santa Clara	Sunnyvale	11/30/23	11/30/25	26	Certified with Pending
Solano	Benicia	09/01/23	09/30/25	26	Certified with Pending
Solano	Dixon	07/31/23	07/31/25	26	Certified with Pending
Solano	Fairfield	11/01/23	11/30/25	26	Certified with Pending
Solano	Rio Vista	11/17/24	11/30/26	25	Certified
Solano	Solano County	10/31/25	10/31/27	19	Certified with Extension
Solano	Suisun City	10/01/23	10/31/25	26	Certified with Pending
Solano	Vacaville	02/01/25	02/28/27	26*	Certified with Pending
Solano	Vallejo	02/01/25	02/28/27	25	Certified
Sonoma	Cloverdale	08/07/24	08/31/26	25	Certified
Sonoma	Cotati	07/01/23	07/31/25	26	Certified with Pending
Sonoma	Healdsburg	11/30/24	11/30/26	25	Certified
Sonoma	Petaluma	07/01/19	08/01/21	26	Certified with Pending
Sonoma	Rohnert Park	11/03/23	11/30/25	26	Certified with Pending
Sonoma	Santa Rosa	06/20/24	06/30/26	26	Certified with Pending
Sonoma	Sebastopol	10/29/24	10/31/26	25	Certified
Sonoma	Sonoma City	06/30/23	06/30/25	26	Certified with Pending
Sonoma	Sonoma County	02/01/25	02/28/27	26	Certified with Pending
Sonoma	Windsor	09/15/23	09/30/25	26	Certified with Pending
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Project End Date Reporting

Last Updated: 3/2/2026

*** Submit PED extension requests at least one month prior to expiration to account for processing times and reduce nonparticipating gaps ***

Project Number xxxx(xxx)	Prefix	Responsible Agency	Agency's Portfolio with Lapses (%)	PE Auth "Other" (NI/Studies)	PE Auth	RW Auth	CON Auth	Monitoring Class	Approved PED (* Legacy)	PED Expires (Months)	PED by Expiration (Based on current PED)	Current SEQ #	Current FADS SEQ Status	Pending PED Change	Lapse Occurrences	Lapse Action by SEQ # (WR) or (NP)	FHWA Approves Waiver Request	Nonparticipating PED Lapses (Adjusted for Waiver Approvals)	AMS Adv ID (* Multi Adv IDs)	AMS Adv Acct Codes	FMIS Status
5935(064)	BPMP	San Mateo County	50.0%		08/10/18				10/31/22 *	-41	● 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 *	-24	● 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	-12	● 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	-9	● 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	-2	● 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	-2	● PED Expired	1	Approv		1			SEQ# 1(1/1/2026 to Present)	0422000475		ACTIVE
5299(019)	CML	Millbrae	0.0%				03/11/24		05/31/26	3	● PED 3 to < 6 mos	1	Approv						0423000060		ACTIVE
5029(025)	BPMP	Redwood City	40.0%		04/13/11				07/31/26	5	● PED 3 to < 6 mos	2	Approv						0400021046	2W	ACTIVE
5029(024)	BPMP	Redwood City	40.0%		04/13/11				07/31/26	5	● PED 3 to < 6 mos	2	Approv						0400021045	2W	ACTIVE
5350(026)	STPL	Pacifica	0.0%				05/13/24		09/30/26	7	◆ PED 6+ mos	1	Approv						0424000038		ACTIVE
5171(029)	STPL	Burlingame	0.0%		08/02/24				12/01/26	9	◆ PED 6+ mos	1	Approv						0424000465		ACTIVE
5177(040)	CML	South San Francisco	66.7%		01/04/19		09/09/22		12/31/26	10	◆ 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	10	◆ PED 6+ mos	1	Approv						0425000265		ACTIVE
5350(027)	CPFL	Pacifica	0.0%		12/03/25				04/30/27	14	◆ PED 6+ mos	1	Approv						0425000388		ACTIVE
5935(094)	HSIPL	San Mateo County	50.0%		11/28/25				07/31/27	17	◆ PED 6+ mos	1	Approv						0426000084		ACTIVE
5177(039)	BPMP	South San Francisco	66.7%		11/19/19		02/26/26		09/09/27	18	◆ PED 6+ mos	4	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	19	◆ PED 6+ mos	1	Approv						0424000246		ACTIVE
1517(205)	ACON-ER	Brisbane	0.0%		12/20/24		11/20/25		10/30/27	20	◆ PED 6+ mos	2	Approv						0424000362		ACTIVE
5333(020)	CPFL	Woodside	0.0%				09/02/25		12/31/27	22	◆ PED 6+ mos	1	Approv						0425000341		ACTIVE
5261(011)	CPFL	Atherton	0.0%		09/05/24		08/15/25		12/31/27	22	◆ PED 6+ mos	3	Approv						0424000048		ACTIVE
5177(049)	BRLS	South San Francisco	66.7%		02/27/24				03/26/28	25	◆ 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	28	◆ PED 6+ mos	2	Pend HQ	No change					0423000222		ACTIVE
5102(049)	BRLS	San Mateo	100.0%		06/09/18		08/22/25		06/30/29	40	◆ PED 6+ mos	5	Approv		1			SEQ# 1(8/6/2020 to 5/6/2021)	0417000373	2W	ACTIVE

BACTA Executive Directors Roundtable Friday, 2/27/2026

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](#)
- ~~**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:**
 - 2026 SB 1 SCCP/TCEP/LPP Programs
 - Virtual Office Hours between February and May 2026. Register [here](#).
 - Workforce Development Workshop on 3/26/26 at 2pm. Register [here](#).
 - SCCP & TCEP Caltrans nomination schedule
 - Program Fit/Draft CAPTI Scorecards release 3/4/26, followed by 1:1 scorecard discussion with HQ and project teams in March 2026
 - 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
 - Active Transportation Program (ATP)
 - ATP Guidelines release: ~ March 2026
- **Energize Megawatt Charging System**– [Application Portal](#)
 - Closing date 2/26/2026
- **California Ocean Protection Council SB 1 Grant Program** – [Info](#)
 - Track 1: proposal deadlines 3/20/26, 6/26/26, 9/11/26
 - Track 2: selected applicants invited to submit full proposal 3/20/26; full proposal due 6/5/26
 - Tribal Cultural Resources Funding Program: Full proposal due 4/16/26
- **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
- **Transit and Intercity Rail Capital Program (TIRCP) Cycle 8 2026** - [Info](#)
 - Closing date 5/14/26

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 IJA Bi-Weekly Newsletter) for upcoming information:
 - [Sign up to Stay in Touch! \(constantcontactpages.com\)](#)

District 4 Resources

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