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Congestion Management & Environmental Quality (CMEQ) Committee

<p>Date: Monday March 30, 2026</p> <p>Time: 3:00 p.m.</p> <p>Location: San Mateo City Hall Conference Room C 300 W. 20TH Ave San Mateo, CA 94403</p> <p>Remote 2405 Kalaniana'ole Ave -PH 11, Hilo, HI 96720</p>	<p>Join by Zoom Webinar: https://us02web.zoom.us/j/85493793604?pwd=tcTrlSSJW6SCeNds111hiVaamiTfO1.1</p> <p>Join By Phone: +1 669 900 6833</p> <p>Zoom Webinar ID: 854 9379 3604</p> <p>Passcode: 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.

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 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.	Information (Lacap)	No Materials
4.	Approval of minutes of February 23, 2026 CMEQ Meeting.	Action (Papan)	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 and appoint two Committee members to the evaluation panel.	Action (Lacap)	Pages 9-22



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|----|---|------------------------------|--------------|
| 7. | Receive a presentation on San Mateo County population trends and Plan Bay Area 2050+ regional growth projections. | Information
(Lacap) | Pages 23-36 |
| 8. | Executive Director Report | Information
(Charpentier) | No Materials |
| 9. | Adjournment and establishment of next meeting date:
March 30, 2026 | Action
(Papan) | No 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.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG CMEQ Committee members, made publicly available on the C/CAG website along with the agenda. We cannot guarantee that emails received less than 2 hours before the meeting will be read during the meeting, but such emails will be included in the administrative record of the meeting.

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

In-person participation:

If you wish to speak to the C/CAG CMEQ, please fill out a speaker’s slip placed by the entrance of the meeting room. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to the C/CAG staff who will distribute the



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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

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

**MINUTES
MEETING OF FEBRUARY 23, 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 met with 8 voting members present. Member Hedges participated remotely via Brown Act but did not count towards quorum as his location was outside of the County jurisdiction. Member Dinan arrived after roll call.

2. Public comment on items not on the agenda

No public comment

3. Issues from February 12, 2025 C/CAG Board meeting. (Information)

Jeff Lacap, C/CAG Program Director, noted that the C/CAG Board received updates on the following items:

- Approval of the latest population data from Department of Finance for calculation of member contributions and administrative related items
- Receipt of executed contract with Transpo Group for professional services to prepare a \$6M BUILD application.
- Received presentation on the upcoming Cycle 4 of the One Bay Area Grant (OBAG 4) County & Local Program, and the FY2026–2028 Transportation Development Act (TDA) Article 3 Program Calls for Projects

Chair Papan asked about the status of the latest population data. C/CAG Executive Director Sean Charpentier responded that population data is updated annually. He noted that the underlying planning document, Plan Bay Area, has revised its growth projections downward to reflect trends that have become more apparent since COVID.

Member Brown requested that staff provide an update on the trend line from the Department of Finance population data estimates.

4. Approval of minutes of January 26, 2026 Meeting (Action)

Motion to approve Minutes of the January 26, 2025 CMEQ Meeting. Holland/Hedges. Papan, Brown, Venkatesh, Jimenez, Miles-Holland, McCune, Dinan, Carter, Hedges. *Motion Passes 8-0 (by all members present)*

Member Dinan joined the meeting.

Member Papan requested that staff send a letter to Committee members who have missed three or more committee meetings.

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

Matt Petrofsky, C/CAG staff presented on the Fiscal Year 2026/27 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund.

Chair Papan asked about the Commute.org–BART Shuttle project, which is recommended to receive \$60K in estimated TFCA funding. She noted that some stations may potentially close and asked whether that would affect the funding. Matt replied that if shuttle closures occur, routes would be adjusted accordingly. He added that while a few shuttles were discontinued last year, ridership on the remaining routes had increased.

Chair Papan asked whether TFCA funding has been used for Safe Routes to School projects. Sean responded that TFCA funding has been used only for eligible Safe Routes projects. Sean also added that staff are considering folding TFCA FYE27 funds into the OBAG 4 call for projects.

Member Brown asked what studies have been conducted to measure how much biking is used for commuting versus recreation purposes. He noted that, in Woodside, bicycle lanes appear to be used primarily for recreation rather than commuting and said this distinction should be measurable. Matt responded that he is not aware of any studies that directly address this question. However, he explained that decisions about infrastructure and its placement are guided by the TFCA program criteria, and that cost-effectiveness is calculated using ADT (average daily vehicle trips). While this is not a one-to-one comparison, ADT also does not distinguish between commuter or recreational driving travel. Sean added that when the C/CAG Bike and Pedestrian Plan is updated, a more detailed breakdown of these statistics can be provided. He also noted that bike lanes in hillside communities tend to be used more for recreation, whereas those in Bayside communities are more often used for commuting. Sean also added that Silicone Valley Bicycle Coalition typically conducts surveys to assess bicycle usage.

Member Miles-Holland inquired if we track bike usage as it connects to public transit usage. Member Fromson responded that Caltrain reports on the number bikers using Caltrain and the percentage of ridership that take bikes onto the train and she would be happy to share that information.

Member Venkatesh asked whether the \$4 fee that funds the TFCA relates to VRF. Sean clarified that the funds are from Bay Area Air District and are not related.

Member Hedges shared that the percentage of bike share in Central Peninsula is about 1%. He stressed the importance of more protected bicycle infrastructure, especially for promoting safety near schools.

Member Jimenez asked about the availability of TFCA funds and whether Foster City would be eligible to apply for electrification projects. Sean responded that the TFCA program typically has about \$400K available for electrification projects after funding the Commute.org Shuttle program. He added that the \$420K may be combined with the *other projects to be determined (bikeway and bike parking specific)* \$1.7 million to support OBAG Active Transportation projects.

Motion to approve the Fiscal Year 2026/27 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund. Venkatesh/Jimenez. Papan, Brown, Venkatesh, Jimenez, Miles-Holland, McCune, Dinan, Carter, Hedges. Motion Passes 9-0.

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

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

Member Dinan asked whether evaluation panel members would need to recuse themselves when applying for the grant program. Jeff responded that the process is being modeled after the State's ATP program, where a subset of applications is assigned to each panel member, and efforts are made to avoid assigning reviewers applications from their own jurisdictions.

Chair Papan asked whether this portion of the OBAG funding is automatic. Sean responded that the County and Local Program distribution provided through funding targets, noting that MTC does not allow federal transportation funds to be sub-allocated by formula.

Committee members provided comments and questions only. No formal action was needed.

7. Executive Director Report (Information)

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

- Coastal Resiliency earmark was included in the Omnibus budget that was approved, so \$1.2 to start emergency planning on the coast, thanks to Congressman Liccardo.
- The stormwater team received half a million dollars in Clean California grant to work on trash capture and trash and litter prevent pickup and prevention, primarily along the El Camino corridor with Climate-Resilient Communities and the San Jose Conservation Corps.
- Upcoming Grant Applications for Submission:
 - \$6 M in Build Grant Application

- \$2.3 M in Stormwater projects including construction of Fordham Avenue in East Palo Alto.
 - \$500K for two school greening projects in Daly City
 - \$1.5M to begin the green infrastructure planning and sustainable street planning on Grand Ave in South San Francisco
- \$1M One Watershed Strategic Plan, which is the next vision of green infrastructure projects, because we're working our way through the ones in the prior plan.
- \$3 million application to the state to help some of our member agencies clean up PCBs and meet that regulatory component of the regional permit.

8. Member comments and announcements (Information)

Chair Papan provided an update on MTC's upcoming Transit Oriented Communities meeting. They have an ad hoc committee providing two proposals for jurisdictions without their housing elements certified.

9. Adjournment and establishment of next meeting date

The meeting adjourned at 4:15 p.m. The next regular meeting is scheduled for March 30, 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	X										
Tom McCune (Belmont City Council Member)	Elected Official	X	X										
Mark Dinan (East Palo Alto Council Member)	Elected Official	X	X										
Stacy Jimenez (Foster City Council Member)	Elected Official	X	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		X										
Bob Nguyen (Millbrae Council Member)	Elected Official												
Vacant (Council Member)	Elected Official												
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)	X	X										
Mollie Carter	Environmental Community	X	X										
Richard Hedges	Public Member	X	Brown Act										
Vacant	Business Community												
Deborah Penrose	Agencies with Transportation Interests	AB 2449											
Peter Ratto	San Mateo County Transit District (SamTrans)	X	X										
Pamela Herhold	Bay Area Rapid Transit (BART)	X											
Casey Fromson	Peninsula Corridor Joint Powers Board (Caltrain)	X	X										

R - Remote attendance

Blank- Absent

Brown Act - Remote attendance via Publicly Accessible Teleconference Location

X - In person attendance

AB 2449 – Remote attendance via AB 2449

In-Person: Sean Charpentier, Eva Gaye, Jeff Lacap

C/CAG AGENDA REPORT

Date: March 30, 2026

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

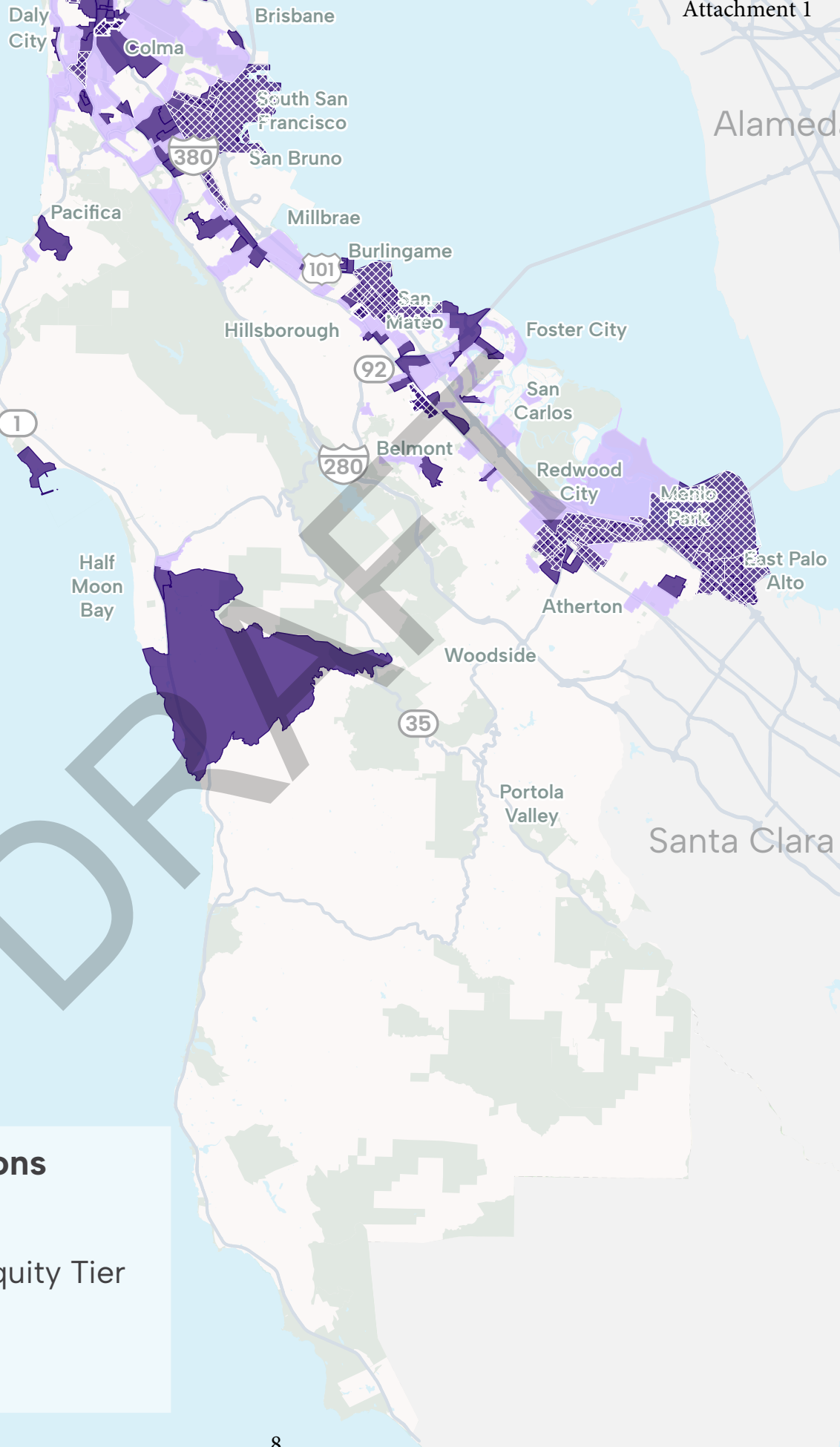
To address this, staff developed a unified, countywide equity definition that C/CAG and its partner agencies can use consistently across planning efforts and project prioritization processes. At the meeting, staff will present the proposed methodology including the four variables used (people of color, 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 30, 2026

To: C/CAG Congestion Management and Environmental Quality (CMEQ) 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 and appoint two Committee members to the evaluation panel.

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

RECOMMENDATION

That the C/CAG Congestion Management and Environmental Quality (CMEQ) Committee reviews and recommends approval of the proposed process and framework for the Bay Area Grant Cycle 4 (OBAG 4) County & Local Program and appoint two Committee members to the evaluation panel.

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 Contribution

Staff propose the following contribution 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 contribution for projects wholly or mostly within the proposed Tier 2 C/CAG Equity Focus Areas
- 20% local contribution 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
September 2026	Present recommendations to C/CAG Committees (CMP TAC, CMEQ, and BPAC)
October 2026	Project nomination list approved by the C/CAG Board and submitted 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 Congestion Management and Environmental Quality (CMEQ) 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. Staff also request that the committee appoint two members to the evaluation panel.

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 30, 2026

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

From: Jeff Lacap, Program Director

Subject: Receive a presentation on San Mateo County population trends and Plan Bay Area 2050+ regional growth projections.

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

RECOMMENDATION

That the C/CAG CMEQ Committee receive a presentation on San Mateo County population trends and Plan Bay Area 2050+ Growth Projections.

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

N/A

BACKGROUND***San Mateo County Population Trends***

The C/CAG Joint Powers Agreement authorizes the C/CAG Board to adopt the most recent population data to be used in C/CAG programs. The latest population data available is dated January 1, 2025, which was released by the California Department of Finance (DOF) on May 1, 2025. C/CAG uses the information to determine member agency contributions, special voting procedures, and other C/CAG programs.

San Mateo County's total population declined from a pre-pandemic baseline of 774,485 (2019) to a low of 737,644 in 2023. The countywide population began to climb back, with the county reaching 748,337 residents by January 2025, still 26,148 residents (-3.4%) below the 2019 baseline. Key findings include:

- Burlingame (+4.1%), Belmont (+3.8%), and Millbrae (+0.04%) are the jurisdictions that have met or exceeded their pre-pandemic baseline.
- Daly City (-6.4%), Menlo Park (-6.9%), Half Moon Bay (-10.5%), and Redwood City (-3.8%) show the largest changes compared to 2019.
- The three largest cities, San Mateo (104,315), Daly City (102,155), and Redwood City (82,073), account for approximately 38% of the county's 2025 population.

Table 1 details population data estimates per jurisdiction from 2019 to 2025. Table 2 details the net change between the latest available population data and pre-pandemic estimates.

Table 1: San Mateo County Population Estimates by Jurisdiction, 2019–2025

City / Unincorporated Area	2019	2020	2021	2022	2023	2024	2025
Total San Mateo County	774,485	773,244	765,245	744,662	737,644	741,565	748,337
Atherton	7,070	7,031	6,896	6,718	6,678	6,976	7,007
Belmont	27,174	26,813	26,470	27,203	26,793	26,931	28,206
Brisbane	4,691	4,633	4,579	4,721	4,648	4,661	4,676
Burlingame	30,317	30,118	29,746	30,283	30,136	30,513	31,552
Colma	1,512	1,729	1,659	1,370	1,359	1,410	1,411
Daly City	109,122	109,142	108,599	102,875	101,471	101,458	102,155
East Palo Alto	30,499	30,794	30,350	28,963	28,586	29,078	29,133
Foster City	33,693	33,033	32,842	33,056	32,703	32,581	32,658
Half Moon Bay	12,631	12,431	12,309	11,308	11,226	11,238	11,303
Hillsborough	11,769	11,418	11,391	11,018	10,962	11,116	11,254
Menlo Park	35,790	35,254	34,825	33,034	32,478	33,140	33,311
Millbrae	23,154	22,832	22,509	22,512	22,487	23,093	23,164
Pacifica	38,674	38,331	37,890	37,533	37,082	37,062	37,217
Portola Valley	4,659	4,607	4,560	4,289	4,247	4,249	4,285
Redwood City	85,319	86,754	85,182	82,344	81,495	81,863	82,073
San Bruno	45,257	45,454	44,936	42,656	42,054	42,152	42,631
San Carlos	29,864	30,145	29,814	29,837	29,496	29,420	29,535
San Mateo	104,570	103,087	103,045	103,779	103,318	103,352	104,315
South San Francisco	67,078	67,879	67,135	64,492	64,323	64,601	65,397
Woodside	5,615	5,676	5,628	5,212	5,128	5,133	5,206
Unincorporated San Mateo County	66,027	66,083	64,880	61,459	60,974	61,538	61,848

**Source: California Department of Finance*

Table 2: Net Change: 2019 Pre-Pandemic Baseline vs. 2025

City / Unincorporated Area	2019 (Pre-Pandemic)	2025	Change (#)	Change (%)
Total San Mateo County	774,485	748,337	-26,148	-3.4%
Atherton	7,070	7,007	-63	-0.9%
Belmont	27,174	28,206	+1,032	+3.8%
Brisbane	4,691	4,676	-15	-0.3%
Burlingame	30,317	31,552	+1,235	+4.1%
Colma	1,512	1,411	-101	-6.7%
Daly City	109,122	102,155	-6,967	-6.4%
East Palo Alto	30,499	29,133	-1,366	-4.5%
Foster City	33,693	32,658	-1,035	-3.1%
Half Moon Bay	12,631	11,303	-1,328	-10.5%
Hillsborough	11,769	11,254	-515	-4.4%
Menlo Park	35,790	33,311	-2,479	-6.9%
Millbrae	23,154	23,164	+10	+0.0%
Pacifica	38,674	37,217	-1,457	-3.8%
Portola Valley	4,659	4,285	-374	-8.0%
Redwood City	85,319	82,073	-3,246	-3.8%
San Bruno	45,257	42,631	-2,626	-5.8%
San Carlos	29,864	29,535	-329	-1.1%
San Mateo	104,570	104,315	-255	-0.2%
South San Francisco	67,078	65,397	-1,681	-2.5%
Woodside	5,615	5,206	-409	-7.3%
Unincorporated San Mateo County	66,027	61,848	-4,179	-6.3%

**Source: California Department of Finance*

Plan Bay Area 2050+ Growth Projections

Plan Bay Area (PBA) 2050+ is the Bay Area’s long-range regional plan, developed by the Metropolitan Transportation Commission (MTC) and slated to be adopted in March 2026. It is a focused update to Plan Bay Area 2050 (October 2021), incorporating post-pandemic work-from-home trends, revised transit network strategies, and updated financial assumptions. The plan projects regional growth in households and jobs through 2050 and establishes growth geographies, primarily along transit corridors, to guide where future housing and employment growth will be focused. PBA 2050+ also serves as the planning basis for transportation investment and housing policy for the nine-county Bay Area.

Plan Bay Area projections are published at the county and sub-county level; it should be noted that PBA 2050+ has no influence on the Regional Housing Need Determination (RHND) for RHNA cycles (Regional Housing Needs Allocation). Under Plan Bay Area 2050+, San Mateo County is projected to

accommodate 11% of the Bay Area’s total household growth and 13% of total job growth between 2023 and 2050. Both household and job growth are expected to concentrate along the BART and Caltrain rail corridors in the northern and central portions of the county.

Table 3. San Mateo County Household and Job Projections, 2023–2050 (County Level)

Metric	2023 Baseline	2050 Projected	Growth (%)	Growth (%)
Total Households	288,000	394,000	+106,000	+37%
Total Jobs	416,000	593,000	+177,000	+43%

**Source: Plan Bay Area 2050+ Draft Blueprint Growth Pattern by County, October 2025*

Table 4. San Mateo County Household and Job Projections, 2023–2050

Sub-County Location	Households 2023	Households 2050	Household Change (%)	Jobs 2023	Jobs 2050	Jobs Change (%)
North San Mateo County	105,000	167,000	+59%	135,000	215,000	+59%
Central San Mateo County	95,000	115,000	+21%	116,000	146,000	+27%
South San Mateo County	88,000	113,000	+29%	165,000	231,000	+40%
County Total	288,000	394,000	+37%	416,000	593,000	+43%

**Source: Plan Bay Area 2050+ Draft Blueprint Growth Pattern, October 2025*

The population estimates from the DOF and the Plan Bay Area 2050+ regional growth projections serve distinct purposes in transportation planning. The DOF data captures where residents currently live and provides baseline information to measure trends. The Plan Bay Area 2050+ projections show where households and jobs are expected to grow over the next 25 years, which helps jurisdictions identify where infrastructure will be needed in the future.

EQUITY IMPACTS AND CONSIDERATIONS

Plan Bay Area 2050+ advances equity in San Mateo County by targeting investments in transit, housing, jobs, and climate resilience for underserved communities. MTC and ABAG’s outreach and integrated planning ensure regional growth is inclusive, measurable, and benefits all residents.

ATTACHMENTS

1. Plan Bay Area 2050+ Regional Growth Forecast



5. Growth Pattern

Final Blueprint Development Pattern
at the County and Sub-County Levels

The tables and maps in this section summarize the regional, county and sub-county growth pattern for households and jobs in the Plan Bay Area 2050+ Final Blueprint.

Key Definitions in Growth Pattern Tables and Maps

2023: Refers to simulated 2023 conditions, which were calibrated to closely match on-the-ground conditions.

2050: Reflects simulated 2050 outcomes if population and job growth continue according to the Plan Bay Area 2050+ Regional Growth Forecast and Final Blueprint strategies are implemented.

Working-from-home share (2050): The share of employed residents within an area that would work from home on a typical weekday, based on simulated 2050 conditions.

Working-in-person share (2050): The share of workers employed within an area (based on employer location) that would work in-person on a typical weekday, based on simulated 2050 conditions.

Growth: Total change (e.g., in households or jobs) between 2023 and 2050 figures for a county or superdistrict.

Jobs by employer location: Number of jobs based on the physical location of an employer. This measure does not reflect whether a job will be performed fully or partially remotely on a typical day.

Percent growth: Percentage change (e.g., in households or jobs) between 2023 and 2050 for a county or superdistrict

Share of regional growth: Percentage of regionwide change accounted for by change in a county or superdistrict. Calculated by dividing growth for a county or superdistrict by regionwide growth.

Superdistrict: The nine-county Bay Area is divided into 34 sub-county areas, called “superdistricts.” Superdistricts are combinations of cities, towns and unincorporated areas that provide a more localized view of the growth pattern in the Final Blueprint.

Final Blueprint Growth Pattern

Data tables below summarize the regional, county and sub-county growth pattern for households and jobs for the Plan Bay Area 2050+ Final Blueprint. To capture the regional variation in post-pandemic work patterns, the ranges of “working- from-home share” and of “working-in-person share” are included.

NOTE: Numbers may not sum due to rounding.

Projected Households, by County

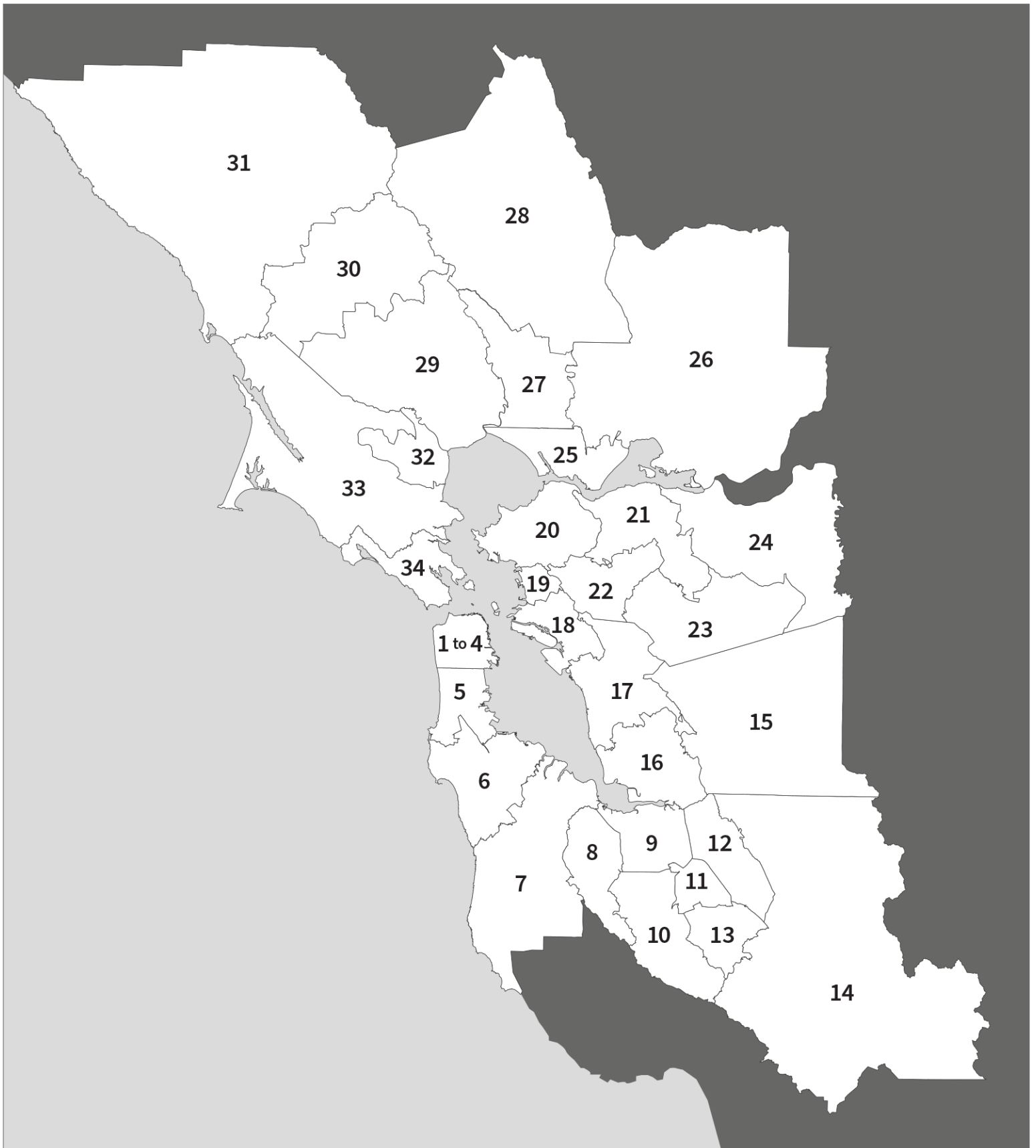
County	2023	2050	Growth	Percent Growth	Share of Regional Growth	Working-from-home Share (2050)
Alameda	603,000	840,000	237,000	39%	25%	25-28%
Contra Costa	403,000	492,000	89,000	22%	9%	25-28%
Marin	108,000	131,000	23,000	22%	2%	20-24%
Napa	51,000	56,000	5,000	11%	1%	16-19%
San Francisco	407,000	579,000	172,000	42%	18%	>28%
San Mateo	288,000	394,000	106,000	37%	11%	25-28%
Santa Clara	662,000	935,000	273,000	41%	29%	25-28%
Solano	146,000	153,000	7,000	5%	1%	16-19%
Sonoma	189,000	214,000	25,000	13%	3%	<16%
Region	2,857,000	3,794,000	937,000	33%	100%	25-28%

Projected Jobs by Employer Location, by County

County	2023	2050	Growth	Percent Growth	Share of Regional Growth	Working-in-person Share (2050)
Alameda	896,000	1,109,000	212,000	24%	16%	55-59%
Contra Costa	414,000	526,000	112,000	27%	8%	55-59%
Marin	126,000	126,000	-	0%	0%	60-63%
Napa	67,000	72,000	5,000	8%	0%	55-59%
San Francisco	740,000	960,000	220,000	30%	16%	55-59%
San Mateo	416,000	593,000	177,000	43%	13%	60-63%
Santa Clara	1,100,000	1,621,000	520,000	47%	39%	60-63%
Solano	126,000	160,000	33,000	26%	2%	60-63%
Sonoma	216,000	268,000	53,000	24%	4%	>63%
Region	4,101,000	5,434,000	1,333,000	32%	100%	55-59%

Final Blueprint Growth Pattern

Regional Map – Superdistricts



Super-District	County	Superdistrict Name	Primary Jurisdictions included in Superdistrict
1 to 4	San Francisco	San Francisco County (Combined)	San Francisco
5	San Mateo	North San Mateo County	Brisbane, Colma, Daly City, Pacifica, South San Francisco, Millbrae, San Bruno, Burlingame (partial)
6	San Mateo	Central San Mateo County	Half Moon Bay, Hillsborough, San Mateo, Foster City, Belmont, Burlingame (partial)
7	San Mateo	South San Mateo County	Atherton, Menlo Park, Redwood City, Woodside, East Palo Alto, Portola Valley, San Carlos
8	Santa Clara	Northwest Santa Clara County	Los Altos Hills, Los Altos, Palo Alto (partial), Mountain View (partial)
9	Santa Clara	North Santa Clara County	Sunnyvale, Santa Clara (partial), Mountain View (partial), Milpitas (partial), San Jose (partial), Palo Alto (partial)
10	Santa Clara	West Santa Clara County	Los Gatos, Monte Sereno, Saratoga, Cupertino, Campbell (partial), Santa Clara (partial)
11	Santa Clara	Central Santa Clara County	Campbell (partial), San Jose (partial)
12	Santa Clara	East Santa Clara County	Milpitas (partial), San Jose (partial)
13	Santa Clara	Central South Santa Clara County	San Jose (partial)
14	Santa Clara	South Santa Clara County	Gilroy, Morgan Hill, San Jose (partial)
15	Alameda	East Alameda County	Dublin, Livermore, Pleasanton
16	Alameda	South Alameda County	Newark, Fremont, Union City
17	Alameda	Central Alameda County	San Leandro, Hayward
18	Alameda	North Alameda County	Alameda, Piedmont, Oakland
19	Alameda	Northwest Alameda County	Albany, Berkeley, Emeryville
20	Contra Costa	West Contra Costa County	El Cerrito, Hercules, Pinole, Richmond, San Pablo
21	Contra Costa	North Contra Costa County	Clayton, Pleasant Hill, Concord, Martinez, Lafayette (partial), Pittsburg (partial)
22	Contra Costa	Central Contra Costa County	Moraga, Orinda, Walnut Creek (partial), Lafayette (partial)
23	Contra Costa	South Contra Costa County	Danville, San Ramon, Walnut Creek (partial)
24	Contra Costa	East Contra Costa County	Antioch, Brentwood, Oakley, Pittsburg (partial)
25	Solano	South Solano County	Benicia, Vallejo
26	Solano	North Solano County	Dixon, Fairfield, Rio Vista, Suisun City, Vacaville
27	Napa	South Napa County	American Canyon, Napa
28	Napa	North Napa County	Calistoga, St. Helena, Yountville
29	Sonoma	South Sonoma County	Cotati, Petaluma, Sonoma, Rohnert Park
30	Sonoma	Central Sonoma County	Santa Rosa, Sebastopol
31	Sonoma	North Sonoma County	Cloverdale, Healdsburg, Windsor
32	Marin	North Marin County	Novato
33	Marin	Central Marin County	Fairfax, San Anselmo, San Rafael, Ross
34	Marin	South Marin County	Belvedere, Corte Madera, Mill Valley, Sausalito, Tiburon, Larkspur

Unincorporated areas included in most superdistricts outside San Francisco. Small overlap zones, representing less than 10% of any city's size, are not shown for clarity.

Final Blueprint Growth Pattern

Projected Households, by Superdistrict

NOTE: Numbers may not sum due to rounding.

County	Super-district	Superdistrict Name	2023	2050	Growth	Percent Growth	Share of Regional Growth	Working-from-home Share (2050)
San Francisco	1 to 4	San Francisco County (Combined)	407,000	579,000	172,000	42%	18%	>28%
San Mateo	5	North San Mateo County	105,000	167,000	62,000	59%	7%	>28%
	6	Central San Mateo County	95,000	115,000	20,000	21%	2%	25-28%
	7	South San Mateo County	88,000	113,000	25,000	29%	3%	25-28%
Santa Clara	8	Northwest Santa Clara County	77,000	103,000	26,000	34%	3%	20-24%
	9	North Santa Clara County	123,000	215,000	93,000	75%	10%	20-24%
	10	West Santa Clara County	124,000	152,000	28,000	23%	3%	25-28%
	11	Central Santa Clara County	114,000	175,000	61,000	53%	7%	25-28%
	12	East Santa Clara County	113,000	158,000	45,000	39%	5%	25-28%
	13	Central South Santa Clara County	74,000	87,000	13,000	17%	1%	25-28%
Alameda	14	South Santa Clara County	37,000	44,000	7,000	20%	1%	25-28%
	15	East Alameda County	86,000	122,000	36,000	42%	4%	25-28%
	16	South Alameda County	113,000	158,000	46,000	41%	5%	20-24%
	17	Central Alameda County	127,000	160,000	33,000	26%	4%	>28%
	18	North Alameda County	199,000	279,000	80,000	40%	9%	25-28%
Contra Costa	19	Northwest Alameda County	79,000	121,000	42,000	53%	4%	>28%
	20	West Contra Costa County	94,000	122,000	28,000	30%	3%	>28%
	21	North Contra Costa County	89,000	115,000	27,000	30%	3%	25-28%
	22	Central Contra Costa County	63,000	74,000	11,000	18%	1%	25-28%
	23	South Contra Costa County	57,000	61,000	4,000	8%	0%	20-24%
Solano	24	East Contra Costa County	101,000	120,000	19,000	18%	2%	>28%
	25	South Solano County	53,000	56,000	4,000	7%	0%	20-24%
Napa	26	North Solano County	94,000	97,000	3,000	3%	0%	16-19%
	27	South Napa County	35,000	40,000	5,000	14%	1%	20-24%
Sonoma	28	North Napa County	16,000	16,000	1,000	3%	0%	<16%
	29	South Sonoma County	66,000	74,000	8,000	13%	1%	16-19%
	30	Central Sonoma County	87,000	101,000	14,000	16%	1%	<16%
Marin	31	North Sonoma County	36,000	39,000	3,000	9%	0%	16-19%
	32	North Marin County	23,000	30,000	7,000	31%	1%	25-28%
	33	Central Marin County	44,000	54,000	10,000	23%	1%	20-24%
Region	34	South Marin County	41,000	47,000	6,000	14%	1%	16-19%
			2,857,000	3,794,000	937,000	33%	100%	25-28%

Final Blueprint Growth Pattern

Projected Jobs by Employer Location, by Superdistrict

NOTE: Numbers may not sum due to rounding.

County	Super-district	Superdistrict Name	2023	2050	Growth	Percent Growth	Share of Regional Growth	Working-in-person Share (2050)
San Francisco	1 to 4	San Francisco County (Combined)	740,000	960,000	220,000	30%	16%	55-59%
San Mateo	5	North San Mateo County	135,000	215,000	80,000	59%	6%	60-63%
	6	Central San Mateo County	116,000	146,000	31,000	27%	2%	60-63%
	7	South San Mateo County	165,000	231,000	67,000	40%	5%	60-63%
Santa Clara	8	Northwest Santa Clara County	174,000	217,000	43,000	25%	3%	>63%
	9	North Santa Clara County	391,000	640,000	249,000	64%	19%	60-63%
	10	West Santa Clara County	143,000	205,000	62,000	43%	5%	60-63%
	11	Central Santa Clara County	177,000	283,000	106,000	60%	8%	55-59%
	12	East Santa Clara County	114,000	154,000	39,000	34%	3%	55-59%
	13	Central South Santa Clara County	53,000	63,000	9,000	18%	1%	55-59%
Alameda	14	South Santa Clara County	47,000	59,000	12,000	26%	1%	<55%
	15	East Alameda County	135,000	161,000	27,000	20%	2%	<55%
	16	South Alameda County	143,000	191,000	48,000	34%	4%	55-59%
	17	Central Alameda County	161,000	202,000	41,000	25%	3%	55-59%
	18	North Alameda County	290,000	368,000	79,000	27%	6%	60-63%
Contra Costa	19	Northwest Alameda County	169,000	187,000	18,000	11%	1%	60-63%
	20	West Contra Costa County	83,000	119,000	36,000	43%	3%	55-59%
	21	North Contra Costa County	123,000	171,000	48,000	39%	4%	55-59%
	22	Central Contra Costa County	85,000	92,000	7,000	8%	1%	60-63%
	23	South Contra Costa County	67,000	70,000	3,000	4%	0%	55-59%
Solano	24	East Contra Costa County	55,000	73,000	19,000	34%	1%	55-59%
	25	South Solano County	43,000	55,000	11,000	25%	1%	60-63%
Napa	26	North Solano County	83,000	105,000	22,000	27%	2%	60-63%
	27	South Napa County	46,000	53,000	7,000	15%	1%	60-63%
Sonoma	28	North Napa County	21,000	19,000	(2,000)	-8%	0%	<55%
	29	South Sonoma County	71,000	88,000	17,000	24%	1%	60-63%
	30	Central Sonoma County	113,000	138,000	25,000	22%	2%	>63%
Marin	31	North Sonoma County	32,000	43,000	10,000	33%	1%	60-63%
	32	North Marin County	27,000	27,000	-	-1%	0%	60-63%
	33	Central Marin County	58,000	57,000	(1,000)	-2%	0%	60-63%
	34	South Marin County	41,000	42,000	2,000	4%	0%	>63%
Region			4,101,000	5,434,000	1,333,000	32%	100%	55-59%



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