

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, April 16, 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.*
- | | | | |
|----|---|--------|-----------------|
| 3. | Issues from the April 9, 2026 C/CAG Board meeting. | Cheung | No
materials |
| | <ul style="list-style-type: none">• Approval of proposed framework for MTC One Bay Area Cycle 4 County and Local Program.• Approval of submitting grant application for the Safety Applications for Every Traveler (SAFE-T) project. | | |
| 4. | Approval of minutes from the March 19, 2026 Meeting. (Action) | Cheung | 1-5 |
| 5. | Review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2026-2027 State Transit Assistance (STA) Population-Based funds, including maintaining the | Lacap | 6-16 |

established 37% and 63% split between paratransit services and the Lifeline Transportation Program. (Action)

6.	Receive an update on the MTC Transit Oriented Communities (TOC) Policy. (Information)	Lacap	17-19
7.	Receive information on regional project and funding related items. (Information)	Lacap	20-29
8.	Receive a presentation on the C/CAG Funded Projects Map. (Information)	Palacio	30-31
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 May 21, 2026.

Future potential topics:

- a. Safe Trips to BART: An Action Plan for Safer Roadways
- b. City of San Carlos' intelligent transportation system efforts

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	Jessica Manzi		X	
4	Atherton Engineering	Robert Ovadia			
5	Belmont Engineering		Absent		
6	Brisbane Engineering	Maz Bozorginia			
7	Burlingame Engineering	Kevin Okada			
8	C/CAG	Sean Charpentier			
9	Colma Engineering	Brad Donohue			
10	Daly City Engineering	Richard Chiu			
11	East Palo Alto Engineering		Absent		
12	Foster City Engineering	Laura Galli			
13	Half Moon Bay Engineering	Dale Leda			
14	Menlo Park Engineering	Azalea Mitch			
15	Millbrae Engineering	Ahmad Haya			
16	Pacifica Engineering	Melissa Tigbao			
17	Redwood City Engineering	Malahat Owrang			
18	San Bruno Engineering	Matthew Lee			
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		Absent		

The three-hundred fourteenth (314th) meeting of the Technical Advisory Committee took place on March 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 Willis called the meeting to order.

2. Public comment on items not on the agenda

There were no public comments.

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

C/CAG Deputy Director Kaki Cheung shared the key items from the March Board meeting, as noted on the meeting agenda. Kaki noted approval of the Fiscal Year 2026/27 Expenditure Plan for the Transportation Fund for Clean Air fund. Kaki also noted the execution of a contract with Fehr & Peers for the San Mateo Countywide Safe Streets for All Supplemental Planning Project. Kaki noted receipt of the C/CAG Title VI Implementation Plan.

4. Approval of minutes from the February 17, 2026 Meeting. (Action)

Motion – To approve the minutes from the February 17, 2026 meeting, Lee/Machida. Members Bozorginia, Leda, Lee, and Mitch abstained. All other members in attendance voted to approve. Motion passed. 14-0-4.

5. Receive a presentation on the update of the San Mateo Countywide Equity Focus Areas. (Information)

C/CAG staff Jeff Lacap presented the update on the San Mateo Countywide Equity Focus Areas. Jeff introduced Katherine Turner and Taylor McAdams from Fehr & Peers. Katherine shared the purpose of the Equity Focus Areas, the data collection methods, and the next steps. Katherine also highlighted the MTC Equity Priority Communities definition and spatial information, as this was a tool for developing the Equity Focus Areas. The Bicycle and Pedestrian Advisory Committee map was another tool used for developing the maps, along with emphasizing San Mateo County rather than the entire Bay Area. The update includes two equity tiers to allow flexibility and to target communities in need of focus. The next steps are to write a formal methodology memo and to deliver Excel analysis and a GIS spatial layer.

C/CAG Executive Director Sean Charpentier asked for clarification on when the Equity Focus Area maps will be ready to use. Jeff noted that the upcoming One Bay Area Grant Cycle 4 (OBAG 4) will use the updated Equity Focus Areas definition and maps.

Member Mitch asked if there was a check on environmental justice elements since many jurisdictions must adopt them. She also asked if the teams looked at city environmental justice elements to ensure delineation consistency. Katherine noted that staff reviewed the

CalEnviroScreen as a tool, but the tool does not include additional variables related to environmental justice.

Member Galli noted that with the Equity Focus Areas being used for future funding, there are a lot of action items with an environmental justice element, so assessing inconsistencies and communicating them is important for funding competition. Taylor noted that there are identified geographic differences for environmental justice, but the tool was focused on transportation burdens like lack of access, safety, and other factors. There are environmental justice system elements in transportation, but it may be helpful to identify different geographies to solve issues.

Member Ovadia noted his concern for scoring well locally but in a regional pot, MTC will look at their political center. Member Ovadia also asked how often the Equity Focus Areas will be reviewed and updated. He noted that based on the methodology, the calculation is straightforward but wants to know the timeline. Jeff noted that updates can be tied to CTP updates, so about every 4 years, but staff would like to update it more frequently.

Member Ovadia noted his hopefulness that there will be effort to close the gap with SamTrans and the Transportation Authority (TA) in terms of the definition of equity. Jeff noted that he hopes to have this update be used jointly, and SamTrans agrees to align.

Member Ovadia asked for clarification on the difference between Tier 1 and Tier 2. Katherine noted that the highest total score is 20, and any score higher than 15 is Tier 1. Any score higher than 12 falls into Tier 2.

C/CAG Executive Director Sean Charpentier noted that if MTC changes their Equity Priority Communities (EPCs), it may facilitate the update and MTC is planning on reviewing their EPCs, which may reduce EPC areas in San Mateo County due to changing income levels.

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)

C/CAG staff Jeff Lacap presented the proposed process and framework for Cycle 4 of the MTC One Bay Area Grant (OBAG 4) County & Local Program. Jeff gave an overview of the Program, reviewed San Mateo County targeted set-asides, and shared the project funding details. Jeff also reviewed project sponsor requirements from MTC and enforcement actions. Jeff went over the project evaluation criteria and process, along with the specific C/CAG guidelines and criteria. Jeff reviewed the OBAG 4 schedule. It is noted that MTC staff must approve each CTA's OBAG 4 processes before initiating the May call for projects.

Member Fabry asked for clarification on the construction funding criteria for projects. Jeff noted that to ensure projects are not just applying for OBAG 4, they must have a funding plan for the construction as well.

Member Owrang asked if the local match will be increased to 20% for OBAG 4. Jeff noted that the increase is for projects not within an Equity Priority Community or Focus Area.

Member Bozorginia asked if a letter of support or a council resolution is required for transit agencies. C/CAG Executive Director Sean Charpentier noted that a letter of support is accepted, but the challenge is ensuring local support. Member Bozorginia also asked for clarification on

the 120% target and if the MTC Board will have flexibility since it is different from past calls. C/CAG Executive Director Sean Charpentier noted that 120% gives MTC the chance to fill in projects that are more than the target number.

Member Owrang asked if projects can pick which year to receive the funding. Jeff noted that projects are able to specify which year the funding is needed in and is subject to MTC.

Member Bozorginia asked for clarification on the tier qualifications. Jeff noted that if a project can demonstrate that they would serve those living in that third of Tier 1 or Tier 2, then they can use that Tier.

C/CAG Executive Director Sean Charpentier noted that MTC is stricter on varying compliance levels for this round, and MTC noted that shifting funds from the centerline of a split jurisdiction project to have a housing element is not acceptable this round.

Member Manzi noted that the TA is offering grant writing technical assistance for cities interested in applying to OBAG 4, and to reach out to Sue Ellen Atkinson from the TA for more information.

Member Ovadia asked if there is a maximum quantity or dollar amount that a jurisdiction can apply for, and is there an application limit? Jeff noted that OBAG 3 did not have a limit, but staff will note duplicates.

Member Okada asked if Vision Zero Action Plan council adoption should be completed for August. Jeff noted that the end of August is when sponsors must check off all requiring channels.

Motion – To approve and recommend the proposed process and framework for the One Bay Area Grant Cycle 4 (OBAG 4) County & Local Program, Lee/Donohue. Members Charpentier and Galli abstained. All other members in attendance voted to approve. Motion passed. 17-0-2.

7. Receive a presentation from San Mateo County Sustainability Department staff on the Methane Gas Cataloging project for equipment in municipal facilities. (Information)

Alhad Dighe and Sam Imrisek from the San Mateo County Sustainability Department presented the Methane Gas Cataloging project. They provided an overview of the program and informed the Committee of what is required to complete agency municipal facilities inventories. They also presented information on their Energy Watch Program, which is a local government partnership with PG&E and C/CAG. They reviewed emission reduction assistance, provided information on how to catalog methane emissions through the Department, and shared the cataloging status of municipalities and special districts.

Member Sun asked if there is any technology other than electric that can produce the specific carbon mentioned in the presentation. Sam noted that there is no current market solution that meets capabilities of limiting the gas.

Member Ovadia asked what the industry support is for the Program and if commercial suppliers understand that there is the regional Program. Alhad noted that key pump water heaters are supported by most traditional water heater manufacturers and the local workforce is being trained

on systems technicalities through training events and investing. There are working groups through the Air District that are engaged directly on the topic.

8. 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, and funding and training opportunities.

9. Executive Director Report (Information)

C/CAG Executive Director Sean Charpentier noted that the BUILD application for safety improvements was submitted and thanked the Committee and their staff for their help. He emphasized the prioritization of safety and noted that staff are creating a competitive improvement package.

C/CAG Executive Director Sean Charpentier noted that the meeting was Co-Chair Ann Stillman's last meeting, and shared his support, thanks, and honor for working with her in the community and profession.

C/CAG Executive Director Sean Charpentier noted his upcoming appointment as the City Manager for Pacifica.

10. Member Reports

The Committee shared their gratitude and celebrated Co-Chair Ann Stillman's contributions as a Co-Chair, along with personal thanks for being an outstanding community mentor and friend.

11. Adjournment

Co-Chair Willis adjourned the meeting at 2:25 p.m.

C/CAG AGENDA REPORT

Date: April 16, 2026

To: Congestion Management Program Technical Advisory Committee (TAC)

From: Jeff Lacap, Transportation Systems Coordinator

Subject: Review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2026-2027 State Transit Assistance (STA) Population-Based funds, including maintaining the established 37% and 63% split between paratransit services and the Lifeline Transportation Program.

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

RECOMMENDATION

That the Technical Advisory Committee review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2026-2027 State Transit Assistance (STA) Population-Based funds, including maintaining the established 37% and 63% split between paratransit services and the Lifeline Transportation Program.

FISCAL IMPACT

Based on the latest STA fund estimate published in February 2026, an estimated amount of \$2,466,306 is available in the Population-Based State Transit Assistance (STA) program for San Mateo County in Fiscal Year 2026-2027.

SOURCE OF FUNDS

The State Transit Assistance (STA) Program funds are derived from a sales tax on diesel fuel. The funding for the program is split between a Revenue Based Program, which is distributed to transit operators by MTC. The Population-Based Program is distributed to the Bay Area based on the 19% share of the state's population. In Fiscal Year 2026-2027, San Mateo County will receive approximately \$2,466,306 in Population- Based State Transit Assistance (STA) funding, based on the current STA Fund Estimate.

BACKGROUND

According to the proposed Fiscal Year 2026-2027 State Budget, the Bay Area would receive \$70 million in Population based STA funds. The state allocates Revenue-Based STA to transit operators based on their revenue, as defined by PUC 99314 (b). The Metropolitan Transportation Commission (MTC) receives a share of the Population-Based STA money under a population formula.

In the past, MTC Resolution 3837 governed the State Transit Assistance (STA) Population- Based fund distribution policy. Under Resolution 3837, funding was distributed to fund northern county small transit operators, Regional Paratransit, the Lifeline Transportation Program, and MTC regional coordination programs. Paratransit and Lifeline Transportation Program funds were further distributed among the nine bay area counties.

The purpose of the Lifeline Program is to fund projects, identified through the community-based transportation planning (CBTP) process. The process aims to improve the mobility of residents within Equity Priority Communities. Identified by MTC, Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color.

MTC assigned STA funds to each county and then split each county's share to fund a) Paratransit service and b) to fund the Lifeline Transportation Program. MTC often added a small amount of other funds to the Lifeline Transportation Program funds, but a significant portion of the funds for every cycle came from the STA Population-Based funds.

Since 2006, the Metropolitan Transportation Commission (MTC) delegated the responsibility of administering the Lifeline Transportation Program to C/CAG. In 2018, under MTC Resolution 4321, MTC established a new STA County Block Grant Program policy, whereby the nine Bay Area Congestion Transportation Agencies (CTA) are granted discretion to determine county level distribution of STA Population Based funds between eligible uses.

As the CTA, C/CAG coordinates with STA-eligible transit operators and develops the STA Population-Based distribution policy within San Mateo County. SamTrans is the only STA-eligible operator in San Mateo County. In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG has continued to set aside its share of STA funding for a Lifeline Transportation Program Call for Projects.

C/CAG staff recommends maintaining the historical 37%/63% split between paratransit services and the Lifeline Transportation Program. Maintaining the established distribution provides consistency and predictability, offering stability for both transit operators and community-based programs, and supporting effective planning and program delivery. The proposed split aligns with the intent of the MTC STA County Block Grant Program, which was designed to provide counties with flexibility to balance investments between paratransit services and equity-focused mobility programs. Furthermore, this approach allows C/CAG to directly funds projects identified through the Community-Based Transportation Planning (CBTP) process and advances mobility improvements in Equity Priority Communities.

Fiscal Year 2026-2027

For Fiscal Year 2026-2027, the County share of population-based STA funds is estimated to be \$2,466,306 per the Governor's budget. This estimate may change depending on the actual STA revenue generated.

To maintain consistency with prior funding cycles, C/CAG staff is proposing to continue the historical breakdown of 37% for paratransit and 63% for the Lifeline programs in Fiscal Year 2026-27. This would result in approximately \$912,533.22 for paratransit and \$1,553,772 for the next cycle of the Lifeline Transportation Program, slated to begin in Winter 2027.

C/CAG uses the 63% in STA funds for discretionary calls for projects for Lifeline programs and projects. Historically, C/CAG has funded two SamTrans lifeline routes through the discretionary Lifeline call: SamCoast and Route 117. Staff plan to streamline the application process for these routes on a bi-annual renewal process, given that SamTrans serves as a pass-through agency for STA funds.

Staff will return in May with a streamlined renewal option for these routes/programs to minimize the cost and administrative burden of SamTrans submitting repeat applications for current routes.

Recommendation

C/CAG staff recommends that the Technical Advisory Committee review and recommend approval of the C/CAG distribution policy for the Fiscal Year 2026-2027 State Transit Assistance (STA) Population-Based funds, supporting a consistent approach to STA fund distribution.

EQUITY IMPACTS AND CONSIDERATIONS

STA Population-Based funds are allocated to the Lifeline Transportation Program, which is administered by C/CAG. This program supports projects identified through the Community-Based Transportation Planning (CBTP) process, which aims to improve mobility for residents in Equity Priority Communities (EPCs). Designated by MTC, EPCs are census tracts with a high concentration of underserved populations, including low-income households and people of color.

ATTACHMENT

1. MTC Resolution No. 4321

Date: February 28, 2018
W.I.: 1511
Referred By: PAC
Revised: 02/27/19-C
02/23/22-C

ABSTRACT

Resolution No. 4321, Revised

This resolution establishes a policy for the programming and allocation of State Transit Assistance (STA) funds and State of Good Repair Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313, and 99314.

This resolution supersedes Resolution No. 3837.

This resolution was revised on February 27, 2019 to update the STA Population-Based County Block Grant performance measure requirements for small and medium sized transit operators as well as to make adjustments to the State of Good Repair (SGR) Program Revenue-Based program policies to reflect updated Caltrans SGR Program guidelines.

This resolution was revised on February 23, 2022 to suspend the County Block Grant program for FY 2022-23 to implement the American Rescue Plan funding exchange.

Further discussion of this action is contained in the Executive Director's Memorandum to the Programming and Allocations Committee dated January 3, 2018 and the MTC Programming and Allocations Committee Summary Sheets dated February 14, 2018, February 13, 2019 and February 9, 2022.

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

Re: Adoption of MTC's State Transit Assistance (STA) and State of Good Repair Program Programming and Allocation Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4321

WHEREAS, State Transit Assistance (STA) funds are to be used to enhance public transportation service, including community transit service, and to meet high priority regional transportation needs; and

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, both STA and SGR Program funds are distributed by the State Controller's Office pursuant to Public Utilities Code § 99313 and 99314, a Population-Based and Revenue-Based program, respectively; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency for the San Francisco Bay Area, is responsible for the allocation of STA and SGR Program funds available to eligible claimants in this region; and

WHEREAS, MTC adopted an STA Allocation Policy in Resolution No. 3837 in 2008; and

WHEREAS, SB 1 significantly increased the amount of funding to the STA program and established the SGR Program; and

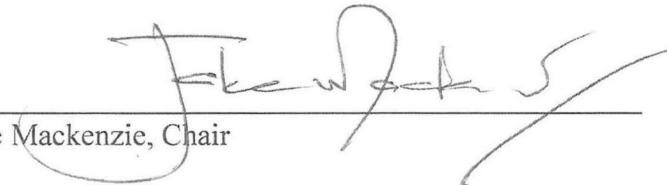
WHEREAS, in order to align the allocation of STA and SGR Program funding with the Bay Area's most pressing transportation needs; now, therefore, be it

RESOLVED, that MTC adopts its State Transit Assistance and State of Good Repair Program Programming and Allocation Policy described in Attachment A, attached hereto and incorporated by reference, for guidance to eligible claimants in the preparation of their

applications for STA and SGR Program funds and to staff for reviewing such applications; and
be it further

RESOLVED, that the prior policy governing allocation of State Transit Assistance Funds
contained in Resolution No. 3837 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered
into by the Metropolitan Transportation
Commission at a regular meeting of
the Commission held in San Francisco,
California, on February 28, 2018.

Date: February 28, 2018
W.I.: 1511
Referred By: PAC
Revised: 02/27/19-C
02/23/22-C

Attachment A
Resolution No. 4321
Page 1 of 5

**STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR PROGRAM
PROGRAMMING AND ALLOCATION POLICY
Exhibit 1**

This policy affects all allocations by the Metropolitan Transportation Commission (MTC) of STA and SGR Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313 and 99314 and relevant subsections.

I. STA Population-Based Funds (PUC Code 99313) Including Interest Earnings

1. STA Population-Based County Block Grant

Commencing with Fiscal Year 2018-19 70% of the STA Population-Based funds and interest is reserved for programming to STA-eligible operators by Congestion Management Agencies (CMAs) in each of the nine Bay Area counties as part of a STA Population-Based County Block Grant (County Block Grant). The County Block Grant will allow each county to determine how best to invest in transit operating needs, including providing lifeline transit services. The funds reserved for the County Block Grant shall be distributed amongst the nine counties according to the percentages shown in Table 1. Each county's share in Table 1 was calculated based on the county's share of STA funds from the Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

Table 1. Distribution of STA Population-Based County Block Grant, by County

Alameda	17.68%
Contra Costa	22.18%
Marin	5.71%
Napa	3.49%
San Francisco	8.46%
San Mateo	5.06%
Santa Clara	14.09%
Solano	10.50%
Sonoma	12.83%

Within Alameda and Contra Costa Counties a minimum amount of County Block Grant funds shall be programmed amongst the transit operators detailed in Table 2.

Table 2. Alameda and Contra Costa County Small Operator Minimum

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

The following program conditions apply to the County Block Grant:

- **Reporting:** Each CMA must submit to MTC by May 1st of each year, a report including the following information about the previous, completed, fiscal year: 1) the county’s programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the estimated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- **Fund Swaps:** Each CMA is required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC.
- **Coordinated Claim/Submission Deadline:** Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Each CMA must also submit to MTC by May 1st of each year a governing board-approved resolution listing the distribution policy for STA Population-Based funds amongst the STA-eligible operators for the subsequent fiscal year. Operators will continue to submit their own claims, if desired.
- **Performance Measures:** All small and medium sized operators shall be required to maintain operating costs (cost per service hour, cost per passenger, or cost per passenger mile) at least twenty (20) percent below the annual average operating cost of the seven operators included in the Transit Sustainability Project (TSP). Operating costs for small and medium sized operators shall be calculated for each mode (bus, rail, ferry, etc.) and benchmarked against the comparable modal average for the operators included in the TSP. In addition, annual year-over-year increases in operating costs for each small and medium sized operator shall be no greater than five (5) percent per year. If an operator is unable to meet the above requirements they may submit an appeal/justification to MTC explaining the circumstances that prevented achievement of the targets. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target.
- **Operator Consolidation Planning Efforts:** In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements, counties and transit operators may develop a plan to consolidate into a single county operator.
- **Mobility Management:** In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

The STA County Block Grant program is suspended for fiscal year 2022-23. Funds that would normally flow into the STA County Block Grant program will instead be programmed directly by the Commission to transit operators to implement the American Rescue Plan funding exchange as a part of MTC Resolution 4481, Revised.

2. *MTC Regional Program*

Commencing with Fiscal Year 2018-19 30% of the STA Population-Based funds and interest is reserved for projects and programs that improve regional coordination, including but not limited to:

- Clipper®
- 511
- Transit connectivity

In addition, a portion of the Regional Program funding (approximately \$8 million in the first year based on the estimated Senate Bill 1 increment for Fiscal Year 2018-19) will be used to pay for the administrative costs and to help offset transit fare revenue loss for a regional means-based fare program.

MTC will develop an annual MTC Regional Coordination program. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC).

3. *Transit Emergency Service Contingency Fund*

The Transit Emergency Service Contingency Fund shall be used to provide assistance for an emergency response to a qualifying incident or event, under specific circumstances as described in MTC Resolution No. 4171.

The fund shall not exceed a total balance of \$1 million of STA Population-Based funds. In any individual fiscal year no more than \$333,333 of STA Populated-Based funds and interest shall be apportioned to the fund. Interest accrued to the fund shall not count towards the \$1 million total balance limit and interest can continue to accrue once the fund has reached \$1 million. Beginning in Fiscal Year (FY) 2015-16, \$333,333 in STA Population-Based funds, taken “off the top” from estimated STA Population-Based revenues for the fiscal year, will be apportioned to the fund. Apportionments will continue in subsequent fiscal years until the fund reaches a total of \$1 million. In future years should the balance of the fund fall below \$1 million, funds shall be apportioned in the next fiscal year to restore the full balance of the fund, subject to the annual apportionment limit.

II. STA Revenue-Based Funds (PUC Code 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each STA-eligible operator for the support of fixed route and paratransit operations, for inter-operator coordination, including the cost of interoperator transfers,

joint fare subsidies, integrated fares etc., and for capital projects consistent with the adopted long-range plan.

III. SGR Program Population-Based Funds (PUC Code 99312.1, distributed via PUC 99313)

MTC will develop an annual investment program for SGR Program Population-Based Funds through the annual Fund Estimate. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC) and will be consistent with the below priorities. All proposed programming actions will be submitted to Caltrans for approval, consistent with SGR Program Guidelines.

1. *Priority 1: Clipper® 2.0*

Invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0.

2. *Priority 2: Green Transit Capital Priorities*

If not needed for Clipper® 2.0, program SGR Program Population-Based funds to the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. SGR Program funds are intended to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. MTC staff will work to secure a 1:1 match commitment from the Bay Area Air Quality Management District to expand and accelerate the deployment of ZEBs in the region.

IV. SGR Program Revenue-Based Funds (PUC Code 99312.1, distributed via PUC 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state of good repair projects, preventative maintenance, and other projects approved by the California Department of Transportation (Caltrans) as eligible for SGR Program expenditure. Starting with Fiscal Year 2019-20 operators must submit their proposed SGR Program Revenue-Based projects to MTC, consistent with Caltrans' proposed amendments to the SGR Program Guidelines for Fiscal Year 2019-20. Operators should submit their SGR Program Revenue-Based project list to MTC by May 15th of each year. MTC staff will compile SGR Program Revenue-Based projects from all operators across the region and submit to the Commission for approval before submitting the approved regional SGR Program Revenue-Based project list to Caltrans by September 1st of each year.

Transit operator's SGR Program Revenue-Based projects should be consistent with their agency's Transit Assessment Management (TAM) plan.

**State Transit Assistance (STA)
Rules and Regulations
for the MTC Region
Exhibit 2**

These Rules and Regulations cover the eligibility requirements and the rules for a full or partial allocation of these funds.

Eligibility Requirements

To be eligible for any STA funds in the MTC region, an operator must comply with all SB 602 fare and schedule coordination requirements for the fiscal year. The evaluation of operator's compliance with the SB 602 program is made annually.

An operator's requested STA allocation may also be partially or fully reduced if the operator did not make satisfactory progress in meeting its Productivity Improvement Program (PIP) and/or the Regional Coordination projects for which each operator is a participant.

SB 602 Requirements/California Government Code Section 66516

Fare coordination revenue-sharing agreements, must be fully executed by all participating operators and provisions of the agreement(s) must be in compliance with MTC rules and regulations.

MTC Res. 3866 (Transit Coordination Implementation Plan) documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects such as Clipper. If a transit operator fails to comply with the requirements of Res. 3866 or its successor, MTC may withhold, restrict or reprogram funds or allocations.

PIP Projects

PIP projects are a requirement of STA funding. Failure by operators to make a reasonable effort to implement their PIP projects may affect the allocation of these funds. Projects will be evaluated based on actual progress as compared to scheduled. STA funds may be reduced proportionate to the failure of the operator to implement the PIP project/s. Progress in meeting the milestones identified for a project may be used as the basis for assessing reasonable effort.

The amount withheld will be reviewed with the affected operator. Partial funds withheld may be held by MTC up to two years to allow an operator to comply with its PIP as required by statute.

After two years, funds withheld under this section may also be re-allocated to any eligible operator for purposes of improving coordination, according to the unfunded coordination projects in the Regional Coordination Plan (MTC Res. 3866 or its successor). MTC may also allocate these funds to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the CPI.

C/CAG AGENDA REPORT

Date: April 16, 2026

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Program Director

Subject: Receive an update on the MTC Transit Oriented Communities (TOC) Policy.

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

Recommendation

That the Technical Advisory Committee receive an update on the MTC Transit Oriented Communities (TOC) Policy.

FISCAL IMPACT

There is no financial impact related to this item.

SOURCE OF FUNDS

N/A

BACKGROUND

In September 2022, MTC adopted the Transit Oriented Communities (TOC) Policy (MTC Resolution No. 4530) to maximize the benefits of the region's transit investments. The policy aims to create vibrant, accessible communities around transit stations and along transit corridors that encourage transit use while providing housing, jobs and essential services for Bay Area residents of all abilities, income levels, and backgrounds.

The TOC Policy focuses on core elements: land use density, affordable housing, parking management, and complete streets/multimodal access, to support the implementation of Plan Bay Area 2050, the region's long-range plan for transportation, housing, the economy, and the environment. The TOC Policy applies to areas within a half-mile of existing and planned fixed-guideway transit stops and stations, including regional rail, commuter rail, light-rail transit, bus rapid transit, and ferry terminals.

In October 2025, MTC Staff presented an overview of the TOC Policy and its requirements to the Committee. MTC will return at the April meeting to provide an update on the status of the TOC Policy in relation to the OBAG 4 TOC incentive program.

Equity Impacts and Considerations

The TOC policy promotes greater transit access and usage by concentrating housing, jobs, services and retail around public transit. These transit oriented communities are designed to support people of all ages, abilities, income levels, and backgrounds, providing opportunities to live, work and thrive in well connected, vibrant neighborhoods.

ATTACHMENT

1. List of TOC Areas in San Mateo County

County	Jurisdiction	Station Name	Transit Service Tier	Part of a Corridor?	Corridor Name	Station Operator	Status	Multi-jurisdiction TOC Area?	Notes
San Mateo	Belmont	Belmont Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	Brisbane	Bayshore Caltrain	3	No	N/A	Caltrain	Existing/Built	Yes	
San Mateo	Burlingame	Millbrae BART/Caltrain	2	No	N/A	Caltrain; Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	Burlingame	Burlingame Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	Colma	Colma BART	2	No	N/A	Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	Colma	South San Francisco BART	2	No	N/A	Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	Daly City	Colma BART	2	No	N/A	Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	Daly City	Daly City BART	2	No	N/A	Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	Menlo Park	Menlo Park Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	Millbrae	Millbrae BART/Caltrain	2	No	N/A	Caltrain; Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	Redwood City	Redwood City Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	San Bruno	San Bruno BART	2	No	N/A	Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	San Bruno	San Bruno Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	San Carlos	San Carlos Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	San Mateo	Hayward Park Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	San Mateo	Hillsdale Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	San Mateo	San Mateo Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	South San Francisco	San Bruno BART	2	No	N/A	Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	South San Francisco	South San Francisco BART	2	No	N/A	Bay Area Rapid Transit	Existing/Built	Yes	
San Mateo	South San Francisco	South San Francisco Caltrain	3	No	N/A	Caltrain	Existing/Built	No	
San Mateo	South San Francisco	South San Francisco Ferry	4	No	N/A	San Francisco Bay Ferry	Existing/Built	No	

C/CAG AGENDA REPORT

Date: April 16, 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

Fiscal Year 2026-27 CTC Local Streets and Roads Funding Program

Project lists for the CTC Fiscal Year 2026-27 Local Streets and Roads Program will be due to the Commission on or before **July 1, 2026**. To be eligible for fiscal year program apportionments, cities and counties must submit an adopted list of projects to the Commission pursuant to Streets and Highways Code (SHC) Section [2034\(a\)](#).

It is strongly encouraged by CTC staff to submit draft resolution and list for review prior to adoption to the CTC LSR@catc.ca.gov inbox. CTC Staff is available to assist with review and provide technical support in an effort to streamline and ease the eligibility process for jurisdictions.

The independent Fiscal Year Road Maintenance and Rehabilitation Account estimates can be

found on the [California Local Government Finance Almanac website](#), please note these estimates are set to be revised when the California May Budget is released by the Governor’s Office.

More information, including upcoming CalSMART training sessions, can be found on the CTC website: <https://catc.ca.gov/programs/sb1/local-streets-roads-program>

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.

USDOT Safe Streets and Roads for All (SS4A) – FY 2026 NOFO

The U.S. Department of Transportation (USDOT) has released the fiscal year (FY) 2026 Notice of Funding Opportunity (NOFO) for the Safe Streets and Roads for All (SS4A) grant program.

The FY 2026 NOFO makes approximately \$1 billion available, with \$305.6 million designated for Planning and Demonstration Grants and \$687.8 million for Implementation Grants. The program's local match component requires that at least 20 percent of a project's funding come from a non-federal source. Applicants may apply for one of two grant types:

- **Planning and Demonstration Grants** – for developing or updating comprehensive safety action plans, conducting road safety audits, data collection and safety analysis, stakeholder engagement, and quick-build demonstration projects.
- **Implementation Grants** – for carrying out projects and strategies identified in a qualifying Action Plan, including infrastructure, behavioral, and operational safety improvements. Applicants must have a qualifying Action Plan to be eligible.

Potential Implementation Grant applicants may submit their Action Plan(s) for optional pre-application review by USDOT. Pre-application submissions must be received by 5:00 p.m. (EDT) on April 24, 2026. Applications for both grant types are due by 5:00 p.m. (EDT) on May 26, 2026, and must be submitted through the Valid Eval platform at <https://usg.valideval.com/>. Each eligible applicant may submit only one application. As this is the final year of SS4A funding authorized under the Bipartisan Infrastructure Law, interested agencies are strongly encouraged to apply. Additional information on the SS4A program and FY 2026 NOFO can be found at: <https://www.transportation.gov/grants/SS4A>.

OBAG 4 County & Local Program Call for Projects

C/CAG Staff presented the proposed framework and guidance to the C/CAG Technical Advisory Committee (TAC) and Bicycle and Pedestrian Advisory Committee (BPAC) at their respective March 19th and 26th meetings and recommended approval to the C/CAG Board. The C/CAG Congestion Management & Environmental Quality Committee (CMEQ) could not take formal action at their March 30th meeting due to lack of quorum but was supportive of the proposed process.

The C/CAG Board approved the framework at the April meeting, staff will proceed with releasing the OBAG 4 Call for Projects later this month.

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>.

MTC Tech Transfer Seminar on Transit Review & Coordination - May 4, 2025, 10a-12p

In January 2026, MTC approved the Transit Priority Policy for Roadways, which added new transit review and coordination requirements to the MTC Complete Streets Checklist. MTC Staff

will demonstrate how to complete the new transit review process and document it through the newly updated Complete Streets Checklist portal.

Register here:

https://bayareametro.zoom.us/webinar/register/WN_tmGHV6s6TEmNEalDKybumw#/registration

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 March 12, 2026
2. PMP Certification Status of Agencies within San Mateo County as of March 2026
3. Caltrans Lapsed Project End Dates as of March 1, 2026
4. Caltrans NOFO Updates as of March 27, 2026

Updated on 03/12/2026 | 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
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,RPS0	\$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 April 9, 2026

Expired

Certified (including Pending & Extension)

* "Last Major Inspection" is the basis for certification and is indicative of the date the field inspection was completed.

County	Jurisdiction	Last Major Inspection*	Certification Expiration Date	P-TAP Cycle	Status
San Mateo	Atherton	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

Project End Date Reporting

Last Updated: 4/1/2026

*** 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	FMS Status
5935(064)	BPMP	San Mateo County	50.0%		08/10/18				10/31/22 *	-42	● 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 *	-25	● 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	-13	● 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	-10	● 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	-3	● 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	-3	● 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	2	◆ PED 0 to < 3 mos	1	Approv						0423000060		ACTIVE
5029(025)	BPMP	Redwood City	40.0%		04/13/11				07/31/26	4	◆ PED 3 to < 6 mos	2	Approv						0400021046	2W	ACTIVE
5029(024)	BPMP	Redwood City	40.0%		04/13/11				07/31/26	4	◆ PED 3 to < 6 mos	2	Approv						0400021045	2W	ACTIVE
5350(026)	STPL	Pacifica	0.0%				05/13/24		09/30/26	6	◆ PED 6+ mos	1	Approv						0424000038		ACTIVE
5171(029)	STPL	Burlingame	0.0%		08/02/24				12/01/26	8	◆ PED 6+ mos	1	Approv						0424000465		ACTIVE
5177(040)	CML	South San Francisco	66.7%		01/04/19		09/09/22		12/31/26	9	◆ 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	9	◆ PED 6+ mos	1	Approv						0425000265		ACTIVE
5350(027)	CPFL	Pacifica	0.0%		12/03/25				04/30/27	13	◆ PED 6+ mos	1	Approv						0425000388		ACTIVE
5935(094)	HSIPL	San Mateo County	50.0%		11/28/25				07/31/27	16	◆ PED 6+ mos	1	Approv						0426000084		ACTIVE
5177(039)	BPMP	South San Francisco	66.7%		11/19/19		02/26/26		09/09/27	17	◆ 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	18	◆ PED 6+ mos	1	Approv						0424000246		ACTIVE
15J7(205)	ACON-ER	Brisbane	0.0%		12/20/24		11/20/25		10/30/27	19	◆ PED 6+ mos	2	Approv						0424000362		ACTIVE
5196(046)	CML	Daly City	0.0%		03/24/26				10/31/27	19	◆ PED 6+ mos	1	Approv						Pending		ACTIVE
5333(020)	CPFL	Woodside	0.0%				09/02/25		12/31/27	21	◆ PED 6+ mos	1	Approv						0425000341		ACTIVE
5261(011)	CPFL	Atherton	0.0%		09/05/24		08/15/25		12/31/27	21	◆ PED 6+ mos	3	Approv						0424000048		ACTIVE
5177(049)	BRLS	South San Francisco	66.7%		02/27/24				03/26/28	24	◆ PED 6+ mos	1	Approv						0423000337		ACTIVE

BACTA Executive Directors Roundtable Friday, 3/27/2026

Federal Grant Funding Opportunities*

- **FY 26 All Stations Accessibility Program – [NOFO](#)**
 - Closing date 5/1/2026
- **Port Infrastructure Development Program – [NOFO](#)**
 - Closing date 6/26/26
- **FY 24 & 25 Building Resilient Infrastructure and Communities (BRIC) – [NOFO](#)**
 - Closing date 7/23/2026

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: 4/3/26 at Noon to District 4
 - 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 released March 19, 2026
 - Applications due June 22, 2026
- **California Ocean Protection Council SB 1 Grant Program – [Info](#)**
 - Track 1: proposal deadlines 6/26/26, 9/11/26
 - Track 2: full proposal due 6/5/26 (selected applicants only)
 - Tribal Cultural Resources Funding Program: Full proposal due 4/16/26
- **Clean Truck and Bus Voucher Incentive Project (HVIP) - [Info](#)**
 - Open 9/9/2025
- **California's National Electric Vehicle Infrastructure (NEVI) Formula Program (Medium and Heavy Duty EV charging) – Solicitation 4 - [Info](#)**
 - Closing date 4/22/26
- **Transit and Intercity Rail Capital Program (TIRCP) Cycle 8 2026 - [Info](#)**
 - Closing date 5/14/26
- **California's NEVI Formula Program (Light Duty EV charging) – Solicitation 6 Community Charging – [Info](#)**
 - Closing date 9/25/26

Upcoming Grant Opportunities*

- FY 26 Wildlife Crossings Pilot Program – NOFO paused until further notice
- Bridge Investment Program – NOFO paused until further notice
 - Planning Applications closing date: TBD (FY 26)
 - Bridge Project (no greater than \$100 million) closing date: TBD (FY 26)
- FY 26 Accelerated Innovation Deployment (AID) Demonstration Program – NOFO paused until further notice

- [FY 24-26 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Program- NOFO](#) paused until further notice
- [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
- [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](#) – TBD
- [Corridor Identification and Development Solicitation](#) – TBD

*Federal NOFOs may be paused or removed on short notice. **Based on Caltrans Federal Affairs Update on 3/16/2026, 15-17 NOFOs are expected to be released in the coming weeks, as per the Federal Highway Administration but no specific programs were mentioned.**

USDOT

- Most up-to-date NOFOs can be found here:
 - [Grants.gov](https://www.grants.gov)

Caltrans Office of the Federal Liaison

- Stay informed of upcoming federal NOFOs by subscribing to the Caltrans Federal Affairs Update (formerly IJJA Bi-Weekly Newsletter) for upcoming information:
 - [Sign up to Stay in Touch! \(constantcontactpages.com\)](https://constantcontactpages.com)

District 4 Resources

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

C/CAG AGENDA REPORT

Date: April 16, 2026
 To: Congestion Management Program Technical Advisory Committee
 From: Sophia Palacio, Intern/Fellow II
 Subject: Receive a presentation on the C/CAG Funded Projects Map.

(For further information, contact Sophia Palacio at spalacio@smcgov.org)

RECOMMENDATION

That the Technical Advisory Committee receives a presentation on the C/CAG Funded Projects Map.

FISCAL IMPACT

There is no financial impact related to this item.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

As the Congestion Management Agency and County Transportation Agency for San Mateo County, C/CAG oversees State and Federal transportation funds and distributes funding to local jurisdictions and agencies for transportation projects. C/CAG has compiled a list of projects that were awarded funding between 2020 to 2025 and developed an interactive map displaying the projects.

The fund sources included in the map include the State Transportation Improvement Program (STIP), One Bay Area Grant (OBAG), Transportation Fund for Clean Air (TFCA), MTC Lifeline Program (Lifeline), Transportation Development Act Article 3 (TDA 3), and Measure M. C/CAG's intern Sophia Palacio will present the map at the Committee meeting and seek feedback on the usability and potential areas of improvement.

The map can be accessed at: <https://ccag.ca.gov/projects/>.

EQUITY IMPACTS AND CONSIDERATIONS

Most of the funding sources prioritize projects in MTC Equity Priority Communities (EPC) and C/CAG Equity Focus Areas (EFA). The map includes an EFA layer, and each project on the map

notes whether the project is in an EPC or EFA. The map helps viewers understand which projects help boost vulnerable communities.

ATTACHMENTS

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

- C/CAG Funded Projects Map Presentation