

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AGENDA

SPECIAL BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Date: Thursday, July 30, 2026	Join by Zoom Meeting: https://us02web.zoom.us/j/87362024773
Time: 6:00 p.m.	
Location: Burlingame Community Center 850 Burlingame Avenue Burlingame, CA, 94070	Zoom Meeting ID: 873 6202 4773 Password: 894749 Join by Phone: (669) 900-6833

*** IN-PERSON MEETING WITH REMOTE PUBLIC PARTICIPATION AVAILABLE***

This meeting of the C/CAG BPAC 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.

1.	Call to Order	Action (Thayer)	No materials
2.	Public comment on items not on the agenda	Limited to 2 minutes per speaker.	No materials
3.	Approval of the minutes from the May 28, 2026 Meeting.	Action (Thayer)	Pages 4-6
4.	Review and recommend Transportation Development Act Article 3 (TDA 3) FY 2026-28 Bicycle and Pedestrian project proposals to the C/CAG Board for funding allocation.	Action (Shiramizu)	Pages 7-12

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- | | | | |
|----|---|-------------------------|--------------|
| 5. | Receive and confirm receipt of an MTC Complete Streets Checklist from SamTrans for the Advancement Toward the Long-Range Service Vision Project. | Action
(Shiramizu) | Pages 13-20 |
| 6. | Receive the MTC Complete Streets Checklists for the One Bay Area Grant (OBAG) Cycle 4 County & Local Program and Community Action Resource and Empowerment Technical Assistance (CARE TA) project submissions | Information
(Lacap) | Pages 21-24 |
| 7. | Adjournment. | Information
(Thayer) | No materials |

The next regularly scheduled BPAC meeting will be on September 24, 2026.

Upcoming BPAC items/discussion topics:

- a. OBAG 4 project list
- b. E-bike policy white paper
- c. County Transportation Plan updates
- d. San Bruno-Millbrae El Camino Real Multimodal Study updates
- e. Complete Streets Checklists Review
- f. County Sheriff's Office Update on Online Incident Reporting System

PUBLIC NOTICING: All notices of C/CAG regular BPAC 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 BPAC 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 meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Committee. The BPAC 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 Audrey Shiramizu at ashiramizu@smcgov.org 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 Audrey Shiramizu at

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ashiramizu@smcgov.org, 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 Audrey Shiramizu at ashiramizu@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 ashiramizu@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 BPAC members, made publicly available on the C/CAG website along with the agenda. Emails received less than 2 hours before the meeting will be provided to the C/CAG BPAC members and included in the administrative record of the meeting as soon as practicable.

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 BPAC, 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 information to the Committee members and staff.

***Remote participation:**

1. The C/CAG BPAC 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.
4. 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.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff:

Senior Transportation Programs Specialist: Audrey Shiramizu (ashiramizu@smcgov.org)

City/County Association of Governments of San Mateo County (C/CAG)
Bicycle and Pedestrian Advisory Committee (BPAC)
Meeting Minutes
May 28, 2026

1. Call to Order

Chair Thayer called the meeting to order at 6:02 PM.

Name	Agency	Jan 2026	Mar 2026	May 2026
<u>Public</u>				
Matthew Self	County of San Mateo	X		
Malcolm Robinson	San Bruno	X		X
Alan Uy	Daly City	X	X	X
Angela Hey	Portola Valley		X	X
Justin Yuen	South San Francisco	X	X	X
Mike Swire – Vice Chair	San Mateo	X	X	X
Jean Yang	Redwood City	X	X	
<u>Elected</u>				
Flor Nicolas	South San Francisco	X	X	
Mary Bier	Pacifica	X	X	
Patrick Sullivan	Foster City	X	X	X
Desiree Thayer – Chair	Burlingame	X	X	X
Stephen Rainaldi	Millbrae	X	X	X
Isabella Chu	Redwood City	X	X	X
Paul Nagengast	Half Moon Bay			X
Greg Wright	Pacifica	X	X	X

[†] Attended meeting online via Assembly Bill 2449.

*First meeting.

C/CAG Staff present: Audrey Shiramizu, Kaki Cheung, Sophia Palacio.

Guest(s): Armando Mora, Dale Leda, Johnny Wilson, Andrew Wong, Louis Sun, Roland Yip, Ryan B, Bryan Bautista, Abdulkader Hashem, Ryan Bissegger, Brad Donohue, Batool Zaro, Shirley Chan, Carter Choi, Andrew Yang, Tomas Santoyo, Krzysztof Lisaj, Erick Reyes, Andrew Wong, Cherie Chan, and others in attendance.

2. Public comment on items not on the agenda

There were no public comments.

3. Approval of the minutes from the March 26, 2026 Meeting. (Action)

Motion: Member Rainaldi motioned to approve the March 26, 2026 minutes. Member Robinson seconded the motion. Members Uy and Nagengast abstained from voting. All other members in attendance voted to approve. The motion passed.

4. Receive presentations from Transportation Development Act Article 3 Program Applicants for the Fiscal Year 2026-2028 grant cycle, and review and confirm receipt of MTC Complete Streets Checklists from applicants. (Action)

C/CAG Senior Transportation Programs Specialist Audrey Shiramizu provided a recap of the fiscal year 2026-2028 TDA 3 grant cycle and schedule. She noted that the Committee would hear presentations from all eligible project sponsors tonight and would have the opportunity to ask questions to the project sponsors. She also noted that the Committee would be asked to confirm receipt and review of the Complete Streets Checklist from applicants.

The committee heard presentations from the thirteen eligible projects:

- Brisbane 2026 Brisbane Bicycle and Pedestrian Master Plan Update
- Burlingame Chapin Avenue Safety and Streetscape Improvement Project
- C/CAG Safety Applications For Every Traveler (SAFE-T)
- Colma El Camino Real Complete Streets Project (Segment B)
- Daly City John Daly Boulevard Pedestrian and Bicycle Facility Improvements Project
- East Palo Alto Fordham Street Roundabout Project
- Half Moon Bay Half Moon Bay Coastal Trail Safety & Rehabilitation
- Half Moon Bay HMB Bicycle and Pedestrian Master Plan Update
- Millbrae Skyline Boulevard Trail Maintenance Project
- Pacifica Oceana Boulevard Bicycle Lane Improvement Project
- San Mateo County Montara Main Street Traffic Calming and Bicycle/Pedestrian Connectivity Project
- South San Francisco Centennial Trail Active Transportation Safety and Rehabilitation Project
- Woodside Woodside Road Multi-Use Path Maintenance Project (from Woodside Elementary School to Kings Mountain Road)

Motion: Vice Chair Swire motioned to confirm receipt of MTC Complete Streets Checklists from TDA 3 applicants. Member Rainaldi seconded the motion. All members in attendance voted to approve. The motion passed.

5. Member Communications

C/CAG Executive Director Kaki Cheung thanked the committee for participating in the TDA 3 review process and presentations. She announced that C/CAG is partnering with the Metropolitan Transportation Commission (MTC) and the San Mateo County Transportation Authority to host a countywide Vision Zero/Active Transportation Best Practices Workshop on June 23. She also noted that the July BPAC meeting was originally scheduled for July 23 but will be rescheduled to July 30 due to scheduling conflicts. She noted that staff sent a survey to confirm the new date.

6. Adjournment

Chair Thayer adjourned the meeting at 9:04 PM.

C/CAG AGENDA REPORT

Date: July 30, 2026

To: Bicycle and Pedestrian Advisory Committee

From: Audrey Shiramizu, Senior Transportation Programs Specialist

Subject: Review and recommend Transportation Development Act Article 3 (TDA 3) FY 2026-28 Bicycle and Pedestrian project proposals to the C/CAG Board for funding allocation.

(For further information, contact Audrey Shiramizu at ashiramizu@smcgov.org)

RECOMMENDATION

That the C/CAG Bicycle and Pedestrian Advisory Committee reviews and recommends Transportation Development Act Article 3 (TDA 3) FY 2026-28 Bicycle and Pedestrian project proposals to the C/CAG Board for funding allocation.

FISCAL IMPACT

The anticipated funding available for the FY 2026-28 TDA Article 3 program is \$4.7M. Projects that meet the funding and scoring criteria will be recommended for funding.

SOURCE OF FUNDS

TDA Article 3 funds are derived from the following sources:

- Local Transportation Funds (LTF), derived from a ¼ cent of the general sales tax collected statewide
- State Transit Assistance Fund (STA), derived from the statewide sales tax on gasoline and diesel fuel.

BACKGROUND

At the January 22, 2026 meeting, the Committee reviewed the FY 26-28 TDA 3 Cycle Call for Projects and schedule and provided comments for staff's consideration. Following the meeting, C/CAG released the Call for Projects on February 16, 2026, inviting local jurisdictions to submit bicycle and pedestrian applications. Applications were due on April 16, 2026.

By the deadline, C/CAG received fifteen applications requesting a total of \$7.3M. Based on MTC guidelines, two project applications were deemed ineligible, leaving thirteen eligible applications for consideration. Of the \$4.7M available in this grant cycle, \$800,000 is set aside for planning projects and \$3.9M is for capital projects. Unused planning funds may be allocated for capital projects. The maximum grant amount for planning projects and capital projects is

\$200,000 and \$750,000, respectively. Because the total funding requested exceeds the available funding, not all eligible projects can be funded.

On May 4, 2026, Committee members received all applicant materials. At the May 28, 2026 meeting, the Committee received presentations from all project applicants describing their proposed projects. By the scoring deadline, 13 of the 15 Committee members submitted their scores (two members either chose to abstain or did not submit scores). The Committee's scores are part of public records and can be found in Attachment 2. A summary of the projects and average scores, ranked highest to lowest, is shown in Attachment 1.

The recommended funding reflects several policy changes adopted by the Committee in recent funding cycles to broaden participation and improve geographic equity. In addition to emphasizing projects located within Equity Focus Areas and Equity Priority Communities, the scoring criteria awarded additional points to jurisdictions that had not received TDA 3 funding in recent funding cycles. These changes were intended to encourage broader countywide participation while maintaining a competitive, merit-based selection process.

Based on the current rankings, available TDA 3 funding is sufficient to fully fund both planning projects and the top six capital projects. The seventh-ranked capital project would receive only partial funding under the base TDA scenario. All projects that are located within C/CAG Equity Focus Areas and/or MTC Equity Priority Communities were ranked highly by the Committee. Additionally, there are highly ranked projects on both the coast- and bay side.

Because available TDA 3 funding is insufficient to fund all the eligible projects, staff evaluated whether other funding sources could be used to maximize the number of projects receiving awards, while maintaining the Committee's project rankings. One opportunity is the Bay Area Air District's Transportation Fund for Clean Air (TFCA) Regional Fund. The TFCA regional funds may be used for eligible bike and pedestrian projects that improve air quality, including bicycle facilities and infrastructure improvements that encourage walking, biking and transit uses. TFCA funding is not eligible for maintenance projects. All projects must adhere to a strict cost effectiveness ratio required by the Air District to be deemed eligible. Eligibility factors include several project characteristics (e.g. segment length, type of facility, etc.) to estimate the amount of pollution reduced due to the project's construction. Projects that result in higher reduction of pollutants are eligible for higher amounts of funding.

Staff evaluated every eligible project to determine whether TFCA funding could be effectively leveraged. Although several projects appear to meet TFCA eligibility requirements, preliminary cost-effectiveness numbers indicate that most would receive relatively small TFCA awards, approximately \$9,000 to \$26,000. Staff determined that administering grants of this size would provide limited value relative to the administrative effort required by both C/CAG and the sponsoring agencies. As a result, staff focused on identifying projects that could receive a more meaningful TFCA funding allocation, while freeing up TDA 3 funds to support additional eligible highly ranked projects.

Among the eligible projects evaluated, the City of Pacifica's Oceana Boulevard Bicycle Lane Improvement Project is expected to receive the largest TFCA funding allocation. The project

provides the greatest opportunity to leverage TFCA funds and maximize the overall number of projects funded.

Accordingly, staff has developed two funding scenarios:

Scenario 1 – TFCA funding is not approved for the Pacifica Oceana Boulevard project.

Pacifica's project would receive its full \$750,000 award using TDA Article 3 funds. Under this scenario, the remaining TDA funds would provide a partial \$150,000 award to the seventh-ranked capital project, San Mateo County's Montara Main Street Traffic Calming and Bicycle/Pedestrian Connectivity Project.

Scenario 2 – TFCA funding is approved for the Pacifica Oceana Boulevard project.

Pacifica's project would receive a combination of TFCA and TDA Article 3 funding, freeing approximately \$342,794 in TDA funds. Those funds would instead be directed to the next highest ranked project, the San Mateo County project, increasing its recommended TDA award from \$150,000 to \$492,794.

Attachment 1 presents the recommended funding under both scenarios, so the Committee can see how the potential TFCA award would affect TDA Article 3 allocations. Staff's recommendation on a mixed funding type does not modify the Committee's project rankings. Under both scenarios, Pacifica's project receives its full requested funding. The difference is that approval of TFCA funding would increase the TDA Article 3 award available for the next highest-ranked eligible capital project.

At the July 30, 2026 meeting, Committee members will review the average scores and discuss the combined project rankings. The Committee can then make a recommendation to the C/CAG Board to approve the funding award at its October 2026 meeting, at the same time that the C/CAG Board makes funding decision on TFCA grant awards.

Staff recommend that the Committee approves scenario 2. Staff's recommendation is guided by two objectives: (1) preserve the Committee's merit-based project rankings; and (2) maximize the number of projects receiving funding by leveraging outside resources whenever feasible. The recommended scenario 2 is intended to achieve these objectives while making the most effective use of limited TDA Article 3 funding.

EQUITY CONSIDERATIONS

In recent years, C/CAG has worked to prioritize equity and incentivize the development of more TDA 3 projects in underserved areas. For example, in the FY 2024-2025 cycle, staff updated the scoring criteria to include more points for projects located within C/CAG Equity Focus Areas (EFA) or MTC Equity Priority Communities (EPCs). Additionally, maximum points were awarded if a project was located mostly in an EFA or EPC and provided the minimum local match. Additionally, C/CAG distributed the Call for Projects to C/CAG's new Community Based Organization (CBO) list. These equity-based scoring criteria and outreach practices were also applied for the FY 2026–2028 cycle.

For the TDA 3 FY2026-2028 cycle, C/CAG added new criteria to encourage more countywide participation. Points were given to projects in jurisdictions that do not contain an MTC Priority

Development Area (PDA) or do not have a transit station qualifying for the Transit-Oriented Community (TOC) Policy. This change encourages high-quality bicycle and pedestrian projects in jurisdictions that have had historically fewer opportunities to access regional active transportation funding.

ATTACHMENTS:

1. TDA 3 project ranking summary (as of July 6, 2026)
2. Committee member scores

Attachment 1: Project ranking summary (as of July 6, 2026)

	Applicant	Average Score	Project Funding Requested	Scenario 1		Scenario 2	
				Proposed Award Amount	Cumulative TDA Funding Amount	Proposed Award Amount	Cumulative TDA Funding Amount
Planning Project Proposals							
1	Half Moon Bay: Bicycle and Pedestrian Master Plan Update Update existing Bike/Ped Master Plan.	74.9	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
2	Brisbane: Bicycle and Pedestrian Master Plan Update Update existing Bike/Ped Master Plan.	71.2	\$ 125,000	\$ 125,000	\$ 325,000	\$ 125,000	\$ 325,000
Capital Project Proposals							
1	South San Francisco: Centennial Trail Active Transportation Safety and Rehabilitation Project Rehab and enhance the effective width of existing shared-use path.	82.1	\$ 750,000	\$ 750,000	\$ 1,075,000	\$ 750,000	\$ 1,075,000
2	C/CAG: Safety Applications For Every Traveler (SAFE-T) Deploy Traffic Signal Safety Interventions and Centralized Emergency Vehicle Pre-emption.	79.6	\$ 750,000	\$ 750,000	\$ 1,825,000	\$ 750,000	\$ 1,825,000
3	Pacifica: Oceana Boulevard Bicycle Lane Improvement Project Construct 1.21 miles of new Class II bike lanes, enhanced ped crossings, and improve striping.	74.1	\$ 750,000	\$ 750,000	\$ 2,575,000	\$ 407,206*	\$ 2,232,206
4	East Palo Alto: Fordham Street Roundabout Project Design and construction of a roundabout on Fordham Street at Notre Dame Avenue.	71.9	\$ 475,000	\$ 475,000	\$ 3,050,000	\$ 475,000	\$ 2,707,206
5	Half Moon Bay: Half Moon Bay Coastal Trail Safety & Rehabilitation Rehab ~3.4 miles including updated striping, pavement markings, and wayfinding.	69.2	\$ 750,000	\$ 750,000	\$ 3,800,000	\$ 750,000	\$ 3,457,206
6	Daly City: John Daly Boulevard Pedestrian and Bicycle Facility Improvements Project Improve multiuse path to allow for safer two-way travel for peds and bicyclists and ADA updates.	67.8	\$ 750,000	\$ 750,000	\$ 4,550,000	\$ 750,000	\$ 4,207,206
7	San Mateo County: Montara Main Street Traffic Calming and Bicycle/Pedestrian Connectivity Project Safety and accessibility improvements including bike route signage, striping, and curb ramps.	61.2	\$ 750,000	\$ 150,000	\$ 4,700,000	\$ 492,794	\$ 4,700,000
8	Millbrae: Skyline Boulevard Trail Maintenance Project Trail repairs, resurfacing, and rehabilitation.	59.2	\$ 400,000	\$ 400,000	\$ 5,100,000	\$ 400,000	\$ 5,100,000
9	Colma: El Camino Real Complete Streets Project (Segment B) Construction of multimodal infrastructure along El Camino Real (Segment B).	58.1	\$ 750,000	\$ 750,000	\$ 5,850,000	\$ 750,000	\$ 5,850,000
10	Burlingame: Chapin Avenue Safety and Streetscape Improvement Project Ped and bike safety improvements including traffic calming and pedestrian crossings.	57.5	\$ 750,000	\$ 750,000	\$ 6,600,000	\$ 750,000	\$ 6,600,000
11	Woodside: Woodside Road Multi-Use Path Maintenance Project (from Woodside Elementary School to Kings Mountain Road) Maintain a Class I shared-used path.	52.5	\$ 100,000	\$ 100,000	\$ 6,700,000	\$ 100,000	\$ 6,700,000
		Total	\$ 7,300,000				

*Remainder of the funding is proposed to come from the TFCA Regional Fund.

FY26-28 TDA 3 - BPAC Scoring Summary

Planning Projects Scores														
Applicant	Mary Bier (Pacifica)	Greg Wright (Pacifica)	Isabella Chu (Redwood City)	Angela Hey (Portola Valley)	Flor Nicolas (South San Francisco)	Stephen Rainaldi (Millbrae)	Malcolm Robinson (San Bruno)	Matthew Self (San Mateo County)	Desiree Thayer (Burlingame)	Alan Uy (Daly City)	Justin Yuen (South San Francisco)	Paul Nagengast (Half Moon Bay)	Mike Swire (San Mateo)	Average
Half Moon Bay: Bicycle and Pedestrian Master Plan Update	71	80	78	81	69	83	78	77	66	68	81	83	59	74.9
Brisbane: Bicycle and Pedestrian Master Plan Update	68	80	56	79	70	84	68	66	70	69	79	72	64	71.2

Capital Projects Scores														
Applicant	Mary Bier (Pacifica)	Greg Wright (Pacifica)	Isabella Chu (Redwood City)	Angela Hey (Portola Valley)	Flor Nicolas (South San Francisco)	Stephen Rainaldi (Millbrae)	Malcolm Robinson (San Bruno)	Matthew Self (San Mateo County)	Desiree Thayer (Burlingame)	Alan Uy (Daly City)	Justin Yuen (South San Francisco)	Paul Nagengast (Half Moon Bay)	Mike Swire (San Mateo)	Average
South San Francisco: Centennial Trail Active Transpo. Safety & Rehabilitation Project	85	85	87	87	80	86	81	77	73	84	75	83	84	82.1
C/CAG: Safety Applications For Every Traveler (SAFE-T)	84	84	77	84	79	84	75	75	83	80	78	76	76	79.6
Pacifica: Oceana Boulevard Bicycle Lane Improvement Project	79	82	71	78	72	82	73	64	73	73	78	65	73	74.1
East Palo Alto: Fordham Street Roundabout Project	72	75	70	76	72	75	78	61	67	71	75	72	71	71.9
Half Moon Bay: Half Moon Bay Coastal Trail Safety & Rehabilitation	70	71	71	72	65	71	75	66	65	64	65	76	69	69.2
Daly City: John Daly Blvd Pedestrian & Bicycle Facility Improvements Project	71	72	78	70	47	72	74	59	61	65	65	73	75	67.8
San Mateo County: Montara Main St. Traffic Calming & Bike/Ped. Connectivity Project	64	62	54	60	68	59	62	52	66	69	69	50	61	61.2
Millbrae: Skyline Boulevard Trail Maintenance Project	64	59	61	68	64	54	67	53	50	55	58	57	60	59.2
Colma: El Camino Real Complete Streets Project (Segment B)	60	64	50	51	57	64	58	62	57	60	65	46	61	58.1
Burlingame: Chapin Ave. Safety & Streetscape Improvement Project	64	60	66	60	56	61	31	55	55	61	73	55	51	57.5
Woodside: Woodside Road Multi-Use Path Maintenance Project	51	50	56	51	45	47	64	49	46	46	63	67	47	52.5

C/CAG AGENDA REPORT

Date: July 30, 2026

To: Bicycle and Pedestrian Advisory Committee (BPAC)

From: Audrey Shiramizu, Senior Transportation Program Specialist

Subject: Review and confirm receipt of an MTC Complete Streets Checklist from SamTrans for the Advancement Toward the Long-Range Service Vision Project.

(For more information, please contact Audrey Shiramizu at ashiramizu@smcgov.org)

RECOMMENDATION

That the Bicycle and Pedestrian Advisory Committee review and confirm receipt of an MTC Complete Streets Checklist from SamTrans for the Advancement Toward the Long-Range Service Vision Project.

FISCAL IMPACT

There is no direct fiscal impact to C/CAG at this time.

SOURCE OF FUNDS

Senate Bill 1 (SB1) Competitive Programs: Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors Program (SCCP).

BACKGROUND

Metropolitan Transportation Commission (MTC) Complete Streets Policy

In 2022, MTC adopted Resolution 4493, which formed its Complete Streets Policy (Policy). The goal of MTC's Policy is to promote the development of transportation facilities that accommodate all modes (walking, biking, rolling, driving, and taking transit). Project sponsors applying for regional discretionary transportation funding, or seeking endorsement from MTC, with a total project cost of \$250,000 or more, are required to submit a Complete Streets Checklist. The checklists are then reviewed by the County Transportation Agency's (CTA) Bicycle and Pedestrian Advisory Committee (BPAC). C/CAG is San Mateo County's CTA, and comments from the C/CAG BPAC will be considered and incorporated as part of the submittal to MTC.

Project Description

The Advancement Toward the Long-Range Service Vision (Project) is a set of four separate, independent components supporting Caltrain's Long-Range Service Vision, which improves the reliability of the existing service. The Project includes Fiber Optic Infrastructure, System Modernization, Right of Way Fencing, and Grade-Crossing Improvements. The project boundaries of these improvements start at San Francisco Caltrain Station and continue along the Caltrain ROW through San Mateo County and end at the Tamien Caltrain Station in San Jose, Santa Clara County.

The five at-grade crossing locations located within the Complete Streets Checklist belong to the Grade-Crossing Improvements component.

Caltrain and SamTrans have completed the MTC Complete Streets Checklist for the project, which is included as Attachment 1.

RECOMMENDATION

Staff recommends that the Committee reviews and confirms receipt of an MTC Complete Streets Checklist from SamTrans for the Advancement Toward the Long-Range Service Vision Project.

EQUITY IMPACTS AND CONSIDERATIONS

TCEP funds infrastructure improvements with high volumes of freight movement, including zero-emission vehicle (ZEV) infrastructure. SCCP funds performance improvements to reduce congestion in highly used corridors, with a priority on community impacts, neighborhood enhancements, and sustainability.

The Advancement Toward the Long-Range Service Vision Project will directly benefit one census tract identified as an MTC Equity Priority Communities (EPC).

ATTACHMENTS

1. MTC Complete Streets Checklist from SamTrans for the Advancement Toward the Long-Range Service Vision Project.

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Perry Chavez

Email Address:

chavezp@samtrans.com

Contact Phone Number:

16507307716

Project Sponsor:

Caltrain (Peninsula Corridor Joint Powers Board)

County:

San Mateo

Is your project seeking regional discretionary funds or an endorsement?

Endorsement

Regional Funding Program(s):

Senate Bill 1 (SB1) Competitive Programs - (SCCP, TCEP, LPP-C)

Project Name/Title:

Advancement Toward the Long-Range Service Vision

Project Location:

San Bruno, Redwood City, Palo Alto, Mountain View

Project Description:

The Advancement Toward the Long-Range Service Vision (Project) is a set of four separate, independent components supporting Caltrain's Long-Range Service Vision, which improves the reliability of the existing service. The Project includes Fiber Optic Infrastructure, System Modernization, Right of Way Fencing, and Grade-Crossing Improvements. The project boundaries of these improvements start at San Francisco Caltrain Station and continue along the Caltrain ROW through San Mateo County and end at the Tamien Caltrain Station in San Jose, Santa Clara County. The five at-grade crossing locations located within this checklist belong to the Grade-Crossing Improvements component.

Project Phase(s):

Construction (CON)

Project Mode(s):

Non-Roadway Transit (heavy rail, ferries, etc.), Non-Roadway Transit (heavy rail, ferries, etc.), Non-Roadway Transit (heavy rail, ferries, etc.), Non-Roadway Transit (heavy rail, ferries, etc.)

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Transit Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan, City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s)

Details on plan recommendations affecting the project area (with adoption date):

Caltrain's Long Range Service Vision, adopted in October 2019, applies to the safety improvements at all of the at-grade crossing locations. The Scott Street location is within the City of San Bruno and is informed by the Walk 'N Bike Plan (adopted July 2026), San Bruno General Plan Transportation Element (March 2009), Local Roadway Safety Plan (March 2023). Brewster Avenue and Main Street are within the City of Redwood City and are contained within the RWC Walk Bike Thrive Plan (June 2022). Rengstorff Avenue is located in the City of Mountain View, which is supported by the Vision Zero Action Plan and Local Road Safety Plan (September 2024).

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The three crossings on the AT Network - Brewster Avenue (Redwood City), Main Street (Redwood City), and Rengstorff Avenue (Mountain View) - involve at-grade railroad crossings where the project scope is focused on railroad safety and operational improvements, including upgraded warning systems, intrusion detection technology, roadway channelization, and pedestrian safety enhancements. These crossings are located on streets that carry active transportation users, and the project will adhere to NACTO's All Ages & Abilities guidance and PROWAG. The project directly addresses these stress points by improving crossing surface conditions, upgrading lighting to improve visibility and perceived safety for all users (Brewster Avenue and Rengstorff Avenue only), and deploying advanced warning systems and intrusion detection technology that reduce crossing gate down-time unpredictability. Caltrain will coordinate with the cities and local transit agencies to ensure that improvements are consistent with their local plans and recommendations.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

The Project is adjacent to Caltrain - Redwood City Station (Hub ID: 10747), Opportunity Hub (10575), Rengstorff / El Camino Real (9080), and California / Escuela (9081). As project sponsor, Caltrain coordinates closely with the cities of Redwood City and Mountain View, as well as with local transit and mobility providers, including SamTrans and VTA, as part of the broader project development process for the SCCP crossing improvements. Caltrain will engage the affected jurisdictions and mobility providers during design to confirm that project construction does not disrupt access to existing mobility hub amenities (including Bay Wheels bike share stations, transit stops, and pedestrian facilities) and to identify opportunities for hub-supportive design integration.

Caltrain will coordinate with the cities and local transit agencies to ensure that improvements are consistent with their local plans and recommendations.

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

TIMS data were analyzed to identify vehicle collisions within 250 feet of at-grade crossings between 2020 and 2025. There were 35 total collisions, 6 involved a bicyclist, and 4 involved a pedestrian.

The Project mitigates these risks by upgrading at-grade crossings with state-of-the-art, industry-standard safety improvements. Caltrain service operates along the Caltrain corridor, which intersects with the vehicular right of way at at-grade crossings. Physical safety infrastructure enhances active transportation and safety at key intersections. Grade-Crossing improvements and infrastructure include gates and gate warning signals, ped channelization, median installation/roadway channelization, pavement markings/signage/hatching, fencing, and lighting.

Infrastructure elements included in this phase of the project:

Updated Crosswalk/Crosswalk Enhancements, Pedestrian Safety Island(s), New Traffic Signal or Control Device, Upgrade to Existing Traffic Signal or Other Control Device, Other: Advanced Intrusion Detection Systems; Railroad Warning System Enhancements

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

610203

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

SamTrans (San Mateo County Transit District), VTA (Santa Clara Valley Transportation Authority)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

Published Routes Within 1/2 Mile of Scott Street
SamTrans

120 Colma BART - Brunswick/Templeton
138 Safe Harbor Shelter
141 Airport/Linden - Skyline College
142 SFO - Shelter Creek
40 IBL Middle School - San Bruno BART
41 Parkside IL - San Bruno BART
42 Pacifica - Parkside IL
49 Brisbane - Terra Nova High
ECR Daly City BART - Palo Alto Transit Ctr
ECRO Daly City - SFO
EPX East Palo Alto - San Bruno BART and San Francisco

Published Routes Within 1/2 Mile of Brewster Avenue
SamTrans

270 Redwood City Caltrain - Florence/17th loop
276 Redwood City Transit Ctr - Bohannon/Campbell
278 Redwood City Caltrain - Canada College
295 Hillsdale Mall - Redwood City Transit Center
296 Redwood City Transit Center - Bayshore/Donohoe
296O Redwood City TC- Palo Alto TC
397 San Francisco - Palo Alto Transit Ctr
73 G & Industrial - Clifford School
ECR Daly City BART - Palo Alto Transit Ctr
EPX East Palo Alto - San Bruno BART and San Francisco

Published Routes Within 1/2 Mile of Main Street
SamTrans

270 Redwood City Caltrain - Florence/17th loop
276 Redwood City Transit Ctr - Bohannon/Campbell
278 Redwood City Caltrain - Canada College
295 Hillsdale Mall - Redwood City Transit Center
296 Redwood City Transit Center - Bayshore/Donohoe
296O Redwood City TC- Palo Alto TC
397 San Francisco - Palo Alto Transit Ctr
79 Kennedy MS - Florence/17th
ECR Daly City BART - Palo Alto Transit Ctr
EPX East Palo Alto - San Bruno BART and San Francisco

Published Routes At Selected Point of Meadow Drive
VTA

School 288L Gunn HS - Louis & Fielding

Published Routes Within 1/2 Mile of Meadow Drive
VTA

22 Palo Alto TC - Eastridge
Rapid 522 Palo Alto TC - Eastridge Rapid
School 288 Gunn HS - Middlefield & Colorado via Charleston
School 288L Gunn HS - Louis & Fielding

Published Routes At Selected Point of Rengstorff Avenue
VTA

40 Foothill Coll - Mtn View TC via N. Bayshore

Published Routes Within 1/2 Mile of Rengstorff Avenue
VTA

21 Stanford Shopping Ctr - Santa Clara TC
40 Foothill Coll - Mtn View TC via N. Bayshore

Caltrain will coordinate with local transit agencies to ensure no disruption of service or routes by providing additional clearance time. Caltrain will also provide notification of construction to the railroad operator for coordination of system signaling on either side of the crossing. There are no bus stops within the Project footprint, so no impacts to service are anticipated.

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

Generated on: 6/17/2026

This is a DRAFT version - not yet submitted

C/CAG AGENDA REPORT

Date: July 30, 2026

To: Bicycle and Pedestrian Advisory Committee

From: Jeff Lacap, C/CAG Program Director

Subject: Receive the MTC Complete Streets Checklists for the One Bay Area Grant (OBAG) Cycle 4 County & Local Program and Community Action Resource and Empowerment Technical Assistance (CARE TA) project submissions.

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

RECOMMENDATION

That the Bicycle and Pedestrian Advisory Committee receive the MTC Complete Streets Checklists for the One Bay Area Grant (OBAG) Cycle 4 County & Local Program and Community Action Resource and Empowerment Technical Assistance (CARE TA) project submissions.

FISCAL IMPACT

Other than staff time, there is not any direct fiscal impact to C/CAG at this time. Upon C/CAG recommendation and MTC approval, the OBAG 4 and CARE TA funds will be allocated to project sponsors directly.

SOURCE OF FUNDS

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

BACKGROUND

One Bay Area Grant (OBAG) Program

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.

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. 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.

Community Action Resource and Empowerment Technical Assistance (CARE TA)

The CARE 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.

C/CAG 2026 Call for Projects

On May 11, 2026, C/CAG released the 2026 Call for Projects which included funding for the One Bay Area Grant Program Round 4 (OBAG 4), Community Action Resource and Empowerment Technical Assistance (CARE TA) Program, and the Transportation Fund for Clean Air (TFCA) 40% Fund Program. Applications were due by 12:00 p.m. on Tuesday, June 30, 2026. To date, staff held multiple applicant workshops to provide guidance on the application process. Additionally, public workshops have been held to solicit project ideas from members of the public.

C/CAG received a total of 12 applications from seven jurisdictions and one partner agency, requesting approximately \$32.3 million in funding. Of that amount, \$31.3 million was requested through the OBAG 4 Program, with an average request of approximately \$2.6 million per project.

Following its eligibility review, C/CAG staff determined that one application did not meet the OBAG 4 program eligibility requirements and the project sponsor withdrew its application. As a result, the total eligible funding request for the OBAG 4 Program was reduced to approximately \$30.9 million, 128% of the \$24.1 million available county target. The total eligible funding request for the CARE TA Program is approximately \$688,000. Attachment 1 summarizes the eligible OBAG 4 and CARE TA applications received.

To ensure a prioritized project nomination list is submitted to MTC by the October 30, 2026 deadline, the Evaluation Panel will review and score project applications between July 13 and August 5, 2026. Following the evaluation process, the draft prioritized project list will be presented for review by the C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC), Bicycle and Pedestrian Advisory Committee (BPAC), and Congestion Management and Environmental Quality (CMEQ) Committee in September. The C/CAG Board of Directors will then review and consider approval of the recommended project nomination list at its October 8, 2026 meeting.

Complete Streets Checklist

As part of the Metropolitan Transportation Commission (MTC) project programming requirements, all agencies applying for regional discretionary transportation funds (i.e. OBAG 4 and CARE TA) must complete the MTC Complete Streets Checklist to demonstrate that the needs of people walking, bicycling, and using other active modes of transportation have been considered during the early stages of project development.

MTC guidelines also require C/CAG to make each project's Complete Streets Checklist available for review by the appropriate Bicycle and Pedestrian Advisory Committee before MTC Commission approval and fund programming. To meet this requirement, C/CAG staff has scheduled an initial review of the submitted Complete Streets Checklists at the July 30, 2026 BPAC meeting. This early review will provide Committee members with additional time to examine the checklists and offer comments. Staff will return to the BPAC in September to confirm that the Committee has completed its review and that any comments have been documented. At that meeting, staff will also present the draft prioritized project nomination list for the Committee's review and consideration.

ATTACHMENTS

1. OBAG 4 and CARE TA Application Summary

The following attachment is available on the C/CAG BPAC website (*See “Additional Agenda Materials” for the relevant meeting*) at: <https://ccag.ca.gov/committees/bicycle-and-pedestrian-advisory-committee>

2. MTC Complete Streets Checklists from applications received through the C/CAG 2026 Call for Projects

Attachment 1: Applications Received for OBAG 4 and CARE TA Funding

Index	Project Sponsor	Project Title	Project Description	Total OBAG Request	Total CARE TA Request	Total Project Cost
1	San Carlos	US 101/Holly St Interchange Improvements & Ped Overcrossing Project	At US101/Holly St interchange construct new ped/bike overcrossing of US101 and reconfigure on/off-ramps from full cloverleaf to partial cloverleaf. Upgrade intersections and signals, enhance ped/bike facilities along Holly St, and improve lighting.	\$ 4,000,000	\$ -	\$ 116,673,000
2	Burlingame	Chapin Avenue Streetscape Project	Reconstruct the Chapin Avenue corridor into a green, pedestrian-friendly streetscape with narrowed travel lanes. Install stormwater facilities, landscaped medians, mid-block crossings, curb extensions, ADA ramps, widened sidewalks, and lighting.	\$ 4,000,000	\$ -	\$ 4,600,000
3	BART	Colma BART Station Wayfinding Project	Wayfinding improvements at Colma BART Station: interior and exterior signage replacement, real-time departure displays, transit information displays, ADA-accessible and braille signage, hazmat abatement, and electrical work.	\$ 2,610,000	\$ -	\$ 2,949,000
4	South San Francisco	Orange Avenue Complete Streets Planning and Design Project	The Project will advance design for multimodal improvements along Orange Ave between El Camino Real and Grand Ave, including data collection, traffic and safety analysis, community engagement, development of alternatives, preliminary and final engineering	\$ -	\$ 531,000	\$ 600,000
5	South San Francisco	Chestnut Avenue Multimodal Safety and Access Improvement Project	Chestnut Ave: a two-way Class IV separated bikeway from Mission Rd to Grand Ave, and a Class I shared-use path from Sunset Ave to Hillside Blvd. Grand Ave: a class IIB buffered bike lane between Mission Rd and Chestnut Ave	\$ 3,102,000	\$ -	\$ 3,650,000
6	Colma	El Camino Real Bicycle and Pedestrian Improvement Project - Segment A	The Project enhances pedestrian and cyclist safety, mobility, and climate resilience through construction of continuous sidewalks, Class IV bike lanes, ADA ramps, crosswalks, upgraded bus stops, lighting, Landscaping and stormwater treatment.	\$ 4,000,000	\$ -	\$ 70,574,000
7	Millbrae	Aviador Avenue Bridge Replacement Project, Bridge No. 35C0174	Replace structurally deficient 1947 bridge (No. 35C0174) carrying Aviador Avenue over Millbrae Canal, including approaches and Complete Streets elements, restoring a critical east-west emergency-access connector near the Millbrae Intermodal Station.	\$ 4,000,000	\$ -	\$ 4,585,323
8	County of San Mateo	Guadalupe Canyon Parkway Class IV Project	Construct protected Class IV bikeways, RRFB crossing enhancements, ADA Curb Ramp Upgrades, and pavement rehabilitation along Guadalupe Canyon Parkway between Price Street and Bayshore Boulevard.	\$ 4,000,000	\$ -	\$ 7,762,500
9	Pacifica	Crespi Drive / Highway 1 Multimodal Safety and Connectivity Project	The Crespi Drive / Highway 1 Multimodal Safety and Connectivity Project will improve pedestrian/bicycle safety between HWY1 and Ladera Way through signal upgrades, high-visibility crosswalks, median refuge improvements, and a two way cycle track.	\$ -	\$ 157,584	\$ 1,297,000
10	Millbrae	Downtown Specific Plan Improvement Project	The Downtown Specific Plan Improvement Project in Millbrae is an initiative to pave and widen streets, install 6 tree wells, and a stormwater planter by achieving local Complete Streets goals and ADA compliance on Broadway and on Park Boulevard.	\$ 1,600,000	\$ -	\$ 2,000,000
11	Millbrae	El Camino Real Bikeway and Pedestrian Crossing Project	The El Camino Real Bikeway and Pedestrian Crossing Project on Murchison Drive aims to install a protected bike and pedestrian bridge crossing, providing an alternative route to cross State Route 82 aka El Camino Real.	\$ 3,681,011	\$ -	\$ 10,000,000
Total Request				\$ 30,993,011	\$ 688,584	

Note: Projects are listed in the order applications were received, not by jurisdiction.