

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date: Thursday, September 17, 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: City of Belmont Emergency Operations Center Belmont City Hall, 2 nd Floor One Twin Pines Lane, Belmont, CA 94002	Password: 696962 Join by Phone: (669) 900-6833

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

This meeting of the C/CAG TAC Committee will be held in person at the location listed above. Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the agency, or of the acts or omissions of the Board and committees. Speakers shall not disrupt, disturb, or otherwise impede the orderly conduct of a Board meeting. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

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|----|--|-------------------|-----------------|
| 1. | Call to Order/Roll Call | Willis/
Ovadia | No
materials |
| 2. | Public comment on items not on the agenda (limited to 2 minutes) | Willis/
Ovadia | No
materials |

Note: Members of the public who wish to speak on matters not on the agenda will be given an opportunity to address the Board. Members of the public will have two minutes each to address the Board, unless a different time limit is established by the Chair. Please refer to the instructions at the end of this agenda for details regarding how to provide public comments.

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|----|--|--------|-----------------|
| 3. | Issues from the September 10 th , 2026, C/CAG Board meeting. <ul style="list-style-type: none">• Receive a presentation from Bay Area Housing Finance Authority (BAHFA) on its exploration of a potential housing revenue measure.• Receive a presentation on the Peninsula Shuttle Program Optimization and Funding Strategy. | Ocampo | No
materials |
| 4. | Approval of minutes from the August 20 th , 2026, Technical Advisory Committee Meeting. (Action) | Ocampo | Pages 4-7 |

5.	Review and recommend approval of the proposed funding package, consisting \$24,111,142 in One Bay Area Grant (OBAG) Cycle 4 County & Local Program nominations for eight projects, \$782,319 in Community Action Resource and Empowerment Technical Assistance (CARE TA) funding for two projects, and \$2,131,430 in Transportation Fund for Clean Air (TFCA) 40% Fund for seven eligible projects. (Action)	Lacap	Pages 8-19
6.	Receive a presentation on the San Mateo County Transportation Authority's Call for Projects for both the Cycle 8 Pedestrian and Bicycle, and Cycle 4 Transportation Demand Management Programs. (Information)	Ocampo	Pages 20-21
7.	Receive information on San Mateo County 101 Express Lanes Initial Performance Study. (Information)	Comstock	Pages 22-24
8.	Receive information on regional projects and funding related items. (Information)	Lacap	Pages 25-38
9.	Executive Director Report	Cheung	No materials
10.	Member Reports	All	No materials
11.	Adjournment.	All	No materials

The next regularly scheduled meeting is on October 15, 2026.

Future potential topics:

- a. 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: Van Dominic Ocampo at vocampo@smcgov.org

**CONGESTION MANAGEMENT PROGRAM (CMP)
TECHNICAL ADVISORY COMMITTEE (TAC)**

August 20, 2026

MINUTES

*****HYBRID MEETING - IN-PERSON AND via VIDEOCONFERENCE*****

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

Members		August 20, 2026			
No.	Agency	IN-PERSON	ABSENT	REMOTE	REMOTE
				AB 2449	Publicly Accessible Teleconference Location
1	Hillsborough Engineering	Paul Willis (Co-Chair)			
2	Atherton Engineering	Robert Ovadia (Co-Chair)			
3	SMCTA / SamTrans	Jessica Manzi			
4	San Mateo County Engineering	Tory Newman	Absent		
5	Belmont Engineering	Edric Kwan			
6	Brisbane Engineering	Maz Bozorginia	Absent		
7	Burlingame Engineering	Chris Lamm			
8	C/CAG	Kaki Cheung			
9	Colma Engineering	Brad Donohue			
10	Daly City Engineering	Richard Chiu	Absent		
11	East Palo Alto Engineering	Humza Javed			
12	Foster City Engineering	Andrew Brozyna	Absent		
13	Half Moon Bay Engineering	Dale Leda			
14	Menlo Park Engineering	Azalea Mitch			
15	Millbrae Engineering	Fai Ali			
16	Pacifica Engineering	Melissa Tigbao	Absent		
17	Redwood City Engineering	Tanisha Werner			
18	San Bruno Engineering	Matthew Lee			
19	San Carlos Engineering	Steven Machida			
20	San Mateo Engineering	Matt Fabry			
21	South San Francisco Engineering	Eunejune Kim			
22	Woodside Engineering	Louis Sun			
	Non-Voting Members				
1	MTC	James Choe	Absent		
2	Caltrans	Mohammed Suleiman	Absent		

The three-hundred sixteenth (317th) meeting of the Technical Advisory Committee took place on August 20, 2026 at 1:15 PM.

TAC members that attended in person are listed on the Roster and Attendance table above. CCAG staff members present in person were; Jeff Lacap, Eva Gaye, Brett Lin, Marina Budimir and Van Dominic Ocampo.

Other people in attendance and their respective agencies are as follows:

Patrick Gilster– SMCTA (in person)

1. Call to Order/Roll Call

Co-Chair Ovadia called the meeting to order at 1:15 PM.

2. Public comment on items not on the agenda

There was no comment from the public.

3. Issues from the June 11th, 2026, C/CAG Board meeting. (Information)

- Acting C/CAG Executive Director Kaki Cheung shared the key items from the June C/CAG Board meeting, as noted on the meeting agenda. Kaki reported on the Board's approval of the C/CAG annual budget for Fiscal Year 2026-2027 and adoption of the updated San Bruno/South San Francisco Community Based Transportation Plan.

4. Approval of minutes from the June 18, 2026 Meeting. (Action)

There was no comment to the minutes of the June 18, 2026 TAC meeting.

Motion – To approve the minutes from the June 18, 2026 TAC meeting, Fabry/Machida.

Fourteen members in attendance voted to approve, with three abstentions. Motion passed. 14-0-3.

5. Receive a presentation on MTC's Transit Priority Update. (Information)

Jeff Lacap, C/CAG staff, introduced the item and passed it on to Joel Shaffer, Transit Priority Program Coordinator at MTC, to make the presentation.

Member Mitch commented that she sees a challenge in terms of trying to prioritize transit over safety projects and how to best balance the two. Joel Shaffer added that MTC does not intend to prioritize transit over safety projects, or active transportation projects. MTC intends to encourage non-transit projects, so safety and/or active transportation projects or other project types can integrate best practice transit supportive design. MTC's intent is not to replace but to augment.

Member Kim asked, how important standardization and/or consistency of the hardware and software interface is in order to make this system work, because corridors go through multiple jurisdictions. Britt Thesen responded that as long as system being used is cloud based there is more flexibility.

Co-chair Ovadia asked for a cleaner copy of the Transit Priority Network map, so that from the jurisdictional level, one can better understand which streets and street segments are proposed to

be included. Joel Shaffer responded by stating that MTC has an online map, that users can zoom in and see every corridor, the link to the map is on the presentation slide.

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

Jeff Lacap gave the presentation on the San Mateo Countywide Transportation Plan Update. Jeff highlighted that the CTP creates a vision for the future of transportation in San Mateo County. It sets priorities and guides the decision making of C/CAG and SMCTA when it comes to planning the funding and delivery of local and regional transportation improvements.

Member Mitch sought confirmation on whether it is the goal of C/CAG to reduce VMT and the environmental goals captured in the Enhancing Resilience effort. Lacap responded in the affirmative citing freight separations in terms of moving freight crossing safer but also making them safer for pedestrians and cyclists.

7. Receive information on the framework for upcoming Lifeline Cycle 8 Call For Projects (CFP). (Information)

Kaki Cheung gave a brief history on the item and introduced Eva Gaye - C/CAG Transportation Systems Specialists, to do the presentation. Gaye walked through the proposed approach for Lifeline Cycle 8 CFP, which includes a streamlined pilot renewal process for established operational projects while maintaining a meaningful, competitive call for project process. Gaye added that the CCAG Board approved maintaining the existing state transit assistance funding split, which is 63% for Lifeline and 37% for paratransit that goes to San Francisco and there's approximately \$4.9 million is available for Lifeline Cycle 8 Projects.

Member Manzi expressed appreciation over the willingness to consider the streamlined approach. SMCTA Board will be deciding on the local match requirements for shuttles at their September Board Meeting. Manzi encourages those local agencies with nominated shuttle programs to apply to the Lifeline Cycle 8 Funds to help fill in or recover the SMCTA local match requirement. She also offered the assistance of SMCTA staff if agencies need support with their Lifeline Cycle 8 grant application.

Member Lamm asked if the available \$4.9 million is just for next fiscal year, or is that a multiple year funding? Gaye responded that it is multiple-year funding. Lamm also sought clarification on the proposed minimum set-aside, whether that is perpetual because, it is anticipated that next year, or the next cycle, other projects that are ongoing will come back as part of that streamlined application process? He also asked if the 10% additional set aside is likely to fund one or two more, streamlined projects? C/CAG Interim ED Cheung responded that it currently looks like only two C/CAG: projects would qualify. Cheung added that she believes that additional projects could potentially come online and so the streamlined portion could potentially increase. Further discussions as to what metrics qualify for that streamline is proposed so applicants can stay within the framework.

Member Leda stated that our Coastal routes are kind of falling out of this program. He asked if the 3-year baseline average is based on the last 3 years and if there's room for adjustment through the annual CPI.

Member Fabry mentioned that a lot of cities are potentially struggling with matching funds for

shuttle program grants.

Patrick Gilster from SMCTA responded by saying that SMCTA, perhaps with C/CAG, is open to figuring out how to submit a combined grant application.

8. Receive a Presentation Regional Projects and funding related items (Information)

Lacap reported on federal funding, project delivery, and other regional policies that may affect local agencies. He highlighted the following items from the staff report:

FHWA policy for Inactive Projects, Caltrans Inactive Project List, Caltrans Pavement Management Program (PMP) certification, Lapsed Project End Date (PED) report.

9. Executive Director Report (Information)

Interim C/CAG Executive Director Kaki Cheung on the federal transportation bill reauthorization.

10. Member Reports

Member Machida announced his upcoming retirement in November.

11. Adjournment

Co-Chair Ovadia adjourned the meeting at 2:26 PM

C/CAG AGENDA REPORT

Date: September 17, 2026

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Program Director

Subject: Review and recommend approval of the proposed funding package, consisting \$24,111,142 in One Bay Area Grant (OBAG) Cycle 4 County & Local Program nominations for eight projects, \$782,319 in Community Action Resource and Empowerment Technical Assistance (CARE TA) funding for two projects, and \$2,131,430 in Transportation Fund for Clean Air (TFCA) 40% Fund for seven eligible projects.

(For further information or questions contact Jeff Lacap at jlacap@smcgov.org (OBAG 4/ CARE TA) or Matt Petrofsky at mpetrofsky@smgov.org (TFCA))

RECOMMENDATION

That the C/CAG Technical Advisory Committee review and recommend approval of the proposed funding package, consisting \$24,111,142 in One Bay Area Grant (OBAG) Cycle 4 County & Local Program nominations for eight projects, \$782,319 in Community Action Resource and Empowerment Technical Assistance (CARE TA) funding for two projects, and \$2,131,430 in Transportation Fund for Clean Air (TFCA) 40% Fund for seven eligible projects.

FISCAL IMPACT

C/CAG combined three funding programs into a coordinated call for projects to simplify the application process, match projects with the most suitable funding source, and increase the resources available to local agencies. The three programs provide approximately \$27.5 million in total available funding. The proposed package recommends approximately \$27.0 million for local and countywide transportation projects. It fully programs San Mateo County's \$24.1 million OBAG Cycle 4 nomination target, recommends approximately \$2.1 million in TFCA funds, and advances two community-identified projects with \$782,319 in CARE TA funds.

The OBAG Cycle 4 and CARE TA funds would be allocated to project sponsors following C/CAG's recommendation and MTC's final approval. The TFCA funds would be available to sponsors on a reimbursement basis following Bay Area Air District's approval.

SOURCE OF FUNDS

MTC allocates federal funds through the OBAG Cycle 4 County & Local Program, including Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program (STP) funds.

The Bay Area Air District (Air District) allocates local funds through the TFCA program. These funds are sourced from fees levied on motor vehicles pursuant to CA Health and Safety Code Sections 44223, 44225, and 44241(d).

BACKGROUND

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. C/CAG held applicant workshops, answered project-specific questions, and conducted public workshops to solicit project ideas. By incorporating these funding streams into a single call for projects, C/CAG was able to streamline administration, efficiently coordinate staff resources, and stretch the available dollars to support the greatest number of worthwhile projects.

Funding Source	Amount
MTC OBAG 4 County & Local Program	\$24.1M
Transportation Fund for Clean Air (TFCA) 40% Fund	\$2.1M
MTC Community Action Resource & Empowerment Technical Assistance (CARE TA)	\$1.3M
Total	\$27.5M

By the application deadline, C/CAG received a total of 12 applications from seven jurisdictions and one partner agency, requesting approximately \$32.4 million in funding. Following 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. The total eligible OBAG 4 funding requests totaled approximately \$30.9 million, equivalent to 128% of the \$24.1 million nomination target. The total eligible CARE TA Program requests totaled \$782,319.

The three programs provide approximately \$27.5 million in total available funding. This report recommends approximately \$27.0 million in awards. The remaining \$517,681 in CARE TA funding would be offered through a subsequent call for projects anticipated in spring 2027.

Program Purposes

- The **OBAG Cycle 4** Program supports transportation investments that advance regional growth, safety, multimodal access, and federal programming priorities.
- The **CARE TA** program advances community-identified capital projects from Community-Based Transportation Plans or comparable processes toward final design and construction readiness. Eligible projects must serve an Equity Priority Community and demonstrate meaningful community support.
- The **TFCA** supports eligible projects that reduce motor vehicle emissions. C/CAG used TFCA on qualifying bicycle infrastructure costs to preserve OBAG and TDA Article 3 funds for other eligible projects.

Attachment 4 summarizes the list of project applications received.

Project Evaluation Process

Upon the initial staff screening, staff forwarded the project applications to the nine-member evaluation panel comprised of representatives from the C/CAG Congestion Management and Environmental Quality (CMEQ) and Bicycle and Pedestrian Advisory Committee (BPAC) Committees, Commute.org, Silicon Valley Bicycle Coalition, and the San Mateo County Transportation Authority. The panel scored project need and benefits, consistency with local priorities, and equity impacts. C/CAG staff separately reviewed program eligibility, readiness, schedule, funding plan, and the ability to meet federal programming and obligation requirements.

Staff used the following principles to develop the recommended funding package:

- Maintain the evaluation panel's relative ranking while considering the complete application.
- Prioritize projects that can meet applicable programming, obligation, and delivery deadlines.
- Use TFCA for eligible costs so OBAG and TDA Article 3 funds can support projects with fewer funding options.
- Advance competitive projects across the county while protecting San Mateo County's federal allocation.

Deliverability is particularly important because OBAG funds must be obligated by federal deadlines. If a selected project cannot meet required milestones, the funds may need to be reprogrammed and could ultimately be redirected outside San Mateo County.

C/CAG Staff reviewed and screened the remaining qualitative and programmatic categories for all the applications. Attachment 5 provides a summary of preliminary project rankings under the OBAG 4 program.

OBAG 4 Staff Recommendation

Based on the preliminary rankings and the factors described above, staff recommends funding the highest-ranked projects that can meet program delivery requirements, using TFCA funds for eligible project costs, and directing the remaining OBAG balance to the C/CAG sponsored Countywide Safety Improvement Project. The recommended OBAG awards total \$24,111,142.

Due to limited funding, not all eligible applications can be recommended. Staff does not recommend two applications for OBAG funding in this cycle based primarily on readiness and deliverability considerations. The Millbrae El Camino Real Bikeway and Pedestrian Crossing Project ranked sixth but received a lower readiness/deliverability assessment. The Aviator Avenue Bridge Replacement Project in Millbrae ranked ninth, received the lowest overall score and also presents deliverability and readiness concerns. Millbrae's highest-ranked project, the Downtown Specific Plan Improvement Project, is recommended for funding. C/CAG staff will continue coordinating with Millbrae regarding project readiness and potential future funding opportunities.

Countywide Safety Improvement Project (SAFE-T)

After funding the recommended competitive projects at amounts that can advance deliverable project scopes, approximately \$1.9 million remains. Staff recommends directing the remaining

OBAG balance of \$1,903,906 to C/CAG's countywide Safety Applications for Every Traveler project, known as SAFE-T. The OBAG program permits county transportation agencies to nominate countywide projects that advance regional safety, mobility, equity, and program-delivery objectives. The SAFE-T project is particularly well suited for countywide implementation because it addresses safety and emergency-response needs that cross jurisdictional boundaries and would be difficult to deliver as a series of separate local projects.

The project would deploy traffic signal safety interventions at approximately 70 high-risk locations countywide. Improvements may include signal-system technologies that improve intersection safety, enhance detection and operations for people walking and bicycling, and support emergency vehicle response. Potential treatments would improve intersection operations and reduce conflicts involving people walking, bicycling, and driving. The project would therefore provide several benefits from a coordinated investment: improved bicycle and pedestrian safety, faster and more reliable emergency response, and more consistent traffic-signal technology across jurisdictional boundaries. The approximately 70 locations represent the preliminary countywide candidate pool. The number of locations included in the initial phase will depend on final technology selection, site conditions, participating-agency agreements, and available funding. Attachment 6 provides a preliminary location map of where the improvements would be deployed across the county.

Proposed locations leverage findings in the Countywide Local Road Safety Plan (LRSP), High Injury Network data, local Vision Zero plans, and input received from local jurisdictions during the development of earlier grant applications. Because C/CAG would implement the project countywide, individual jurisdictions would not need to independently pursue funding, procure compatible systems, or manage separate deployments. If approved, C/CAG would coordinate with member agencies to confirm locations, responsibilities, and delivery schedules before final implementation.

The SAFE-T project was not submitted or scored as a local competitive application because it is a C/CAG sponsored countywide project. Consistent with OBAG provisions allowing county transportation agencies to nominate countywide projects, staff evaluated SAFE-T separately for program eligibility, countywide need and benefits, readiness, deliverability, and consistency with regional safety, mobility and equity objectives. Programming the remaining OBAG balance to SAFE-T would also avoid fragmenting the funds into amounts that may be insufficient to advance another federal-aid project.

The C/CAG Board previously reserved approximately \$3 million for the SAFE-T program before establishing the funding amount available through the competitive call for projects. That prior set-aside is not included in the OBAG recommendation table because it was removed before calculating the amount available to applicants. The proposed \$1,903,906 award would supplement the earlier set-aside, bringing the currently identified resources for SAFE-T to approximately \$4.9 million and allowing C/CAG to advance a meaningful initial phase of countywide implementation. Attachment 1 summarizes the recommended OBAG nominations and the TFCA awards associated with those projects. Attachment 3 presents the complete TFCA funding recommendation.

MTC CARE TA Staff Recommendation

Staff recommends \$782,319 for two community-identified projects. Approximately \$517,681 would remain available, based on MTC's \$1.3 million county target. Staff intend to issue another Call for Projects in Spring 2027 to provide member and community partners another opportunity

to use the remaining CARE TA funds. Attachment 2 provides a summary of the funding recommendation.

Transportation Fund for Clean Air (TFCA) 40% Funding Recommendations

C/CAG reviewed qualifying projects from the combined OBAG 4 call for projects, the Transportation Development Act Article 3 call for projects, and a supplemental solicitation distributed to the local jurisdictions. This coordinated review allowed C/CAG to use TFCA for eligible bicycle infrastructure costs, stretch other limited funding sources, and retain this revenue source for projects in San Mateo County. Funding for the FY 2026-27 TFCA cycle must be fully allocated by November 2026 to avoid forfeiture or regional reapportionment.

Eligibility for TFCA funds was determined using the following criteria:

- Project met Air District policies for eligible expenditures.
- Project was to be recommended for OBAG or TDA Article 3 award.
- Project would be eligible for over \$150,000 in TFCA funds, as calculated using the funding eligibility tool released annually by the Air District. That tool allows applicants to input various project parameters and receive a maximum TFCA funding value based on applied specifications.

Through the combined call, C/CAG staff determined that seven projects were eligible for TFCA funding, utilizing all of the \$2.1M made available by the Air District. C/CAG staff are recommending all seven of those projects for TFCA funding. Attachment 3 provides the recommended funding package for TFCA funds.

Next Steps

- Following C/CAG Board approval, staff will submit the OBAG 4 and CARE TA nominations to MTC for final review and selection.
- Staff will submit the TFCA recommendations to the Bay Area Air District and complete the applicable funding agreements.
- Staff anticipates releasing another CARE TA call for projects in Spring 2027 for the remaining county target.
- Staff will continue coordinating with all project sponsors on project delivery, federal requirements, and future funding opportunities.

Recommendation

C/CAG staff requests that the C/CAG Technical Advisory Committee review and recommend approval of the proposed funding package, including \$24,111,142 in One Bay Area Grant (OBAG) Cycle 4 County & Local Program nominations for eight projects, \$782,319 in Community Action Resource and Empowerment Technical Assistance (CARE TA) funding for two projects, and \$2,131,430 in Transportation Fund for Clean Air (TFCA) 40% Fund for seven eligible projects.

EQUITY IMPACTS AND CONSIDERATIONS

The OBAG program supports equity in San Mateo County by directing funding toward projects that improve access to safe, reliable, and sustainable transportation options for all communities,

including historically underserved and disadvantaged populations. Through the county program, local jurisdictions can prioritize investments in a broad range of transportation projects.

Funding from the Bay Area Air District allocated through these programs serves to benefit all community members by facilitating the implementation of projects aimed at reducing air pollution from motor vehicles.

ATTACHMENTS

1. Recommended OBAG 4 Funding Package
2. Recommended CARE TA Funding Package
3. Recommended TFCA Funding Package
4. Final List of Applications Received Through the C/CAG 2026 Call for Projects
5. OBAG 4 Preliminary Project Rankings
6. C/CAG SAFE-T Preliminary Project Location Map

Attachment 1: Recommended OBAG 4 Funding Package

Rank	Sponsor	Project Title	Total Score	OBAG 4 Award	TFCA Award*	Total Award
1	Colma	El Camino Real Bicycle and Pedestrian Improvement Project - Segment A	97.3	\$3,655,248	\$344,752	\$4,000,000
2	South San Francisco	Chestnut Avenue Multimodal Safety and Access Improvement Project	96.5	\$2,669,995	\$432,005	\$3,102,000
3	Millbrae	Downtown Specific Plan Improvement Project	90.2	\$1,600,000	–	\$1,600,000
4	BART	Colma BART Station Wayfinding Project	89.3	\$2,610,000	–	\$2,610,000
5	San Carlos	US 101/Holly St Interchange Improvements & Ped Overcrossing Project	89	\$3,671,993	\$328,007	\$4,000,000
6	Millbrae	El Camino Real Bikeway and Pedestrian Crossing Project	88.8	Not Recommended for Funding		
7	County of San Mateo	Guadalupe Canyon Parkway Class IV Project	87.3	\$4,000,000	\$310,676	\$4,310,676
8	Burlingame	Chapin Avenue Streetscape Project	74.3	\$4,000,000	–	\$4,000,000
9	Millbrae	Aviador Avenue Bridge Replacement Project, Bridge No. 35C0174	70.7	Not Recommended for Funding		
N/A**	C/CAG	Countywide Safety Improvement Project - SAFE T	—	\$1,903,906	–	\$1,903,906
				\$24,111,142	\$1,415,440	\$25,526,582

* The complete list of TFCA funding awards can be found in Attachment 3.

** The Countywide safety improvement project, Safety Application for Every Traveler, SAFE-T, was evaluated separately as a C/CAG-sponsored countywide project and was not included in the competitive scoring process.

Attachment 2: Recommended CARE TA Funding Package

Project Sponsor	Project Title	Recommended CARE TA Amount
Pacifica	Crespi Drive / Highway 1 Multimodal Safety and Connectivity Project	\$251,319
South San Francisco	Orange Avenue Complete Streets Planning and Design Project	\$531,000
	Total	\$782,319

Attachment 3: Recommended TFCA Funding Package

Associated call for projects	Lead Applicant	Project Title	TFCA Grant Request Amount
OBAG 4	Colma	El Camino Real Bicycle and Pedestrian Improvement Project - Segment A	\$344,752
OBAG 4	San Carlos	US 101/Holly St Interchange Improvements & Ped Overcrossing Project	\$328,007
OBAG 4	County of San Mateo	Guadalupe Canyon Parkway Class IV Project	\$310,676
OBAG 4	South San Francisco	Chestnut Avenue Multimodal Safety and Access Improvement Project	\$432,005
TDA	Pacifica	Oceana Boulevard Bicycle Lane Improvement Project	\$348,619
Supplemental call	Redwood City	Bay Road Complete Street Rehabilitation Project	\$222,818
Supplemental call	Commute.org	Bicycle Parking Reimbursement Program	\$144,553
Totals:			\$2,131,430

Attachment 4: Final List of Eligible Applications Received Through the C/CAG 2026 Call for Projects (in alphabetical order)

Project Sponsor	Project Title	Total OBAG Request	Total CARE TA Request	Total TFCA Request
BART	Colma BART Station Wayfinding Project	\$ 2,610,000	\$ -	\$ -
Burlingame	Chapin Avenue Streetscape Project	\$ 4,000,000	\$ -	\$ -
Colma	El Camino Real Bicycle and Pedestrian Improvement Project - Segment A	\$ 4,000,000	\$ -	\$ -
County of San Mateo	Guadalupe Canyon Parkway Class IV Project	\$ 4,000,000	\$ -	\$ 310,676
Millbrae	Downtown Specific Plan Improvement Project	\$ 4,000,000	\$ -	\$ -
Millbrae	El Camino Real Bikeway and Pedestrian Crossing Project	\$ 1,600,000	\$ -	\$ 318,989
Millbrae	Aviador Avenue Bridge Replacement Project, Bridge No. 35C0174	\$ 3,681,011	\$ -	\$ -
Pacifica	Crespi Drive / Highway 1 Multimodal Safety and Connectivity Project	\$ -	\$ 251,319	\$ -
San Carlos	US 101/Holly St Interchange Improvements & Ped Overcrossing Project	\$ 4,000,000	\$ -	\$ -
South San Francisco	Orange Avenue Complete Streets Planning and Design Project	\$ -	\$ 531,000	\$ -
South San Francisco	Chestnut Avenue Multimodal Safety and Access Improvement Project	\$ 3,102,000	\$ -	\$ -
	Total Request	\$ 32,404,995		

Attachment 5: OBAG 4 Preliminary Project Rankings

Rank	Project Sponsor	Project Title	Average Panel Score (Max 70pts)	Staff Scores (Max 40pts)	Total Score (Max 110 pts)
1	Colma	El Camino Real Bicycle and Pedestrian Improvement Project - Segment A	60.8	36.5	97.3
2	South San Francisco	Chestnut Avenue Multimodal Safety and Access Improvement Project	65.0	31.5	96.5
3	Millbrae	Downtown Specific Plan Improvement Project	59.7	30.5	90.2
4	BART	Colma BART Station Wayfinding Project	57.3	32.0	89.3
5	San Carlos	US 101/Holly St Interchange Improvements & Ped Overcrossing Project	58.5	30.5	89.0
6	Millbrae	El Camino Real Bikeway and Pedestrian Crossing Project	61.3	27.5	88.8
7	County of San Mateo	Guadalupe Canyon Parkway Class IV Project	56.8	30.5	87.3
8	Burlingame	Chapin Avenue Streetscape Project	48.3	26.0	74.3
9	Millbrae	Aviador Avenue Bridge Replacement Project, Bridge No. 35C0174	56.7	14.0	70.7

Project Overview Map

Preliminary locations shown for planning purposes. Final locations will be confirmed in coordination with participating jurisdictions.

Attachment 6

Legend:

Countywide High Injury Network

ⓘ

Project Intersections - Urban Areas

Ⓢ

Project Intersections - Rural Areas

MTC Equity Priority Community

San Mateo County Equity Focus Area - Tier 1

San Mateo County Equity Focus Area - Tier 2

This map displays the geographic distribution of project intersections and equity focus areas within San Mateo County. The map is overlaid on a Google Earth-style aerial view. Key features include:

- Countywide High Injury Network:** Represented by orange lines tracing major road corridors.
- Project Intersections - Urban Areas:** Marked with blue circular icons containing a white 'S'.
- Project Intersections - Rural Areas:** Marked with green circular icons containing a white 'S'.
- MTC Equity Priority Community:** Shaded in dark blue.
- San Mateo County Equity Focus Area - Tier 1:** Shaded in dark purple.
- San Mateo County Equity Focus Area - Tier 2:** Shaded in light purple.

 Labeled locations on the map include Daly City, Pacifica, San Bruno, Hillsborough, Montara, Moss Beach, Highlands, Belmont, Emerald Hills, Woodside, West Menlo Park, Palo Alto, Stanford, and Kings Mountain. Major highways shown are I-280, I-805, SR-92, and SR-84. A scale bar in the bottom right corner indicates 10,000 feet.

C/CAG

City/County Association of Governments
of San Mateo County

SAFE-T

Safety Applications For Every Traveler

C/CAG AGENDA REPORT

Date: September 17, 2026

To: Congestion Management Program Technical Advisory Committee

From: Van Dominic Ocampo, P. E., Transportation Systems Coordinator

Subject: Receive a presentation on the San Mateo County Transportation Authority's Call for Projects for both the Cycle 8 Pedestrian and Bicycle, and Cycle 4 Transportation Demand Management Programs.

(For further information, contact Van Dominic Ocampo at vocampo@smcgov.org)

RECOMMENDATION

That the Congestion Management Program Technical Advisory Committee receives a presentation on the San Mateo County Transportation Authority's Call for Projects (CFP) for both the Cycle 8 Pedestrian and Bicycle (Ped/Bike) and Cycle 4 Transportation Demand Management (TDM) Programs.

FISCAL IMPACT

There is no financial impact on C/CAG related to this item.

SOURCE OF FUNDS

This program is funded by Measure A and Measure W Funds, which are both administered by the San Mateo County Transportation Authority (SMCTA).

BACKGROUND

On August 31, 2026, the SMCTA released a joint CFP for both the Cycle 8 Ped/Bike and Cycle 4 TDM Programs.

Approximately \$24.7 million in Measure A and W Ped/Bike Program funding and \$3 million in TDM funding will be made available this year. Grant applications will be due by October 30, 2026, with awards expected to be adopted at the SMCTA's January board meeting.

SMCTA also announced the launch of a new grant-management platform and Call for Projects web tool. All applications will be submitted through the new platform, hosted by Euna Grants. Applicants will have access to the CFP web tool to evaluate project competitiveness based on program metrics and will use the tool's output in their submitted application.

SMCTA will host a virtual workshop on September 14, 2026, from 3:00-4:30 p.m. The workshop recording will also be posted on the SMCTA's CFP webpage following the event.

EQUITY IMPACTS AND CONSIDERATIONS

In alignment with the SMCTA's 2025-2029 Strategic Plan, equity is incorporated as a criterion in the evaluation of projects submitted through both the SMCTA Cycle 8 Pedestrian/Bicycle and Cycle 4 TDM grant programs. The evaluation considers how proposed projects address the transportation needs of communities that may experience greater mobility challenges or barriers to safe and convenient transportation. This approach helps prioritize investments that improve access, safety, and mobility for communities throughout San Mateo County.

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/>

1. San Mateo County Transportation Authority CFP for Cycle 8 Ped/Bike and Cycle 4 TDM Programs presentation

C/CAG AGENDA REPORT

Date: September 17, 2026

To: Congestion Management Program Technical Advisory Committee

From: Kim Comstock, Program Director

Subject: Receive information on San Mateo County 101 Express Lanes Initial Performance Study.

(For further information or questions, contact Kim Comstock at kcomstock@smcgov.org)

RECOMMENDATION

That the C/CAG Technical Advisory Committee receive a presentation on the San Mateo County 101 Express Lanes Initial Performance Study, which analyzed the performance of the express lanes and general purpose lanes against the expected benefit outcomes. The study highlights key findings, early successes, and recommended strategies to guide continued monitoring and performance improvements.

FISCAL IMPACT

There is no additional fiscal impact associated with receiving this informational presentation. The Initial Performance Evaluation Study was completed at a cost of \$232,700.

SOURCE OF FUNDS

The Initial Performance Evaluation Study was funded with Express Lanes local funds, consisting of San Mateo County 101 Express Lanes toll revenues.

BACKGROUND

The San Mateo County 101 Express Lanes Project is a multi-phase project which created 22 miles of Express Lanes in both directions on US 101 from the San Mateo/Santa Clara County border to I-380 in South San Francisco. This study was conducted to evaluate the performance of the San Mateo County 101 Express Lanes Project after an initial period of full operation, while acknowledging that data availability varies by performance measure. With the express lanes fully opened in March 2023, 2024 represented the first complete year of systemwide operations, providing an opportunity to assess mobility, travel-time reliability, and operational efficiency outcomes. The evaluation uses before-and-after comparisons to examine changes in congestion, overall corridor performance, and early safety trends under active tolling.

The study reflects the early post-implementation context, including evolving post-pandemic travel behavior. A structured, data-driven evaluation was therefore needed to document current performance, assess emerging trends, and establish a baseline for continued monitoring as corridor and regional travel patterns stabilize.

RESULTS

Expected benefits from the express lanes and associated key results are summarized below:

✓ Met 🔍 Partially Met; Monitor			
BENEFIT	ASSESSMENT	KEY RESULT(S)	METRIC CHANGE
 REDUCE CONGESTION	✓	Express Lane and General Purpose Lane Avg Speed ↑; Bottlenecks ↓	Express Lane Speeds +7-13 mph; General Purpose Lane Speeds: +1-7 mph
 IMPROVE RELIABILITY	✓	Buffer Time Needed ↓; Total Hours Spend Traveling Corridor ↓	Planning Time Index: -70%; Travel Time on the Top 5% Worst Travel Days: -44%; Vehicle Hours Travelled: -16%; CO ₂ Emissions: -22%
 ENCOURAGE CARPOOLING	🔍	HOV-3+ ↑; Transit Data Limited	HOV-3+: +14% from 32% → 46% (Self-Reported)
 INCREASE PERSON THROUGHPUT	✓	Passengers per Lane per Quarter ↑ from 2023 to 2025	Person Throughput + 2.5M from 2.2M → 4.7M (2x)
 USE MODERN TECHNOLOGY	✓	Dynamic Pricing & Real-Time Data Enabled Improvements	Influenced All Other Metrics

KEY TAKEAWAYS

- Express Lanes are functioning as intended, delivering measurable improvements in corridor performance.
- Despite known limitations, the study provides meaningful, actionable insights.
- Regular monitoring with more data is recommended.

NEXT STEPS

- **Monitoring & Policy:** Continue traffic and safety performance monitoring, update analyses as new data becomes available, and use findings to inform future corridor and policy decisions.
- **Operations:** Refine operations at key hot spots through dynamic pricing, exploring occupancy verification and adaptive ramp metering improvements.
- **Safety:** Coordinate with CHP on targeted enforcement and coordinating data sharing. Review safety trends as data becomes available.
- **Transit:** Collaborate with local transit operators to share and analyze transit performance data.
- **Public Education:** Increase outreach on operational rules and safe merge practices.

Please refer to the San Mateo County 101 Express Lanes Initial Performance Evaluation Study for more detailed information.

EQUITY IMPACTS AND CONSIDERATIONS

The San Mateo County Express Lanes JPA advances transportation equity by reinvesting a

portion of express lane toll revenues in the Go Card program, which provides qualifying lower-income San Mateo County residents with financial assistance to access transit and other eligible mobility services.

ATTACHMENTS

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

1. San Mateo County 101 Express Lanes Initial Performance Study Presentation
2. San Mateo County 101 Express Lanes Initial Performance Evaluation Study

C/CAG AGENDA REPORT

Date: September 17, 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 attend 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.

Several San Mateo County jurisdictions have certifications approaching their expiration dates. Based on MTC's guidance:

- Jurisdictions with an upcoming expiration date that are current P-TAP 27 recipients have their status updated to "Certified with Pending."
- Jurisdictions with an upcoming expiration date that are not in the current P-TAP 27 cycle will need to submit an extension request letter to MTC to remain in good standing. MTC encourages these jurisdictions to apply for P-TAP 28, the upcoming round of the program. The P-TAP 28 Call for Projects announcement and application period are expected in mid-November.

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.

Proposed MTC Annual Obligation Plan for FY 2026-27

The MTC Annual Obligation Plan (AOP) status report for FY 2026-27 is attached for your reference (Attachment 4). The FY2026-27 AOP contains STP, CMAQ, HSIP, Local Bridge Seismic Retrofit Program, ATP, LPP and SB 1 programmed projects with federal funds.

The jurisdictions listed in this report are required to deliver a complete funding obligation Request for Authorization (RFA) package to Caltrans Local Assistance by December 1, 2026, for this upcoming federal fiscal year.

As part of the evaluation process in this development phase, the project sponsor will need to provide MTC information stating the delivery schedule with major project milestones such as:

- Field Review completion (or at least scheduled) by September 30th, 2026
- Federal Project Number (FPN)
- Environmental clearance, PS&E, and/or ROW certification
- Anticipated construction advertisement date
- Anticipated construction award date

Please note that projects on the FY2026-27 Annual Obligation Plan will be subject to regional project delivery policy and deadlines stated in MTC Resolution 3606. The regional project delivery policy establishes certain deadlines and requirements for agencies accepting Federal Highway Administration (FHWA) funding and the intent of the regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. Staff is currently in the process of working with sponsors with projects scheduled in FFY 2026-27. The Annual Obligation Plan will be finalized and submitted to Caltrans this fall.

Current and Upcoming Funding Opportunities

MTC Regional Measure 3 Safe Routes to Transit and Bay Trail Program

The Safe Routes to Transit and Bay Trail Program (SR2TBT) grant program aims to provide bicycle and pedestrian access improvements on and near the Bay Area's state-owned toll bridges, connecting to rail transit stations and the Bay Trail. Applications are due **October 5, 2026**. Click here for more information: <https://mtc.ca.gov/funding/funding-opportunities/regional-measure-3-safe-routes-transit-bay-trail-program>

See the Notice of Funding Opportunity (NOFO) for additional information:

https://files.simpler.grants.gov/opportunities/5269870b-a071-47ba-a076-d3fbc1955077/attachments/7939f3db-c26a-4822-9561-83927bfa56b5/NHTSA_ITSE_NOFO_8.3.2026.pdf

SMCTA 2026 Pedestrian & Bicycle Call for Projects

The San Mateo County Transportation Authority (SMCTA) has released a joint Call for Projects (CFP) for the Cycle 8 Pedestrian and Bicycle (Ped/Bike) Program and the Cycle 4 Transportation Demand Management (TDM) Program.

Approximately \$24.7 million in Measure A and Measure W Ped/Bike Program funding and \$3 million in TDM Program funding is available in this cycle. Applications are due **October 30, 2026**, with awards anticipated for adoption at the SMCTA Board's January meeting. For this cycle, SMCTA has launched a new grant-management platform and CFP web tool, hosted by Euna Grants (https://gn.ecivis.com/GO/gn_redir/T/15cyqj5lwfx7).

All applications must be submitted through the new platform. Applicants can use the CFP webtool to evaluate project competitiveness against program metrics and will include the tool's output in their submitted application.

USDOT PROTECT Discretionary Grant Program

The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Competitive Grant Program, administered by the Federal Highway Administration (FHWA), provides funding to plan for and make surface transportation more resilient to current and future weather events, natural disasters, and changing conditions, such as flooding, sea level rise, wildfire, extreme temperatures, and earthquakes.

The program offers four categories of funding: Planning Grants, Resilience Improvement Grants, Community Resilience and Evacuation Route Grants, and At-Risk Coastal Infrastructure Grants. Eligible applicants include states, metropolitan planning organizations, local governments, federally recognized Tribes, public transportation agencies, and port authorities. Approximately \$787 million is available under this funding opportunity.

Applications are due **October 9, 2026**. Click here for more information: <https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving>.

Local Highway Safety Improvement Program (HSIP) Cycle 13 Call-for-Projects

The Highway Safety Improvement Program (HSIP), administered by Caltrans with federal funding, provides funds to local agencies for safety improvement projects intended to reduce traffic fatalities and serious injuries on local and rural roadways. To be eligible, an agency must have completed a Local Roadway Safety Plan (LRSP) or an equivalent, and all applications must use the required HSIP Analyzer tool and be submitted electronically through Smartsheet.

Applicants are expected to review the HSIP Guidelines and the Local Roadway Safety Manual for California Local Road Owners before preparing their applications, and to contact their Caltrans District Local Assistance Engineer (DLAE) with any questions. Applications are due **Monday, November 2, 2026**. Click here for more information:

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>

Additional NOFO Updates provided by Caltrans can be found in Attachment 5.

Training Opportunities

California Local Technical Assistance Program (CALTAP)

The online training catalog for the California Local Technical Assistance Program (CALTAP) has been recently updated to provide a comprehensive catalog of local assistance training that focuses specifically on the needs of California's public transportation agencies. Upcoming trainings include California Traffic Engineering License Exam Review and Pavement Life Cycle Cost Analysis. Click here to access the full catalog: <https://caltap.org/training-calendar.aspx>.

EQUITY IMPACTS AND CONSIDERATIONS

This item provides regional project information and opportunities for all jurisdictions in San Mateo County.

ATTACHMENTS

1. Caltrans Inactive Project List for San Mateo County as of August 31, 2026
2. PMP Certification Status of Agencies within San Mateo County as of September 2, 2026
3. Caltrans Lapsed Project End Dates as of September 1, 2026
4. Draft MTC Annual Obligation Plan for FY 2026-27
5. Caltrans NOFO Updates as of September 4, 2026

Updated on 08/31/2026 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
5261011	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0424000048L	CPFL	04	SM	Atherton	ALAMEDA DE LAS PULGAS BETWEEN MILLS AVENUE AND STOCKBRIDGE AVENUE TRAFFIC SAFETY IMPROVEMENTS INCLUDING BUT NOT LIMITED TO SIGNALIZATION OF TWO INTERSECTIONS, COMPLETE STREETS, GREEN INFRASTRUCTURE, CURB RAMPS, GEOMETRIC MODIFICATIONS TO INTERSECTIONS, SIGNING AND STRIPING	11/19/2025	9/5/2024	11/19/2025	11/19/2025	8	Y928	\$2,680,212.00	\$2,000,000.00	\$440,339.70	\$1,559,660.30
5350026	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0424000038L	STPL	04	SM	Pacifica	PALOMA AVENUE, CARMEL AVENUE AND SANTA MARIA AVENUE FROM FRANCISCO BOULEVARD TO BEACH BOULEVARD NEW SIDEWALKS, CURB AND GUTTER, ADA CURB RAMPS, ADA DRIVEWAYS, BICYCLE STRIPING AND SLURRY SEAL	10/29/2025	5/13/2024	10/29/2025	10/29/2025	9	Y230	\$2,077,062.00	\$1,000,000.00	\$845,244.34	\$154,755.66
5390006	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0423000011L	STPL	04	SM	Portola Valley	WESTRIDGE DRIVE FROM APPROXIMATELY ALPINE ROAD TO CERVANTES ROAD PAVEMENT PRESERVATION INCLUDING PAVEMENT GRINDING, BASE REPAIR, SLURRY SEAL, THERMOPLASTIC TRAFFIC STRIPING AND PAVEMENT MARKINGS, AND OTHER MISC. WORK RELATED TO ROAD RESURFACING	12/29/2025	1/20/2023	12/29/2025	12/29/2025	7	Y230	\$851,838.62	\$201,000.00	\$158,528.61	\$42,471.39
5299019	Inactive	Invoice under review by Caltrans. Monitor for progress. Invoice in District. 08/28/2026	0423000060L	CML	04	SM	Millbrae	NEAR THE MILLBRAE TRANSIT CENTER INSTALL NEW LOCAL MOBILITY HUB	01/29/2026	3/11/2024	1/29/2026	1/29/2026	6	Y003	\$390,045.00	\$345,150.00	\$324,470.55	\$20,679.45
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	84	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	25	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	78	M400	\$50,043,250.63	\$3,559,977.49	\$3,559,977.49	\$0.00

PMP Certification

September 2, 2026

Expired	About to Expire
Certified (including Pending & Extension)	P-TAP 27 Receipients

* "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	27	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	27	Certified
San Mateo	Colma	10/01/24	10/31/26	27	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	27	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	27	Certified
San Mateo	Portola Valley	11/01/23	11/30/25	24	EXPIRED
San Mateo	Redwood City	12/01/24	12/21/26	27	Certified
San Mateo	San Bruno	11/01/23	11/30/25	27	Certified with Pending
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	27	Certified with Pending

|

Project End Date Reporting

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

Last Updated: 9/1/2026

Project Number xxxx(xxx)	Prefix	Responsible Agency	Agency's Portfolio with Lapses (%)	PE Auth "Other" (NI/Studies)	PE Auth	RW Auth	CON Auth	Monitoring Class	Approved PED (* Legacy)	PED Expires (Months)	PED by Expiration (Based on current PED)	Current SEQ #	Current FADS SEQ Status	Pending PED Change	Lapse Occurrences	Lapse Action by SEQ # (WR) or (NP)	FHWA Approves Waiver Request	Nonparticipating PED Lapses (Adjusted for Waiver Approvals)	AMS Adv ID (* Multi Adv IDs)	AMS Adv Acct Codes	FMIS Status
5935(064)	BPMP	San Mateo County	50.0%		08/10/18				10/31/22 *	-47	● PED Expired	1	Approv		1			SEQ# 1(10/31/2022 to Present)	0413000030	2W	ACTIVE
5390(006)	STPL	Portola Valley	50.0%				01/20/23		03/31/25	-18	● PED Expired	2	Approv		1			SEQ# 2(3/31/2025 to Present)	0423000011		ACTIVE
5438(015)	HPLUL	East Palo Alto	50.0%		11/27/13				06/28/25	-15	● PED Expired	6	Approv		2			SEQ# 6(6/28/2025 to Present) SEQ# 4(10/30/2022 to 12/20/2022)	0414000191	2W	ACTIVE
5299(019)	CML	Millbrae	100.0%				03/11/24	Dist "Final"	05/31/26	-4	● PED Expired	1	Approv		1			SEQ# 1(5/31/2026 to Present)	0423000060		ACTIVE
5029(025)	BPMP	Redwood City	60.0%		04/13/11				07/31/26	-2	● PED Expired	3	Pend HQ	12/01/28	1			SEQ# 2(7/31/2026 to Next FMIS Appv)	0400021046	2W	ACTIVE
5029(024)	BPMP	Redwood City	60.0%		04/13/11				07/31/26	-2	● PED Expired	3	Pend HQ	12/01/28	1			SEQ# 2(7/31/2026 to Next FMIS Appv)	0400021045	2W	ACTIVE
5350(026)	STPL	Pacifica	0.0%				05/13/24		09/30/26	1	◆ PED 0 to < 3 mos	1	Approv						0424000038		ACTIVE
5171(029)	STPL	Burlingame	0.0%		08/02/24				12/01/26	3	◆ PED 3 to < 6 mos	2	Pend FHWA	12/31/28					0424000465		ACTIVE
5177(040)	CML	South San Francisco	50.0%		01/04/19		09/09/22		12/31/26	4	◆ PED 3 to < 6 mos	2	Approv		1			SEQ# 1(2/1/2022 to 9/9/2022)	0419000112		ACTIVE
5029(042)	STPL	Redwood City	60.0%		03/26/25				12/31/26	4	◆ PED 3 to < 6 mos	1	Approv						0425000265		ACTIVE
5350(027)	CPFL	Pacifica	0.0%		12/03/25				04/30/27	8	◆ PED 6+ mos	2	Pend HQ	12/31/29					0425000388		ACTIVE
5935(094)	HSIPL	San Mateo County	50.0%		11/28/25				07/31/27	11	◆ PED 6+ mos	1	Approv						0426000084		ACTIVE
5177(039)	BPMP	South San Francisco	50.0%		11/19/19		02/26/26		09/09/27	12	◆ PED 6+ mos	4	Approv		1			SEQ# 1(12/30/2022 to 3/27/2023)	0418000191	2W	ACTIVE
1517(205)	ER	Brisbane	0.0%		12/20/24		11/20/25		10/30/27	14	◆ PED 6+ mos	3	Approv						0424000362		ACTIVE
5196(046)	CML	Daly City	0.0%		03/24/26				10/31/27	14	◆ PED 6+ mos	1	Approv						0426000162		ACTIVE
5333(020)	CPFL	Woodside	0.0%				09/02/25		12/31/27	16	◆ PED 6+ mos	1	Approv						0425000341		ACTIVE
5261(011)	CPFL	Atherton	0.0%		09/05/24		08/15/25		12/31/27	16	◆ PED 6+ mos	3	Approv						0424000048		ACTIVE
5102(054)	STPL	San Mateo	50.0%		04/27/26				01/21/28	16	◆ PED 6+ mos	2	Approv						0426000197		ACTIVE
5029(041)	STPL	Redwood City	60.0%		12/21/23				01/31/28	17	◆ PED 6+ mos	2	Approv		1			SEQ# 1(1/1/2026 to 5/29/2026)	0422000475		ACTIVE
5029(044)	CML	Redwood City	60.0%		06/24/26				02/26/28	18	◆ PED 6+ mos	1	Approv						0426000300		ACTIVE
5177(049)	BRLS	South San Francisco	50.0%		02/27/24				03/26/28	19	◆ PED 6+ mos	1	Approv						0423000337		ACTIVE
1517(229)	ER	San Bruno	50.0%				04/09/26		05/01/28	20	◆ PED 6+ mos	2	Approv						Pending		ACTIVE

Project End Date Reporting

Last Updated: 9/1/2026

*** 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	FMIS Status
5390(007)	CRPL	Portola Valley	50.0%		07/29/26				06/01/28	21	◆ PED 6+ mos	1	Approv						0426000275		ACTIVE
5267(029)	CRPL	San Carlos	0.0%		07/29/26				06/01/28	21	◆ PED 6+ mos	1	Approv						0426000274		ACTIVE
5438(020)	CRPL	East Palo Alto	50.0%		07/29/26				06/01/28	21	◆ PED 6+ mos	1	Approv						0426000273		ACTIVE
5357(013)	CRPL	Half Moon Bay	0.0%		08/14/26				06/01/28	21	◆ PED 6+ mos	1	Approv						Pending		ACTIVE
6419(034)	STPLNI	City/County Association of Governments of San Mateo County	0.0%	05/02/23					06/30/28	22	◆ PED 6+ mos	2	Approv						0423000222		ACTIVE
5357(012)	CPFL	Half Moon Bay	0.0%		05/23/25				09/30/28	25	◆ PED 6+ mos	2	Approv						0424000246		ACTIVE
5177(054)	STPL	South San Francisco	50.0%				08/14/26		12/31/28	28	◆ PED 6+ mos	1	Approv						Pending		ACTIVE
5102(049)	BRLS	San Mateo	50.0%		06/09/18		08/22/25		06/30/29	34	◆ PED 6+ mos	5	Approv		1			SEQ# 1(8/6/2020 to 5/6/2021)	0417000373	2W	ACTIVE
5226(023)	CML	San Bruno	NA		11/16/18		11/24/23	Acct Final	12/31/25	-9	■ NA-Closing	5	Approv		3			SEQ# 5(8/31/2026 to Present) SEQ# 4(12/31/2025 to 8/31/2026) SEQ# 1(11/1/2020 to 3/18/2021)	0419000066	7D	ACTIVE

County	Local Agency	TIP ID	Program	Phase	Project Title	Unique ID/Fund Type	Latest Action Status	Latest Action Date	Federal Project No.	Field Review: Certification Date or Anticipated Date	ROW Cert: Certification Date or Anticipated Date	Anticipate Request For Authorization (RFA) Date: Now - 06/15/27	Anticipated Obligation Date
San Mateo	Burlingame	SM-210009	OBAG 2	CON	Burlingame Square Caltrain Station Mobility	CMAQ-T5-OBAG2-REG-CI	Project Closed Out	25-Apr-2025					
San Mateo	Burlingame	SM-230201	OBAG 3	CON	Rollins Road Bicycle and Pedestrian	STP-T6-OBAG3-CO	Received comments from Caltrans on ROW certification package, revised and resubmitted, waiting for approval of revised material.	15-Jul-2026	STPL 5171(029)	5/9/2025	8/1/2026	9/15/2026	11/15/2026
San Mateo	Caltrain	SM-230203	OBAG 3	CON	Middle Avenue Pedestrian and Bicycle Undercrossing	STP-T6-OBAG3-CO	Sponsor is awaiting approval of nepa clearance (cultural studies review); We understand NEPA clearance is required prior to the Caltrans approval of the the transfer of the funds to FTA	1/31/2026	CPFCDSL-5273(027)	N/A - FTA transfer project	N/A - FTA transfer project	4/24/26	9/30/26
San Mateo	Colma	SM-230202	OBAG 3	CON	El Camino Real Complete Streets Mission-Arlington	STP-T6-OBAG3-CO	NEPA document is being reviewed						
San Mateo	Colma	SM-250213	CDS Earmark	PE	El Camino Real Complete Streets Mission-	RTP-21-T08-060	NEPA document is being reviewed			2/6/25	NA/project funding is just for PE phase	9/1/2026	1/31/27
San Mateo	Daly City	SM-250219	OBAG 2	CON	John Daly Blvd Pedestrian and Bicycle	CMAQ-T5-OBAG2-CO		1-Jul-2026	5196(046)	1/13/2026	11/30/2026	3/1/2027	6/15/2027
San Mateo	East Palo Alto	SM-250227	CRP	PE	East Palo Alto/San Mateo Co. Regional EV	CRP-REG-T6	RFA submitted to FMIS 7/14/26		CRPL 5438(020)	12/31/2026		8/1/2026	10/31/2026
San Mateo	East Palo Alto	SM-250227	CRP	ROW	East Palo Alto/San Mateo Co. Regional EV	CRP-REG-T6			CRPL 5438(020)			1/1/2027	2/28/2027
San Mateo	East Palo Alto	SM-250227	CRP	CON	East Palo Alto/San Mateo Co. Regional EV	CRP-REG-T6			CRPL 5438(020)		5/31/2027	6/30/2027	8/31/2027
San Mateo	Half Moon Bay	SM-250221	CRP	PE	Half Moon Bay/San Mateo Co. Regional EV	CRP-REG-T6			CRPL 5357(013)	12/31/2026		8/1/2026	10/31/2026
San Mateo	Half Moon Bay	SM-250221	CRP	ROW	Half Moon Bay/San Mateo Co. Regional EV	CRP-REG-T6			CRPL 5357(013)			1/1/2027	2/28/2027
San Mateo	Half Moon Bay	SM-250221	CRP	CON	Half Moon Bay/San Mateo Co. Regional EV	CRP-REG-T6			CRPL 5357(013)		5/31/2027	6/30/2027	8/31/2027
San Mateo	Menlo Park	SM-250226	CRP	CON	EV Charging Infrastructure	CRP-REG-T6	Field Review meeting held; Waiting for Caltrans to define requirements to complete NEPA clearance;	21-Jul-2026	CRPL 5273(028)	5/18/2026	8/31/2026	8/31/2026	11/15/2026
San Mateo	Millbrae	SM-210011	OBAG 2	CON	Park Blvd, San Anselmo Ave and Sta.	CMAQ-T5-OBAG2-CO	Project completed and closed- out. MTC/Caltrans evaluating re-programing available funds.						
San Mateo	Portola Valley	SM-250225	CRP	PE	Portola Valley/SM County Regional EV	CRP-REG-T6	RFA submitted to FMIS 7/13/26	1-Jun-2026	CRPL 5390(007)	12/31/2026		8/1/2026	10/31/2026
San Mateo	Portola Valley	SM-250225	CRP	ROW	Portola Valley/SM County Regional EV	CRP-REG-T6			CRPL 5390(007)			1/1/2027	2/28/2027
San Mateo	Portola Valley	SM-250225	CRP	CON	Portola Valley/SM County Regional EV	CRP-REG-T6			CRPL 5390(007)		5/31/2027	6/30/2027	8/31/2027
San Mateo	Redwood City	SM-230204	OBAG 3	CON	Roosevelt Avenue Traffic Calming Project	STP-T6-OBAG3-CO	RFA at CT-District	16-Jun-2026	STPL 5029 (041)	6/23/2025	9/30/2026	already submitted to Caltrans on June 16, 2026	11/15/2026
San Mateo	Redwood City	SM-230207	OBAG 3	CON	Bay Road Complete Street Rehabilitation	STP-T6-OBAG3-CO	Design PSA Signed by State	22-Jul-2026	STPL 5029 (042)	7/22/2026	1/15/2027	3/15/2027	5/1/2027
San Mateo	Redwood City	SM-250218	OBAG 2	PE	Page Street Bike Boulevard	CMAQ-T5-OBAG2-REG-HIP	RFA at FMIS	8-Jun-2026	CML 5029(044)	4/17/2026	NA/project funding is just for PE phase	Is being processed by Caltrans	7/20/2026
San Mateo	Redwood City	SM-250217	OBAG 2	CON	Jefferson Avenue Traffic Safety	CMAQ-T5-OBAG2-REG-HIP	PES received	27-May-2026	CML 5029(045)	4/17/2026	2/15/2027	3/15/2027	6/15/2027

San Mateo	San Carlos	SM-250222	CRP	PE	San Carlos/San Mateo County Regional EV	CRP-REG-T6	RFA submitted to FMIS 7/16/26	16-Jun-2026	CRPL 5267(029)	12/31/2026		8/1/2026	10/31/2026
San Mateo	San Carlos	SM-250222	CRP	ROW	San Carlos/San Mateo County Regional EV	CRP-REG-T6			CRPL 5267(029)			1/1/2027	2/28/2027
San Mateo	San Carlos	SM-250222	CRP	CON	San Carlos/San Mateo County Regional EV	CRP-REG-T6			CRPL 5267(029)		5/31/2027	6/30/2027	8/31/2027
San Mateo	San Mateo	SM-250220	OBAG 2	CON	El Camino Real/Humboldt St./Hillsdale Blvd.	STP-T5-OBAG2-REG-HIP			STPL 5102(054)	1/22/2026	8/1/2026	9/1/2026	10/1/2026
San Mateo	SMCTA	SM-230205	OBAG 3	CON	19th Avenue/Fashion Island Blvd Complete	CMAQ-T6-OBAG3-CO	DEER was submitted, caltrans commented, and revised DEER resubmitted.	18-Jun-2026	CML-6069(004)	Mar-25	9/30/2026	12/31/2026	1/31/2027
San Mateo	South S.F.	SM-230206	OBAG 3	CON	School St/Spruce Ave and Hillside Blvd	STP-T6-OBAG3-CO	RFA submitted - to CT-HQ 7/15/26	17-Jun-2026	STPL 5177(054)	8/7/2025	7/6/2026	7/27/2026	8/7/2026

BACTA Planning Directors Meeting Friday, 9/4/2026

Federal Grant Funding Opportunities*

- **FY 26 Innovative Coordination Access and Mobility Pilot Program** - [NOFO](#)
 - Closing date: 9/9/26
- **FY 26 Buses and Bus Facilities Program** – [NOFO](#)
 - Closing date: 9/21/2026
- **FY 26 Low or No Emission Bus Program** – [NOFO](#)
 - Closing date: 9/21/2026
- **FY 24-26 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program** - [NOFO](#)
 - Closing date: **10/9/2026**
 - District 4 letter of support requests due: **9/22/2026**

State Grant Funding Opportunities

- **Senate Bill 1:**
 - 2026 SB 1 SCCP/TCEP/LPP Programs
 - [Final 2026 SCCP Guidelines](#)
 - [Final 2026 TCEP Guidelines](#)
 - Draft guidelines released on June 12, 2026:
 - [Draft 2026 LPP-C Guidelines](#)
 - [Draft 2026 LPP-F Guidelines](#)
 - Final guidelines scheduled for adoption on August 20, 2026
 - SCCP & TCEP Caltrans nomination schedule
 - Caltrans final project selection announcements: TBD
- **Sustainable Transportation Planning Grant** - [Info](#)
 - [Final FY 27-28 Application Guide](#)
 - Application deadline: **10/09/2026**
- **California Ocean Protection Council SB 1 Grant Program** – [Info](#)
 - Track 1: proposal deadlines 9/11/26
- **Clean Truck and Bus Voucher Incentive Project (HVIP)** - [Info](#)
 - Open 9/9/2025
- **California's NEVI Formula Program (Light Duty EV charging) – Solicitation 6 Community Charging** – [Info](#)
 - Closing date 9/25/2026

Upcoming Grant Opportunities*

- FY 26 Wildlife Crossings Pilot Program – NOFO paused until further notice
- FY 26 Accelerated Innovation Deployment (AID) Demonstration Program – [NOFO](#) paused until further notice
- [Reduction of Truck Emissions at Port Facilities](#) – TBD
- [EPA Clean Ports Program](#) – 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.

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

District 4 Resources

- [Letter Request and Grant Info](#)