



Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

Congestion Management & Environmental Quality (CMEQ) Committee

Date: Monday September 28, 2026 Time: 3:00 p.m. Location: San Mateo City Hall Conference Room C 300 W. 20 TH Ave San Mateo, CA 94403	Join by Zoom Webinar: https://us02web.zoom.us/j/89858212005?pwd=PyS0NZDNgYo7LMAi72JVWGSk9cuwwc.1 Join By Phone: +1 669 900 6833 Zoom Webinar ID: 898 5821 2005 Passcode: 913164
---	--

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

This meeting of the C/CAG Congestion Management & Environmental Quality (CMEQ) Committee will be held in person and by teleconference. Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

1.	Call to Order/Roll Call	Action (Papan)	No Materials
2.	Public comment on items not on the agenda.	Presentations are limited to 3 mins.	No Materials
3.	Issues from the September 11 th C/CAG Board meeting: • 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.	Information (Lacap)	No Materials
4.	Approval of minutes of February 23 rd , April 27 th and August 31 st 2026 CMEQ Meeting.	Action (Papan)	Pages 1-14
5.	Review and recommend approval of the proposed funding package, consisting of \$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 15-27
6.	Receive a presentation on the C/CAG Countywide E-bike whitepaper and strategy.	Information (Lacap)	Pages 28-29



Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

7.	Executive Director Report	Information (Cheung)	No Materials
8.	Adjournment and establishment of next meeting date October 26, 2026	Papan	No Materials

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Court Yard, 555 County Center, Redwood City, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>. Please note that C/CAG's office is temporarily closed to the public; please contact Jeff Lacap at (650)-599-1455 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 Jeff Lacap at (650) 599-1455, five working days prior to the meeting date.

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to jlacap@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG CMEQ Committee members, made publicly available on the C/CAG website along with the agenda. We cannot guarantee that emails received less than 2 hours before the meeting will be read during the meeting, but such emails will be included in the administrative record of the meeting.

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

In-person participation:

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

Remote Participation:

555 County Center, 5th Floor, Redwood City, California 94063
<http://www.ccag.ca.gov>



*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

1. The C/CAG CMEQ meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When C/CAG staff or CMEQ Chair call for the item on which you wish to speak, click on “raise hand.” Staff will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff: Jeff Lacap, jlacap@smcgov.org

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

**MINUTES
MEETING OF FEBRUARY 23, 2026**

The meeting was called to order by Chair Papan at 3:00 p.m. at San Mateo City Hall. Roll call for attendance was taken. Attendance sheet is attached.

1. Call to Order/Roll Call

Meeting called to order at 3:00 pm by Chair Papan. Quorum met with 8 voting members present. Member Hedges participated remotely under the Brown Act but did not count towards quorum as his location was outside of the County jurisdiction. Member Dinan arrived after roll call.

2. Public comment on items not on the agenda

No public comment

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

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

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

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

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

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

Motion to approve Minutes of the January 26, 2026 CMEQ Meeting. Holland/Hedges. Papan, Brown, Venkatesh, Jimenez, Miles-Holland, McCune, Dinan, Carter, Hedges. *Motion Passes 9-0 (by all members present)*

Member Dinan joined the meeting.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7. Executive Director Report (Information)

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

- Coastal Resiliency earmark was approved, so \$1.2M has been awarded to C/CAG to start emergency planning on the coast, thanks to Congressman Liccardo.
- The stormwater team received half a million dollars in Clean California grant to work on trash capture and trash and litter pickup and prevention, primarily along the El Camino corridor with Climate-Resilient Communities and the San Jose Conservation Corps.

- Upcoming Grant Applications for Submission:
 - o \$6M in Build Grant Application
 - o \$2.3M in Stormwater projects including construction of Fordham Avenue in East Palo Alto.
 - o \$500K for two school greening projects in Daly City
 - o \$1.5M to begin the green infrastructure planning and sustainable street planning on Grand Ave in South San Francisco
- \$1M One Watershed Strategic Plan, which is the next vision of green infrastructure projects, because we're working our way through the ones in the prior plan.
- \$3 million application to the state to help some of our member agencies clean up PCBs and meet that regulatory component of the regional permit.

8. Member comments and announcements (Information)

Chair Papan provided an update on MTC's upcoming Transit Oriented Communities meeting.

9. Adjournment and establishment of next meeting date

The meeting adjourned at 4:15 p.m. The next regular meeting is scheduled for March 30, 2026 at San Mateo City Hall, Conference Room C.

Name	Representing	Jan	Feb	Mar	Apr	May	Jun	Jul (No Mtg.)	Aug	Sept	Oct	Nov	Dec
Dick Brown (Woodside Town Council Member)	Elected Official	X	X										
Tom McCune (Belmont City Council Member)	Elected Official	X	X										
Mark Dinan (East Palo Alto Council Member)	Elected Official	X	X										
Stacy Jimenez (Foster City Council Member)	Elected Official	X	X										
Stacy Miles Holland (Atherton Council Member)	Elected Official	X	X										
Juslyn Manalo (Daly City Council Member)	Elected Official	AB 2449											
Pranita Venkatesh (San Carlos Council Member)	Elected Official		X										
Bob Nguyen (Millbrae Council Member)	Elected Official												
Vacant (Council Member)	Elected Official												
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)	X	X										
Mollie Carter	Environmental Community	X	X										
Richard Hedges	Public Member	X	Brown Act										
Vacant	Business Community												
Deborah Penrose	Agencies with Transportation Interests	AB 2449											
Peter Ratto	San Mateo County Transit District (SamTrans)	X	X										
Pamela Herhold	Bay Area Rapid Transit (BART)	X											
Casey Fromson	Peninsula Corridor Joint Powers Board (Caltrain)	X	X										

R - Remote attendance

Blank- Absent

Brown Act - Remote attendance via Publicly Accessible Teleconference Location

X - In person attendance

AB 2449 – Remote attendance via AB 2449

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

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

**MINUTES
MEETING OF APRIL 27, 2026**

The meeting was called to order by Chair Papan at 3:00 p.m. at San Mateo City Hall. Roll call for attendance was taken. Attendance sheet is attached.

1. Call to Order/Roll Call

Meeting called to order at 3:00 pm by Chair Papan. Quorum was met at 3:20pm.

2. Public comment on items not on the agenda

No public comment

3. Issues from April 9, 2026 C/CAG Board meeting. (Information)

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

- Approval of the proposed framework for the One Bay Area Grants Cycle 4 county and local program.
- Approval of a grant application submittal for the C/CAG Safety Applications for Every Traveler (SAFE-T) project.
- Appointment of Christopher Sturken to the CMEQ Committee.

4. Approval of minutes of March 30, 2026 Meeting (Action)

Motion to approve Minutes of the March 30, 2026 CMEQ Meeting. Hedges/Venkatesh. Papan, Venkatesh, Jimenez, Miles-Holland, Carter, Penrose, Hedges and Sturken. Motion Passes 8-0.

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

Jeff Lacap, C/CAG Program Director, provided an overview of the proposed distribution policy for Fiscal Year 2026-27 State Transit Assistance (STA) Population-Based funds, including maintaining the established 37% allocation for paratransit services and 63% allocation for the Lifeline Transportation Program. He noted that the proposal was presented to the CMP Technical Advisory Committee at their April 2026 meeting and that SamTrans did not support maintaining the existing funding split; however, no alternative distribution was proposed.

Jeff further explained that the San Mateo County Transportation Authority's (SMCTA) shuttle program evaluation is currently underway and that adjusting the STA funding split before the results are available would be premature. He also acknowledged concerns regarding increasing transit operating and capital costs, including bus stop improvements. Based on historical funding allocations, SamTrans receives approximately 60% of the total STA Population-Based funds through a combination of the paratransit allocation and competitive Lifeline Transportation Program awards. Jeff also highlighted that staff are exploring a streamlined renewal process for SamTrans Route 117 and SamCoast operational projects.

Member Hedges asked what portion of STA funding could be used for vehicle purchases. Jeff Lacap explained that MTC no longer provides the funding source that previously allowed vehicle purchases under the Lifeline program.

Member Miles-Holland inquired whether any additional routes should be considered for the streamlined renewal process. Jeff noted that Daly City and Menlo Park projects have received Lifeline funding since the program's inception. However, given the ongoing SMCTA shuttle program evaluation, staff recommend waiting until the study results are available before considering these projects for inclusion in the streamlined renewal process.

Member Venkatesh inquired about how the Lifeline Transportation Program operates. Jeff explained that C/CAG administers the program through a competitive Call for Projects process. To be eligible, projects must be identified through a Community-Based Transportation Plan (CBTP) or a similar planning process that identifies the transportation needs of disadvantaged communities. C/CAG solicits applications, evaluates and ranks eligible projects, and awards funding based on the results of the competitive evaluation process.

Chair Papan noted that CalEPA is in the process of redefining disadvantaged communities and inquired how the changes could affect MTC Equity Priority Community (EPC) designations in San Mateo County and the Lifeline Transportation Program. Chair Papan urged C/CAG to submit a letter to the Bay Area Caucus advocating for San Mateo County to retain its existing EPC designations. Jeff responded that MTC will be initiating its EPC refresh. He noted that any resulting changes could affect eligibility in future Lifeline Transportation Program cycles but would not affect the program's upcoming funding cycle.

Member Sturken requested additional information regarding the scoring criteria and process used to determine Lifeline Transportation Program funding awards. Jeff Lacap explained that applications are evaluated based on several factors, including the demonstrated need and benefits of the proposed project, the population and communities served, and whether the project is identified in a Community-Based Transportation Plan (CBTP) or similar planning document. For capital projects, C/CAG also evaluates the proposed project schedule and readiness to ensure the project can be delivered in accordance with the program's timely use of funds requirements.

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

Hedges/Venkatesh. Papan, Venkatesh, Jimenez, Miles-Holland, Carter, Penrose, Hedges and Sturken. Motion Passes 8-0.

Member Manalo joined the meeting virtually and noted she was en route.

6. Appoint two CMEQ Committee members to serve on the evaluation panel for the One Bay Area Grant (OBAG) Cycle 4 County & Local Program.

Jeff Lacap, C/CAG Program Director, provided an overview of the OBAG 4 schedule and requested that the committee appoint two members to serve on the evaluation panel.

Members Hedges, Sturken and Manalo volunteered to serve on the OBAG 4 evaluation panel.

Motion to appoint Rich Hedges and Christopher Sturken to serve on the evaluation panel for the One Bay Area Grant (OBAG) Cycle 4 County & Local Program. Jimenez/ Miles-Holland. Papan, Venkatesh, Jimenez, Miles-Holland, Carter, Penrose, and Sturken. Motion Passes 7-0-1. Hedges Abstained.

7. Receive a presentation on the FY 24-25 Safe Routes to School Annual Report.

Eva Gaye, C/CAG staff, introduced Theresa Vallez-Kelly, SRTS Coordinator from the County Office of Education, to give an overview of the FY24-25 SRTS Annual Report.

8. Executive Director Report (Information)

Kaki Cheung, C/CAG Acting Executive Director, noted that Sean Charpentier's last day was April 24th.

9. Member comments and announcements (Information)

None.

10. Adjournment and establishment of next meeting date

The meeting adjourned at 3:56 p.m. The next regular meeting is scheduled for May 18, 2026 at San Mateo City Hall, Conference Room C.

Name	Representing	Jan	Feb	Mar	Apr	May (No Mtg)	Jun (No Mtg)	Jul (No Mtg)	Aug	Sept	Oct	Nov	Dec
Dick Brown (Woodside Town Council Member)	Elected Official	X	X	X									
Tom McCune (Belmont City Council Member)	Elected Official	X	X	X									
Mark Dinan (East Palo Alto Council Member)	Elected Official	X	X										
Stacy Jimenez (Foster City Council Member)	Elected Official	X	X		X								
Stacy Miles Holland (Atherton Council Member)	Elected Official	X	X	R	X								
Juslyn Manalo (Daly City Council Member)	Elected Official	AB 2449		R	R								
Pranita Venkatesh (San Carlos Council Member)	Elected Official	X	X	X	X								
Bob Nguyen (Millbrae Council Member)	Elected Official			X									
Christopher Sturken (Council Member)	Elected Official				Brown Act								
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)	X	X	X	X								
Mollie Carter	Environmental Community	X	X	X	X								
Richard Hedges	Public Member	X	Brown Act	Brown Act	X								
Vacant	Business Community												
Deborah Penrose	Agencies with Transportation Interests	AB 2449			X								
Peter Ratto	San Mateo County Transit District (SamTrans)	X	X	X	X								
Pamela Herhold	Bay Area Rapid Transit (BART)	X		X	X								
Casey Fromson	Peninsula Corridor Joint Powers Board (Caltrain)	X		X									

R - Remote attendance

Blank- Absent

Brown Act - Remote attendance via Publicly Accessible Teleconference Location

X - In person attendance

AB 2449 – Remote attendance via AB 2449

In-Person: Kaki Cheung, Jeff Lacap

Online: Eva Gaye, Theresa Vallez-Kelly (SMCOE)

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

**MINUTES
MEETING OF AUGUST 31, 2026**

The meeting was called to order by Chair Papan at 3:00 p.m. at San Mateo City Hall. Roll call for attendance was taken. Attendance sheet is attached.

1. Call to Order/Roll Call

Meeting called to order at 3:00 pm by Chair Papan. Quorum was not met.

2. Public comment on items not on the agenda

No public comment.

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

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

- Adoption of C/CAG Budget.
- Approval of the updated San Bruno-South San Francisco Community-Based Transportation Plan.

4. Approval of minutes of February 23rd and April 27th, 2026 CMEQ Meetings (Action)

No action as quorum was not met.

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

Jeff Lacap, C/CAG Program Director, introduced Britt Thesen, Metropolitan Transportation Commission (MTC) staff, to provide an overview of the MTC Transit Priority Update.

Member Hedges inquired whether the \$25 million in available funding would be sufficient given the high cost of transportation infrastructure projects, noting that a proposed 1.25-mile protected bike lane project in San Mateo from the Caltrain station to Mariners Island Boulevard is estimated to cost approximately \$19 million. He questioned whether the funding would primarily support planning or smaller-scale improvements. Britt responded that the funding is intended for small- to mid-sized, near- to mid-term capital projects that can generally be delivered within two to four years. Eligible improvements may include projects such as bus boarding islands, pavement or lane markings, and other targeted transit improvements. Britt clarified that the funding is not intended to support comprehensive curb-to-curb street reconstruction or full streetscape redesigns, which typically require substantially greater funding.

Member Fromson emphasized the importance of first- and last-mile connections and inquired how these connections are considered in the process, particularly in relation to the Transit Priority

Network. Britt responded that connections to the regional rail network were not explicitly included in the Transit Priority Network. Britt explained that these areas are generally outside of city-owned public rights-of-way and are typically owned or controlled by transit agencies. As a result, these connections were treated differently and would likely be eligible for different funding sources, while the Transit Priority Network is primarily focused on improvements within the roadway network.

Chair Papan raised concerns regarding the evaluation of transit priority along the San Mateo County coast, noting that weekend travel and congestion are often greater than weekday conditions. She asked whether the evaluation methodology accounts for weekend conditions to ensure that coastal corridors are not disadvantaged. Mika Miyasato, AC Transit staff, responded that the analysis generally focuses on weekday conditions, when congestion is typically heavier and transit experiences greater delays. However, staff recognized that certain areas, including coastal San Mateo County and Napa County, may experience different travel patterns. In these circumstances, corridors may be evaluated on a case-by-case basis using conditions that more accurately reflect their transportation needs. Chair Papan requested that coastal San Mateo County corridors be re-evaluated based on weekend traffic conditions, emphasizing that a weekday-only evaluation would not accurately represent travel patterns and congestion along the coast.

Member Venkatesh inquired about the outreach conducted to coastal cities. Britt responded that staff in coastal cities were contacted as part of outreach.

Member Nguyen inquired about the methodology used to evaluate transit corridors, specifically why the assessment focused on transit use rather than performance. Britt responded that the methodology emphasized transit use to avoid penalizing corridors where previous investments had already improved performance. Corridors experiencing less delay may still have high transit ridership and frequency. Therefore, the network was prioritized based on where transit is used most frequently.

Member Nguyen also asked whether the baseline speed and reliability data could be reassessed in future years to measure changes over time. Britt explained that the baseline was developed using purchased transit data for the 19 Bay Area transit agencies. Staff is working with Cal-ITP and CalSTA to explore the use of available statewide transit data for future evaluations. The goal is to establish a more cost-effective approach that would allow the analysis to be repeated periodically and changes in transit speed and reliability to be compared against the baseline.

Member Sturken inquired about the funding incentives that may be applied on a program-by-program basis following a jurisdiction's adoption of a local Transit Priority Policy. Britt responded that funding incentives are anticipated to begin around 2029 for jurisdictions that have adopted local transit priority policies. The specific funding programs and incentives have not yet been determined and are still under development. Britt noted that future transit-focused funding programs may provide incentives to jurisdictions that have adopted such policies. Templates are available to assist jurisdictions interested in adopting a local Transit Priority Policy. Member Sturken also asked whether questions regarding the Transit Priority Policy should be directed to the email address provided by staff. Britt confirmed that questions may be submitted to transitpriority@bayareametro.gov.

Member Sturken requested confirmation that the three roadways identified on the Draft Transit Priority Network within Redwood City are Broadway, Middlefield Road, and El Camino Real. Britt confirmed that the three roadways are identified on the Transit Priority Map.

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

Jeff Lacap, C/CAG Program Director, provided an overview of the San Mateo Countywide Transportation Plan Update.

Chair Papan inquired about the status of real-time transit technology, noting that during a recent visit to Dublin, Ireland, she observed real-time transit information available at bus stops and on buses. She asked where the region currently stands in implementing similar technology and whether such improvements are included as part of the proposed program. Jeff responded that the program includes a dedicated funding category for Intelligent Transportation Systems (ITS) projects. He noted that staff plans to continue including ITS and related technology improvements as one of the program's funding initiatives. Member Hedges inquired whether the SamTrans app provides real-time transit arrival information.

Member Ratto responded that he does not currently use the SamTrans app, despite using numerous transit applications across the country. He noted that platforms such as 511 and Google provide transit arrival information that, in his experience as a frequent transit rider, is generally accurate and reliable. He added that he regularly uses these tools to track SamTrans service, including routes serving stops near his residence.

Member Sturken expressed support for the staff recommendations. Referring to Member Hedges' comments regarding roadway fatalities and injuries, he noted that El Camino Real is Redwood City's deadliest roadway and expressed appreciation for the focus on improving safety along the corridor.

Member Sturken also supported the inclusion of Broadway, noting that the City has identified it as an important transit corridor connecting the Friendly Acres neighborhood to Downtown Redwood City. He explained that the City's Greater Downtown Area Plan has been expanded to include a portion of the area south of Woodside Road, effectively extending the downtown area along this transit corridor. He concluded by thanking staff for their recommendations and expressing his full support for the proposed approach.

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

Eva Gaye, C/CAG staff, presented on the framework for the upcoming Lifeline Cycle 8 Call for Projects

Member Hedges noted that Lifeline Transportation Program Cycle 8's available funding is much lower than previous cycles. Jeff responded that earlier cycles had other available sources of funds.

8. Executive Director Report (Information)

Kaki Cheung, C/CAG Interim Executive Director, noted the following:

- CMEQ Committee has a vacant Elected Official seat and Business seat
- Staff will bring the funding recommendation for the 2026 C/CAG Call for Projects grant program to the committees for review and approval in September.

9. Member comments and announcements (Information)

Chair Papan requested staff to follow up with SamTrans regarding coastal review for MTC Transit priority update.

10. Adjournment and establishment of next meeting date

The meeting adjourned at 4:18 p.m. The next regular meeting is scheduled for September 28, 2026 at San Mateo City Hall, Conference Room C.

Name	Representing	Jan	Feb	Mar	Apr	May (No Mtg)	Jun (No Mtg)	Jul (No Mtg)	Aug	Sept	Oct	Nov	Dec
Dick Brown (Woodside Town Council Member)	Elected Official	X	X	X									
Tom McCune (Belmont City Council Member)	Elected Official	X	X	X					X				
Mark Dinan (East Palo Alto Council Member)	Elected Official	X	X										
Stacy Jimenez (Foster City Council Member)	Elected Official	X	X		X								
Stacy Miles Holland (Atherton Council Member)	Elected Official	X	X	R	X								
Juslyn Manalo (Daly City Council Member)	Elected Official	AB 2449		R	R								
Pranita Venkatesh (San Carlos Council Member)	Elected Official	X	X	X	X				X				
Bob Nguyen (Millbrae Council Member)	Elected Official			X					X				
Christopher Sturken (Council Member)	Elected Official				Brown Act								
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)	X	X	X	X				X				
Mollie Carter	Environmental Community	X	X	X	X				X				
Richard Hedges	Public Member	X	Brown Act	Brown Act	X				X				
Vacant	Business Community												
Deborah Penrose	Agencies with Transportation Interests	AB 2449			X								
Peter Ratto	San Mateo County Transit District (SamTrans)	X	X	X	X				X				
Pamela Herhold	Bay Area Rapid Transit (BART)	X		X	X								
Casey Fromson	Peninsula Corridor Joint Powers Board (Caltrain)	X		X					X				

R - Remote attendance

Blank- Absent

Brown Act - Remote attendance via Publicly Accessible Teleconference Location

X - In person attendance

AB 2449 – Remote attendance via AB 2449

In-Person: Kaki Cheung, Eva Gaye, Jeff Lacap

Online: Britt Thesen (MTC) Mika Miyasato (AC Transit)

C/CAG AGENDA REPORT

Date: September 28, 2026

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: Jeff Lacap, Program Director

Subject: Review and recommend approval of the proposed funding package, consisting of \$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 CMEQ Committee review and recommend approval of the proposed funding package, consisting of \$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 Block Grant (STBG) 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 \$32.3 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 5 summarizes the list of project applications received.

Project Evaluation Process

Upon the initial staff screening, staff forwarded the project applications to the seven-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 6 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 due to the extensive coordination yet to be completed with Caltrans. 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 active transportation user and roadway safety with emergency-response benefits across jurisdictional boundaries. Rather than having individual jurisdictions deliver this project separately, a countywide approach would be more efficient.

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. Delivering these improvements as a coordinated countywide investment would also produce more consistent traffic-signal technology across jurisdictional boundaries. Improvements would be deployed at approximately 70 preliminary locations. The number of locations included in the initial phase will depend on final technology selection, site conditions, participating-agency agreements, and available funding. Attachment 7 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.

MTC CARE TA Staff Recommendation

C/CAG staff requests that the C/CAG CMEQ 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.

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 generally 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. Attachment 4 provides an overview of the recommended funding package for the 2026 C/CAG Call for Projects.

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 CMEQ Committee review and recommend approval of the proposed funding package, consisting of \$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.

At their September 17th meeting, the C/CAG Technical Advisory Committee recommended approval of the proposed funding package.

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

Attachment 1: Recommended OBAG 4 Funding Package

Rank	Sponsor	Project Title	Proposed OBAG 4 Award
1	Colma	El Camino Real Bicycle and Pedestrian Improvement Project - Segment A	\$3,655,248
2	South San Francisco	Chestnut Avenue Multimodal Safety and Access Improvement Project	\$2,669,995
3	Millbrae	Downtown Specific Plan Improvement Project	\$1,600,000
4	BART	Colma BART Station Wayfinding Project	\$2,610,000
5	San Carlos	US 101/Holly St Interchange Improvements & Ped Overcrossing Project	\$3,671,993
6	Millbrae	El Camino Real Bikeway and Pedestrian Crossing Project	Not Recommended for Funding
7	County of San Mateo	Guadalupe Canyon Parkway Class IV Project	\$4,000,000
8	Burlingame	Chapin Avenue Streetscape Project	\$4,000,000
9	Millbrae	Aviador Avenue Bridge Replacement Project, Bridge No. 35C0174	Not Recommended for Funding
N/A*	C/CAG	Countywide Safety Improvement Project	\$1,903,906
			\$24,111,142

* 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	Proposed 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: Recommended 2026 C/CAG Call for Projects Funding Package (OBAG 4/TFCA/CARE TA)

Sponsor	Project Title	Recommended OBAG 4 Award	Recommended TFCA Award	Recommended CARE TA Award
BART	Colma BART Station Wayfinding Project	\$2,610,000	-	-
Burlingame	Chapin Avenue Streetscape Project	\$4,000,000	-	-
C/CAG	Countywide Safety Improvement Project	\$1,903,906		-
Colma	El Camino Real Bicycle and Pedestrian Improvement Project - Segment A	\$3,655,248	\$344,752	-
Commute.org	Bicycle Parking Reimbursement Program	-	\$144,553	-
County of San Mateo	Guadalupe Canyon Parkway Class IV Project	\$4,000,000	\$310,676	-
Millbrae	Downtown Specific Plan Improvement Project	\$1,600,000	-	-
Millbrae	El Camino Real Bikeway and Pedestrian Crossing Project	-	-	-
Millbrae	Aviador Avenue Bridge Replacement Project, Bridge No. 35C0174	-	-	-
Pacifica	Crespi Drive / Highway 1 Multimodal Safety and Connectivity Project	-	-	\$251,319
Pacifica	Oceana Boulevard Bicycle Lane Improvement Project	-	\$348,619	-
Redwood City	Bay Road Complete Street Rehabilitation Project	-	\$222,818	-
San Carlos	US 101/Holly St Interchange Improvements & Ped Overcrossing Project	\$3,671,993	\$328,007	-
South San Francisco	Chestnut Avenue Multimodal Safety and Access Improvement Project	\$2,669,995	\$432,005	-
South San Francisco	Orange Avenue Complete Streets Planning and Design Project	-	-	\$531,000
Total		\$24,111,142	\$2,131,430	\$782,319

Attachment 5: Final List of Applications Received Through the C/CAG 2026 Call for Projects (in alphabetical order)

Project Sponsor	Project Title	Total OBAG/TFCA Request	Total CARE TA 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	\$ 4,310,676	\$ -
Millbrae	Downtown Specific Plan Improvement Project	\$ 1,600,000	\$ -
Millbrae	El Camino Real Bikeway and Pedestrian Crossing Project	\$ 4,000,000	\$ -
Millbrae	Aviador Avenue Bridge Replacement Project, Bridge No. 35C0174	\$ 4,000,000	\$ -
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 6: OBAG 4 Preliminary Project Rankings

Rank	Project Sponsor	Project Title	Average Panel Score (Max 70pts)	Staff Scores (Max 40pts)	Total Score
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 7

Page 27

Legend:

 Countywide High Injury Network

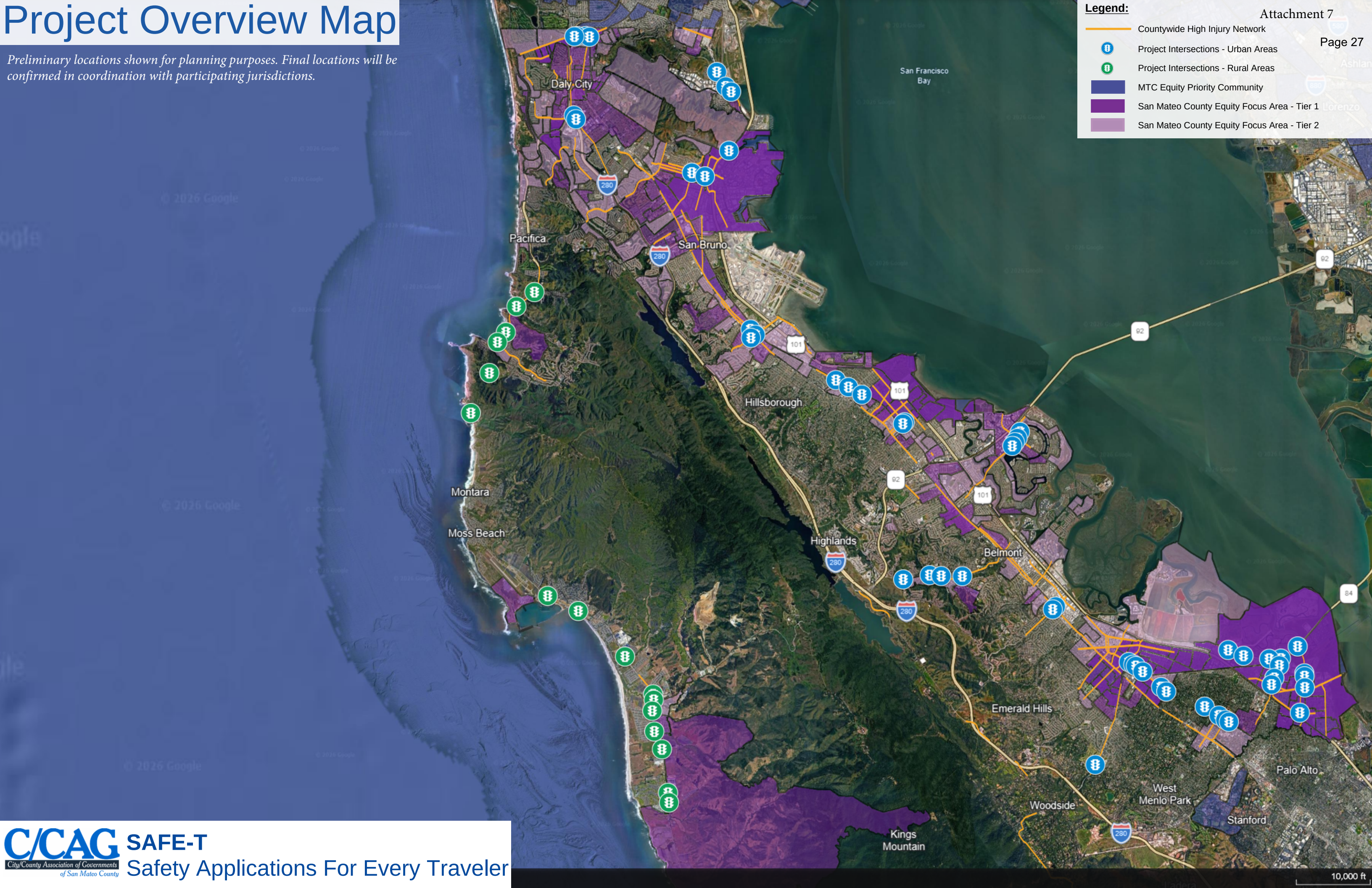
 Project Intersections - Urban Areas

 Project Intersections - Rural Areas

 MTC Equity Priority Community

 San Mateo County Equity Focus Area - Tier 1

 San Mateo County Equity Focus Area - Tier 2



C/CAG AGENDA REPORT

Date: September 28, 2026

To: Congestion Management and Environmental Quality (CMEQ) Committee

From: Jeff Lacap, Program Director

Subject: Receive a presentation on the C/CAG Countywide E-bike whitepaper and strategy.

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

RECOMMENDATION

That the C/CAG CMEQ Committee receive a presentation on the C/CAG Countywide E-bike whitepaper and strategy.

FISCAL IMPACT

None; this is an informational item.

SOURCE OF FUNDS

The Countywide E-Bike Strategy is part of C/CAG's \$441,471 federally funded Safe Streets for All Supplemental Planning Project.

BACKGROUND

The City/County Association of Governments of San Mateo County (C/CAG) received a Safe Streets and Roads for All (SS4A) grant in August 2024, from the U.S. Department of Transportation (USDOT), to implement the San Mateo Countywide Supplemental Planning Project. This funding builds upon the completed Countywide Local Roadway Safety Plan (LRSP) and supports the next phase of coordinated data-driven safety improvements across the county.

As part of that effort, C/CAG is developing a Countywide E-Bike Strategy to align e-bike policies and practices across jurisdictions. As e-bike usage continues to rise in San Mateo County, the strategy is meant to guide the jurisdictions in establishing a forward-looking e-bike policy and implementation framework. The white paper aims to provide practical, systemwide guidance addressing policy, regulatory, design, and operational considerations. This includes facility design, speed management, signage, parking, conflict reduction strategies, enforcement and education approaches, interagency coordination, and performance monitoring. Together, these measures support the safe and consistent management of e-bike activity across San Mateo County.

C/CAG's e-bike delivery strategy is organized across five areas to assist with local implementation:

- *Stakeholder Facilitation*: Bring stakeholders into a shared countywide conversation.
- *Analysis and Monitoring*: Help agencies understand safety trends, data gaps, and crash patterns.
- *Grants and Funding*: Identify funding opportunities and support member agencies in pursuing funding for implementation.
- *Technical Assistance*: Provide practical tools and design guidance that agencies can adapt locally.
- *Policy Support*: Help agencies understand what they can regulate, where state law applies, what current legislation is available in the county, and how to align local approaches across jurisdictions.

This presentation will cover work currently in progress across these areas, including coordination with partner agencies; technical assistance covering education, enforcement, design, speed management, and local implementation; and policy support including model ordinance language, local policy guidance, and decision-making tools for consistent e-bike policies across jurisdictions. Staff are seeking the Committee's input and feedback on the strategy's direction and priorities to help inform continued development.

EQUITY IMPACTS AND CONSIDERATIONS

The initiatives undertaken through the Countywide E-Bike Strategy will aim to reduce e-bike-related injuries and fatalities in disadvantaged and historically underserved communities across San Mateo County. By using data-driven analysis and community input to guide investment decisions, the project will help direct resources to areas with the greatest safety needs and establish performance measures to monitor outcomes and ensure that the benefits of consistent e-bike policies and design guidance are equitably distributed.

ATTACHMENTS

None.