

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

C/CAG BOARD MEETING NOTICE

Meeting No. 397

Date: Thursday, October 8, 2026 Time: 6:30 p.m., or immediately upon conclusion of the preceding special meeting, whichever occurs later. Location: 455 County Center First Floor, Room – 101 Redwood City, CA 94063	Join by Webinar: https://us02web.zoom.us/j/88058204113?pwd=AU4M0XxuYeMKI53oDu2zeZhaG9rrJx.1 Webinar ID: 880 5820 4113 Password: 100826 Join by Phone: (669) 900-6833
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*** IN-PERSON MEETING WITH REMOTE PUBLIC PARTICIPATION AVAILABLE ***

This meeting of the C/CAG Board of Directors 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 Board welcomes comments, including criticism, about the policies, procedures, programs, or services of the agency, or of the acts or omissions of the Board and committees. Speakers shall not disrupt, disturb, or otherwise impede the orderly conduct of a Board meeting. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

1.0 CALL TO ORDER/ ROLL CALL

2.0 PRESENTATIONS / ANNOUNCEMENTS

- 2.1 Receive a presentation from Caltrain regarding its fiscal outlook and structural budget deficit. INFORMATION p. 1

3.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Board, staff, or public request specific items to be removed for separate action.

- 3.1 Approval of Minutes from September 10, 2026, C/CAG Board Meeting and Airport Land Use Commission Meeting No. 395. ACTION p. 2
- 3.2 Review and approval of Resolution 26-61 authorizing the C/CAG Interim Executive Director to execute an agreement between C/CAG and GeoMate Inc for Active Transportation Data Mapping Services for an amount not to exceed \$230,000 through November 1, 2027. ACTION p. 7
- 3.3 Review and approval of Resolution 26-56 amending the Stormwater Committee guidelines to designate Supervising Civil Engineer, Shane Hsieh, as the alternate representative for the City of Redwood City. ACTION p. 10
- 3.4 Appointment of member Eddie Flores, Councilmember with the City of South San Francisco, as C/CAG's representative to the California Association of Councils of Governments (CalCOG) Board of Directors. ACTION p. 18
- 3.5 Review and approval of Resolution 26-58 authorizing the filing of an application for \$4,903,906 in funding from the One Bay Area Grant (OBAG) County & Local Program for the San Mateo Countywide Safety Applications for Every Traveler (SAFE-T) project. ACTION p. 20

4.0 **REGULAR AGENDA**

- 4.1 Review and approval of Resolutions 26-57 and 26-59 approving 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 p. 26
- 4.2 Review and approval of Resolution 26-60 for the submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for the allocation of fiscal year 2026-2028 TDA Article 3 Pedestrian/Bicycle Project Funds to claimants in San Mateo County. ACTION p. 44
- 4.3 Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.) POSSIBLE ACTION p. 51
- 4.4 Receive a presentation on the San Mateo Countywide Transportation Plan update. INFORMATION p. 70

5.0 **CLOSED SESSION**

- 5.1 PUBLIC EMPLOYEE APPOINTMENT
Title: Executive Director
- 5.2 CONFERENCE WITH LABOR NEGOTIATORS

C/CAG Designated Representative: Michael Salazar/Stacy Jimenez
Unrepresented Employee: Executive Director

6.0 RECONVENE IN OPEN SESSION

6.1 Report out on any actions taken during the closed session.

7.0 COMMITTEE REPORTS

7.1 Chairperson's Report

7.2 Board Members Report/Communication

8.0 EXECUTIVE DIRECTOR'S REPORT

9.0 COMMUNICATIONS - Information Only

9.1 Written Communication – 1 Letter

p. 73

10.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

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.

11.0 ADJOURNMENT

Next scheduled meeting November 12, 2026

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Courtyard, 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 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 contact Mima Crume at (650) 599-1406 to arrange for inspection of public records.

ADA REQUESTS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Crume at (650) 599-1406 or mcrume@smcgov.org by 10:00 a.m. prior to the meeting date.

PUBLIC PARTICIPATION DURING HYBRID MEETINGS: Members of the public may address the Board 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 mcrume@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. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG Board

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

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

***In-person participation:**

1. If you wish to speak to the Board, please fill out a speaker's slip located on the 1st floor Oak Room right side table against the wall. If you have anything that you wish distributed to the Board and included in the official record, please hand it to the C/CAG Clerk who will distribute the information to the Board members and staff.

***Remote participation:**

1. The C/CAG Board meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the C/CAG Clerk or Chair call for the item on which you wish to speak, click on "raise hand." The Clerk will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.
5. When called, please limit your remarks to the time allotted.

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

Interim Executive Director: Kaki Cheung (650) 459-3534 or kcheung1@smcgov.org

Clerk of the Board: Mima Crume (650) 599-1406 or mcrume@smcgov.org

C/CAG AGENDA REPORT

Date: October 8, 2026

To: City/County Association of Governments of San Mateo County Board of Directors

From: Kaki Cheung, Interim Executive Director

Subject: Receive a presentation from Caltrain regarding its fiscal outlook and structural budget deficit.

(For further information or questions, contact Kaki Cheung at kcheung1@smcgov.org)

RECOMMENDATION

Receive a presentation from Caltrain regarding its fiscal outlook and structural budget deficit and provide feedback.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

Caltrain provides commuter rail service along the San Francisco Peninsula, serving communities in San Francisco, San Mateo, and Santa Clara counties.

Caltrain is facing a structural budget deficit that could have significant implications for future rail service if additional external funding is not secured. Caltrain is conducting outreach to local jurisdictions to provide elected officials with information regarding its fiscal outlook, funding challenges, and the potential impacts of a “no external funding” scenario on service.

Representatives from Caltrain will provide the C/CAG Board with an overview of the agency's fiscal outlook and structural budget deficit, including potential impacts to service. Caltrain staff will be available to answer questions from the Board.

EQUITY IMPACTS AND CONSIDERATIONS

Changes to Caltrain service resulting from funding constraints could affect residents and commuters who rely on regional transit services, including transit-dependent populations.

ATTACHMENT

None

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CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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C/CAG BOARD AND SAN MATEO AIRPORT LAND USE COMMISSION MEETING NOTICE

MINUTES

Meeting No. 395

September 10, 2026

HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

This meeting of the C/CAG Board of Directors was held in person and by teleconference. Members of the public were able to participate in the meeting remotely via the Zoom platform and in person.

1.0 CALL TO ORDER/ ROLL CALL

Chair Salazar called the meeting to order at 6:30 p.m. Roll call was taken.

AGENCY:	IN-PERSON:	ABSENT:	REMOTE AB 2449	REMOTE Publicly Accessible Teleconference Location:
Atherton	Elizabeth Lewis			
Belmont	Julia Mates			
Brisbane	Coleen Mackin			
Burlingame	Peter Stevenson			
Colma	Thomas Walsh			
Daly City	Roderick Daus Magbual			
East Palo Alto		Absent		
Foster City		Absent		
Half Moon Bay	Paul Nagengast			
Hillsborough		Absent		
Menlo Park		Absent		
Millbrae	Anders Fung			
Pacifica	Sue Beckmeyer			
Portola Valley	Helen Wolter			
Redwood City	Elmer Martinez-Saballos			
San Bruno	Michael Salazar			
San Carlos		Absent		
San Mateo	Rob Newsom (proxy)			
South San Francisco	Eddie Flores			
Woodside		Absent		
San Mateo County		Absent		

C/CAG EX-OFFICIO (NON-VOTING) MEMBERS				
AGENCY:	IN-PERSON:	ABSENT:	REMOTE AB 2449	REMOTE Publicly Accessible Teleconference Location:
SMCTA		Absent		
SMCTD		Absent		

C/CAG Staff Present (In-Person):	C/CAG Staff Present (Remote):
Kaki Cheung – Interim Executive Director	None.
Melissa Andrikopoulus – Legal Counsel	
Mima Crume – Clerk of the Board	Members of the Public (In-Person):
Brett Lin	Greg Wright – Pacifica
Dan Sternkopf	Heather Peters – BAHFA
Marina Budimir	Sue-Ellen Atkinson– TA
Matt Petrofsky	
Reid Bogert	Members of the Public (Remote):
	Lizzie Guansona - SYASL

Other members of the public were in attendance remotely via the Zoom platform or in person.

2.0 PRESENTATIONS / ANNOUNCEMENTS

- 2.1 Receive a presentation from Bay Area Housing Finance Authority (BAHFA) on its exploration of a potential housing revenue measure. INFORMATION

Heather Peters, Principal Planner with the Bay Area Housing Finance Authority (BAHFA), provided an overview of BAHFA’s exploration of a potential regional housing revenue measure and its stakeholder engagement process. Peters discussed potential revenue mechanisms, eligible uses of funds, and the distribution of revenues to local jurisdictions. Board members asked questions and provided comments regarding the proposed measure and stakeholder engagement opportunities.

Public Comment: Gina Papan, Metropolitan Transportation Commission Commissioner, provided comments regarding the regional housing funding process and the importance of providing flexibility to address local housing needs.

No action was taken.

- 2.2 Receive a presentation on the Peninsula Shuttle Program Optimization and Funding Strategy. INFORMATION

Sue-Ellen Atkinson, Transportation Authority staff, provided an overview of the Peninsula Shuttle Program Optimization and Funding Strategy. Atkinson discussed current shuttle operations, anticipated increases in operating costs, route evaluations, and funding scenarios for the future program. The Board asked questions and provided comments regarding local matching funds, future shuttle service, and the potential use of smaller and autonomous vehicles.

There was no public comment.

No action was taken.

3.0 **ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS**

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Board, staff, or public request specific items to be removed for separate action.

- 3.1 Approval of Minutes from June 11, 2026, C/CAG Board Meeting No. 394. APPROVED
- 3.2 Receive a copy of the final grant application materials for C/CAG's \$3,805,000 U.S. Environmental Protection Agency Region 9 San Francisco Bay Geographic Program grant to implement the Targeted Approach to Reducing PCBs in San Mateo County (TARP Project). INFORMATION
- 3.3 Receive a copy of the executed contract with BlinkTag Inc. for C/CAG's website maintenance and support services, covering Fiscal Year 2026-27 through Fiscal Year 2028-29, for a not-to-exceed amount of \$20,000. INFORMATION
- 3.4 Receive a copy of the executed contract with Verano Technical Services Inc., in an amount not to exceed \$49,425, for strategic project delivery, program management, and implementation support for C/CAG transportation initiatives and funding programs. INFORMATION
- 3.5 Receive a copy of the executed contract with recruitment firm Bob Murray & Associates for executive recruitment services, in an amount not to exceed \$34,000. INFORMATION
- 3.6 Receive a copy of the executed CALNET and AT&T contracts for services connecting the Smart Corridor Northern Cities to the Countywide Smart Corridor system. INFORMATION
- 3.7 Review and approval of Resolution 26-48 authorizing the C/CAG Chair to execute Amendment No. 2 with Yunex Traffic for Smart Corridor field device maintenance and repair services, including a \$369,000 increase to a new not to exceed amount of \$1,869,000, extending the contract to September 30, 2027. APPROVED
- 3.8 Review and approval of Resolution 26-49 approving Amendment No.1 to the Agreement with the San Mateo County Superintendent of Schools (San Mateo County Office of Education) for the Safe Routes to School Program, increasing the contract by \$36,000 to an amount not to exceed \$857,331 for Fiscal Year 2026-27. APPROVED
- 3.9 Review and approval of Resolution 26-50 authorizing the C/CAG Executive Director to execute Amendment No. 2 with Shaw Yoder Antwih Schmelzer & Lange, Inc. for State legislative advocacy services, extending the agreement through December 31, 2027, and increasing the not-to-exceed amount by \$84,000 to \$420,000. APPROVED
- 3.10 Review and approval of Resolution 26-51 amending the Stormwater Committee guidelines to designate Shayan Serajeddini, Regulatory Compliance Analyst as the alternate representative for the City of Menlo Park. APPROVED
- 3.11 Review and approval of Resolution 26-52 determining that the proposed amendment to the

City of Burlingame Downtown Specific Plan (DSP) Table 3-2 height standard for the Chapin Avenue Commercial (CAC) district, and a related 5-story mixed-use development at 1430 Chapin Avenue, Burlingame, are consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), subject to conditions. **APPROVED**

- 3.12 Review and approval of Resolution 26-53 determining that the plan for the El Granada Community Park & Recreation Center (Burnham Strip), 480 Avenue Alhambra, El Granada, San Mateo County (Planning Case No. PLN2026-00225), is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport (HAF ALUCP), subject to condition. **APPROVED**

- 3.13 Review and approval of Resolution 26-54 authorizing the C/CAG Executive Director to execute Amendment No. 1 to the agreement with Transpo Group for professional grant writing support, including a \$50,000 increase to a new not-to-exceed amount of \$99,000. **APPROVED**

- 3.14 Receive and approval of the Finance Committee's recommendation of no change to the C/CAG investment portfolio and accept the Quarterly Investment Report as of June 2026. **APPROVED**

- 3.15 Review and approval of Resolution 26-55 adopting the annual update to the C/CAG Investment Policy. **APPROVED**

Board Member Daus-Magbual MOVED to approve the Consent Calendar. Board Member Stevenson SECONDED. **MOTION PASSED UNANIMOUSLY**

4.0 REGULAR AGENDA

- 4.1 Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.) **NO ACTION TAKEN**

Lizzie Guansona, Shaw Yoder Antwih Schmelzer & Lange, provided an update on State legislation and the status of bills previously considered by the Board. Guansona also provided an update on the State legislative calendar and upcoming deadlines. The Board received the legislative update and discussed the status of pending legislation.

5.0 CLOSED SESSION

5.1 PUBLIC EMPLOYEE APPOINTMENT

Title: Executive Director

6.0 RECONVENE IN OPEN SESSION

- 6.1 Report out on any actions taken during the closed session. The Board reconvened in open session. There were no reportable actions from the closed

session.

7.0 COMMITTEE REPORTS

7.1 Chairperson's Report

There was no Chairperson's Report.

7.2 Board Members Report/Communication

There were no Board Member reports.

8.0 EXECUTIVE DIRECTOR'S REPORT

Interim Executive Director Cheung introduced two new C/CAG staff members, Brett Lin, Administrative Assistant, and Marina Budimir, Senior Transportation Program Specialist. Cheung also provided information on the U.S. Department of Transportation PROTECT grant opportunity and encouraged member agencies to share the opportunity with their staff. Cheung announced that the October 8, 2026 C/CAG Board meeting will be held at 455 County Center, Room 101, in Redwood City.

9.0 COMMUNICATIONS - Information Only

9.1 Written Communication – 22 Letters

10.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

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.

There was no public comment.

11.0 ADJOURNMENT – 8:34 p.m.

Next scheduled meeting October 8, 2026

C/CAG AGENDA REPORT

Date: October 8, 2026

To: City/County Association of Governments of San Mateo County Board of Directors

From: Kaki Cheung, Interim Executive Director

Subject: Review and approval of Resolution 26-61 authorizing the C/CAG Interim Executive Director to execute an agreement between C/CAG and GeoMate Inc for Active Transportation Data Mapping Services for an amount not to exceed \$230,000 through November 1, 2027.

(For further information, contact Matt Petrofsky at mpetrofsky@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-61 authorizing the C/CAG Interim Executive Director to execute an agreement between C/CAG and GeoMate Inc for Active Transportation Data Mapping Services for an amount not to exceed \$230,000 through November 1, 2027.

FISCAL IMPACT

The contract is at an amount not to exceed \$230,000.

SOURCE OF FUNDS

The project is funded with \$210,000 from the San Mateo County Transportation Authority Pedestrian and Bicycle Grant Program cycle 7, and \$20,000 from the Congestion Relief Program.

BACKGROUND

As the Congestion Management Agency and County Transportation Agency for San Mateo County, C/CAG is responsible for the update to the *San Mateo County Comprehensive Bicycle and Pedestrian Plan* (Countywide Bicycle and Pedestrian Plan) every five years. That plan identifies pedestrian and bicycle infrastructure gaps within the County to recommend projects to improve bicycle and pedestrian safety and enhance multimodal transportation options.

The Active Transportation Data Mapping Services that are being contracted aim to establish the base data set that the upcoming Countywide Bicycle and Pedestrian Plan update will rely on. This work will result in data collections and approximate planning-level maps of existing public sidewalk and bikeway assets, including pedestrian curb ramps and crossing treatments, throughout San Mateo County.

This information will be compiled through AI-assisted extraction of high-resolution aerial imagery, followed by professional GIS review and the human validation of new versus existing GIS data layers. The utilization of an AI assisted desktop review process allows this body of work to be conducted over the entirety of the network of approximately 2,098 miles of maintained public roads in the County of San Mateo, without deploying the resources to physically observe and map each of those road miles.

The gathered and developed information will be used for active transportation gap analysis, project identification and prioritization, grant application, and will additionally be shared with local jurisdictions for their own use as planning support.

Request for Proposal (RFP) Process

Consistent with C/CAG Procurement policies, a Request for Proposals was issued on June 9, 2026. The opportunity was distributed to over 20 potential consultants and also posted on the C/CAG RFP/RFQ website. Proposals were due on July 10, 2026 and three (3) proposals were received by the deadline.

An evaluation panel consisting of C/CAG, City of San Carlos, and San Mateo County Transportation Authority staff reviewed and scored the three (3) proposals from (in alphabetical order): DCR Design, GeoMate Inc, and Kittelson & Associates, Inc. Two (2) of the firms were invited to participate in follow-up interviews. Following the interviews, GeoMate Inc. was identified as the proposer best positioned to meet C/CAG's needs based on experience, approach, and demonstrated success with completing related work.

Staff recommends that the C/CAG Board review and approve Resolution 26-61 authorizing the C/CAG Interim Executive Director to execute an agreement between C/CAG and GeoMate Inc for Active Transportation Data Mapping Services for an amount not to exceed \$230,000 through November 1, 2027.

EQUITY IMPACTS AND CONSIDERATIONS

The selected contractor will establish a comprehensive countywide dataset of existing pedestrian and bicycle infrastructure that will support C/CAG and local jurisdictions in conducting active transportation gap analysis, project prioritization, and grant applications. By informing future investments in safe, convenient, and universally accessible active transportation facilities, this work will benefit low-income and zero-car households, for whom walking and bicycling may be particularly important transportation options.

ATTACHMENTS

1. Resolution 26-61

The following attachments are available on the C/CAG website (See *“Additional Agenda Materials”* for the relevant Board Meeting) at: <https://ccag.ca.gov/committees/board-of-directors-2/>

2. Draft Agreement with GeoMate Inc.

RESOLUTION 26-61

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AN AGREEMENT BETWEEN C/CAG AND GEOMATE INC. FOR ACTIVE TRANSPORTATION DATA MAPPING SERVICES FOR AN AMOUNT NOT TO EXCEED \$230,000 THROUGH NOVEMBER 1, 2027

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

WHEREAS, as the Congestion Management Agency and County Transportation Agency for San Mateo County, C/CAG is responsible for the update to the San Mateo County Comprehensive Bicycle and Pedestrian Plan; and

WHEREAS, C/CAG has determined that consultant services are needed to assist C/CAG with Active Transportation Data Mapping Services as a prerequisite to this work; and

WHEREAS, the purpose of these Active Transportation Data Mapping Services is to establish the base data set that the upcoming Countywide Bicycle and Pedestrian Plan update will rely on, including data collections and approximate planning-level maps of public pedestrian and bicycle infrastructure Countywide; and

WHEREAS, C/CAG staff issued a Request for Proposals for Active Transportation Data Mapping Services on June 9, 2026, consistent with C/CAG Procurement Policy; and

WHEREAS, three proposals were received by the deadline, and following a review, scoring and interviewing process, GeoMate Inc was determined to best meet the needs of C/CAG based on experience, qualifications, and demonstrated success with completing related work; and

WHEREAS, C/CAG has determined that Consultant has the requisite qualifications to perform this work; and

WHEREAS, the total amount available to Consultant under this Agreement is not to exceed \$230,000; and

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Executive Director is authorized to execute an agreement between C/CAG and GeoMate Inc for Active Transportation Data Mapping Services for an amount not to exceed \$230,000 through November 1, 2027. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said agreement prior to its execution, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF OCTOBER 2026.

C/CAG AGENDA REPORT

Date: October 8, 2026

To: City/County Association of Governments of San Mateo County Board of Directors

From: Kaki Cheung, Interim C/CAG Executive Director

Subject: Review and approval of Resolution 26-56 amending the Stormwater Committee guidelines to designate Supervising Civil Engineer, Shane Hsieh, as the alternate representative for the City of Redwood City.

(For further information or questions, contact Dan Sternkopf at dsternkopf@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-56 amending the Stormwater Committee guidelines to designate Supervising Civil Engineer, Shane Hsieh, as the alternate representative for the City of Redwood City.

FISCAL IMPACT

There is no fiscal impact related to this item.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

C/CAG's Stormwater Committee was convened in November 2012 and was created to provide policy input and recommendations to the C/CAG Board of Directors on issues pertaining to compliance with the Municipal Regional Stormwater Permit, administered by the San Francisco Bay Regional Water Quality Control Board (Regional Water Board). The Committee is comprised of director-level staff from C/CAG's 21 member agencies, each city and the County represented by one seat, and a non-voting staff from the Regional Water Board.

At the October 12, 2023 C/CAG Board meeting, the Board approved the addition of alternates to the Stormwater Committee. The Stormwater Committee Guidelines also include the named executive level position(s) from each jurisdiction in the Committee roster. The C/CAG Board approved the appointment of these positions, automatically enlisting jurisdiction staff fulfilling these roles onto the Committee. This streamlines the appointment process, reducing the need for City Managers to recommend and the CCAG Board of Directors to approve a new member every time when there is a staffing change. For unique positions or situations where there are multiple positions (for example if a city has two Assistant Public Works Directors), the C/CAG Board makes individual named appointments.

The table below is an example.

Member Agency	TAC & Stormwater Committee Member	Alternate
City A	Public Works Director	City Engineer, or Assistant or Deputy Public Works Director

Recently, the City of Redwood City submitted a formal request to change the appointed alternate on the Stormwater Committee, as reflected in Attachment 3. The changes are reflected below:

Member Agency	Stormwater Committee Member	Alternate
City of Redwood City	Engineering and Transportation Director	Supervising Civil Engineer, Shane Hsieh

Staff recommends that the C/CAG Board review and approve Resolution 26-56 adopting the revised membership guidelines for the Stormwater Committee (Attachment 1 and 2 respectively).

EQUITY IMPACTS AND CONSIDERATIONS

This item is necessary for the administration/operations of C/CAG.

ATTACHMENTS

1. Resolution 26-56
2. Stormwater Committee Guidelines (redlined)
3. Letter recommending Stormwater Representative from Patrick Heisinger, City Manager

RESOLUTION 26-56

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ADOPTING THE AMENDED MEMBERSHIP GUIDELINES FOR THE STORMWATER COMMITTEE.

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

WHEREAS, C/CAG's existing bylaws designate a Stormwater Committee; and

WHEREAS, the Stormwater Committee is comprised of director-level staff who make technical and policy recommendations to the C/CAG Board of Directors related municipal stormwater permit compliance; and

WHEREAS, the Stormwater Committee Guidelines were last updated on December 22, 2020, September 21, 2023, September 12, 2024, March 13, 2025, June 12, 2025, September 11, 2025, and September 10, 2026; and

WHEREAS, at the request of the City of Redwood City, C/CAG is amending the Stormwater Committee roster by designating Shane Hsieh, Supervising Civil Engineer as the City's alternate representative on the Committee.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County hereby adopts the amended membership guidelines for the Stormwater Committee.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF OCTOBER 2026.

Michael Salazar, Chair

Stormwater Committee Guidelines

Established: November 8, 2012

Revised: December 22, 2020/September 21, 2023/September 12, 2024/February 13, 2025/March 13, 2025/June 12, 2025/September 11, 2025, September 10, 2026, October 8, 2026

Description

The Stormwater Committee provides policy and technical advice and recommendations to the C/CAG Board of Directors and direction to technical subcommittees on all matters relating to stormwater management and compliance with associated regulatory mandates from the State Water Resources Control Board and San Francisco Bay Regional Water Quality Control Board.

The following are the general issues typically addressed by the Committee:

- Review and provide recommendations for the Countywide Water Pollution Prevention Program (Countywide Program)’s annual budget as part of the overall C/CAG budget approval process.
- Authorize submittal of countywide and regional compliance documents on behalf of their respective agencies for activities performed via C/CAG through the Countywide Program or the Bay Area Municipal Stormwater Collaborative (previously, the Bay Area Stormwater Management Agencies Association).
- Convey relevant program and compliance information and direction to appropriate staff and departments within their jurisdictions.
- Form ad-hoc work groups to address particular stormwater-related issues on an as-needed basis.
- Discuss and provide policy recommendations on stormwater issues, such as:
 - funding stormwater compliance activities at the local and countywide level;
 - unfunded mandate test claims;
 - permit appeals and litigation;
 - reissuance of the Municipal Regional Permit;
 - permit requirements, especially those related to new and redevelopment, monitoring, and pollutants of concern, including trash, mercury, PCBs, and pesticides;
 - training and technical support needs for municipal staffs
 - legislation and statewide policy issues impacting member agencies

Membership

The Stormwater Committee includes director-level staff (or equivalent) with decision-making authority for implementing stormwater management programs within the member agencies in compliance with requirements in the Municipal Regional Permit. There is one representative from each of C/CAG’s 21 member agencies, one representative from the San Mateo County Flood and Sea Level Rise Resiliency District (also known as OneShoreline), and one non-voting executive management representative from the Regional Water Quality Control Board staff.

Term Limits

There are no term limits for the Stormwater Committee. Members can remain on the Committee indefinitely or until a member voluntarily relieves themselves from the membership.

Chair and Vice Chair

The Chair and Vice Chair for the Stormwater Committee are annually nominated and voted upon by Committee members at a regularly scheduled meeting. The Chair manages the Committee

meetings by calling the meeting to order, leading the Committee through the agenda topics, monitoring meeting discussion to ensure all discussion remains on topic, and leading the motion and approval of all action items. The role of the Vice Chair is to support the Chair and act as a stand in should the Chair be unable to attend a meeting.

Selection and Appointment Process

To streamline the process and ensure continuous representation, the Roster Table can include designated positions and/or individually named appointments. The Roster Table also includes a Primary Member and an Alternate Member.

The C/CAG Board of Directors shall approve all appointments of Primary and Alternate Members.

Designated positions are executive level positions where there may be only one position (ie Public Works Director) in the agency or there may be multiple positions (i.e., having multiple Deputy Public Works Directors).

The C/CAG's Board of Directors will approve the appointment of these designated positions, effectively automatically appointing the staff member filling the designated position.

For designated positions where there are multiple positions, the jurisdiction or agency will need to propose a member by name, and the C/CAG Board will need to approve such appointment on an individual basis.

The City Manager or equivalent will notify the C/CAG Executive Director of any changes to the personnel filling the designated positions, or changes to the named positions themselves. The C/CAG Board will approve changes to the designated positions or name as necessary.

Interim or Acting appointments by the appropriate Executive to the designated positions where there is only one position (i.e., Public Works Director) are acceptable.

Primary Members

- Primary Stormwater Committee members for C/CAG's member agencies and OneShoreline shall be the Public Works Director (or executive level equivalent), City Engineer/Managing Engineer (or equivalent) held by a single person, or a staff member holding a comparable executive position identified by the jurisdiction or agency with responsibility for compliance under the Municipal Regional Permit.
- The Regional Water Quality Control Board member shall be the Watershed Management Supervisor or a specified staff holding a comparable executive position identified by the Regional Water Quality Control Board.

Alternate Members

- Each agency can have an alternate member.
- The alternate for C/CAG's member agencies and OneShoreline can be the City Engineer/Managing Engineer or Assistant or Deputy Director of Public (or equivalent) held by a single person, or a staff member holding a comparable executive position identified by the jurisdiction or agency with responsibilities for compliance under the Municipal Regional Permit.

- The alternate for the Regional Water Quality Control Board member can be the Watershed Management Manager or a staff member holding a comparable executive position identified by the Regional Water Quality Control Board.
- The alternate has the authority to cast votes in lieu of the primary member.
- Attendance of an alternate member will not be recorded as attendance for the primary member.

The Roster Table below identifies the primary and alternate Stormwater Committee members, either by designated position or by name, where necessary, of the 2023 Stormwater Committee:

Member Agency	Primary Stormwater Committee Member	Alternate
City of Atherton (Vice Chair)	Director of Public Works	Associate Engineer
City of Belmont	Director of Public Works	Assistant Public Works Director
City of Brisbane (Chair)	Director of Public Works/City Engineer	Regulatory Compliance Manager
City of Burlingame	Director of Public Works	Environmental Compliance Manager
City of Daly City	Director of Public Works	City Engineer
City of East Palo Alto	City Engineer	Environmental Services Aide
City of Foster City	Director of Public Works	Manager of Engineering
City of Half Moon Bay	Director of Public Works	Associate Engineer
City of Menlo Park	Director of Public Works	Regulatory Compliance Analyst, Shayan Serajeddini
City of Millbrae	Director of Public Works	City Engineer/Deputy Public Works Director
City of Pacifica	Deputy Director of Public Works/City Engineer	Director of Public Works
City of Redwood City	Engineering and Transportation Director	Supervising Civil Engineer, Shane Hsieh Senior Civil Engineer, Paige Saber
City of San Bruno	Director of Public Works	Deputy Director of Public Works, Hae Won Ritchie

City of San Carlos	Director of Public Works	City Engineer
City of San Mateo	Director of Public Works	Deputy Public Works Director, Katherine Sheehan
City of South San Francisco	Director of Public Works/City Engineer	Deputy Public Works Director
San Mateo County	Director of Public Works	Deputy Director Engineering & Resource Protection
San Mateo County Flood and Sea Level Rise Resiliency District	Director of Project Management	Project Manager
Town of Colma	Director of Public Works and Planning	Deputy Public Works Director/City Engineer
Town of Hillsborough	Director of Public Works	Deputy Director of Public Works
Town of Portola Valley	Director of Public Works	Building Director
Town of Woodside	Director of Public Works/Town Engineer	Deputy Town Engineer
Regional Water Board	Watershed Management Supervisor	Watershed Management Manager

Office of the City Manager
Patrick Heisinger

1017 Middlefield Road
Redwood City, CA 94063
(650) 780-7301
Fax (650) 780-7225



September 16, 2026

Reid Bogert
C/CAG of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063-1665

Subject: C/CAG Stormwater Committee Alternative Member

Dear Mr. Bogert,

The City of Redwood City is requesting to add Supervising Civil Engineer, Shane Hsieh, as an Alternative Member of the C/CAG Stormwater Committee in accordance with Engineering and Transportation Director, Tanisha Werner.

If you have any questions, please feel free to contact Tanisha Werner at twerner@redwoodcity.org or 650-780-7370.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick Heisinger".

Patrick Heisinger
City Manager

Cc: Tanisha Werner, Engineering and Transportation Director
Shane Hsieh, Supervising Civil Engineer

C/CAG AGENDA REPORT

Date: October 8, 2026

To: City/County Association of Governments of San Mateo County Board of Directors

From: Kaki Cheung, Interim Executive Director

Subject: Appointment of member Eddie Flores, Councilmember with the City of South San Francisco, as C/CAG's representative to the California Association of Councils of Governments (CalCOG) Board of Directors.

(For further information contact Kaki Cheung at kccheung1@smcgov.org)

RECOMMENDATION

That the C/CAG Board appoint Eddie Flores, Councilmember with the City of South San Francisco, as C/CAG's representative to the California Association of Councils of Governments (CalCOG) Board of Directors.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not Applicable.

BACKGROUND

The California Association of Councils of Governments (CalCOG) is an association of regional agencies throughout California that serves the interests of its member agencies, providing a forum for regional collaboration, information sharing, and policy advocacy at the state and federal levels. C/CAG is a member of CalCOG, and the C/CAG representative seat on the CalCOG Board of Directors is currently vacant.

C/CAG Board members and alternates were notified of the opportunity to serve as C/CAG's representative on the CalCOG Board of Directors. Board member Eddie Flores, Councilmember with the City of South San Francisco, indicated interest and has submitted a letter. Member Flores' letter of interest is included as Attachment 1 to this staff report.

EQUITY IMPACTS AND CONSIDERATIONS

This item is necessary for the administration/operations of C/CAG.

ATTACHMENT

1. Letter of Interest – Eddie Flores, Councilmember, City of South San Francisco

**CITY COUNCIL 2026**

MARK ADDIEGO, MAYOR (DIST. 1)
MARK NAGALES, VICE MAYOR (DIST. 2)
JAMES COLEMAN, MEMBER (DIST. 4)
EDDIE FLORES, MEMBER (DIST. 5)
FLOR NICOLAS, MEMBER (DIST. 3)

LAURA SNIDEMAN, CITY MANAGER

OFFICE OF THE CITY COUNCIL

September 30, 2026

Chair and Members of the C/CAG Board of Directors
City/County Association of Governments of San Mateo County

Dear Chair and Board Members,

I'd like to be considered as C/CAG's representative on the CALCOG Board of Directors. I'd be proud to represent our 21 member agencies in this role.

A few of the current CALCOG board members mentioned to me that San Mateo County didn't have anyone representing us on that body. CALCOG brings regional agencies from across the state together to share what's working, take positions on legislation, and advocate in Sacramento for the funding and tools regions need. I didn't think we could afford to be absent, so I raised it with C/CAG staff and asked that we get San Mateo County represented. Staff followed through, and I'm grateful to be considered for the seat.

Our county is very diverse, and the issues we face reflect that, from farms and small communities on the coast to a major airport and a growing life sciences industry on the bayside, with working families everywhere struggling with the cost of housing. Our cities are dealing with sea level rise, keeping transit running, and meeting housing goals without the resources to match. Right now we're also facing the Vehicle License Fee (VLF) defunding crisis, which puts funding our cities count on at risk. State decisions on these issues affect all of us, and I want to make sure our perspective is part of them.

I serve as a Director on the League of California Cities statewide board and am the Immediate Past President of the Cal Cities Peninsula Division. Locally, I'm Vice Chair of the C/CAG Legislative Committee and Chair of the San Mateo County Council of Cities, and I chair the Legislative Committee of the League of California Cities Latino Caucus. I also represent District 5 on the South San Francisco City Council and served as Mayor last year. A lot of my time goes to tracking legislation, working with colleagues from other cities to find common ground, and making sure our local priorities are heard in Sacramento.

If appointed, I'll bring C/CAG's legislative priorities to CALCOG and report back on what's happening at the state level, so our Board and Legislative Committee have time to weigh in before decisions are made. Since I also serve on the Cal Cities board, I can help keep cities and regional agencies working together where we share goals. I'll represent all 21 member agencies, large and small, and would welcome your input on the issues you'd like me to focus on.

Thank you for your consideration. I look forward to the opportunity to serve.

Sincerely,

A handwritten signature in cursive script that reads "Eddie Flores".

Eddie Flores
Councilmember, South San Francisco

C/CAG AGENDA REPORT

Date: October 8, 2026

To: City/County Association of Governments Board of Directors

From: Kaki Cheung, Interim Executive Director

Subject: Review and approval of Resolution 26-58 authorizing the filing of an application for \$4,903,906 in funding from the One Bay Area Grant (OBAG) County & Local Program for the San Mateo Countywide Safety Applications for Every Traveler (SAFE-T) project.

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

RECOMMENDATION

That the C/CAG Board review and approve of Resolution 26-58 authorizing the filing of an application for \$4,903,906 in funding from the One Bay Area Grant (OBAG) County & Local Program for the San Mateo Countywide Safety Applications for Every Traveler (SAFE-T) project.

FISCAL IMPACT

If awarded, C/CAG would receive \$4.9M for the SAFE-T project.

SOURCE OF FUNDS

Funding will come from the OBAG Cycle 4 County & Local Program.

The Metropolitan Transportation Commission 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.

BACKGROUND

At the April 9, 2026 meeting, the C/CAG Board approved setting aside \$3M to implement traffic safety improvements, including technology-based countermeasures. The Safety Applications for Every Traveler project (SAFE-T) project would implement this Board-established priority through a coordinated, multi-jurisdictional program of intersection safety improvements.

With a recommended total allocation of approximately \$4.9M, SAFE-T 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, support transit signal priority and facilitate emergency vehicle response. Coordinated delivery would also support more consistent traffic-signal technologies across jurisdictional boundaries, benefiting participating jurisdictions and people traveling throughout the County. The final number of locations will depend on technology selection, site conditions, participating-agency agreements, and available funding. Attachment 2 provides a preliminary map of proposed improvement locations.

After funding the recommended competitive projects at amounts sufficient to advance deliverable project scopes, approximately \$1.9 million remains available. As part of the OBAG 4 project nomination list presented in Item 4.1, staff recommends allocating the balance to the SAFE-T project, bringing the total recommendation allocation to \$4.9M. This recommendation builds on the Board's prior \$3M commitment and would expand the number of intersections served through the coordinated countywide program, advancing safety improvements with additional transit and emergency response benefits.

If approved by the C/CAG Board at the October 8, 2026 meeting, C/CAG will submit the OBAG 4 project nominations list, including SAFE-T, to the Metropolitan Transportation Commission (MTC) for final review and selection.

MTC requires that every new OBAG project must be accompanied with an adopted "Resolution of Local Support" to file an application for OBAG funding. Approval of Resolution 26-58 would fulfill this requirement.

EQUITY IMPACTS AND CONSIDERATIONS

SAFE-T is intended to improve safety outcomes in areas with high concentrations of severe and fatal crashes, as identified through the High Injury Network and the Countywide Local Roadway Safety Plan. By prioritizing locations with demonstrated safety needs and vulnerable road users, the project has the potential to advance equitable investment in communities that experience disproportionate traffic safety impacts.

ATTACHMENTS

1. Resolution 26-58

The following attachments are available on the C/CAG website (*See "Additional Agenda Materials" for the relevant Board Meeting*) at: <https://ccag.ca.gov/committees/board-of-directors-2/>

2. SAFE-T Preliminary Project Location Map

RESOLUTION 26-58

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE FILING OF AN APPLICATION FOR \$4,903,906 IN FUNDING FROM THE OBAG 4 COUNTY AND LOCAL PROGRAM FOR THE SAN MATEO COUNTYWIDE SAFETY APPLICATIONS FOR EVERY TRAVELER (SAFE-T) PROJECT

WHEREAS, City/County Association of Governments of San Mateo County (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$4,903,906 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC), such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Carbon Reduction Program (CRP) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the San Mateo Countywide Safety Applications For Every Traveler (SAFE-T) Project (herein referred to as PROJECT) for the OBAG 4 County & Local Program (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149), the Carbon Reduction Program (CRP) (23 U.S.C. § 175), and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in

conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY

FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF OCTOBER 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: October 8, 2026

To: City/County Association of Governments of San Mateo County Board of Directors

From: Kaki Cheung, Interim Executive Director

Subject: Review and approval of Resolutions 26-57 and 26-59 approving 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@smcgov.org (TFCA))

RECOMMENDATION

That the C/CAG Board review and approve of Resolutions 26-57 and 26-59 approving 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 the full programming of 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 8 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 using the criteria established for the call for projects. Equity was assessed using the Equity Focus Areas and definitions previously approved by the C/CAG Board.

C/CAG staff separately conducted the same programmatic and delivery review for each OBAG application. Staff examined program eligibility, the proposed scope and funding plan, the schedule submitted by the applicant, and the work remaining to meet federal programming and obligation deadlines. This included assessing whether the proposed milestones were realistic in light of the project's current status and identified dependencies, such as design, environmental review, right-of-way, utility coordination, and agreements with other agencies, as applicable. Staff developed the recommended funding package by considering the panel's rankings together with the results of this review. Staff sought to:

- 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. An eligible project may be recommended or considered for a future funding opportunity if the information available for this cycle does not establish a credible path to timely obligation.

Attachment 9 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 do 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 is an eligible project with a documented infrastructure need. It ranked ninth in the evaluation panel's review. In a separate readiness review applied to all OBAG applicants, staff could not confirm from submitted materials that the project could complete the remaining design, utility coordination, right of way and other required steps to meet the proposed federal programming and obligation schedule. Staff therefore do not recommend that project receive funding this cycle. 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 recommend 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 at the April 9th C/CAG Board meeting. 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 3 summarizes the recommended OBAG nominations.

MTC CARE TA Staff Recommendation

C/CAG staff recommends forwarding to MTC \$782,319 in Community Action Resource and Empowerment Technical Assistance (CARE TA) funding for two projects in Pacifica and South San Francisco. Since the program was undersubscribed, staff intends on issuing another call for projects for CARE TA funds in Spring 2027. Attachment 4 summarizes the recommended CARE TA nominations.

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.

Projects selected for TFCA funding met 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 5 provides the recommended funding package for TFCA funds. Attachment 6 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 Board of Directors review and approve of Resolutions 26-57 and 26-59 approving 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 respective September 17th and 24th meetings, the C/CAG Technical Advisory Committee and C/CAG Bicycle and Pedestrian Advisory Committee recommended approval of the proposed funding package.

At their September 28th meeting, the C/CAG Congestion Management and Environmental Quality Committee also recommended approval of the proposed funding package and requested that staff survey local jurisdictions to understand factors influencing their decisions to apply or not apply for funding through the consolidated call for 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. Resolution 26-57 OBAG 4/CARE TA
2. Resolution 26-59 TFCA
3. Recommended OBAG 4 Funding Package
4. Recommended CARE TA Funding Package
5. Recommended TFCA Funding Package
6. Recommended 2026 C/CAG Call for Projects Funding Package (OBAG 4/CARE TA/TFCA)
7. C/CAG SAFE-T Preliminary Project Location Map

The following attachments are available on the C/CAG website (See “*Additional Agenda Materials*” for the relevant Board Meeting) at: <https://ccag.ca.gov/committees/board-of-directors-2/>

8. Final List of Applications Received Through the C/CAG 2026 Call for Projects
9. OBAG 4 Preliminary Project Rankings
10. Draft Funding Agreement between C/CAG and the City of Pacifica for project 27SM03: Oceana Boulevard Bicycle Lane Improvement Project
11. Draft Funding Agreement between C/CAG and the Town of Colma for project 27SM04: El Camino Real Bicycle and Pedestrian Improvement Project - Segment A
12. Draft Funding Agreement between C/CAG and the City of San Carlos for project 27SM05: US 101/Holly St Interchange Improvements & Ped Overcrossing Project
13. Draft Funding Agreement between C/CAG and the County of San Mateo for project 27SM06: Guadalupe Canyon Parkway Class IV Project
14. Draft Funding Agreement between C/CAG and the City of South San Francisco for project 27SM07: Chestnut Avenue Multimodal Safety and Access Improvement Project
15. Draft Funding Agreement between C/CAG and the City of Redwood City for project 27SM08: Bay Road Complete Street Rehabilitation Project
16. Draft Funding Agreement between C/CAG and Commute.org for project 27SM09: Bicycle Parking Reimbursement Program Project

RESOLUTION 26-57

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO SIGN A LETTER OF INTEREST NOMINATING EIGHT PROJECTS REQUESTING \$24.1 MILLION FOR THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) ONE BAY AREA GRANT 4 (OBAG 4) COUNTY & LOCAL PROGRAM & TWO PROJECTS REQUESTING \$782,319 IN COMMUNITY ACTION RESOURCE AND EMPOWERMENT TECHNICAL ASSISTANCE (CARE TA) FUNDING

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG); that,

WHEREAS, the Metropolitan Transportation Commission (MTC) adopted Resolution No. 4740 outlining the One Bay Area 4 (OBAG 4) County & Local Program's policies and procedures to be used in the selection of projects to be funded with Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds; and

WHEREAS, local responsibility for submitting project nominations for the OBAG 4 County & Local Program and CARE TA has been assigned to County Transportation Agencies (CTAs); and

WHEREAS, C/CAG is the County Transportation Agency for San Mateo County, and

WHEREAS, the MTC OBAG 4 County & Local program has approximately \$324 million for the entire Bay Area region, and MTC identified "county targets," which are not guarantees, based on the County shares used for OBAG 4; and

WHEREAS, C/CAG's OBAG 4 County share is 9.5%; which represents a County Target of \$24.1 million available under the competitive call for projects; and

WHEREAS, C/CAG's CARE TA share is 9.5%; which represents a County Target of available under the competitive call for projects of approximately \$1.3 million; and

WHEREAS, the project Evaluation Criteria for the MTC OBAG 4 Program includes being located in a Transit Oriented Community and/or in an Equity Priority Community; resulting from a community engagement process; regional competitiveness; and ability to obligate the funds for construction by January 2031; and

WHEREAS, the project Evaluation Criteria for the MTC CARE TA includes priority for community-driven capital transportation projects located within or serving an Equity Priority Community toward 100% design; and

WHEREAS, the MTC established a October 30, 2026 deadline for County Transportation Agencies (CTA), including C/CAG, to submit a letter nominating projects for the MTC OBAG 4 County & Local Program and CARE TA; and

WHEREAS, C/CAG staff previewed the MTC OBAG 4 County & Local Program and CARE TA, and presented the proposed process to the January 15th C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC), January 26th C/CAG Congestion

Management and Environmental Quality (CMEQ) Committee, and January 22nd C/CAG Bicycle Pedestrian Advisory Committee (BPAC) meetings; and

WHEREAS, on April 9, 2026, the C/CAG Board approved the process and guidelines for the OBAG 4 County & Local Program in San Mateo County; and

WHEREAS, C/CAG staff released a Call for Projects on May 11, 2026, and received 11 eligible projects requesting \$30.9 million for the OBAG 4 County & Local Program and 2 applications requesting \$782,319 on June 30, 2026; and

WHEREAS, the projects were evaluated by C/CAG staff for project readiness and other standard metrics; and also evaluated by a seven-member evaluation panel composed of two members of the Bicycle and Pedestrian Committee, two members of the Congestion and Environmental Quality Committee; and three members from county partner agencies; and

WHEREAS, C/CAG has completed an evaluation process prescribed by MTC to develop a list of projects to submit for the OBAG 4 County & Local Program and CARE TA Program; and

WHEREAS, on September 17, 2026, C/CAG staff presented the draft list of projects recommended for funding to the Congestion Management Program Technical Advisory Committee (CMP TAC); and the TAC Committee recommended the nomination list to the C/CAG Board of Directors; and

WHEREAS, on September 24, 2026, C/CAG staff presented the draft list of projects recommended for funding to a special meeting of the Bicycle and Pedestrian Advisory Committee (BPAC); and the BPAC Committee recommended the nomination list to the C/CAG Board of Directors; and

WHEREAS, on September 28, 2026, C/CAG staff presented the draft list of projects recommended for funding to the Congestion Management and Environmental Quality Committee (CMEQ); and the CMEQ Committee recommended the nomination list to the C/CAG Board of Directors; and

WHEREAS, C/CAG is submitting projects to the MTC to be considered for funding from the OBAG 4 County & Local Program and CARE TA as shown in the attached tables.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Board Chair is authorized to sign a Letter of Interest nominating eight projects requesting \$24.1 million for the Metropolitan Transportation Commission (MTC) One Bay Area Grant 4 (OBAG 4) County & Local Program and \$782,319 in Community Action Resource and Empowerment Technical Assistance (CARE TA) funding for two projects, subject to minor amendments.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF OCTOBER 2026.

Michael Salazar, Chair

Sponsor	Project Title	Proposed OBAG 4 Award
Colma	El Camino Real Bicycle and Pedestrian Improvement Project - Segment A	\$3,655,248
South San Francisco	Chestnut Avenue Multimodal Safety and Access Improvement Project	\$2,669,995
Millbrae	Downtown Specific Plan Improvement Project	\$1,600,000
BART	Colma BART Station Wayfinding Project	\$2,610,000
San Carlos	US 101/Holly St Interchange Improvements & Ped Overcrossing Project	\$3,671,993
County of San Mateo	Guadalupe Canyon Parkway Class IV Project	\$4,000,000
Burlingame	Chapin Avenue Streetscape Project	\$4,000,000
C/CAG	Countywide Safety Improvement Project	\$1,903,906
	Total	\$24,111,142

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

RESOLUTION 26-59

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE INDIVIDUAL FUNDING AGREEMENTS IN THE AGGREGATE TOTAL AMOUNT OF \$2,131,430 IN FISCAL YEAR 2026/27 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) FUNDS FOR SEVEN PROJECTS THROUGHOUT SAN MATEO COUNTY

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG); that,

WHEREAS, the Bay Area Air Quality Management District (Air District) is authorized to levy a fee on motor vehicles. Funds generated by the fee are referred to as the Transportation Fund for Clean Air (TFCA) funds. Forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the Air District to one or more public agencies designated to receive the funds. For San Mateo County, C/CAG has been designated as the administrating agency to receive the funds; and

WHEREAS, the Board of Directors of the City/County Association of Governments, at its March 12, 2026 meeting, approved certain projects and programs for funding through San Mateo County's local share of Transportation Fund for Clean Air (TFCA) revenues, including , \$1,241,637 for TFCA eligible projects, and \$1,702,350 specifically for TFCA eligible bikeway and bike parking projects; and

WHEREAS, in May 2026, C/CAG released a coordinated 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; and

WHEREAS, C/CAG invited local agencies to submit project proposals for this combined call for projects and received a list of eligible projects whose total funding request fell below the available funding cap; and

WHEREAS, C/CAG also reviewed the applications submitted for the 2026 Transportation Development Act Article 3 call for projects, and those submitted to a supplemental solicitation distributed to the local jurisdictions; and

WHEREAS, this coordinated review allowed C/CAG staff to identify seven projects eligible for TFCA funding, as shown in the attached table, utilizing all of the \$2,131,430 made available by the Air District, stretching other limited funding sources, and retaining this revenue source for projects in San Mateo County; and

WHEREAS, C/CAG staff, the Congestion Management Technical Advisory Committee (TAC), as well as the Congestion Management & Environmental Quality (CMEQ) Committee recommended all seven projects to the Board of Directors for award; and

WHEREAS, the Town of Colma is recommended to receive up to \$344,752 of TFCA Funds for the El Camino Real Bicycle and Pedestrian Improvement Project - Segment A Project; and

WHEREAS, the City of San Carlos is recommended to receive up to \$328,007 of TFCA Funds for the US 101/Holly St Interchange Improvements & Ped Overcrossing Project, and

WHEREAS, the County of San Mateo is recommended to receive up to \$310,676 of TFCA Funds for the Guadalupe Canyon Parkway Class IV Project, and

WHEREAS, the City of South San Francisco is recommended to receive up to \$432,005 of TFCA Funds for the Chestnut Avenue Multimodal Safety and Access Improvement Project, and

WHEREAS, the City of Pacifica is recommended to receive up to \$342,794 of TFCA Funds for the Oceana Boulevard Bicycle Lane Improvement Project, and

WHEREAS, the City of Redwood City is recommended to receive up to \$222,818 of TFCA Funds for the Bay Road Complete Street Rehabilitation Project, and

WHEREAS, Commute.org is recommended to receive up to \$150,378 of TFCA Funds for the Bicycle Parking Reimbursement Program Project, and

WHEREAS, the Board of Directors approved the project scopes and specific recommended grant amounts for the aforementioned projects; and

WHEREAS, it is necessary for C/CAG to enter into Project Sponsor agreements with the individual agencies receiving TFCA project funding, setting forth the responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the aforementioned seven projects are approved for TFCA funding and that the Executive Director is authorized to enter into funding agreements with the individual agencies receiving Transportation Fund for Clean Air funding in an aggregate total amount of \$2,131,430 in Fiscal Year 2026/27 dollars. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said agreement prior to its execution, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF OCTOBER 2026.

Michael Salazar, Chair

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	\$342,794
Supplemental call	Redwood City	Bay Road Complete Street Rehabilitation Project	\$222,818
Supplemental call	Commute.org	Bicycle Parking Reimbursement Program	\$150,378
Totals:			\$2,131,430

Attachment 3: 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 4: 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 5: Recommended TFCA Funding Package

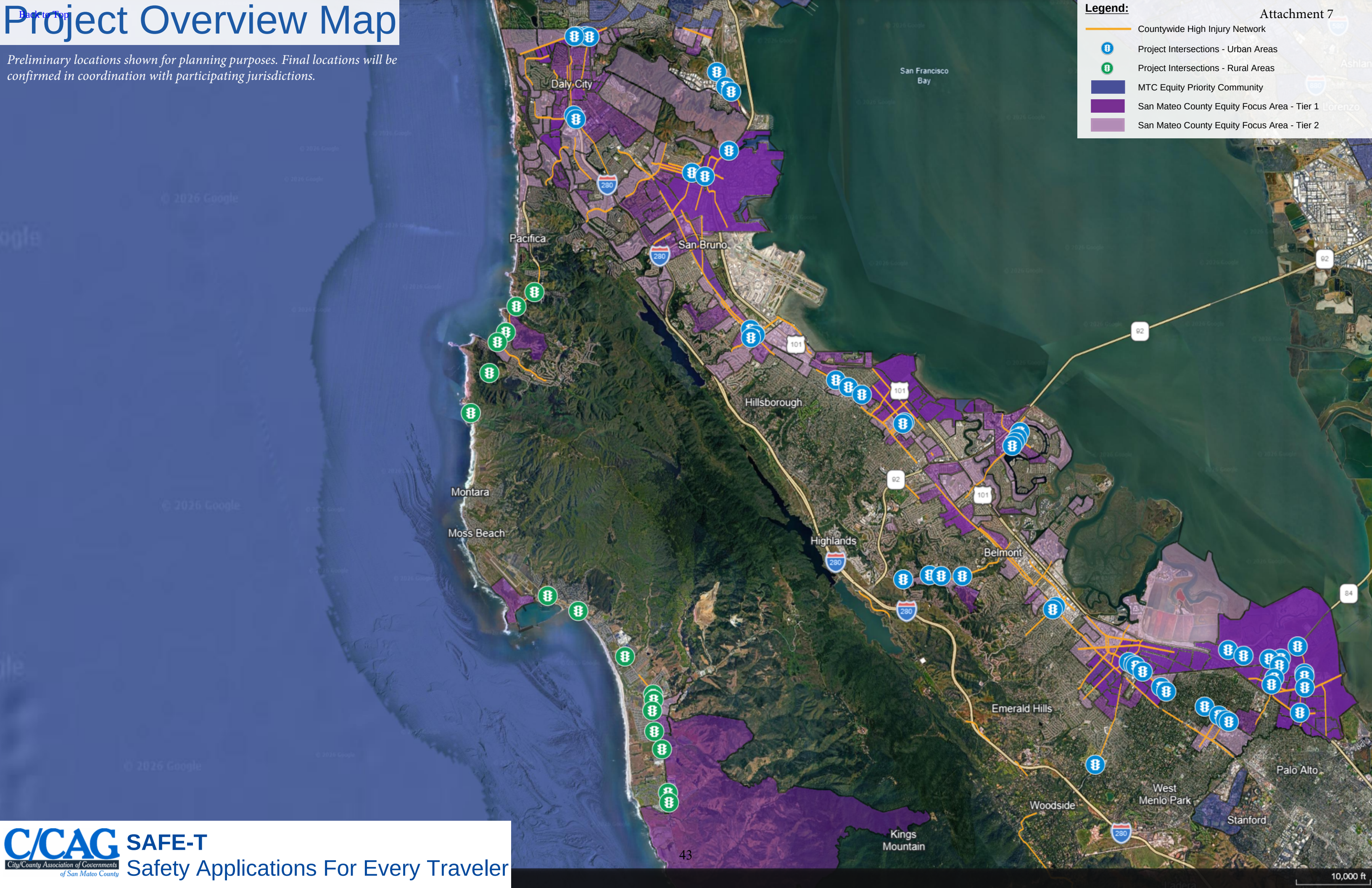
Associated call for projects	Lead Applicant	Project Title	TFCA Grant Request Amount
OBAG 4	Colma	El Camino Real Bicycle and Pedestrian Improvement Project - Segment A	\$344,752
OBAG 4	San Carlos	US 101/Holly St Interchange Improvements & Ped Overcrossing Project	\$328,007
OBAG 4	County of San Mateo	Guadalupe 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	\$342,794
Supplemental call	Redwood City	Bay Road Complete Street Rehabilitation Project	\$222,818
Supplemental call	Commute.org	Bicycle Parking Reimbursement Program	\$150,378
Totals:			\$2,131,430

Attachment 6: 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	-	\$150,378	-
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	-	\$342,794	-
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

Project Overview Map

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



Attachment 7

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: October 8, 2026

To: City/County Association of Governments of San Mateo County Board of Directors

From: Kaki Cheung, Interim Executive Director

Subject: Review and approval of Resolution 26-60 for the submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for the allocation of fiscal year 2026-2028 TDA Article 3 Pedestrian/Bicycle Project Funds to claimants in San Mateo County.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-60 for the submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for the allocation of fiscal year 2026-2028 TDA Article 3 Pedestrian/Bicycle Project Funds to claimants in San Mateo County.

FISCAL IMPACT

C/CAG expects a total of \$5.4M available for the TDA Article 3 Program for the FY 2026-2028 cycle.

SOURCE OF FUNDS

TDA Article 3 funds are derived from the following sources:

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

BACKGROUND

TDA Article 3 funds are distributed by the Metropolitan Transportation Commission (MTC) to C/CAG on a formula basis annually. C/CAG acts as the program administrator in San Mateo County and issues a call for projects for eligible bicycle and pedestrian projects. This funding is available for bicycle and pedestrian projects in San Mateo County with the cities, the County of San Mateo and joint powers agencies (consisting of cities in San Mateo County and/or the County) being eligible applicants.

At the February 12, 2026 C/CAG Board meeting, the Board approved the TDA Article 3 Pedestrian and Bicycle Program Call for Projects and schedule for the FY 2026-2028 Cycle. C/CAG expects a total of \$5.4M of TDA Article 3 funds available for this cycle. The maximum grant awards are \$200,000 for planning projects and \$750,000 for capital projects.

The TDA Article 3 FY 26-28 Call for Projects was issued on February 16, 2026. By the due date of April 16, 2026, C/CAG received fifteen applications requesting a total of \$7.3M. Based on MTC guidelines, two project applications were deemed ineligible, leaving thirteen eligible applications for consideration.

Not including the two ineligible applications, C/CAG received two planning applications and eleven capital applications from a total of 12 jurisdictions. All thirteen of these applications passed the screening process. All project sponsors presented their respective projects at the May 28, 2026 Bicycle and Pedestrian Advisory Committee (BPAC) meeting, which is the designated advisory body to make recommendations on project funding. BPAC members evaluated and scored the applications between May 2026 and June 2026. C/CAG staff received scores from 13 of 15 Committee members.

At the July 30, 2026 meeting, the Committee members reviewed the TDA 3 scores and project rankings. At that time, C/CAG expected only \$4.7M of TDA 3 funds would be available for this cycle. Because the available TDA 3 funds were insufficient to fund all the eligible projects, staff evaluated whether other funding sources could be used to maximize the number of projects receiving awards, while maintaining the Committee's project rankings. Staff identified that the City of Pacifica's project application was also eligible for the Bay Area Air District's Transportation Fund for Clean Air (TFCA) Regional Funds. The Committee voted to approve a funding scenario that would fully fund Pacifica's requested allocation through a combination of TFCA and TDA funding, freeing approximately \$342,794 in TDA funds for other projects. The \$342,794 in TDA Article 3 funds made available through this funding scenario would be allocated to the next highest ranked project, sponsored by San Mateo County, increasing its recommended TDA award from \$150,000 to \$492,794.

In August 2026, MTC released an updated fund estimate report indicating higher-than-anticipated revenues for the TDA 3 program. Per the updated report, C/CAG now anticipates an additional \$700,000 available for the FY 2026-28 TDA program, for a new total of \$5.4M.

With the additional TDA 3 resources, staff brought a revised TDA 3 project list to the BPAC at the September 24, 2026 meeting. Staff recommended directing the additional available revenues to the next two highest rated projects: the San Mateo County's Montara Main Street Project and the City of Millbrae's Skyline Boulevard Trail Maintenance Project. The Committee's project rankings have remained the same. The City of Pacifica's project will still receive full funding from a combination of TFCA and TDA 3 grants. See Attachment 2 for the final recommended project list. The Committee voted to recommend moving forward this revised project list to the C/CAG Board for approval. This approval would be subject to the Board's approval of the TFCA project award list at the October 8, 2026 meeting.

Attachment 2 provides the project ranking summary and recommended project list for funding.

Upon approval by C/CAG Board, Staff will submit the projects recommended for funding to MTC for allocation approval. MTC will provide allocation instructions to project sponsors directly.

Jurisdictions receiving TDA Article 3 FY 2026-2028 funds must expend the funds within three years of allocation by MTC. Capital projects should be ready to implement as soon as possible.

EQUITY IMPACTS AND CONSIDERATIONS

In recent years, C/CAG has worked to prioritize equity and incentivize the development of more TDA 3 projects in underserved areas. For example, in the FY 2024-2025 cycle, staff updated the scoring criteria to include more points for projects located within C/CAG Equity Focus Areas

(EFA) or MTC Equity Priority Communities (EPCs). Additionally, maximum points were awarded if a project was located mostly in an EFA or EPC and provided the minimum local match. Additionally, C/CAG distributed the Call for Projects to C/CAG's new Community Based Organization (CBO) list. These equity-based scoring criteria and outreach practices were also applied for the FY 2026–2028 cycle.

For the TDA 3 FY2026-2028 cycle, C/CAG added new criteria to encourage more countywide participation. Points were given to projects in jurisdictions that do not contain an MTC Priority Development Area (PDA) or do not have a transit station qualifying for the Transit-Oriented Community (TOC) Policy. This change encourages high-quality bicycle and pedestrian projects in jurisdictions that have had historically fewer opportunities to access regional active transportation funding.

ATTACHMENTS

1. Resolution 26-60
2. TDA 3 project ranking summary

RESOLUTION 26-60

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY FOR THE SUBMITTAL OF COUNTYWIDE COORDINATED CLAIM TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL YEAR 2026-2028 TDA ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDS TO CLAIMANTS IN SAN MATEO COUNTY

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 4108, Revised requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

WHEREAS, C/CAG has undertaken a process in compliance with MTC Resolution No. 4108, Revised for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in San Mateo County, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

WHEREAS, each claimant in San Mateo County whose project or projects have been prioritized for inclusion in the fiscal year 2026-2028 TDA Article 3 countywide coordinated claim, has forwarded to C/CAG a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it

RESOLVED, that C/CAG approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

RESOLVED, that C/CAG approves the submittal to MTC, of the San Mateo County fiscal year 2026-2028 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;
- C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;

- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;
- E. confirmation that each project meets Caltrans' minimum safety design criteria and is ready to implement within the next fiscal year.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Board hereby submits the Countywide Coordinated Claim to the Metropolitan Transportation Commission for the allocation of Fiscal Year 2026-2028 TDA Article 3 Pedestrian/Bicycle Project Funds to claimants in San Mateo County.

PASSED, APPROVED, AND ADOPTED THIS 8TH DAY OF OCTOBER 2026.

Michael Salazar, Chair

Resolution No. **26-60**
Attachment A

Re: Submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2026-28 TDA Article 3 Pedestrian/Bicycle Project Funds to Claimants in San Mateo County.

Prioritized List of Projects

	Agency	Short Title Description of Project	TDA Article 3 Amount	Total Project Cost
1.	City of Half Moon Bay	Bicycle and Pedestrian Master Plan Update	\$200,000	\$220,000
2.	City of Brisbane	Bicycle and Pedestrian Master Plan Update	\$125,000	\$125,000
3.	City of South San Francisco	Centennial Trail Active Transportation Safety and Rehabilitation Project	\$750,000	\$1,000,000
4.	C/CAG	Safety Applications For Every Traveler (SAFE-T)	\$750,000	\$6,747,600
5.	City of Pacifica	Oceana Boulevard Bicycle Lane Improvement Project	\$407,206	\$1,510,788
6.	City of East Palo Alto	Fordham Street Roundabout Project	\$475,000	\$522,500
7.	City of Half Moon Bay	Half Moon Bay Coastal Trail Safety & Rehabilitation	\$750,000	\$1,080,000
8.	City of Daly City	John Daly Boulevard Pedestrian and Bicycle Facility Improvements Project	\$750,000	\$1,472,948
9.	San Mateo County	Montara Main Street Traffic Calming and Bicycle/Pedestrian Connectivity Project	\$750,000	\$833,300
10.	City of Millbrae	Skyline Boulevard Trail Maintenance Project	\$400,000	\$440,000
		Totals	\$5,357,206	\$13,952,136

Attachment 2

Attachment 2: TDA 3 project ranking summary

	Applicant	Average Score	Project Funding Requested	Proposed Award Amount	Cumulative TDA Funding Amount
<i>Planning Project Proposals</i>					
1	Half Moon Bay: Bicycle and Pedestrian Master Plan Update <i>Update existing Bike/Ped Master Plan.</i>	74.9	\$200,000	\$200,000	\$200,000
2	Brisbane: Bicycle and Pedestrian Master Plan Update <i>Update existing Bike/Ped Master Plan.</i>	71.2	\$125,000	\$125,000	\$325,000
<i>Capital Project Proposals</i>					
1	South San Francisco: Centennial Trail Active Transportation Safety and Rehabilitation Project <i>Rehab and enhance the effective width of existing shared-use path.</i>	82.1	\$750,000	\$750,000	\$1,075,000
2	C/CAG: Safety Applications For Every Traveler (SAFE-T) <i>Deploy Traffic Signal Safety Interventions and Centralized Emergency Vehicle Pre-emption.</i>	79.6	\$750,000	\$750,000	\$1,825,000
3	Pacifica: Oceana Boulevard Bicycle Lane Improvement Project <i>Construct 1.21 miles of new Class II bike lanes, enhanced ped crossings, and improve striping.</i>	74.1	\$750,000	\$407,206*	\$2,232,206
4	East Palo Alto: Fordham Street Roundabout Project <i>Design and construction of a roundabout on Fordham Street at Notre Dame Avenue.</i>	71.9	\$475,000	\$475,000	\$2,707,206
5	Half Moon Bay: Half Moon Bay Coastal Trail Safety & Rehabilitation <i>Rehab ~3.4 miles including updated striping, pavement markings, and wayfinding.</i>	69.2	\$750,000	\$750,000	\$3,457,206
6	Daly City: John Daly Boulevard Pedestrian and Bicycle Facility Improvements Project <i>Improve multiuse path to allow for safer two-way travel for peds and bicyclists and ADA updates.</i>	67.8	\$750,000	\$750,000	\$4,207,206
7	San Mateo County: Montara Main Street Traffic Calming and Bicycle/Pedestrian Connectivity Project <i>Safety and accessibility improvements including bike route signage, striping, and curb ramps.</i>	61.2	\$750,000	\$750,000	\$4,957,206
8	Millbrae: Skyline Boulevard Trail Maintenance Project <i>Trail repairs, resurfacing, and rehabilitation.</i>	59.2	\$400,000	\$400,000	\$5,357,206
9	Colma: El Camino Real Complete Streets Project (Segment B) <i>Construction of multimodal infrastructure along El Camino Real (Segment B).</i>	58.1	\$750,000	\$750,000	\$6,107,206
10	Burlingame: Chapin Avenue Safety and Streetscape Improvement Project <i>Ped and bike safety improvements including traffic calming and pedestrian crossings.</i>	57.5	\$750,000	\$750,000	\$6,857,206
11	Woodside: Woodside Road Multi-Use Path Maintenance Project (from Woodside Elementary School to Kings Mountain Road) <i>Maintain a Class I shared-used path.</i>	52.5	\$100,000	\$100,000	\$6,957,206
		Total	\$7,300,000		

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

Projects listed below the red line are not proposed to be funded.

C/CAG AGENDA REPORT

Date: October 8, 2026

To: City/County Association of Governments of San Mateo County Board of Directors

From: Kaki Cheung, Interim Executive Director

Subject: Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

(For further information, contact Matt Petrofsky at mpetrofsky@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors review the legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from C/CAG's State legislative advocate, Shaw Yoder Antwih Schmelzer & Lange (SYASL), and now from C/CAG's Federal legislative advocate, Ken Brown and Associates. Important legislative topics, and any votes on positions taken or other actions recommended by the Legislative Committee to the C/CAG Board are reported to the full C/CAG Board through this item.

SYASL's full report and associated bill matrices, including the e-bike bill specific matrix, provide updates on legislative timelines, the State Budget, and bill activity relevant to C/CAG since the last Board meeting. The full report can be found as Attachment 1.

Ken Brown's full report, including an overview of congressional budget actions, updates on federal earmark progress, and other activity relevant to C/CAG can be found as Attachment 2.

DISCUSSION/ANALYSIS

Key Takeaways

- **Several bills with local implementation implications have received gubernatorial approval.** These include bills addressing San Mateo County e-bike authority and statewide e-bike standards, SB 375 planning, transit-oriented housing, and coastal resilience permitting.

Federal Updates

On September 18, C/CAG staff and the Chairs and Vice Chairs of the C/CAG Board of Directors and Legislative Committee (Michael Salazar, Stacy Jimenez, Adam Rak, Eddie Flores) met with Senator Alex Padilla's office to provide an overview of C/CAG and discuss priorities. The discussion focused on preparing for the next transportation reauthorization bill, which could be considered by a Congress with a different membership following a short-term extension, and on potential opportunities for earmark funding. C/CAG staff highlighted four projects where Federal support could be utilized, including a Countywide automated shuttle transit connector pilot, the Safety Applications for Every Traveler (SAFE-T) project, an integrated green streets and Safe Routes to School project in Daly City, and multimodal safety improvements along El Camino Real in San Bruno and Millbrae. A copy of the power point can be found as attachment 3.

State Budget Updates

On September 18, Governor Newsom signed budget bill AB 113 ([link](#)), which included \$1,380,000 for the Integrated Green Stormwater Infrastructure Streets Program, an allocation advanced by Assemblymember Papan. The funding would accelerate construction and design near Costano Elementary School in East Palo Alto, Woodrow Wilson and Bayshore Elementary Schools in Daly City, and the Grand Avenue downtown corridor in South San Francisco. The projects combine pedestrian-safety and ADA improvements with bioretention and permeable pavement. The same project is also included for \$500,000 in pending FY2027 Transportation, Housing and Urban Development (THUD) Community Project Funding (CPF) with the support of Congressman Mullin. A thank you letter to Assemblymember Papan was submitted and can be found as attachment 4.

Legislative Positions

The Governor had until September 30 to sign bills into law. C/CAG State Advocates Shaw Yoder Antwih Schmelzer & Lange maintains a list of the bills that C/CAG have adopted "support" or "watch" positions on. That full list can be found [here](#). Of the bills included on that list, the Governor has signed the following:

POSITION – SUPPORT:

- [AB 184](#) - ([Committee on Budget](#)) - State government.
- [AB 113](#) - ([Gabriel, D](#)) - Budget Act of 2026.
- [AB 2051](#) - ([Wicks, D](#)) - Public resources: coastal resources: Coastal Resilience Permitting Working Group.
- [AB 2296](#) - ([Papan, D](#)) - Planning and zoning: housing element: regional housing needs allocation.
- [AB 2313](#) - ([Berman, D](#)) - Gas corporations: gas distribution service line replacements: alternatives.

- [AB 2346](#) - ([Wilson, D](#)) - Vehicles: electric bicycles and speed limits.
- [AB 2595](#) - ([Papan, D](#)) - San Mateo Electric Bicycle Safety Pilot Program.
- [SB 1167](#) - ([Blakespear, D](#)) - Vehicles: electric bicycles.

POSITION – WATCH:

- [AB 1569](#) - ([Davies, R](#)) - Pupil safety: electric bicycle: safety and training program.
- [AB 2576](#) - ([Harabedian, D](#)) - Transit-oriented development: exclusions: historic sites.
- [SB 193](#) - ([Committee on Budget and Fiscal Review](#)) - Public resources: Greenhouse Gas Reduction Fund: programs.
- [SB 830](#) - ([Arreguín, D](#)) - Public Transit Revenue Measure District: revenue measure: election procedures.
- [SB 1087](#) - ([Cabaldon, D](#)) - Transportation planning: sustainable communities strategies: transportation funding programs.
- [SB 1159](#) - ([Cabaldon, D](#)) - Artificial intelligence: transparency and governance.
- [SB 1361](#) - ([Durazo, D](#)) - Transit-oriented housing developments: local governments: transit agencies and projects.

Staff will monitor Governor action on the tracked bills and identify immediate implementation issues for member jurisdictions.

General Advocacy Update

Final CalEPA DAC designations

On September 18, CalEPA released their Final Disadvantaged Communities (DAC) Designations. Communities designated as DACs have greater eligibility for and/or prioritized access to State funding from a variety of sources. Disadvantaged community (DAC) designations are strongly influenced by CalEnviroscreen, a tool developed by the California's Office of Environmental Health Hazard Assessment (CalOEHHA). Earlier this year, C/CAG submitted public comments to both CalOEHHA and to CalEPA requesting that both the CalEnviroscreen Tool and the DAC designation pathway process account for local variations in the cost of living and use more detailed geographic data to better assess community vulnerability. These considerations were not addressed in the final tool or the developed designation pathway. To ensure that communities within San Mateo County can receive the State investment that they need, C/CAG will continue to advocate for updates to these processes as opportunities become available in the future.

More information about the DAC designation, including the Final 2026 DAC Designation and Map, is available online at CalEPA's Disadvantaged Communities (DAC) Designation 2026 [webpage](#).

EQUITY IMPACTS AND CONSIDERATIONS

The C/CAG Legislative Committee considers equity in its positions on legislation and has included equity language in the annual Legislative Priorities document for C/CAG Board review and approval. Decisions made in relation to transportation, housing, stormwater, and climate resilience have the potential to impact our most vulnerable communities in San Mateo County.

ATTACHMENTS

1. C/CAG State Legislative Update, September 25, 2026 from Shaw Yoder Antwih Schmelzer & Lange

2. C/CAG Federal Legislative Update, September 29, 2026 from Sustainable Strategies DC & Ken Brown Strategic Consulting
3. C/CAG Padilla powerpoint slides, September 2026 (this attachment is available on the C/CAG website at: <https://ccag.ca.gov/committees/board-of-directors-2/> - see “*Additional Agenda Materials*” for the relevant Board Meeting)
4. For the relevant thank you letter, see attachment for Agenda item #9 for the 10/8/26 C/CAG Board Meeting at: <https://ccag.ca.gov/committees/board-of-directors-2/>

Below are informational links:

- [Recent Joint ABAG MTC Legislation Committee Agendas](#)
- [California State Association of Counties \(CSAC\) bill positions and tracking](#)
- [California Associations of Councils of Government \(CALCOG\) bill tracking](#)
- Full Legislative search is available for specific bills at <http://leginfo.legislature.ca.gov/>
- [2026 California State Calendar of Legislative Deadlines](#)
- San Mateo County Delegation
 - [Legislation from Assemblymember Marc Berman](#)
 - [Legislation from Assemblymember Diane Papan](#)
 - [Legislation from Assemblymember Catherine Stefani](#)
 - [Legislation from Senator Josh Becker](#)
 - [Legislation from Senator Scott Wiener](#)
- Bill Tracker for C/CAG by SYASL: [C/CAG Bill Tracking](#)
- Current client roster for Shaw Yoder Antwih Schmelzer & Lange - <https://syaslparkers.com/clients/>



1415 L Street
Suite 1000
Sacramento
CA, 95814
916-446-4656

September 25, 2026

To: Board of Directors
City/County Association of Governments of San Mateo County

From: Matt Robinson, Andrew Antwih and Lizzie Guansona
Shaw Yoder Antwih Schmelzer & Lange

Re: **STATE LEGISLATIVE UPDATE – October 2026**

Legislative Update

The Legislature entered “final recess” for the second year of the two-year 2025-26 Legislative Session on September 1, 2026, after sending nearly 1,000 bills to Governor Newsom for his consideration in the final two weeks of session. The Governor will have until September 30 to sign or veto these bills. Signed bills will go into effect on January 1, 2027, unless they contain an “urgency clause,” which means the measure takes effect immediately upon signature by the Governor.

The General Election will occur on November 3, 2026. This election, four members of C/CAG’s legislative delegation will be on the ballot: Assembly Member Marc Berman (D-Menlo Park), Assembly Member Catherine Stefani (D-San Francisco), and Assembly Member Diane Papan (D-San Mateo) are all running for re-election to the Assembly, while Senator Scott Wiener (D-San Francisco) is running for a seat in Congress. Should Senator Wiener win his race, his seat in the State Senate will be filled by a special election next year.

The Legislature will see additional turnover in the upcoming 2027-28 Legislative Session, as legislators term out, seek higher office, or elect to not pursue another term. There are nine Senate and 13 Assembly seats that are considered “open” heading into November.

The Legislature will convene the 2027-28 Legislative Session on December 7, 2026 for the swearing-in of members and will then enter recess until early January.

Final Budget Update

On September 18, the Governor signed [AB 113](#), the Budget Bill Jr., which includes an allocation of \$1,380,000 to San Mateo County for the Integrated Green Stormwater Infrastructure Streets Program (Item 3940-103-0001, Provision 1(c)), as requested by C/CAG, that we helped secure and led by Assemblymember Papan. This investment will accelerate construction and design of high-priority green stormwater infrastructure projects serving Costano Elementary School in East Palo Alto, Woodrow Wilson and Bayshore Elementary Schools in Daly City and Grand Avenue downtown

corridor in South San Francisco. The projects include safer pedestrian crossings, ADA-accessible improvements, traffic calming measures, bioretention facilities, and permeable pavement.

Attached to this report is a list of all the bills C/CAG has adopted a support or oppose position on or is actively monitoring with a “watch” position. To see the current status of these bills, please click [here](#).

C/CAG Bill Matrix
as of 10/1/2026

Sorted by: Position
Thursday, 10/01/2026

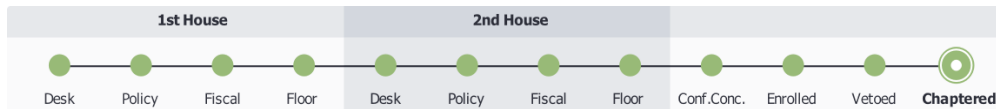
Support

[AB 113](#) ([Gabriel, D](#)) Budget Act of 2026.

Introduced: 01/08/2025 (Spot bill)

Last Amended: 08/28/2026

Status: 09/18/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 248, Statutes of 2026.



Location: 09/18/2026 - Assembly CHAPTERED

Summary: The Budget Act of 2026 made appropriations for the support of state government for the 2026–27 fiscal year. This bill would amend that budget act by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill. This bill would declare that it makes an appropriation for the usual current expenses of the state, and shall go into immediate effect. This bill would declare that it is to take effect immediately as an urgency statute. (Based on 09/18/2026 text)

Position

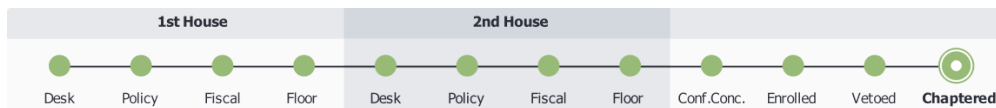
Support

[AB 184](#) ([Committee on Budget](#)) State government.

Introduced: 01/08/2025 (Spot bill)

Last Amended: 08/28/2026

Status: 09/18/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 255, Statutes of 2026.



Location: 09/18/2026 - Assembly CHAPTERED

Summary: Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally provides that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. Existing property tax law also requires that, for purposes of determining property tax revenue allocations in each county for the 1992–93 and 1993–94 fiscal years, the amounts of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. It requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund in that county for allocation to school districts, community college districts, and the county office of education. The Vehicle License Fee Law imposes a license fee for the privilege of operating upon the public highways in this state of specified vehicles, including any vehicle of a type that is subject to registration under the Vehicle Code. Beginning with the 2004–05 fiscal year and for each fiscal year thereafter, existing law requires that each city, county, and city and county receive additional property tax revenues in the form of a vehicle license fee adjustment amount, as defined, from a Vehicle License Fee Property Tax Compensation Fund that exists in each county treasury. Existing law requires that these additional allocations be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. This bill would state the intent of the Legislature for the state to work collaboratively with the representatives of the County of Alpine, the County of Mono, and the County of San Mateo, representatives of cities within those counties, and representatives of other potentially impacted cities and counties to develop mutually agreeable legislative and fiscal solutions to the revenue shortfall from the vehicle license fee that the counties and cities are experiencing due to the operation of the above-described provisions relating to additional property tax revenues and vehicle license fees. (Based on 09/18/2026 text)

Position

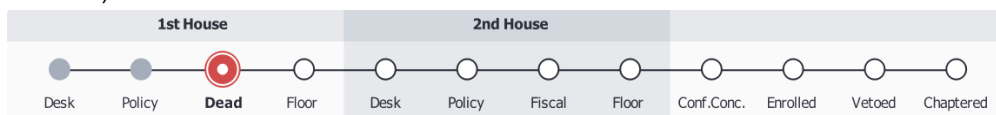
Support

[AB 1557](#) **(Papan, D) Vehicles: electric bicycles.**

Introduced: 01/08/2026

Last Amended: 04/16/2026

Status: 05/14/2026 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/6/2026)



Location: 05/14/2026 - Assembly DEAD

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions. Existing law defines a “class 1 electric bicycle” as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Existing defines a “class 2 electric bicycle” as a bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Existing law defines a “class 3 electric bicycle” as a bicycle equipped with a speedometer and a motor that, in pertinent part, provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. A violation of the Vehicle Code is a crime. This bill would instead define a class 1 electric bicycle as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 16 miles per hour. The bill would define a class 2 electric bicycle as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 16 miles per hour. The bill would provide that, notwithstanding these definitions, an electric bicycle manufactured prior to January 1, 2027, that was equipped with a motor that is not capable of exceeding 750 watts of continuous power and otherwise met the legal requirements for the relevant class at the time of manufacture shall retain its classification. (Based on 04/16/2026 text)

Position

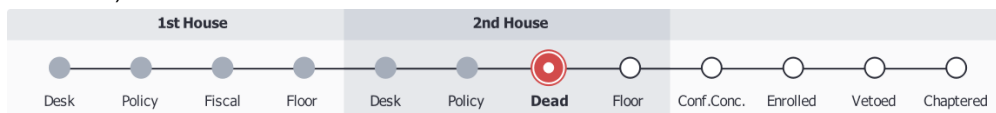
Support

[AB 2002](#) **(Solache, D) Local government assistance: Regional Early Action Planning Fund.**

Introduced: 02/17/2026

Last Amended: 06/18/2026

Status: 08/14/2026 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 6/29/2026)



Location: 08/14/2026 - Senate DEAD

Summary: The Planning and Zoning Law requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine the existing and projected need for housing in each region and further requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Existing law establishes the Local Government Planning Support Grants Program, administered by the department, for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, as provided. This bill would establish the Regional Early Action Planning Fund in the State Treasury for the purpose of providing councils of governments, regional entities, and jurisdictions with one-time funding, including grants for planning activities, to enable those entities to meet the 7th and subsequent cycles of the regional housing need assessment. The bill would require the department to allocate funds, upon appropriation by the Legislature, from the Regional Early Action Planning Fund to each council of governments or regional entity

responsible for allocating regional housing need that applies and qualifies for those moneys, as specified. The bill would authorize a council of governments or regional entity to expend funds awarded for certain purposes, including for activities that support the development, improvement, or implementation of the methodology for the 7th and subsequent regional housing needs assessment cycles, and for providing jurisdictions with technical assistance, planning, temporary staffing, or consultant needs associated with updating local planning and zoning documents, as provided. (Based on 06/18/2026 text)

Position

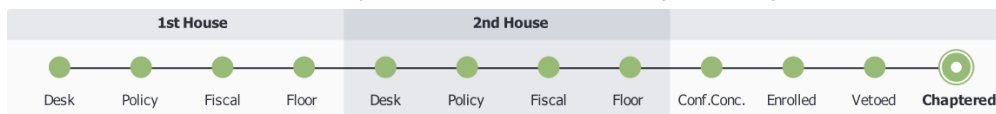
Support

[AB 2051](#) ([Wicks, D](#)) Public resources: coastal resources: Coastal Resilience Permitting Working Group.

Introduced: 02/18/2026

Last Amended: 08/21/2026

Status: 09/27/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 575, Statutes of 2026.



Location: 09/27/2026 - Assembly CHAPTERED

Summary: The California Coastal Act of 1976 requires any person wishing to perform or undertake any development in the coastal zone, as defined, in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, to obtain a coastal development permit, as provided. The act requires each local government lying in whole or in part within the coastal zone to prepare a local coastal program for that portion of the coastal zone within its jurisdiction. The act requires a land use plan of a proposed local coastal program to be submitted to the California Coastal Commission for certification. The act authorizes the commission to extend, for a period not to exceed one year, certain time limitations relating to local coastal programs for good cause. This bill would authorize the commission to retroactively extend, for good cause and a period not to exceed 5 years, a time limitation established for a local government to act on the commission's suggested modifications to a land use plan amendment that would authorize approval of an affordable housing development, as specified. (Based on 09/27/2026 text)

Position

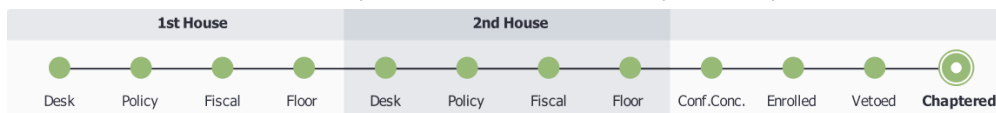
Support

[AB 2296](#) ([Papan, D](#)) Planning and zoning: housing element: regional housing needs allocation.

Introduced: 02/19/2026

Last Amended: 08/21/2026

Status: 09/29/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 798, Statutes of 2026.



Location: 09/29/2026 - Assembly CHAPTERED

Summary: Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, which includes, among other mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's existing and projected need for housing, and requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. This bill, except with respect to the 7th housing element cycle for councils of governments with a housing element revision due date during the calendar year 2027, 2028, or 2029, would extend the above-described timeline for cities and counties to form a subregional entity to allocate the subregion's housing need, as provided, from 28 months to 34 months, and the above-described timeline for the council of governments to determine the share of regional housing need assigned to each subregion from 25 months to 31 months, respectively. This bill contains other related provisions and other existing laws. (Based on 09/29/2026 text)

Position

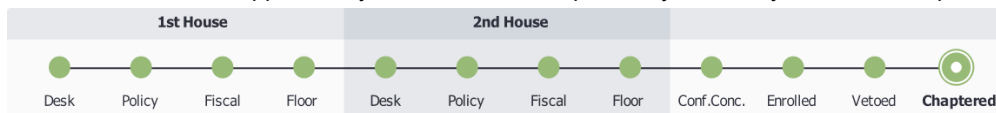
Support

[AB 2313](#) ([Berman, D](#)) **Gas corporations: gas distribution service line replacements: alternatives.**

Introduced: 02/19/2026

Last Amended: 08/13/2026

Status: 09/30/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 934, Statutes of 2026.



Location: 09/30/2026 - Assembly CHAPTERED

Summary: Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including gas corporations. Existing law requires, until January 1, 2031, gas corporations to submit to the commission an annual map that includes, among other things, the location of all potential gas distribution line replacement projects identified in its distribution integrity management plan and any foreseeable gas distribution pipeline replacements. This bill, the Home Energy Choice Act, would require the commission, in a new or existing proceeding, to solicit proposals for, and require each gas corporation to offer, a Gas Distribution Service Line Replacement Alternatives Program, on or before January 1, 2028, to provide certain residential gas customers served by a gas distribution service line that will be replaced with a monetary incentive to deploy gas distribution service line replacement alternatives, as defined, and cease gas service to avoid the gas distribution service line replacement, as specified. The bill would require the commission to exempt from the program the emergency replacement of a gas distribution service line. The bill would require the commission to annually review the program to determine whether adjustments should be made to program design to increase program participation. (Based on 09/02/2026 text)

Position

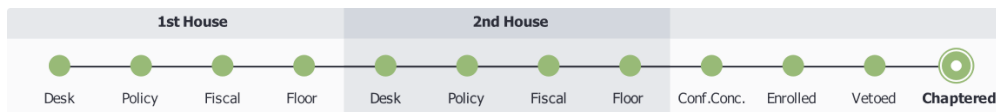
Support

[AB 2346](#) ([Wilson, D](#)) **Vehicles: electric bicycles and speed limits.**

Introduced: 02/19/2026

Last Amended: 06/18/2026

Status: 09/30/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 842, Statutes of 2026.



Location: 09/30/2026 - Assembly CHAPTERED

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated or detachable front lamp and a rear lamp, as specified. The bill would also require sellers and distributors of electric bicycles to disclose specified information at or before the point of sale. (Based on 08/21/2026 text)

Position

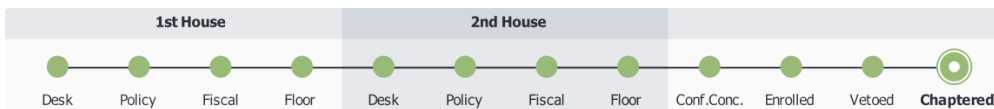
Support

[AB 2595](#) ([Papan, D](#)) **San Mateo Electric Bicycle Safety Pilot Program.**

Introduced: 02/20/2026

Last Amended: 06/15/2026

Status: 09/30/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 843, Statutes of 2026.



Location: 09/30/2026 - Assembly CHAPTERED

Summary: Existing law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a “class 1 electric bicycle” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a “class 2 electric bicycle” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a “class 3 electric bicycle” is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Existing law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of \$25, except as specified. This bill would make a parent or legal guardian with control or custody of an unemancipated minor who violates the ordinance or resolution jointly and severally liable with the minor for the amount of the fine imposed. (Based on 08/21/2026 text)

Position

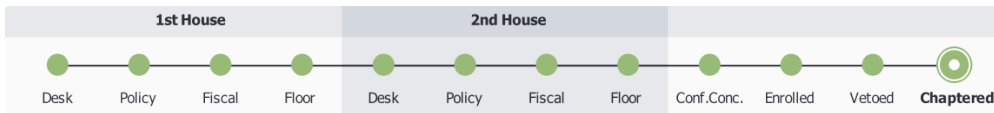
Support

[SB 1167](#) ([Blakespear, D](#)) **Vehicles: electric bicycles.**

Introduced: 02/18/2026

Last Amended: 08/20/2026

Status: 09/30/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 846, Statutes of 2026.



Location: 09/30/2026 - Senate CHAPTERED

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions for various purposes, and requires, among other things, a class 3 electric bicycle to be equipped with a speedometer. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds. (Based on 08/31/2026 text)

Position

Support

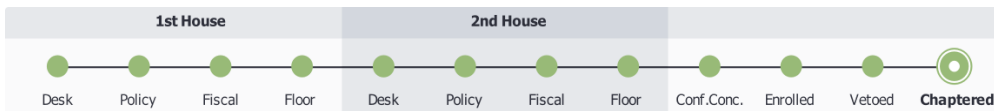
Watch

[AB 1569](#) ([Davies, R](#)) **Pupil safety: electric bicycle: safety and training program.**

Introduced: 01/12/2026

Last Amended: 04/13/2026

Status: 08/27/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 128, Statutes of 2026.



Location: 08/27/2026 - Assembly CHAPTERED

Summary: Would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12, inclusive, as provided. In developing the program, the bill would authorize the State Department of Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have implemented electric bicycle training programs already to ensure the program reflects proven best practices. The bill would encourage local educational agencies and parent organizations to offer training demonstrations to pupils and parents on electric bicycle operations in collaboration with local law enforcement agencies or local governments, as specified. (Based on 08/27/2026 text)

Position

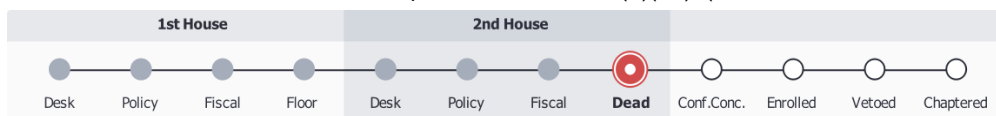
Watch

[AB 2322](#) ([Papan, D](#)) **Water discharge: commercial, industrial, or institutional sites.**

Introduced: 02/19/2026

Last Amended: 04/06/2026

Status: 08/31/2026 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was INACTIVE FILE on 8/27/2026)



Location: 08/31/2026 - Senate DEAD

Summary: The State Water Resources Control Board and the 9 California regional water quality control boards prescribe waste discharge requirements for the discharge of stormwater by municipalities and industries in accordance with the federal national pollutant discharge elimination system (NPDES) permit program, established by the federal Clean Water Act and the Porter-Cologne Water Quality Control Act. Under existing law, the state board and the 9 regional water quality control boards issue permits for the discharge of stormwater from municipal separate storm sewer systems (MS4s). For purposes of issuing permits for the discharge of stormwater from MS4s, this bill define “commercial, industrial, or institutional site” or “CII site” as a privately owned parcel or contiguous parcels of land that are commercial, industrial, or institutional based on the appropriate county tax assessor land use codes, as specified. (Based on 04/06/2026 text)

Position

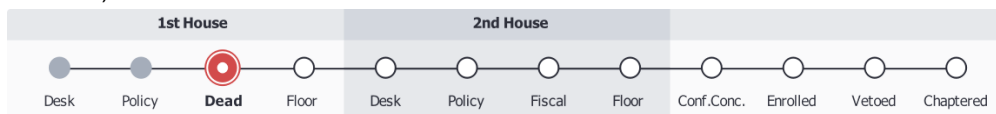
Watch

[AB 2508](#) ([Hoover, R](#)) **Public Utilities Public Purpose Programs Fund.**

Introduced: 02/20/2026

Last Amended: 03/26/2026

Status: 05/14/2026 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/6/2026)



Location: 05/14/2026 - Assembly DEAD

Summary: Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Under existing law, the commission administers, or otherwise oversees, various public purpose programs, including energy efficiency and conservation programs, cost-effective energy efficiency programs, rate assistance programs for eligible food banks, and home insulation financial assistance programs. Under existing law, those programs are generally funded through a charge on electrical service, which is collected through customer rates. This bill would establish the Public Utilities Public Purpose Programs Fund. The bill would require the commission, no later than January 1 of each year, commencing January 1, 2027, to determine and publish the amount necessary to fund certain public purpose programs and programs administered by electrical regional energy networks for the following fiscal year, as provided. The bill would require the Controller to transfer, on July 1 of each fiscal year, from the Greenhouse Gas Reduction Fund to the Public Utilities Public Purpose Programs Fund moneys appropriated by the Legislature for that purpose. The bill would require all moneys in the Public Utilities Public Purpose Programs Fund to be

allocated by the commission, upon appropriation by the Legislature, to fund the public purpose programs and programs administered by electrical regional energy networks, as provided. (Based on 03/26/2026 text)

Position

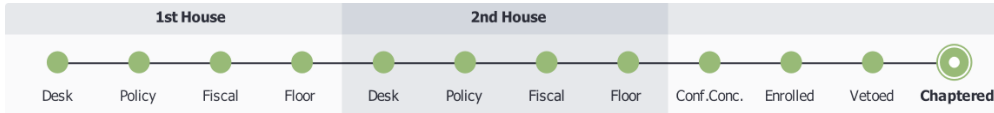
Watch

[AB 2576](#) ([Harabedian, D](#)) Transit-oriented development: exclusions: historic sites.

Introduced: 02/20/2026

Last Amended: 08/10/2026

Status: 09/15/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 214, Statutes of 2026.



Location: 09/14/2026 - Assembly CHAPTERED

Summary: Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2026. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. Existing law specifies exclusions from the provisions described above, including, among other sites prior to one year following the adoption of the 7th revision of the housing element, a site with a historic resource designated as of January 1, 2025, on a local register. This bill would also exclude from the provisions described above, a contributing site within a historic district included on the State Historic Resources Inventory designated before January 1, 2025, and a parcel individually listed as a historical resource included on the State Historic Resources Inventory designated before January 1, 2025. (Based on 09/14/2026 text)

Position

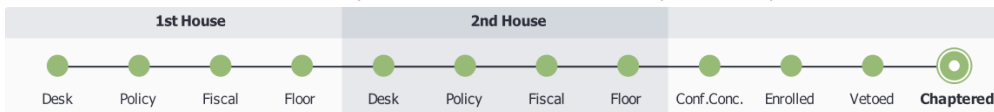
Watch

[SB 193](#) ([Committee on Budget and Fiscal Review](#)) Public resources: Greenhouse Gas Reduction Fund: programs.

Introduced: 01/23/2025 (Spot bill)

Last Amended: 08/28/2026

Status: 09/18/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 259, Statutes of 2026.



Location: 09/18/2026 - Senate CHAPTERED

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, as provided. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. Existing law requires moneys collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law allocates moneys in the fund in a specified priority and continuously appropriates a certain amount of moneys in the fund for certain purposes. This bill would require interest income earned on those moneys to be deposited into the fund. By depositing additional moneys into a continuously appropriated fund, the bill would make an appropriation. (Based on 09/18/2026 text)

Position

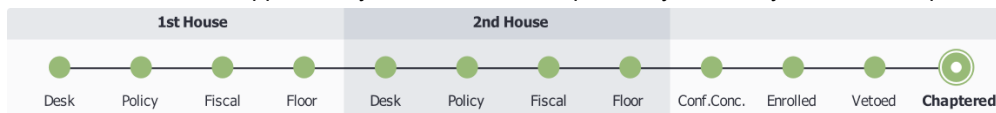
Watch

[SB 830](#) ([Arreguín, D](#)) Public Transit Revenue Measure District: revenue measure: election procedures.

Introduced: 02/21/2025

Last Amended: 06/18/2026

Status: 07/16/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 101, Statutes of 2026.



Location: 07/16/2026 - Senate CHAPTERED

Summary: Existing law establishes the Public Transit Revenue Measure District, governed by the same board that governs the Metropolitan Transportation Commission, with jurisdiction extending throughout the boundaries of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara, and the City and County of San Francisco. Existing law authorizes a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 14 years, and in specified amounts, subject to voter approval at the November 3, 2026, statewide general election. Existing law establishes specified procedures for that election, including a requirement that the elections officials of the counties where the measure will appear on the ballot mutually agree to use the same letter designation for the measure. This bill would revise those election procedures by, among other things, instead requiring the measure to be identified on the ballot by the designation "Regional Transit Measure" in each county included in the district and by requiring each county elections official in the district to select, from among the submissions of proposed arguments in favor of, and against, the measure, the arguments to be included in the county voter information guide of that county, as specified. This bill contains other related provisions. (Based on 07/16/2026 text)

Position

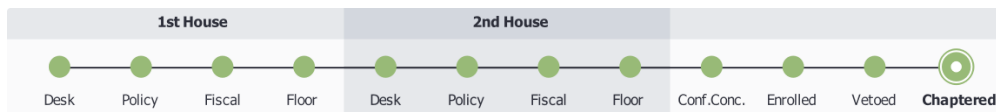
Watch

[SB 1087](#) ([Cabaldon, D](#)) Transportation planning: sustainable communities strategies: transportation funding programs.

Introduced: 02/13/2026

Last Amended: 08/21/2026

Status: 09/30/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 1005, Statutes of 2026.



Location: 09/30/2026 - Senate CHAPTERED

Summary: Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. This bill would revise and recast the requirements for a sustainable communities strategy, including, among other things, (A) requiring a sustainable communities strategy every 8 years with a progress report after 4 years instead of requiring a sustainable communities strategy every 4 years, (B) requiring the state board to provide each region with greenhouse gas emission reduction targets for 2035 and 2045, and (C) requiring the state board to hold technical workshops before providing those targets. The bill would also revise the state board's process for reviewing sustainable communities strategies and alternative planning strategies, as specified. This bill contains other related provisions and other existing laws. (Based on 09/08/2026 text)

Position

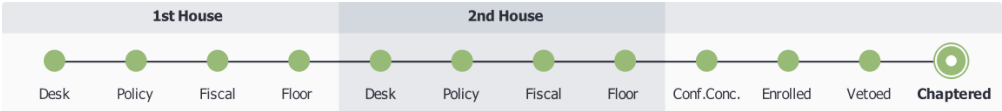
Watch

[SB 1159](#) ([Cabaldon, D](#)) Artificial intelligence: transparency and governance.

Introduced: 02/18/2026

Last Amended: 06/25/2026

Status: 09/30/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 863, Statutes of 2026.



Location: 09/30/2026 - Senate CHAPTERED

Summary: The California Constitution provides that people have the right of access to information concerning the conduct of the people’s business. Various provisions of existing law, including the California Public Records Act, the Legislative Open Records Act, the Bagley-Keene Open Meeting Act, and the Ralph M. Brown Act, provide, with some exceptions, for public access to government records and meetings of government bodies. Among those acts, the California Public Records Act defines “person” to include any natural person, corporation, partnership, limited liability company, firm, or association. This bill would specify that, for purposes of the California Public Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the Legislative Open Records Act, the Administrative Procedure Act, the California Coastal Act of 1976, and CEQA, “person,” “interested person,” “participant,” “member of the public,” as applicable, and any other similar terms under each act referring to those who may engage with governmental agencies, do not include artificial intelligence, as defined, systems, autonomous agents, or robots, whether physical or digital. (Based on 08/24/2026 text)

Position

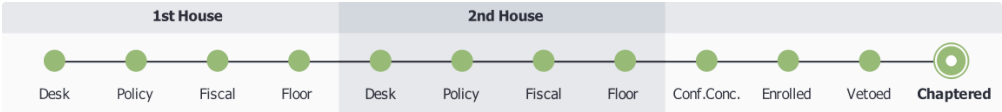
Watch

SB 1361 (Durazo, D) Transit-oriented housing developments: local governments: transit agencies and projects.

Introduced: 02/20/2026

Last Amended: 08/18/2026

Status: 09/30/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 1027, Statutes of 2026.



Location: 09/30/2026 - Senate CHAPTERED

Summary: Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency takes specified actions. Existing law defines various terms for these purposes. Existing law prohibits a local government from adopting any requirement that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, as specified. This bill would additionally prohibit a local government with an existing or planned transit-oriented development stop from taking specified actions with respect to transit agencies and transit projects. (Based on 09/02/2026 text)

Position

Watch

Total Measures: 19
Total Tracking Forms: 19

Proposed California Electric Bicycle Bills									
Bill Number	Brief Description	Current Location	Speed Limit	Age Limit	Implementation Timeline	E-Bike Classification	Manufacturer Requirements (Technology Mandates)	Labeling Requirements	Seller Requirements
Manufacturer/Seller Requirements									
AB 2284 (Dixon)	Public list of non-compliant e-bikes & e-bike products <i>Statewide</i>	DEAD	N/A	N/A	On or before, June 1, 2027	Class 1, Class 2, Class 3	N/A	N/A	N/A
Rules of the Road									
AB 1569 (Davies) WATCH	Requires the State Department of Education and Department of Highway Patrol to develop a standardized e-bike safety program for students in grades 7 - 12. <i>Statewide</i>	Signed into Law	N/A	N/A	On or before March 1, 2028	Class 1, Class 2, Class 3	N/A	N/A	N/A
AB 1614 (Dixon)	No "piggybacking" on bikes and e-bikes on a Class I bikeway. <i>Statewide</i>	Signed into Law	N/A	N/A	Effective January 1, 2027	Class 1, Class 2, Class 3	N/A	N/A	N/A
AB 1942 (Bauer-Kahan)	License plates for class 2 & 3 e-bikes <i>Statewide</i>	DEAD	N/A	N/A	Effective January 1, 2027	Class 2, Class 3	N/A	N/A	N/A
Local Pilots									
SB 956 (Choi)	Authorizes Orange County to establish a pilot program to require the display of a special license plate on e-bikes <i>Orange County</i>	DEAD	N/A	N/A	Until January 1, 2032	Class 1, Class 2, Class 3	N/A	N/A	N/A
AB 2595 (Papan) SUPPORT	San Mateo Electric Bicycle Safety Pilot Program - would allow localities to prohibit kids under 12 from operating class 1 or 2 ebikes <i>San Mateo County</i>	Signed into Law	N/A	12 years of age (subject to local ordinance)	Until January 1, 2031	Class 1, Class 2	N/A	N/A	N/A
Kitchen Sink									
SB 1167 (Blakespear) SUPPORT	Distinguishes e-bikes from mopeds or "e-motos"; establishes requirements for labeling and advertising; establishes new operational and safety requirements <i>Statewide</i>	Signed into Law	Reinforces existing thresholds for e-bikes (≤20 mph motor-only; ≤28 mph pedal assist)	N/A	Effective January 1, 2027	Class 3	Requires Class 3 vehicles are equipped with lamp-type turn signals; prohibits production of misclassified devices	Extensive permanent labeling (manufacturer, classification, speed, wattage)	Must comply with labeling + disclosure rules; unlawful to sell non-compliant or mislabeled devices
AB 1557 (Papan) SUPPORT	Limits e-bike definition to "not capable of exceeding 750 watts of peak power", sets a speed limit of 16 mph for Class 1 & 2 e-bikes, and prevents persons 16 years or younger from operating a Class 3 e-bike. <i>Statewide</i>	DEAD	16 mph (Class 1 & 2)	Prohibits persons under 16 years of age from operating a bike > 250w	Effective January 1, 2027	Class 1, Class 2, Class 3	Prohibits a motor capable of exceeding 750 watts of peak power. Prohibits a manufacturer from equipping any device labeled as a Class 1 or 2 e-bike with a motor capable of exceeding 250 watts of peak power.	N/A	Prohibits the sale or advertisement of non-compliant bikes
AB 2346 (Wilson) SUPPORT	Speedometer/front & rear lamp requirements; Written description of e-bike laws for customers; Allows various speed limits to be imposed <i>Statewide</i>	Signed into Law	Bicycle Path: 15 or 20 mph (set by local authority) Multiuse trail: 10, 15, or 20 mph (set by local authority) Sidewalk: 10 mph	Recommends that persons under 16 years of age should not ride an electric bicycle at a speed greater than 15 miles per hour	Effective January 1, 2027	Class 1, Class 2	Class 1 & 2 e-bikes are required to have a speedometer All e-bikes required to have a front lamp, and rear lamp.	Requires permanent labels (classification, speed, wattage; specific formatting like font size)	Must provide written disclosures at sale (classification, speed, wattage, age limits, helmet rules + legal warning on modifications)

KEN BROWN
Strategic Consulting


SEPTEMBER 2026 FEDERAL LEGISLATIVE REPORT

To: City/County Association of Governments of San Mateo County (C/CAG)

From: Sustainable Strategies DC & Ken Brown Strategic Consulting

Date: September 29, 2026

Subject: Federal Legislative Update

This report, which will be updated monthly, provides C/CAG with a focused update on federal legislative, funding, and policy developments that could affect its programs, priorities, and member jurisdictions. It highlights actions related to transportation, stormwater, infrastructure, federal grants, and other issues with a direct C/CAG nexus, while identifying upcoming decisions and advocacy opportunities for C/CAG.

QUICK SUMMARY

For C/CAG, the most significant near-term issues this month are the reduction in transportation funding caused by the expiration of Infrastructure Investment and Jobs Act (IIJA) advance appropriations; continued work on a long-term surface transportation reauthorization that will govern programs supporting C/CAG and its member agencies; FY 2027 appropriations and C/CAG's pending green stormwater infrastructure earmark; and support for stormwater infrastructure through the recently passed Water Resources Development Act (WRDA).

CONGRESSIONAL OVERVIEW

- **House out, Senate wrapping up:** The House left on September 17 and will return after the November 3 election. The Senate is finishing its pre-election business. Both chambers are expected to return the week of November 9 for a lame-duck session on FY 2027 appropriations and expiring programs.
- **Stopgap funding through December 11:** The [continuing resolution \(CR\) \(H.R. 6500\)](#) funds the government at FY 2026 levels and extends surface transportation programs and the National Flood Insurance Program through December 11. Because the CR does not continue IIJA advance appropriations, transit funding falls about 20 percent below FY 2026. The transit shortfall will reduce federal formula funds for San Mateo County operators, including SamTrans and Caltrain, while the CR remains in place. ([APTA](#)) The lack of advance appropriations also impacts federal discretionary grants that C/CAG targets, including the next round of the USDOT BUILD grants, which we anticipate will be announced in November. Unless Congress passes a full-year bill prior to the closing of the BUILD NOFO, there will only be \$145 million available in this round.
 - o For C/CAG the December funding negotiations will affect the federal resources available for transportation and infrastructure investments.
- **\$1 billion pocket rescission:** On September 25, the President canceled nearly \$1 billion in enacted FY 2026 funding by sending a rescission request too late for Congress to act before the fiscal year ended. Targets include refugee and migrant services, minority business programs, Health and Human Services grants, and HUD housing counseling. The Government Accountability Office has found pocket rescissions illegal, and Senate Appropriations Chair Susan Collins (R-ME) called the action "a clear violation of the law." The dispute will shape lame-duck funding talks and may lead appropriators to add language that prevents withholding of enacted funds. ([CBS News](#))
- **Permitting reform after the election:** Bipartisan Senate negotiations continue on legislation intended to accelerate federal permitting for infrastructure and energy projects through changes to environmental

review, agency deadlines, transmission approvals, and judicial review. The House previously passed separate permitting legislation, [The SPEED Act \(H.R. 4776\)](#). ([The Hill](#); [Reuters](#))

- o Changes to NEPA, Clean Water Act Section 401, or other federal review requirements could affect the schedule and delivery of federally funded transportation, stormwater, and resilience projects undertaken by C/CAG and its member jurisdictions. Any final agreement is now expected to be considered after the election.
- **House Transportation HUD Appropriations (THUD) bill:** The House Appropriations Committee approved the FY 2027 [bill](#) by a 34-27 party-line vote on June 3. It provides \$92.2 billion (10.4 percent below FY 2026), cuts public transit funding by 22 percent, and fails to replace expiring IIJA advance appropriations. ([CRS Summary](#); [APTA](#))
- **Senate Transportation HUD Appropriations (THUD) bill:** The Senate Appropriations Committee has not released its THUD bill because of a dispute over topline budgetary numbers and will not do so before November 9. Congress will likely pass a final package or a second CR in the lame duck.
 - o C/CAG's August letter expressing Surface Transportation Reauthorization priorities (see below) to Senator Padilla and Senator Schiff also included language advocating for the Senators to replace expiring IIJA advance appropriations with sufficient funding to prevent a transportation funding cliff through the Senate THUD Bill.
- **C/CAG earmark status:** The House FY 2027 THUD bill includes \$500,000 in Community Project Funding for C/CAG's Integrated Green Stormwater Infrastructure Streets Program, requested by Rep. Kevin Mullin (D-CA-15). While the Senate THUD bill has not yet been finalized, Sen. Adam Schiff (D-CA) requested \$1.8 Million for C/CAG's Integrated Green Stormwater Infrastructure Streets Program. ([House THUD project table](#); [Schiff FY27 THUD CDS Requests](#))
 - o We will continue monitoring for Senate Bill Language. If Senate Bill Language includes the project, we will work with C/CAG to advocate to preserve the earmark and maximize its funding level as House and Senate appropriators negotiate the final FY 2027 agreement.
 - o If Congress fails to enact full-year FY27 THUD appropriations by December 11, it could pass another short-term CR and continue negotiations into 2027. However, if Congress instead adopts a full-year CR (which would typically not happen until March 2027), FY27 earmarks, including C/CAG's project, would not receive funding.

SURFACE TRANSPORTATION REAUTHORIZATION

- **House:** The Transportation and Infrastructure Committee (T&I) approved the five-year, \$580 billion [BUILD America 250 Act](#) (H.R. 8870) by a bipartisan vote of 62-2 on May 22 but the bill did not reach the floor before the House left on September 17. Before the House can pass the bill, the Ways and Means Committee must act on the revenue title, the Rules Committee must narrow hundreds of amendments, and House Republican factions must agree to adopt the rule for floor debate. ([T&I Committee](#); [NACo analysis of H.R. 8870](#))
- **Senate:** The Environment and Public Works (EPW) Committee is still discussing the highway title. The Senate Banking Committee handles the transit title. The chair of its transportation subcommittee has said releasing text before year's end is "certainly the goal."
 - o In August, C/CAG sent letters to Sens. Schiff and Padilla outlining policy priorities for the bill and identifying priority projects for inclusion if an earmarking opportunity were to arise. C/CAG met with Senator Padilla's Transportation staffer, Nora Simon, on September 18 who advised that the inclusion of earmarks in the Surface Reauthorization would be unlikely and encouraged continued communication on priorities as the bill develops. We will continue monitoring for bill language, markups, and opportunities to advocate as the Senate develops language and then the two bills are reconciled.

- **Outlook:** A second extension past December 11 is likely. Since the late 1990s, one short-term extension has never been enough:

Authorization Law	Duration	Followed By
TEA-21 (1998)	5 years, 4 months	12 extensions totaling 22 months
SAFETEA-LU (2005)	4 years, 2 months	10 extensions totaling 34 months
MAP-21 (2012)	2 years, 3 months	6 extensions totaling 14 months
FAST Act (2015)	4 years, 10 months	3 extensions totaling 12.5 months
IIJA (2021)	4 years, 10.5 months	1 extension of 10 weeks (so far)

- o Final action will likely wait for the next Congress. If Democrats control one or both chambers, opportunities for C/CAG priorities such as competitive funding for transit and sustainability/resilience funding will likely expand.

WATER RESOURCES DEVELOPMENT ACT (WRDA) 2026

- **Outlook:** Congress is positioned to negotiate a final WRDA bill after the election. WRDA bills, enacted every two years, authorize U.S. Army Corps of Engineers (USACE) feasibility studies and construction projects so they become eligible for appropriations. The House passed [WRDA 2026 \(H.R. 9497\)](#) 415-9 on September 16. The Senate EPW Committee approved its version unanimously in July. Final action is likely in the lame duck, possibly attached to the defense authorization bill. ([T&I Committee Press Release](#); [EPW Committee Press Release](#))
- **Senate legislation includes significant stormwater and water-infrastructure funding authorities:** IIJA advance appropriations for water expired September 30, cutting State Revolving Fund (SRF) resources by more than \$10 billion per year. Unlike the House bill, [the Senate bill \(S. 4949\)](#) reauthorizes EPA's drinking water and wastewater programs through FY 2030 through the WRDA bill. It authorizes \$3.5 billion per year for the Clean Water State Revolving Fund (SRF) and \$3.75 billion to \$4.5 billion per year for the Drinking Water SRF. It also authorizes \$280 million per year for Sewer Overflow and Stormwater Reuse Municipal Grants. Division B falls under the jurisdiction of the House Energy and Commerce Committee, and how the House treats it may be the largest open question for a final bill. ([EPW section-by-section](#))
 - o Our team will help draft a short letter to Senator Schiff thanking for including the EPA water infrastructure reauthorizations in the Senate WRDA bill and urging him to preserve the State Revolving Fund and stormwater provisions through Senate consideration and final House-Senate negotiations. Because the House WRDA bill does not contain the same EPA title, protecting these provisions in the final package will be the key advocacy opportunity.

OTHER FEDERAL FUNDING DEVELOPMENTS

- **Office of Management and Budget (OMB) grant rules:** OMB's proposed rewrite of 2 CFR 200 would require political appointee review of all discretionary awards and expand federal agencies' authority to terminate grants. The CR bars a final rule until December 11. Continuing this prohibition will be considered in the next phase of the appropriations negotiations in November/December. ([Federal Register](#); [NACo](#))
 - o C/CAG submitted comments to the Federal Register and advocacy letters to the delegation against the new OMB regulations. We will continue monitoring the appropriations negotiations for additional advocacy opportunities for Congressional action to prevent their enactment.

C/CAG AGENDA REPORT

Date: October 8, 2026

To: City/County Association of Governments of San Mateo County Board of Directors

From: Kaki Cheung, Interim Executive Director

Subject: Receive a presentation on the San Mateo Countywide Transportation Plan update.

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

RECOMMENDATION

That the C/CAG Board receive a presentation on the San Mateo Countywide Transportation Plan (CTP).

FISCAL IMPACT

This presentation is information only, and has no fiscal impact associated with this action. The cost to update the Plan is \$399,992.

SOURCE OF FUNDS

Per Resolution 24-59, C/CAG entered into a Memorandum of Understanding with San Mateo County Transportation Authority (SMCTA) to collectively participate in funding the cost to complete the upcoming update of the CTP in San Mateo County. The total cost of this effort is to be split 50/50 between C/CAG and SMCTA. C/CAG share of funding will come from the C/CAG Congestion Relief Fund.

BACKGROUND

A Countywide Transportation Plan (CTP) establishes a long-range vision and goals for the transportation system and recommends the project priorities and strategies to achieve them over time. Because the CTP is a primary input into the San Francisco Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, or "Plan Bay Area") prepared by the Metropolitan Transportation Commission (MTC), it plays a critical role in regional transportation and land use planning. MTC adopted the current plan, Plan Bay Area 2050, in 2021 and is now developing a limited and focused update, Plan Bay Area 2050+. The next major update is expected to begin in 2026 and be adopted in 2029, and MTC recommends that CTPs be completed by 2026 to inform the next regional transportation plan.

The last iteration, the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040), was adopted by the C/CAG Board on February 9, 2017. Since then, substantial population and employment growth, completed transportation projects and planning efforts, pandemic-driven changes in commute patterns, and updated MTC guidelines and equity and climate policies have prompted this update.

C/CAG is updating the CTP for San Mateo County in collaboration with the San Mateo County Transportation Authority (SMCTA). Beginning in November 2025, C/CAG and SMCTA staff entered the first phase of outreach, drawing on nearly five years of recent public engagement to shape and

validate the draft vision and goals, and have presented to over 30 committees to date.

DRAFT CTP PROJECT LIST

A key component of the CTP update is the development of a transportation project list. The list has two parts: a list of regionally significant projects, referred to as Large Projects, and a separate list of transportation programs. Projects represent regionally significant infrastructure investments, operational changes, or policy actions that add, remove or alter transportation capacity or network elements, or otherwise materially change travel patterns across a large geographic area. Programmatic Funding Categories encompass smaller transportation efforts that are not regionally significant. These categories establish priorities for eligible project types while providing flexibility to respond to changing transportation needs. Most local jurisdiction projects are expected to fall under a Programmatic Funding Category rather than being listed individually.

The project list will also serve as a primary input into MTC's next major update to Plan Bay Area. To be included as a regionally significant project, a project must meet at least one of MTC's screening thresholds. These include, among others: expanding, extending, or reducing the lanes of the principal arterial system over a length greater than one-quarter mile; adding new or expanded access to the principal arterial system, such as new or modified interchanges; extending or expanding fixed guideway transit infrastructure; adding new or expanded transit stations, terminals, or parking facilities; expanding transit fleets or service levels; altering the cost to users of the transportation system, such as tolling, cordon pricing, or transit fares; or a total estimated cost (capital plus operating and maintenance) greater than \$250 million.

In July 2026, the project team began compiling a draft CTP Project List. This preliminary list draws from recently programmed projects, adopted call-for-projects awards, and priority projects identified in corridor and modal plans. Sources included San Mateo County's Plan Bay Area 2050+ transportation project list, the SMCTA Strategic Plan, the San Mateo County Comprehensive Bicycle and Pedestrian Plan, the San Mateo Countywide Local Roadway Safety Plan, and SMCTA US-101 corridor multimodal strategies.

The project team distributed agency-specific draft project list workbooks and requested that each agency provides input in three areas:

1. Confirm the existing Large Projects and provide the project information needed for future travel demand modeling;
2. Identify any additional Large Projects not currently captured; and
3. Identify up to five top priority projects, regardless of project size.

The project information collected from local agencies will be shared during the upcoming round of engagement with city councils this fall, when councils will be asked to provide feedback on the priority project lists developed by their staff as well as on the plan's vision and goals.

EQUITY IMPACTS AND CONSIDERATIONS

The San Mateo Countywide Transportation Plan is a countywide plan that advances equity by ensuring all residents in San Mateo County have access to safe and reliable modes of transportation by recommending transportation project priorities and strategies that will achieve the vision and goals over time.

ATTACHMENTS

The following attachment is available on the C/CAG website (*See “Additional Agenda Materials” for the October 2026 Board Meeting*) at: <https://ccag.ca.gov/committees/board-of-directors-2/>

1. San Mateo Countywide Transportation Plan Update Presentation

C/CAG AGENDA REPORT

Date: October 8, 2026

To: City/County Association of Governments of San Mateo County Board of Directors

From: Kaki Cheung, Interim Executive Director

Subject: Written Communications - Information Only (1 Letter)

(For further information, please contact Mima Crume at mcrume@smcgov.org)

BACKGROUND

1. 9/8/2026 – The Honorable Diane Papan, California State Assembly, Re: C/CAG Budget Request Priorities (Thank you)

ATTACHMENTS

The written communications are available on the *C/CAG website*. See “Additional Agenda Materials” for the relevant Board Meeting at: <https://ccag.ca.gov/committees/board-of-directors-2/>