C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

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

Meeting No. 398

Date: Thursday, November 12, 2026 **Time:** 6:30 p.m. **Location:** San Mateo Main Library 55 W. Third Ave. San Mateo, CA 94402 **Meeting Room:** Lobby Level, Oak Room	**Join by Webinar:** https://us02web.zoom.us/j/89606938689?pwd=MKJa3SbEG0zP8wv90jbgTb61VKw7H8.1 **Webinar ID:** 896 0693 8689 **Password:** 111226 **Join by Phone:** (669) 900-6833

***** 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 an informational update regarding recruitment for the OneShoreline Board of Directors City Council At-Large City seat. INFORMATION p. 1

Back to Top

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 October 8, 2026, C/CAG Special Meeting No. 396 and Regular Meeting No. 397. ACTION p. 8

3.2 Receive a copy of executed Amendment No. 1 with BlinkTag Inc. for C/CAG Website Maintenance and Support Services, increasing the not-to-exceed annual budget for Year 1 from $5,000 to $7,500, and decreasing the not-to-exceed annual budget for Year 3 from $7,500 to $5,000. ACTION p. 15

3.3 Review and approval of Resolutions 26-62 through 26-65 authorizing the C/CAG Chair to ratify the submission of funding applications to the San Mateo County Transportation Authority for the following programs: (1) Cycle 4 Measure A Alternative Congestion Relief and Measure W Transportation Demand Management, and (2) Cycle 8 Pedestrian and Bicycle. ACTION p. 19

3.4 Review and approval of Resolution 26-66 authorizing the C/CAG Chair to execute Amendment No. 6 to the funding agreement with City of South San Francisco, extending the term to June 30, 2027 for the construction phase of the South San Francisco Smart Corridor Expansion project at no additional cost. ACTION p. 38

3.5 Review and approval of Resolution 26-67 authorizing the C/CAG Executive Director to execute Amendment No. 3 to the funding agreement with the City of Daly City and the Town of Colma, extending the term to June 30, 2027 for the construction phase of the Daly City/Colma Smart Corridor Expansion project at no additional cost. ACTION p. 45

3.6 Review and approval of Resolution 26-68 authorizing the C/CAG Executive Director to execute Amendment No. 2 to the funding agreement with the City of Brisbane, extending the term to June 30, 2027 for the construction phase of the Brisbane Smart Corridor Expansion project at no additional cost. ACTION p. 52

3.7 Review and approval of Resolution 26-69 authorizing the C/CAG Executive Director to execute Amendment No. 1 with Iteris, Inc. for Smart Corridor Northern Cities system integration and development of incident response plans, increasing the budget by $40,000 to a new not-to-exceed amount of $465,000, extending the contract through June 30, 2027, further establishing a contingency in the amount of $46,500 (10% of contract) for a total not-to-exceed amount of $511,500 and authorizing the Executive Director to execute future contract amendments in an amount not-to-exceed the appropriated contingency. ACTION p. 59

3.8 Review and approval of Resolution 26-70 requesting that the Metropolitan Transportation Commission allocates Fiscal Year 2026-2028 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding for the San Mateo County Safety Applications for Every Traveler (SAFE-T) Project. ACTION p. 64

Back to Top

3.9 Review and approval of Resolution 26-71 determining that the 1755 Rollins Road Mixed-Use Project, Burlingame (City Case No. DSR26-0015) is 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. ACTION p. 73

3.10 Review and approval of Resolution 26-72 determining that the private personal training and small-group strength and conditioning operation at 323 Princeton Ave, San Mateo County (APN 047-023-420) 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. ACTION p. 81

3.11 Review and approval of Resolution 26-73 requesting an amendment to the One Bay Area Grant 3 (OBAG 3) Program to reprogram $4.64 million from the construction phase to the design phase of Segment B of the Town of Colma's El Camino Real Bicycle and Pedestrian Improvement Project. ACTION p. 89

3.12 Review and approval of Resolution 26-74 waiving the RFP process pursuant to Section 9a of the C/CAG Procurement Policy and authorizing the C/CAG Chair to execute an agreement with the Santa Clara Valley Transportation Authority (VTA) for the Countywide Transportation Travel Demand Model services until March 31, 2030 in an amount not to exceed $140,000. ACTION p. 93

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.) POSSIBLE ACTION p. 97

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

5.3 CONFERENCE WITH LABOR NEGOTIATORS
C/CAG Designated Representative: Michael Salazar/Stacy Jimenez
Unrepresented Employee: Interim Executive Director

6.0 RECONVENE IN OPEN SESSION

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

Back to Top

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 – 9 Letters p. 119

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 December 10, 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 the Clerk of the Board at ccagclerk@smcgov.org 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 the C/CAG Clerk of the Board at (650) 599-1406 or ccagclerk@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 ccagclerk@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 side table

Back to Top

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: (650) 599-1406 or ccagclerk@smcgov.org

Back to Top

C/CAG AGENDA REPORT

Date: November 12, 2026

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

From: Kaki Cheung, Interim Executive Director

Subject: Receive an informational update regarding recruitment for the OneShoreline Board of Directors City Council At-Large City seat.

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

RECOMMENDATION

That the C/CAG Board receives an informational update regarding recruitment for the OneShoreline Board of Directors City Council At-Large City seat.

FISCAL IMPACT

None.

SOURCE OF FUNDS

None.

BACKGROUND

C/CAG played a leadership role in establishing the San Mateo County Flood and Sea Level Rise Resiliency District, known as OneShoreline. In 2019, Assembly Bill 825 established the District through modifications to the existing San Mateo County Flood Control District. OneShoreline began holding Board meetings in January 2020.

OneShoreline addresses sea level rise, flooding, coastal erosion, and stormwater infrastructure through regional planning, project development, and long-term operations and maintenance. Its priorities include planning for future climate conditions, advancing multi-jurisdictional resilience projects, reducing the impacts of extreme storms, and developing sustainable funding sources.

The OneShoreline Board of Directors consists of seven seats: five city and town council representatives appointed by C/CAG – including one At-Large City representative – and two County Supervisor representatives appointed by the County Board of Supervisors. The At-Large City seat is open to a current councilmember from any incorporated city or town in San Mateo County.

C/CAG is currently accepting applications for one upcoming At-Large City vacancy on the OneShoreline Board of Directors. Interested eligible councilmembers must submit a completed Candidacy Form and a letter of interest describing their interest, commitment to serve, and relevant qualifications. Applications are due by 5:00 p.m. on Monday, November 30, 2026, and must be

emailed to Kaki Cheung, Interim Executive Director, at kcheung1@smcgov.org.

The C/CAG Board is scheduled to consider candidates and appoint one representative at its December 10, 2026 meeting. Candidates will have an opportunity to address the Board. The candidate receiving the most votes will be appointed. A tie will be resolved through additional voting among tied candidates.

OneShoreline Board meetings are often, but not exclusively, held on the fourth Monday of each month at 4:00 p.m. The recruitment letter and application materials are included as Attachment 1.

OneShoreline staff will provide a verbal presentation on OneShoreline's programs and priorities as context for this recruitment.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENT

1. OneShoreline Recruitment Letter and Application Materials (October 23, 2026)

ATTACHMENT 1

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Date: October 23, 2026

To: All Councilmembers of San Mateo County Cities/Towns

From: Michael Salazar, C/CAG Chair

Subject: **RECRUITMENT OF INTERESTED AND ELIGIBLE CITY AND TOWN COUNCIL MEMBERS TO SERVE ON THE FLOOD AND SEA LEVEL RISE RESILIENCY DISTRICT (ONESHORELINE) BOARD OF DIRECTORS.**

C/CAG is currently accepting applications from current city and town councilmembers throughout San Mateo County to fill one upcoming vacancy in the at-large city/town seat on the OneShoreline Board of directors. The appointed Board members will serve for the standard four-year term, which will expire on December 31, 2030. There is no restriction on the number of terms a member may serve.

OneShoreline- The Organization

OneShoreline's mission is to address sea level rise, flooding, coastal erosion, and large-scale stormwater infrastructure improvements through integrated regional planning, design, permitting, project implementation, and long-term operations and maintenance to create a resilient "one shoreline" San Mateo County by 2100. C/CAG prepared the proposal for the district. In 2019, all 20 Cities and San Mateo County approved resolutions of support and funding during a start-up period of three years. OneShoreline held its first Board Meeting in January 2020 and continues to meet monthly.

Key OneShoreline priorities include:

1. Plan land use, private development, and public infrastructure for future climate conditions in coordination with regional resilience projects.
2. Advance projects that align long-term resilience for developed, natural, and recreational areas across jurisdictions; and economic resilience for property owners and renters.
3. Provide early warning of, and reduce the impact of, today's extreme storms made worse by rising tides.
4. Develop ongoing funding streams to build our collective resilience.

For more information about OneShoreline, please contact Len Materman, the Chief Executive Officer at Len@oneshoreline.org, and/or visit the OneShoreline website at: https://oneshoreline.org/.

The Board of Directors

The OneShoreline Board of Directors has seven seats: five seats appointed by C/CAG for elected officials from among the twenty City and Town Councils in San Mateo County, and two seats for the County Board of Supervisors that are appointed by the Board of Supervisors. One of the City and Town Council seats is at-large, and the other four represent specific geographic areas of the county. See Attachment 2 for a map of the specific geographic areas. The current roster is included as Attachment 3. OneShoreline Board meetings are often, but not exclusively, the fourth Monday of each month at 4pm.

Back to Top

The Recruitment Process

Any eligible individual wishing to be considered for appointment should: (1) fill out the attached Candidacy Form and (2) submit a letter of interest stating why you wish to serve, affirming your commitment to serve for the term, and any particular experience, background, or qualities that you feel would bring value to the governing board and be of interest to the C/CAG Board when making appointments.

Candidacy Forms and Letters of Interest must be received by 5 PM on Monday, November 30, 2026, and must be emailed to:

Kaki Cheung, C/CAG Interim Executive Director
City/County Association of Governments of San Mateo County
kcheung1@smcgov.org

For questions about the recruitment process, please contact Kaki Cheung at the email provided above.

Candidate appointments will be considered by the C/CAG Board of Directors at the December 10, 2026 meeting, and all potential candidates will be provided an opportunity to speak to the Board regarding their qualifications and interest in participating on the OneShoreline Board.

The C/CAG Board will vote to appoint one person for the available at-large seat, with the candidate receiving the most votes being selected for appointment to that seat. In the case of a tie vote, the C/CAG Board will revote with only the candidates that were tied being considered for subsequent votes.

Sincerely,



Michael Salazar
Chair, C/CAG Board

Attachments:
1. Candidacy Form
2. Map showing geographic areas for city/town council appointees
3. Current Roster
4. Assembly Bill 825 (online reference at https://legiscan.com/CA/text/AB825/id/2051435)

Back to Top

Attachment 1: Candidacy Form

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Date: _____

*I,*_____*, am hereby submitting my candidacy for the*
(Please print name)

following seat on OneShoreline (Flood and Sea Level Rise Resiliency District).

_____***At-Large*** *(Any incorporated City/Town in San Mateo County)*

Candidate Information

*City/Town:*_____

*Council Title:*_____

*Email:*_____

*Telephone:*_____

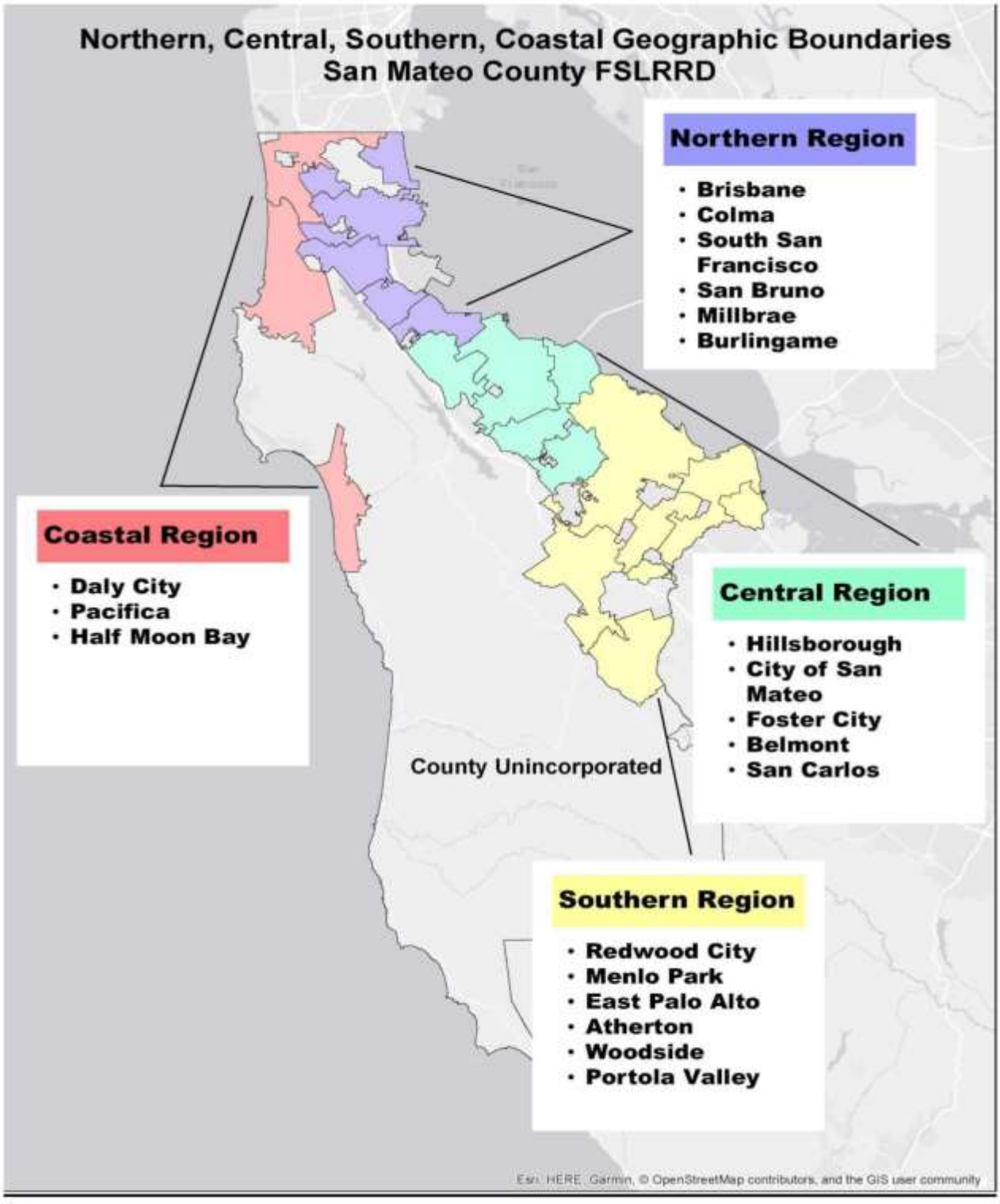
Council Term Expiration Date: _____

_____
Signature

Attachment: Letter of Interest

Back to Top

Attachment 2: Map showing geographic areas for city/town council appointees.



Back to Top

Attachment 3: Current Roster

Seat	Representative	Appointing Agency	Appointment	Term Expires
City Council Southern Region	Kaia Eakim, City of Pacifica	C/CAG	06/13/2019 (term beginning 01/01/2020) – reappointed 12/14/2023	12/31/2027
City Council Northern Region	Donna Colson, City of Burlingame	C/CAG	06/13/2019 (term beginning 01/01/2020) – reappointed 12/14/2023	12/31/2027
City Council Central Region	Adam Rak, City of San Carlos	C/CAG	1/12/2023 (filling vacancy for term from 2021-2025) – reappointed 12/11/2025	12/31/2029
City Council Coastal Region	Debbie Ruddock, City of Half Moon Bay	C/CAG	12/09/2021 – reappointed 12/11/2025	12/31/2029
City Council At Large	Marie Chuang, Hillsborough	C/CAG	12/09/2021– reappointed 12/11/2025	12/31/2029
County Supervisor Coastal	Ray Mueller, District 3	County Board of Supervisors	Appointed by County Board of Supervisors	
County Supervisor At-Large	Lisa Gauthier, District 4	County Board of Supervisors	Appointed by County Board of Supervisors	

Back to Top

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OF SAN MATEO COUNTY

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C/CAG BOARD SPECIAL MEETING NOTICE

MINUTES

Meeting No. 396

October 8, 2026

***** IN-PERSON MEETING *****

1.0 CALL TO ORDER/ ROLL CALL

Chair Salazar called the meeting to order at 1:15 p.m. Roll call was taken. A quorum was not established, and the meeting was adjourned due to lack of quorum.

AGENCY:	IN-PERSON:	ABSENT:		C/CAG Staff Present (In-Person):
Atherton	Elizabeth Lewis			Melissa Andrikopoulos – Legal Counsel
Belmont		Absent		Kevin Fehr – DPW Human Resources
Brisbane	Coleen Mackin			Kelly Baird - DPW Human Resources
Burlingame		Absent		
Colma		Absent		**Consultant Present (In-Person)**
Daly City		Absent		Gary Phillips – Bob Murray & Associates
East Palo Alto		Absent		
Foster City	Stacy Jimenez			
Half Moon Bay		Absent		
Hillsborough		Absent		
Menlo Park		Absent		
Millbrae		Absent		
Pacifica	Greg Wright			
Portola Valley		Absent		
Redwood City	Elmer Martinez-Saballos			
San Bruno	Michael Salazar			
San Carlos	Adam Rak			
San Mateo		Absent		
South San Francisco	Eddie Flores			
Woodside		Absent		
San Mateo County		Absent		

2.0 CONCLUSION OF PROCEEDINGS – 6:13 p.m.

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C/CAG BOARD MEETING NOTICE

MINUTES

Meeting No. 397

October 8, 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.

Following roll call, Chair Salazar announced that the agenda would be taken out of order to accommodate the closed session.

AGENCY:	IN-PERSON:	ABSENT:	REMOTE AB 2449	REMOTE Publicly Accessible Teleconference Location:
Atherton	Elizabeth Lewis			
Belmont	Julia Mates			
Brisbane	Coleen Mackin			
Burlingame		Absent		
Colma	Thomas Walsh			
Daly City		Absent		
East Palo Alto		Absent		
Foster City	Stacy Jimenez			
Half Moon Bay	Paul Nagengast			
Hillsborough	Sophie Cole			
Menlo Park		Absent		
Millbrae		Absent		
Pacifica	Greg Wright			
Portola Valley	Helen Wolter			
Redwood City	Elmer Martinez-Saballos			
San Bruno	Michael Salazar			
San Carlos	Adam Rak			
San Mateo	Lisa Diaz-Nash			
South San Francisco	Eddie Flores			

Back to Top

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	Kim Comstock
Tim Fox – Legal Counsel	Matt Petrofsky
Mima Crume – Clerk of the Board	
Audrey Shiramizu	**Members of the Public (In-Person):**
Brett Lin	Casey Fromson – Caltrain
Dan Sternkopf	
Eva Gaye	**Members of the Public (Remote):**
Jeff Lacap	Lizzie Guansona - SYASL
Marina Budimir	Michelle Bouchard - Caltrain
Reid Bogert	
Van Ocampo	

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 Caltrain regarding its fiscal outlook and structural budget deficit.

Casey Fromson, Chief of Staff at Caltrain, provided a presentation on Caltrain's fiscal outlook and structural budget deficit. Michelle Bouchard, Caltrain Executive Director, participated remotely and provided introductory remarks.

The presentation highlighted Caltrain's ridership growth following electrification, operational improvements, and ongoing financial challenges, including an estimated $75 million annual operating deficit. Fromson discussed cost-saving measures, potential revenue opportunities, and service reduction scenarios if additional funding is not secured.

Board members discussed Caltrain's financial sustainability, regional transit connectivity, ridership growth, student transit programs, train horn noise concerns, and transportation equity for communities without direct Caltrain service. Caltrain representatives provided clarification on the proposed regional funding measure, existing transit pass programs, coordination with regional transit agencies, and efforts to address train horn noise and improve connectivity for underserved communities.

Public Comment: None.

This item was informational only. No action was taken.

Back to Top

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 Committee Meeting No. 395. APPROVED

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. APPROVED

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. APPROVED

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. APPROVED

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. APPROVED

Board Member Lewis MOVED to approve the Consent Calendar. Board Member Saballos SECONDED. **MOTION PASSED UNANIMOUSLY.**

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. APPROVED

Jeff Lacap, C/CAG staff, presented the proposed funding package consisting of $24,111,142 in One Bay Area Grant (OBAG) Cycle 4 funding 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) funding for seven projects.

Lacap provided an overview of the project evaluation and selection process, including project rankings, equity considerations, funding eligibility, and project readiness. He explained how the recommended funding package leveraged multiple funding sources to maximize the number of projects funded. The Technical Advisory Committee, Bicycle and Pedestrian Advisory Committee, and Congestion Management and Environmental Quality Committee recommended approval.

Board members discussed the geographic distribution of funding, eligibility of transit agencies, equity criteria, and opportunities to assist jurisdictions whose projects were not recommended for funding. Staff explained the funding requirements and evaluation process and indicated that they could provide updated information on the distribution of funding among jurisdictions and offer technical feedback to unsuccessful applicants to help strengthen future applications.

Public Comment: None.

Board Member Rak MOVED to approve Resolutions 26-57 and 26-59. Board Member Flores SECONDED. A roll call vote was conducted. **MOTION PASSED UNANIMOUSLY.**

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. APPROVED

Audrey Shiramizu, C/CAG Senior Transportation Program Specialist, presented the fiscal year 2026–2028 Transportation Development Act (TDA) Article 3 funding recommendations for pedestrian and bicycle projects.

Shiramizu reported that approximately $5.4 million was available for funding, with 13 applications requesting approximately $7.3 million. The Bicycle and Pedestrian Advisory Committee (BPAC) evaluated and ranked the applications. Staff recommended funding two planning projects and eight capital projects.

Shiramizu explained that leveraging Transportation Fund for Clean Air (TFCA) funding for the City of Pacifica's Oceana Boulevard Bike Lane Improvement Project allowed C/CAG to fund an additional capital project.

Public Comment: None.

Board Member Rak MOVED to approve Resolution 26-60, authorizing the submittal of the Countywide Coordinated Claim to the Metropolitan Transportation Commission for fiscal year 2026–2028 TDA Article 3 funding. Board Member Saballos SECONDED. **MOTION PASSED UNANIMOUSLY.**

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.) NO ACTION TAKEN

Kaki Cheung, C/CAG Interim Executive Director, provided a federal legislative update, including the federal continuing resolution and anticipated developments following the November election. She noted that C/CAG would work with the Legislative Committee and Board over the next two months to update its legislative platform for the upcoming year.

Lizzie Guansona, representing Shaw Yoder Antwih Schmelzer & Lange (SYASL),

provided a state legislative update highlighting bills signed into law by Governor Newsom. She reported that all C/CAG-supported bills reaching the Governor's desk were signed, including legislation addressing stormwater infrastructure funding, vehicle license fee revenue shortfalls, coastal resilience, and electric bicycle safety. She also discussed the upcoming November election and the 2027 legislative session.

During Board discussion, staff provided an update on C/CAG's development of an e-bike safety white paper, model ordinance, and decision-making tool for local jurisdictions.

Public Comment: Mike Swire, speaking on his own behalf, commented on SB 1167 and emphasized the importance of distinguishing electric bicycles from high-speed electric motorcycles (e-motos) to improve youth safety. He encouraged local jurisdictions to incorporate this information into their education and outreach efforts.

No action was taken.

4.4 Receive a presentation on the San Mateo Countywide Transportation Plan update.
INFORMATION

Jeff Lacap, C/CAG staff, provided an update on the San Mateo Countywide Transportation Plan (CTP), a joint effort between C/CAG and the San Mateo County Transportation Authority (TA). The presentation included draft vision and goals, priority transportation projects, programs and initiatives, and the public outreach process.

Lacap highlighted the Plan's four primary goals: reducing vehicle miles traveled, improving transportation infrastructure resilience and comfort, enhancing roadway safety, and improving transportation reliability. He also discussed equity considerations, regional transportation priorities, and ongoing outreach to local jurisdictions and community-based organizations. The draft Plan is anticipated to be available for public review in early 2027, with final adoption expected in spring 2027.

Board members discussed regional transportation projects, coordination with neighboring jurisdictions, opportunities to include smaller local transportation improvements, community outreach, and equitable distribution of transportation funding. Staff clarified that the CTP serves as a planning framework rather than a funding allocation plan. Smaller projects may qualify under broader programmatic funding categories.

Public Comment: Mike Swire, speaking on his own behalf, expressed concerns regarding the inclusion of highway expansion projects in the CTP. He questioned whether these projects align with the Plan's goals of reducing vehicle miles traveled, improving safety, and reducing congestion, and encouraged the Board to reconsider their inclusion.

This item was informational only. No action was taken.

5.0 CLOSED SESSION

The Board recessed into closed session at 6:45 p.m. to discuss the following items:

5.1 PUBLIC EMPLOYEE APPOINTMENT
Title: Executive Director

Back to Top

5.2 CONFERENCE WITH LABOR NEGOTIATORS

C/CAG Designated Representatives: Michael Salazar and Stacy Jimenez
Unrepresented Employee: 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 at 7:05 p.m.

Chair Salazar reported that there was no reportable action taken during closed session.

7.0 **COMMITTEE REPORTS**

7.1 Chairperson's Report

No report.

7.2 Board Members Report/Communication

No report.

8.0 **EXECUTIVE DIRECTOR'S REPORT**

Kaki Cheung, C/CAG Interim Executive Director, reported that C/CAG is recruiting to fill three committee vacancies: two on the Congestion Management and Environmental Quality (CMEQ) Committee and one public member seat on the Bicycle and Pedestrian Advisory Committee (BPAC). She encouraged Board members to share the recruitment information with their colleagues.

Cheung also announced that the November C/CAG Board meeting would be held at the San Mateo Public Library.

9.0 **COMMUNICATIONS** - Information Only

9.1 Written Communication – 1 Letters

The Board received one written communication for informational purposes.

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.

No public comments were received.

11.0 **ADJOURNMENT –** 8:44 p.m.

Next scheduled meeting November 12, 2026

Back to Top

C/CAG AGENDA REPORT

Date: November 12, 2026

To: C/CAG Board of Directors

From: Kaki Cheung, Interim Executive Director

Subject: Receive a copy of executed Amendment No. 1 with BlinkTag Inc. for C/CAG Website Maintenance and Support Services, increasing the not-to-exceed annual budget for Year 1 from $5,000 to $7,500, and decreasing the not-to-exceed annual budget for Year 3 from $7,500 to $5,000.

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

RECOMMENDATION

That the C/CAG Board receive a copy of executed Amendment No. 1 with BlinkTag Inc. for C/CAG Website Maintenance and Support Services, increasing the not-to-exceed annual budget for Year 1 from $5,000 to $7,500, and decreasing the not-to-exceed annual budget for Year 3 from $7,500 to $5,000.

FISCAL IMPACT

Funding for website maintenance services is available within existing program budgets and is consistent with the approved Fiscal Year 2026-27 C/CAG Program Budget. This amendment transferred funds from Year 3 to Year 1 without increasing the agreement budget.

SOURCE OF FUNDS

Funding source for these services is the C/CAG general fund.

BACKGROUND

C/CAG maintains two public-facing websites that support agency operations, public communications, transportation programs, stormwater programs, and regional planning efforts. These websites serve as a primary source of information for member agencies, partner organizations, stakeholders, and the public.

In June 2020, consistent with C/CAG's procurement policy, and by reference to the County Office of Sustainability's prior procurement process for website services, C/CAG's Executive Director executed an agreement with Rogue Web Works for technical web support to the main C/CAG website (www.ccag.ca.gov) for a three-year term ending June 30, 2023, for a total amount not to exceed $9,000 over the three years to conduct maintenance and provide additional technical support as needed to the website.

In Fiscal Year 2022-23 C/CAG completed a new website (https://ccagtdm.org/) developed by BlinkTag, Inc. dedicated to supporting C/CAG's Traffic Demand Management (TDM) related work

Back to Top

of its Congestion Management Program. Both the C/CAG main website and the new TDM website are hosted on the County's platform, Pantheon.

In September 2026, C/CAG staff identified a website enhancement to streamline the online posting of meeting documents. To accommodate this work, Amendment No. 1 reallocated $2,500 from Year 3 to Year 1, without any change to the agreement's total not-to-exceed amount.

Staff recommends the Board receive a copy of the executed Amendment No. 1 with BlinkTag Inc. for C/CAG Website Maintenance and Support Services.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENT

1. Amendment No. 1 to Agreement 26-47 between C/CAG and BlinkTag Inc.

DocuSign Envelope ID: 2AD9BABB-8116-8092-8168-8965DD9E15BE

AMENDMENT NO. 1 TO THE AGREEMENT BETWEEN THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AND BLINKTAG INC.

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as "C/CAG") and BlinkTag, Inc. (hereinafter referred to as "Consultant") are parties to an Agreement originally dated June 24, 2026, for website support services for C/CAG's two public-facing websites, covering the period of fiscal years 2026/27, 2027/28, and 2028/29 (the "Project"); and

WHEREAS, the Agreement established not-to-exceed amounts for each year of the agreement, in the form of $5,000 for Year 1 (FY 2026/27), $7,500 for Year 2 (FY 2027/28), and $7,500 for Year 3 (FY 2028/29); and

WHEREAS, in September 2026, C/CAG staff identified a website modification that would make posting meeting documents online more streamlined, and the proposed work would exceed the not-to-exceed amount for Year 1 of the agreement; and

WHEREAS, C/CAG and Consultant now wish to amend the Agreement to increase the not-to-exceed annual budget for Year 1 from $5,000 to $7,500, and decrease the not-to-exceed annual budget for Year 3 from $7,500 to $5,000, as set forth herein.

NOW, THEREFORE, IT IS HEREBY AGREED by C/CAG and Consultant as follows:

1. **Exhibit B (Budget)**. The Year 1 not-to-exceed amount Exhibit B (Budget), "Budget", shall be increased from five thousand dollars ($5,000) to seven thousand and five hundred dollars ($7,500).

2. **Exhibit B (Budget)**. The Year 3 not-to-exceed amount Exhibit B (Budget), "Budget", shall be decreased from seven thousand and five hundred dollars ($7,500) to five thousand dollars ($5,000).

3. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.

This amendment shall take effect upon the date of execution by both parties.

Signatures on the following page

City/County Association of Governments (C/CAG)

DocuSigned by:
Kaki Cheung
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Kaki Cheung, Interim Executive Director

BlinkTag, Inc. (Consultant)

Signed by:
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Date: 10/19/2026

Date: 10/19/2026

Approved as to form:

Signed by:
Melissa Andrikopoulos
ED936D8404994FE...

Melissa Andrikopoulos
Legal Counsel for C/CAG

Back to Top

C/CAG AGENDA REPORT

Date: November 12, 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 26-62 through 26-65 authorizing the C/CAG Chair to ratify the submission of funding applications to the San Mateo County Transportation Authority for the following programs: (1) Cycle 4 Measure A Alternative Congestion Relief and Measure W Transportation Demand Management, and (2) Cycle 8 Pedestrian and Bicycle.

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

RECOMMENDATION

Review and approval of Resolutions 26-62 through 26-65 authorizing the C/CAG Chair to ratify the submission of funding applications to the San Mateo County Transportation Authority for the following programs: (1) Cycle 4 Measure A Alternative Congestion Relief and Measure W Transportation Demand Management, and (2) Cycle 8 Pedestrian and Bicycle.

FISCAL IMPACT

A total local match of $311,500 will be required should C/CAG receives funding for all applications. The local match for the two SAFE-T projects is already included in the Fiscal Year 2026-2027 budget. The local matches for the Coastal Resilience and San Bruno-Millbrae Project would be subject to the approval of the Fiscal Year 2027-2028 Agency Budget.

Item #	Reso #	Project Title	Local Match
3.3.1	26-62	Safety Applications For Every Traveler (SAFE-T) Project - Urban	$55,500
3.3.2	26-63	Safety Applications For Every Traveler (SAFE-T) Project - Rural	$45,300
3.3.3	26-64	Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project	$55,000
3.3.4	26-65	San Bruno-Millbrae El Camino Real Improvements Project	$155,700

SOURCE OF FUNDS

Should C/CAG receive funding for the two SAFE-T projects, the local match would come from Transportation Development Act Article 3 (TDA 3) funds.

Should C/CAG receive funding for the Coastal Resilience project, the local match would come from State Local Partnership Program (LPP) funds.

Should C/CAG receive funding for the El Camino Real project, the local match would come from future Transportation Fund for Clean Air (TFCA) funds.

BACKGROUND

On August 31, 2026, the San Mateo County Transportation Authority (TA) issued the Call for Projects (CFP) for the Cycle 8 Pedestrian and Bicycle (Ped/Bike) and Cycle 4 Alternative Congestion Relief/Transportation Demand Management (TDM) Programs. Applications were due October 30, 2026.

The Cycle 8 Ped/Bike Program will release approximately $24 million in available Measure A and W funds. Eligible project types include Competitive Plans & Capital Projects, Education & Encouragement Projects, and Safe Routes to School projects (administered by the County Office of Education).

The Cycle 4 TDM Program will release approximately $3 million in available Measure A and W funds. Strategies funded by this program aim to encourage the use of sustainable transportation options and enhance mobility across San Mateo County. Eligible project types include Intelligent Transportation Systems (ITS) Planning & Design, TDM Competitive Projects, and TDM Planning & Policy.

C/CAG submitted one application to the Ped/Bike program and three applications to the TDM program. Background and details of each application are presented to the C/CAG Board for approval under subsequent Agenda Items 3.3.1 through 3.3.4. For applications to be deemed complete, the C/CAG Board needs to adopt resolutions authorizing the C/CAG Chair to ratify submission of the applications.

Staff recommends that the C/CAG Board of Directors review and approve Resolutions 26-62 through 26-65 authorizing the C/CAG Chair to ratify the submission of funding applications to the San Mateo County Transportation Authority for the following programs: (1) Cycle 4 Measure A Alternative Congestion Relief and Measure W Transportation Demand Management, and (2) Cycle 8 Pedestrian and Bicycle.

EQUITY IMPACTS AND CONSIDERATIONS

The SAFE-T project 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.

The Coastal Resilience project is critical as the coastal corridor becomes more susceptible to natural disasters, including flooding and fire risks. The outcome of better planning and preparation can help protect isolated and vulnerable populations who heavily rely on Highway 1.

The goal of the San Bruno-Millbrae El Camino Real Study is to develop and prioritize projects that improve accessibility, safety, and connectivity for all road users, particularly those walking, biking, and riding transit. These are the most vulnerable users on El Camino Real and providing safer and

Back to Top

more accessible infrastructure can reduce the risk of injuries and fatalities and encourage mode shift away from single-occupancy driver trips.

ATTACHMENTS

1. Item 3.3.1 Agenda Report and Attachment
2. Item 3.3.2 Agenda Report and Attachment
3. Item 3.3.3 Agenda Report and Attachment
4. Item 3.3.4 Agenda Report and Attachment

Back to Top

C/CAG AGENDA REPORT

Date: November 12, 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 26-62 authorizing the C/CAG Chair to ratify the submission of a Cycle 4 funding application to the San Mateo County Transportation Authority's Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Program for the Safety Applications For Every Traveler (SAFE-T) Project - Urban and a $55,500 local match.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 26-62 authorizing the C/CAG Chair to ratify the submission of a Cycle 4 funding application to the San Mateo County Transportation Authority's Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Program for the Safety Applications For Every Traveler (SAFE-T) Project - Urban and a $55,500 local match.

FISCAL IMPACT

If awarded, C/CAG will provide a local match of $55,500.

SOURCE OF FUNDS

The local match would come from Transportation Development Act Article 3 (TDA 3) funds.

BACKGROUND

On August 31, 2026, the San Mateo County Transportation Authority (TA) issued a Call for Projects (CFP) for the Cycle 4 Alternative Congestion Relief/Transportation Demand Management (TDM) Program.

C/CAG continues to prioritize roadway safety as a core policy objective, consistent with the Countywide Local Roadway Safety Plan (LRSP), the identification of the High Injury Network, and the agency's broader efforts to reduce serious injuries and fatalities for all road users. In alignment with these priorities, staff has developed a countywide safety initiative —the Safety Applications For Every Traveler (SAFE-T) Project. This project would deploy innovative, technology-based safety treatments at dozens of high-risk intersections across San Mateo County and emergency vehicle preemption technology at approximately 16 intersections along Highway 1. This approach allows C/CAG and its partner jurisdictions to implement scalable, data-driven improvements that can be replicated across the region.

Back to Top

C/CAG has applied for numerous grants to fund SAFE-T, including the US Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) and Safe Streets For All (SS4A) grants, Transportation Development Act Article 3 (TDA 3), and One Bay Area Grant Cycle 4 (OBAG 4). While C/CAG was not awarded BUILD or SS4A funding, C/CAG was awarded TDA 3 funding. C/CAG is awaiting results for OBAG 4.

Additional funding is still needed for the design of the project. Due to the maximum funding request of $500,000 for the TA's Cycle 4 TDM grant, C/CAG submitted two grant applications for the SAFE-T project: *SAFE-T – Urban Project* and *SAFE-T Rural Project*. *SAFE-T Urban Project* focuses on delivering safety improvements for pedestrians at signalized intersections near job centers, transit, and schools. *SAFE-T – Rural Project* focuses on delivering vehicular safety improvements at rural signalized intersections along Highway 1.

C/CAG submitted a grant application titled *SAFE-T – Urban Project* to the TA's Cycle 4 TDM grant by the deadline. For the application to be deemed complete, the C/CAG Board needs to adopt a resolution authorizing the C/CAG Chair to ratify submission of the application as soon as possible.

Staff recommends that the C/CAG Board review and approve Resolution 26-62 authorizing the C/CAG Chair to ratify the submission of a Cycle 4 funding application to the San Mateo County Transportation Authority's Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Program for the Safety Applications For Every Traveler (SAFE-T) Project - Urban and a $55,500 local match.

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.

ATTACHMENT

1. Resolution 26-62

RESOLUTION 26-62

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY SUPPORTING THE SAFETY APPLICATIONS FOR EVERY TRAVELER (SAFE-T) - URBAN PROJECT AND RATIFYING THE SUBMITTAL OF AN APPLICATION TO THE CYCLE 4 SAN MATEO COUNTY TRANSPORTATION AUTHORITY FOR MEASURE A ALTERNATIVE CONGESTION RELIEF AND MEASURE W TRANSPORTATION DEMAND MANAGEMENT PROGRAM FUNDING

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

WHEREAS, C/CAG is the designated Congestion Management Agency responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, C/CAG (Sponsor) has identified key safety issues involving non-motorized users at signalized intersections, and

WHEREAS, the Sponsor has developed the Safety Applications For Every Traveler (SAFE-T) - Urban Project (Project) to design and evaluate innovative safety technologies like multimodal detection systems that integrate with traffic signal controllers to trigger real-time interventions at high risk locations throughout the county, and

WHEREAS, it will cost $555,000 to implement the Project scope, and

WHEREAS, the Sponsor seeks $499,500 for the Project, and

WHEREAS, the San Mateo County Transportation Authority (SMCTA) issued a Call for Projects for the Measure A Alternative Congestion Relief & Measure W Transportation Demand Management (TDM) Program on August 31, 2026, and

WHEREAS, a Primary Grant Agreement has been executed between the Sponsor and the SMCTA on April 8, 2025; and

WHEREAS, the SMCTA requires the Sponsor's governing board to adopt a resolution:

1. Supporting the Project and application for $499,500 in SMCTA TDM Program funds for the Project;

Back to Top

2. Committing the Sponsor to the completion of the Project, including the commitment of matching funds in the amount of $55,500 needed for implementation;
3. Certifying that any funds awarded by the San Mateo County Transportation Authority will be used to supplement existing funds for program activities, and will not replace existing funds or resources;
4. If funds are awarded, authorizing the Executive Director, or designee, to sign a project supplement with the SMCTA for TDM Program funding for the Project and to take any other actions necessary to give effect to this resolution; and
5. Committing to commence work on the Project, if awarded, within one year of the SMCTA Board of Directors allocating 2026 Cycle 4 TDM Program funding.

NOW, THEREFORE, BE IT RESOLVED that by the Board of Directors of the City/County Association of Governments of San Mateo County that C/CAG:

1. Directs staff to submit an application for SMCTA TDM Program funds for $499,500 for the Safety Applications For Every Traveler (SAFE-T) - Urban Project.
2. Authorizes the Executive Director, or his/her designee, to execute a project supplement with the San Mateo County Transportation Authority to encumber any TDM Program funds awarded.
3. Commits to the completion of the Project, including the commitment of $55,500 of matching funds needed for implementation, if awarded the requested SMCTA funds.
4. Certifies that any funds awarded by the SMCTA will be used to supplement existing funds for the Project, and will not replace existing funds or resources.
5. Commits to commencing work on the Project, if awarded, within one year of the SMCTA Board of Directors allocating the 2026 Cycle 4 TDM Program funds.
6. Authorizes the Executive Director to take any other actions necessary to give effect to this resolution.

PASSED, APPROVED, AND ADOPTED THIS 12TH DAY OF NOVEMBER 2026.

_____

Michael Salazar, Chair

Back to Top

C/CAG AGENDA REPORT

Date: November 12, 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 26-63 authorizing the C/CAG Chair to ratify the submission of a Cycle 4 funding application to the San Mateo County Transportation Authority Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Program for the Safety Applications For Every Traveler (SAFE-T) Project - Rural and a $45,300 local match.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 26-63 authorizing the C/CAG Chair to ratify the submission of a Cycle 4 funding application to the San Mateo County Transportation Authority Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Program for the Safety Applications For Every Traveler (SAFE-T) Project - Rural and a $45,300 local match.

FISCAL IMPACT

If awarded, C/CAG will provide a local match of $45,300.

SOURCE OF FUNDS

The local match would come from Transportation Development Act Article 3 (TDA 3) funds.

BACKGROUND

On August 31, 2026, the San Mateo County Transportation Authority (TA) issued the Call for Projects (CFP) for the Cycle 4 Alternative Congestion Relief/Transportation Demand Management (TDM) Program.

C/CAG continues to prioritize roadway safety as a core policy objective, consistent with the Countywide Local Roadway Safety Plan (LRSP), the identification of the High Injury Network, and the agency's broader efforts to reduce serious injuries and fatalities for all road users. In alignment with these priorities, staff has developed a countywide safety initiative —the Safety Applications For Every Traveler (SAFE-T) Project. This project would deploy innovative, technology-based safety treatments at dozens of high-risk intersections across San Mateo County and emergency vehicle preemption technology at approximately 16 intersections along Highway 1. This approach allows C/CAG and its partner jurisdictions to implement scalable, data-driven improvements that can be replicated across the region.

Back to Top

C/CAG has applied for numerous grants to fund SAFE-T, including the US Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) and Safe Streets For All (SS4A) grants, Transportation Development Act Article 3 (TDA 3), and One Bay Area Grant Cycle 4 (OBAG 4). While C/CAG was not awarded BUILD and SS4A funding, C/CAG was awarded TDA 3 funding. C/CAG is awaiting results from OBAG 4.

Additional funding is still needed for the design of the project. Due to the maximum funding request of $500,000 for the TA's Cycle 4 TDM grant, C/CAG submitted two grant applications for the SAFE-T project: *SAFE-T – Urban Project* and *SAFE-T Rural Project*. *SAFE-T Urban Project* focuses on delivering safety improvements for pedestrians at signalized intersections near job centers, transit, and schools. *SAFE-T – Rural Project* focuses on delivering vehicular safety improvements at rural signalized intersections along Highway 1.

C/CAG submitted a grant application titled *SAFE-T – Rural Project* to the TA's Cycle 4 TDM grant by the deadline. For the application to be deemed complete, the C/CAG Board needs to adopt a resolution authorizing the C/CAG Chair to ratify submission of the application as soon as possible.

Staff recommends that the C/CAG Board review and approve Resolution 26-63 authorizing the C/CAG Chair to ratify the submission of an application to the Cycle 4 San Mateo County Transportation Authority's Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Program for the Safety Applications For Every Traveler (SAFE-T) Project - Rural and a $45,300 local match.

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.

ATTACHMENT

1. Resolution 26-63

RESOLUTION 26-63

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY SUPPORTING THE SAFETY APPLICATIONS FOR EVERY TRAVELER (SAFE-T) - RURAL PROJECT AND RATIFYING THE SUBMITTAL OF AN APPLICATION TO THE CYCLE 4 SAN MATEO COUNTY TRANSPORTATION AUTHORITY FOR MEASURE A ALTERNATIVE CONGESTION RELIEF AND MEASURE W TRANSPORTATION DEMAND MANAGEMENT PROGRAM FUNDING

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

WHEREAS, C/CAG is the designated Congestion Management Agency responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, C/CAG (Sponsor) has identified key safety issues involving non-motorized users at signalized intersections, and

WHEREAS, the Sponsor has developed the Safety Applications For Every Traveler (SAFE-T) - Rural Project (Project) to design and evaluate innovative safety technologies to deliver safety improvements at rural signalized intersections along Highway 1, and

WHEREAS, it will cost $453,000 to implement the Project scope, and

WHEREAS, the Sponsor seeks $407,700 for the Project, and

WHEREAS, the San Mateo County Transportation Authority (SMCTA) issued a Call for Projects for the Measure A Alternative Congestion Relief & Measure W Transportation Demand Management (TDM) Program on August 31, 2026, and

WHEREAS, a Primary Grant Agreement has been executed between the Sponsor and the SMCTA on April 8, 2025; and

WHEREAS, the SMCTA requires the Sponsor's governing board to adopt a resolution:

1. Supporting the Project and application for $407,700 in SMCTA TDM Program funds for the Project;
2. Committing the Sponsor to the completion of the Project, including the commitment

Back to Top

of matching funds in the amount of $45,300 needed for implementation;

3. Certifying that any funds awarded by the San Mateo County Transportation Authority will be used to supplement existing funds for program activities, and will not replace existing funds or resources;
4. If funds are awarded, authorizing the Executive Director, or designee, to sign a project supplement with the SMCTA for TDM Program funding for the Project and to take any other actions necessary to give effect to this resolution; and
5. Committing to commence work on the Project, if awarded, within one year of the SMCTA Board of Directors allocating 2026 Cycle 4 TDM Program funding.

NOW, THEREFORE, BE IT RESOLVED that by the Board of Directors of the City/County Association of Governments of San Mateo County that C/CAG:

1. Directs staff to submit an application for SMCTA TDM Program funds for $407,700 for the Safety Applications For Every Traveler (SAFE-T) - Rural Project.
2. Authorizes the Executive Director, or his/her designee, to execute a project supplement with the San Mateo County Transportation Authority to encumber any TDM Program funds awarded.
3. Commits to the completion of the Project, including the commitment of $45,300 of matching funds needed for implementation, if awarded the requested SMCTA funds.
4. Certifies that any funds awarded by the SMCTA will be used to supplement existing funds for the Project, and will not replace existing funds or resources.
5. Commits to commencing work on the Project, if awarded, within one year of the SMCTA Board of Directors allocating the 2026 Cycle 4 TDM Program funds.
6. Authorizes the Executive Director to take any other actions necessary to give effect to this resolution.

PASSED, APPROVED, AND ADOPTED THIS 12TH DAY OF NOVEMBER 2026.

_____

Michael Salazar, Chair

Back to Top

C/CAG AGENDA REPORT

Date: November 12, 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 26-64 authorizing the C/CAG Chair to ratify the submission of a Cycle 4 funding application to the San Mateo County Transportation Authority Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Program for the Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project and a $55,000 local match.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 26-64 authorizing the C/CAG Chair to ratify the submission of a Cycle 4 funding application to the San Mateo County Transportation Authority Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Program for the Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project and a $55,000 local match.

FISCAL IMPACT

If awarded, C/CAG will provide a local match of $55,000 subject to approval of the Fiscal Year 2027-2028 Agency Budget.

SOURCE OF FUNDS

The local match would come from State Local Partnership Program (LPP) funds.

BACKGROUND

On August 31, 2026, the San Mateo County Transportation Authority (TA) issued the Call for Projects (CFP) for the Cycle 4 Alternative Congestion Relief/Transportation Demand Management (TDM) Program.

Earlier this year, C/CAG requested and received $1.2M of federal earmark funding to improve safety and emergency preparedness for coastal communities in San Mateo County by equipping signalized intersections with generator backup and connection capabilities, developing a Coastal Incident Response Plan to guide transportation management during emergency events, and deploying Intelligent Transportation Systems in high need areas.

Back to Top

C/CAG is now seeking design funding for the project, following the development of the Coastal Incident Response Plan. As part of design, technology solutions will be evaluated to minimize congestion and improve emergency response during unplanned events.

C/CAG submitted one grant application titled *Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project* to the TA's Cycle 4 TDM grant by the deadline. For the application to be deemed complete, the C/CAG Board needs to adopt a resolution authorizing the C/CAG Chair to ratify submission of the application as soon as possible.

Staff recommends that the C/CAG Board review and approve Resolution 26-64 authorizing the C/CAG Chair to ratify the submission of a Cycle 4 funding application to the San Mateo County Transportation Authority's Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Program for the Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project and a $55,000 local match.

EQUITY IMPACTS AND CONSIDERATIONS

The Coastal Resilience project is critical as the coastal corridor becomes more susceptible to natural disasters, including flooding and fire risks. The outcome of better planning and preparation can help protect isolated and vulnerable populations who heavily rely on Highway 1.

ATTACHMENT

1. Resolution 26-64

Back to Top

RESOLUTION 26-64

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY SUPPORTING THE STRENGTHENING COASTAL RESILIENCE: SMART INFRASTRUCTURE & EMERGENCY PREPAREDNESS PROJECT AND RATIFYING THE SUBMITTAL OF AN APPLICATION TO THE CYCLE 4 SAN MATEO COUNTY TRANSPORTATION AUTHORITY FOR MEASURE A ALTERNATIVE CONGESTION RELIEF AND MEASURE W TRANSPORTATION DEMAND MANAGEMENT PROGRAM FUNDING

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

WHEREAS, C/CAG is the designated Congestion Management Agency responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, C/CAG (Sponsor) has identified the need for improved response times and safety for emergency responders during times of disaster, reduced congestion for drivers and tourists during day-to-day traffic operations, particularly for the busy summer months, and increased resilience of the traffic signal system against failures and power outages, particularly during storms, and

WHEREAS, the Sponsor has developed the Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project (Project) to develop the Plans, Specifications & Estimate (PS&E) for ITS improvements along Highway 1 corridor, and

WHEREAS, it will cost $550,000 to implement the Project scope, and

WHEREAS, the Sponsor seeks $495,000 for the Project, and

WHEREAS, the San Mateo County Transportation Authority (SMCTA) issued a Call for Projects for the Measure A Alternative Congestion Relief & Measure W Transportation Demand Management (TDM) Program on August 31, 2026, and

WHEREAS, a Primary Grant Agreement has been executed between the Sponsor and the SMCTA on April 8, 2025; and

WHEREAS, the SMCTA requires the Sponsor's governing board to adopt a resolution:

1. Supporting the Project and application for $495,000 in SMCTA TDM Program funds for the Project;

Back to Top

2. Committing the Sponsor to the completion of the Project, including the commitment of matching funds in the amount of $55,000 needed for implementation;
3. Certifying that any funds awarded by the San Mateo County Transportation Authority will be used to supplement existing funds for program activities, and will not replace existing funds or resources;
4. If funds are awarded, authorizing the Executive Director, or designee, to sign a project supplement with the SMCTA for TDM Program funding for the Project and to take any other actions necessary to give effect to this resolution; and
5. Committing to commence work on the Project, if awarded, within one year of the SMCTA Board of Directors allocating 2026 Cycle 4 TDM Program funding.

NOW, THEREFORE, BE IT RESOLVED that by the Board of Directors of the City/County Association of Governments of San Mateo County that C/CAG:

1. Directs staff to submit an application for SMCTA TDM Program funds for $495,000 for the Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project.
2. Authorizes the Executive Director, or his/her designee, to execute a project supplement with the San Mateo County Transportation Authority to encumber any TDM Program funds awarded.
3. Commits to the completion of the Project, including the commitment of $55,000 of matching funds needed for implementation, if awarded the requested SMCTA funds.
4. Certifies that any funds awarded by the SMCTA will be used to supplement existing funds for the Project, and will not replace existing funds or resources.
5. Commits to commencing work on the Project, if awarded, within one year of the SMCTA Board of Directors allocating the 2026 Cycle 4 TDM Program funds.
6. Authorizes the Executive Director to take any other actions necessary to give effect to this resolution.

PASSED, APPROVED, AND ADOPTED THIS 12TH DAY OF NOVEMBER 2026.

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Michael Salazar, Chair

Back to Top

ITEM 3.3.4

C/CAG AGENDA REPORT

Date: November 12, 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 26-65 authorizing the C/CAG Chair to ratify the submission of a funding application to the Cycle 8 San Mateo County Transportation Authority's Pedestrian and Bicycle Program for the San Bruno-Millbrae El Camino Real Improvements Project and a $155,700 local match.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 26-65 authorizing the C/CAG Chair to ratify the submission of a funding application to Cycle 8 of the San Mateo County Transportation Authority Pedestrian and Bicycle Program for the San Bruno-Millbrae El Camino Real Improvements Project and a $155,700 local match.

FISCAL IMPACT

If awarded, C/CAG will provide a local match of $155,700 subject to approval of the Fiscal Year 2027-2028 Agency Budget.

SOURCE OF FUNDS

If awarded, the local match would come from the FY2027-2028 cycle of Transportation Fund for Clean Air (TFCA) funds.

BACKGROUND

On August 31, 2026, the San Mateo County Transportation Authority (TA) issued the Call for Projects (CFP) for the Cycle 8 Pedestrian and Bicycle (Ped/Bike) Program.

In 2022, C/CAG received state earmark funding to develop and prioritize near-term projects along El Camino Real in the Cities of San Bruno and Millbrae to improve the safety for people walking, biking, driving, and riding transit. C/CAG kicked off this project in 2025 and has since completed an existing conditions study and the first of three rounds of engagement to understand the community's needs, transportation patterns, and the types of transportation improvements they would like to see. In 2026, C/CAG received funding from the San Mateo County Transportation Authority to study long-term projects and augment engagement. The project team is currently in the second round of engagement and seeking input on draft near- and long-term improvements along the corridor.

C/CAG is now seeking $1,401,300 of funding for design and construction of selected near-term

improvements identified by the project team from the three initial concepts. The project includes targeted bike and pedestrian improvements at three locations, identified through an assessment of existing conditions, community engagement, and crash history. Improvements at two intersections in Millbrae and San Bruno include bicycle detection, class II bike lanes, and high visibility crosswalks. A third intersection in Millbrae will receive a pedestrian hybrid beacon (PHB), high visibility crosswalk, and pedestrian refuge island at one intersection.

C/CAG submitted one grant application titled *San Bruno-Millbrae El Camino Real Improvements Project* to the TA's Cycle 8 Pedestrian and Bicycle Program Funding grant by the deadline. For the application to be deemed complete, the C/CAG Board needs to adopt a resolution authorizing the C/CAG Chair to ratify submission of the application as soon as possible.

Staff recommends that the C/CAG Board review and approve Resolution 26-65 authorizing the C/CAG Chair to ratify the submission of an application to the San Mateo County Transportation Authority for Cycle 8 Pedestrian and Bicycle Program Funding for the San Bruno-Millbrae El Camino Real Improvements Project and a$155,700 local match.

EQUITY IMPACTS AND CONSIDERATIONS

The goal of the San Bruno-Millbrae El Camino Real Study is to develop and prioritize projects that improve accessibility, safety, and connectivity for all road users, particularly those walking, biking, and riding transit. These are the most vulnerable users on El Camino Real and providing safer and more accessible infrastructure can reduce the risk of injuries and fatalities and encourage mode shift away from single-occupancy driver trips.

ATTACHMENT

1. Resolution 26-65

RESOLUTION 26-65

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY SUPPORTING THE SAN BRUNO-MILLBRAE EL CAMINO REAL IMPROVEMENTS PROJECT AND RATIFYING THE SUBMITTAL OF AN APPLICATION TO THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY FOR CYCLE 8 PEDESTRIAN AND BICYCLE PROGRAM FUNDING

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

WHEREAS, C/CAG is the designated Congestion Management Agency responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, C/CAG (Sponsor) has identified to improve safety for bicyclists and pedestrians and increase crossing opportunities for pedestrians and bicyclists; and

WHEREAS, the Sponsor has developed the San Bruno-Millbrae El Camino Real Multimodal Project (Project) and is seeking funding to advance improvements at three identified locations through the Project Approval and Environmental Document (PA&ED); Plans, Specifications & Estimate (PS&E); and construction phases, and

WHEREAS, it will cost $1,557,000 to implement the Project scope, and

WHEREAS, the Sponsor seeks $1,401,300 for the Project, and

WHEREAS, the San Mateo County Transportation Authority (SMCTA) issued a Call for Projects for the Cycle 8 Measures A and W Pedestrian and Bicycle Program on August 31, 2026, and

WHEREAS, a Primary Grant Agreement has been executed between the Sponsor and the SMCTA on April 8, 2025; and

WHEREAS, the SMCTA requires the Sponsor's governing board to adopt a resolution:

1. Supporting the Project and application for $1,401,300 in SMCTA Measures A and W Pedestrian and Bicycle Program funds for Project;
2. Committing the Sponsor to the completion of the Project, including the commitment of matching funds in the amount of $155,700 needed for implementation;

Back to Top

3. Certifying that any funds awarded by the SMCTA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
4. If funds are awarded, authorizing the Sponsor's Executive Director, or designee, to sign a project supplement with the SMCTA for SMCTA Measures A and W Pedestrian and Bicycle Program funding for the Project and to take any other actions necessary to give effect to this resolution and execute applicable amendments.

NOW, THEREFORE, BE IT RESOLVED that by the Board of Directors of the City/County Association of Governments of San Mateo County that C/CAG:

1. Directs staff to submit an application to the San Mateo County Transportation Authority for Measures A and W Pedestrian and Bicycle Program funds for $1,401,300 for the San Bruno-Millbrae El Camino Real Multimodal Improvements Project;
2. Authorizes the Executive Director, or designee, to execute a project supplement with the San Mateo County Transportation Authority to encumber SMCTA Measures A and W Pedestrian and Bicycle Program funds;
3. Commits to completing the Project, including contributing $155,700 of matching funds needed for Project implementation, if the requested SMCTA funds are awarded;
4. Certifies that any funds awarded by the SMCTA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
5. Authorizes the Executive Director, or designee, to take any other actions necessary to give effect to this resolution and execute applicable amendments.

PASSED, APPROVED, AND ADOPTED THIS 12TH DAY OF NOVEMBER 2026.

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Michael Salazar, Chair

Back to Top

ITEM 3.4

C/CAG AGENDA REPORT

Date: November 12, 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 26-66 authorizing the C/CAG Chair to execute Amendment No. 6 to the funding agreement with City of South San Francisco, extending the term to June 30, 2027 for the construction phase of the South San Francisco Smart Corridor Expansion project at no additional cost.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-66 authorizing the C/CAG Chair to execute Amendment No. 6 to the funding agreement with City of South San Francisco, extending the term to June 30, 2027 for the construction phase of the South San Francisco Smart Corridor Expansion project at no additional cost.

FISCAL IMPACT

There is not any financial impact associated with this item.

SOURCE OF FUNDS

Funding for this funding agreement comes from Measure M, the $10 vehicle registration fee, particularly the Intelligent Transportation System (ITS)/Smart Corridor Program.

BACKGROUND

The San Mateo County Smart Corridor project has been a longstanding Agency priority. It is designed to improve mobility of local arterial streets by installing Intelligent Transportation System (ITS) equipment, such as an interconnected traffic signal system, close circuit television (CCTV) cameras, dynamic message signs, and vehicle detection system, on predefined designated local streets and state routes. The ITS infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities to address recurring and non-recurring traffic congestion. The segments between City of San Bruno at the northern limits to the Santa Clara County line in the City of East Palo Alto has been completed.

Continuing with the vision to build the Smart Corridor from the Santa Clara county line to the San Francisco County line, the South San Francisco expansion is the next segment of the Smart Corridor project. The routes include Airport Boulevard, Oyster Point Road, Gateway Boulevard,

Back to Top

and Grand Avenue, which are close to the freeway corridor and consist of major and minor arterials that extend north-south parallel to U.S. 101 or east-west arterial-to-freeway connectors.

Construction of the South San Francisco Smart Corridor expansion is expected to be complete in winter 2026. Final construction close out and system integration are the last milestones to be complete.

In March 2021, C/CAG and the City of South San Francisco entered into a funding agreement for the construction phase in the amount of $917,000. Since then, the agreement has been amended multiple times:

- December 2021 (Amendment No. 1): Added $1.6M, bringing the total funding agreement amount to $2.517M, and extended the agreement to June 30, 2023 due to delays.
- June 2023 (Amendment No. 2): Extended the term to June 30, 2024 due to continued construction delays attributed to supply chain issues, permitting conflicts, and unexpected issues in the field while testing.
- June 2024 (Amendment No. 3): Further extended the agreement to June 30, 2025 to allow for project completion.
- February 2025 (Amendment No. 4): Added $40,000 to provide local match for a grant to fund the Incident Response Plan and to cover additional construction management costs, bringing the total funding agreement amount to $2.557M, and extended the agreement December 31, 2025.
- January 2026 (Amendment No. 5): Further extended the agreement to December 31, 2026 to allow for project completion.

As noted, construction is nearly complete for this project. Due to a complex network that includes integrating the City of South San Francisco's traffic management network, Caltrans' traffic management network, and the Smart Corridor central hub network, the system integration work is taking longer than expected. The City and C/CAG are requesting to extend the agreement term date to June 30, 2027 to allow for full project completion.

Staff recommends that the Board authorizes the C/CAG Chair to execute Amendment No. 6 to the funding agreement with City of South San Francisco, extending the term to June 30, 2027 for the construction phase of the South San Francisco Smart Corridor Expansion project at no additional cost.

EQUITY IMPACTS AND CONSIDERATIONS

The Smart Corridor is a countywide project aimed at improving mobility throughout the region. For the existing southern segments, the Smart Corridor has helped reduce traffic times along arterial roads during major freeway incidents. This benefits all road users, especially motorists who spend a larger portion of their income or time on transportation.

Additionally, the Smart Corridor system has positive impacts for non-motorists and other vulnerable populations. For example, the system can be used to implement transit signal priority, which can reduce travel times for transit riders. In Belmont, the City used Smart Corridor

Back to Top

infrastructure to implement an adaptive traffic control system. This allowed the City to use real-time traffic conditions to change signal timing accordingly, which resulted in reduced congestion and improved access to schools. The Smart Corridor also includes dozens of trailblazer message signs installed along arterial roads to guide road users through detour routes. These wayfinding signs are especially beneficial for users that may not have a smartphone or internet access.

Completing the South San Francisco Smart Corridor Expansion will benefit city residents and visitors. The project will also further C/CAG's goal of expanding the system to provide a seamless and connected system along the US-101 corridor.

ATTACHMENTS

1. Resolution 26-66
2. Draft Funding Agreement Amendment no. 6 between the City of South San Francisco and C/CAG

Back to Top

RESOLUTION 26-66

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO. 6 TO THE FUNDING AGREEMENT WITH CITY OF SOUTH SAN FRANCISCO, EXTENDING THE TERM TO JUNE 30, 2027 FOR THE CONSTRUCTION PHASE OF THE SOUTH SAN FRANCISCO SMART CORRIDOR EXPANSION PROJECT AT NO ADDITIONAL COST.

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

WHEREAS, the C/CAG sponsored San Mateo County Smart Corridor Project (Smart Corridor) is an Intelligent Transportation System (ITS) project that extends along El Camino Real and major local streets connecting to US-101, and enables cities and the California Department of Transportation (Caltrans) to proactively manage daily traffic and non-recurring traffic congestion; and

WHEREAS, C/CAG, City of South San Francisco, and Caltrans desire to extend the Smart Corridor into the City of South San Francisco, which includes the installation of fiber optic communication network as well as deployment of an interconnected traffic signal system, close circuit video cameras, trailblazer/arterial dynamic message signs, and vehicle detection systems; and

WHEREAS, C/CAG was the Lead Agency for the Project Study Report and Project Approval and Environmental Document phases; and

WHEREAS, the City completed the Project's Plans, Specifications and Estimate phase in November of 2020, and will serve as the implementing agency for the construction phase of the Project, including contract administration, construction inspection and project reporting to the various grantors; and

WHEREAS, C/CAG and the City of South San Francisco entered into a funding agreement in March 2021 to specify each Party's obligations and responsibilities for the construction phase of the Project in an amount up to $917,000; and

WHEREAS, C/CAG and the City of South San Francisco entered into agreement amendment No. 1 in December 2021 to allocate an additional amount of $1.6M to cover the construction costs and to extend the term of the agreement to June 30, 2023; and

WHEREAS, C/CAG and the City of South San Francisco entered into agreement amendment No. 2 to extend the agreement to enable project completion due to construction delays to June 30, 2024; and

WHEREAS, C/CAG and the City of South San Francisco entered into agreement amendment No. 3 to extend the agreement to enable project completion due to project delays to June 30, 2025; and

WHEREAS, C/CAG and the City of South San Francisco entered into agreement amendment No. 4 to allocate an additional amount of $40,000 to provide the local match to develop an incident response timing plan and to cover additional construction management costs; and

Back to Top

WHEREAS, C/CAG and the City of South San Francisco entered into agreement amendment No. 5 to extend the agreement to enable project completion due to project delays to December 31, 2026; and

WHEREAS, C/CAG and the City of South San Francisco desire to enter into agreement amendment No. 6, extending the term to June 30, 2027 for the construction phase of the South San Francisco Smart Corridor Expansion project for no additional cost.

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 Chair is authorized to execute Amendment No. 6 to the funding agreement with City of South San Francisco, extending the term to June 30, 2027 for the construction phase of the South San Francisco Smart Corridor Expansion project for no additional cost. Be it further resolved that the Board of Directors authorize the Executive Director to negotiate final terms prior to execution, subject to review by Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 12TH DAY OF NOVEMBER 2026.

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Michael Salazar, Chair

Back to Top

AMENDMENT NO. 6 TO THE FUNDING AGREEMENT BETWEEN CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AND CITY OF SOUTH SAN FRANCISCO FOR CONSTRUCTION PHASE OF THE SMART CORRIDOR EXTENSION PROJECT

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as "C/CAG,") and the City of South San Francisco, a municipal corporation, (hereinafter referred to as "City") are parties to an Agreement dated March 24, 2021, specifying each Party's obligations and responsibilities for the construction phase of the Smart Corridor extension project in the City (hereinafter referred to as the "Agreement"); and

WHEREAS, C/CAG provided the City a total of $917,000 in funding to cover project construction costs under the Agreement; and

WHEREAS, C/CAG and the City executed Amendment No. 1 on December 10, 2021 to allocate an additional amount of $1,600,000 for a total not-to-exceed amount of $2,517,000 to cover the high construction bids and to extend the term of the Agreement to June 30, 2023; and

WHEREAS, C/CAG and the City executed Amendment No. 2 on June 8, 2023 to extend the term of the Agreement to June 30, 2024 due to continued construction delays attributed to supply chain issues, permitting conflicts, and unexpected issues in the field while testing; and

WHEREAS, C/CAG and the City executed Amendment No. 3 on July 1, 2024 to extend the Agreement to allow for project completion due to project delays to June 30, 2025; and

WHEREAS, C/CAG and the City executed Amendment No. 4 on February 13, 2025 to extend the Agreement to December 31, 2025, and to increase the project funding by $40,000 for a total not-to-exceed amount of $2,557,000 to provide the local match to develop an incident response timing plan and to cover additional construction management costs; and

WHEREAS, C/CAG and the City executed Amendment No. 5 on January 1, 2026 to extend the Agreement to allow for project completion to December 31, 2026; and

WHEREAS, C/CAG and the City have determined that additional time is needed to complete construction and system integration; and

WHEREAS, C/CAG and the City desire to amend the Agreement as set forth herein.

IT IS HEREBY AGREED by C/CAG and the City as follows:

1. The term of the Agreement, as provided in Section 2. Time of Performance, shall be extended through June 30, 2027.

2. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.

3. This amendment shall take effect on January 1, 2027.

DRAFT

Back to Top

CITY OF SOUTH SAN FRANCISCO

By: _____
Laura Snideman
City Manager

Date: _____

Approved as to Form:

_____
Kimia Mahallati
City Attorney

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

By: _____
Michael Salazar
C/CAG Chair

Date: _____

Approved as to Form:

_____
Melissa Andrikopoulos
Legal Counsel for C/CAG

DRAFT

Back to Top

C/CAG AGENDA REPORT

Date: November 12, 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 26-67 authorizing the C/CAG Executive Director to execute Amendment No. 3 to the funding agreement with the City of Daly City and the Town of Colma, extending the term to June 30, 2027 for the construction phase of the Daly City/Colma Smart Corridor Expansion project at no additional cost.

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

RECOMMENDATION

That the C/CAG Board review and approve of Resolution 26-67 authorizing the C/CAG Executive Director to execute Amendment No. 3 to the funding agreement with the City of Daly City and the Town of Colma, extending the term to June 30, 2027 for the construction phase of the Daly City/Colma Smart Corridor Expansion project at no additional cost.

FISCAL IMPACT

There is not any financial impact associated with this item.

SOURCE OF FUNDS

Funding for this funding agreement comes from State Transportation Improvement Program (STIP), Local Measure M, and Local Partnership Program (LPP) funds.

BACKGROUND

The San Mateo County Smart Corridor project has been a longstanding Agency priority. It is designed to improve mobility of local arterial streets by installing Intelligent Transportation System (ITS) equipment, such as an interconnected traffic signal system, close circuit television (CCTV) cameras, dynamic message signs, and vehicle detection system, on predefined designated local streets and state routes. The ITS infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities to address recurring and non-recurring traffic congestion. The segments between City of San Bruno at the northern limits to the Santa Clara County line in the City of East Palo Alto has been completed. The South San Francisco expansion is currently in construction and is expected to be completed in winter 2026.

Back to Top

Continuing with the vision to build the Smart Corridor from the Santa Clara County line to the San Francisco County line, the Northern Cities segment is the next segment of the project. The project is a joint effort by the cities of Daly City and Brisbane, the Town of Colma, C/CAG, and the California Department of Transportation (Caltrans). The Northern Cities segment is currently under construction. The City of Daly City is leading construction of the segment located in Daly City and Colma, and the City of Brisbane is leading construction in its own city limit. This amendment is for the Daly City/Colma segment only.

Construction of the Daly City/Colma segment is expected to be complete this winter. Construction is mostly complete, with the new Daly City video wall wrapping up this year. System integration is the final milestone for project completion. C/CAG is leading system integration for the entire Northern Cities segment and is expected to be complete early next year.

In March 2024, the C/CAG Board approved a funding agreement with the City of Daly City and the Town of Colma for the construction phase of the Daly City/Colma segment in the amount of $5.795M. Since then, the agreement has been amended:

- Amendment No. 1: Added $1.038M, bringing the total funding agreement amount to $6.833M.
- Amendment No. 2: Extended the contract term to December 31, 2026.

As noted, construction is expected to be complete this winter. The City, Town, and C/CAG are requesting to extend the agreement term date to June 30, 2027 to allow for full project completion.

Staff recommends that the Board authorizes the C/CAG Executive Director to execute Amendment No. 3 to the funding agreement with the City of Daly City and the Town of Colma, extending the term to June 30, 2027 for the construction phase of the Daly City/Colma Smart Corridor Expansion project for no additional cost.

EQUITY IMPACTS AND CONSIDERATIONS

The Smart Corridor is a countywide project aimed at improving mobility throughout the region. For the existing southern segments, the Smart Corridor has helped reduce traffic times along arterial roads during major freeway incidents. This benefits all road users, especially motorists who spend a larger portion of their income or time on transportation.

Additionally, the Smart Corridor system has positive impacts for non-motorists and other vulnerable populations. For example, the system can be used to implement transit signal priority, which can reduce travel times for transit riders. In Belmont, the City used Smart Corridor infrastructure to implement an adaptive traffic control system. This allowed the City to use real-time traffic conditions to change signal timing accordingly, which resulted in reduced congestion and improved access to schools. The Smart Corridor also includes dozens of trailblazer message signs installed along arterial roads to guide road users through detour routes. These wayfinding signs are especially beneficial for users that may not have a smartphone or internet access.

Back to Top

Completing the Daly City/Colma Smart Corridor Expansion will benefit city residents and visitors. The project will also further C/CAG's goal of expanding the system to provide a seamless and connected system along the I-280 corridor.

ATTACHMENTS

1. Resolution 26-67
2. Draft Funding Agreement Amendment no. 3 between the City of Daly City, the Town of Colma, and C/CAG

ATTACHMENT 1

RESOLUTION 26-67

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 AMENDMENT NO. 3 TO THE FUNDING AGREEMENT WITH THE CITY OF DALY CITY AND THE TOWN OF COLMA, EXTENDING THE TERM TO JUNE 30, 2027 FOR THE CONSTRUCTION PHASE OF THE DALY CITY/COLMA SMART CORRIDOR EXPANSION PROJECT AT NO ADDITIONAL COST.

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

WHEREAS, the C/CAG sponsored San Mateo County Smart Corridor Project (Smart Corridor) is an Intelligent Transportation System (ITS) project that extends along El Camino Real and major local streets connecting to US-101, and enables cities and the California Department of Transportation (Caltrans) to proactively manage daily traffic and non-recurring traffic congestion; and

WHEREAS, C/CAG, City of Daly City, Town of Colma, and Caltrans desire to extend the Smart Corridor into the City of Daly City and Town of Colma, which includes the installation of fiber optic communication network as well as deployment of an interconnected traffic signal system, close circuit video cameras, trailblazer/arterial dynamic message signs, and vehicle detection systems; and

WHEREAS, C/CAG was the Lead Agency for the Project Study Report and Project Approval and Environmental Document phases; and

WHEREAS, C/CAG completed the Project's Plans, Specifications and Estimate phase in November of 2023; and

WHEREAS, City of Daly City is the implementing agency for the construction phase of the Project, including contract administration, construction inspection and project reporting to the various grantors; and

WHEREAS, under the authority granted by Resolution 23-103, C/CAG entered into a funding agreement with the City of Daly City, and Town of Colma for an amount of $5,795,308. This agreement outlines the obligations and responsibilities of each Party for the construction phase of the Project; and

WHEREAS, C/CAG and the City of Daly City and the Town of Colma entered into agreement amendment No. 1 authorizing an additional $1,038,596 to the agreement due to higher-than-expected construction bids; and

WHEREAS, C/CAG and the City of Daly City and the Town of Colma entered into agreement amendment No. 2 to extend the agreement to enable project completion to December 31, 2026; and

WHEREAS, C/CAG, the City of Daly City, and the Town of Colma desire to enter into agreement amendment No. 3, extending the term to June 30, 2027 for the construction phase of the Daly City/Colma Smart Corridor Expansion project for no additional cost.

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

Back to Top

Amendment No. 3 to the funding agreement with City of Daly City and Town of Colma, extending the term to June 30, 2027 for the construction phase of the Daly City/Colma Smart Corridor Expansion project for no additional cost. Be it further resolved that the Board of Directors authorize the Executive Director to negotiate final terms prior to execution, subject to review by Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 12TH DAY OF NOVEMBER 2026.

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Michael Salazar, Chair

Back to Top

Attachment 2

AMENDMENT NO. 3 TO THE FUNDING AGREEMENT
BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
CITY OF DALY CITY
AND
TOWN OF COLMA
FOR
CONSTRUCTION PHASE OF THE SMART CORRIDOR EXTENSION PROJECT

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as "C/CAG"), the City of Daly City (hereinafter referred to as "City"), and the Town of Colma (hereinafter referred to as "Town") (each a "Party" and collectively the "Parties") are Parties to an Agreement dated March 1, 2024, specifying each Party's obligations and responsibilities for the construction phase of the Smart Corridor extension project (hereinafter referred to as the "Agreement"); and

WHEREAS, C/CAG provided the City and Town a total of $5,795,308 in funding to cover project construction and related costs under the Agreement; and

WHEREAS, C/CAG and the City and the Town executed Amendment No. 1 on September 13, 2024 to allocate an additional amount of $1,038,596 for a total not-to-exceed amount of $6,833,904 to cover the high construction and related costs; and

WHEREAS, C/CAG and the City and the Town executed Amendment No. 2 on January 1, 2026 to extend the term through December 31, 2026;

WHEREAS, the Parties have determined that additional time is needed to complete construction and system integration;

WHEREAS, the Parties desire to amend the Agreement as set forth herein.

IT IS HEREBY AGREED by the Parties as follows:

1. The term of the Agreement, as provided in Section 3 "Time of Performance," shall be extended through June 30, 2027.

2. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.

3. This amendment shall take effect on January 1, 2027.

[***Signatures on the following page***]

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Back to Top

Attachment 2

CITY OF DALY CITY

By: _____
Thomas J. Piccolotti
City Manager

Approved as to Form:

_____
Rose Zimmerman
City Attorney

TOWN OF COLMA

By: _____
Daniel Barros
City Manager

_____
Christoper Diaz
City Attorney

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

By: _____
Kaki Cheung
C/CAG Executive Director

Approved as to Form:

By: _____
Melissa Andrikopoulos
Legal Counsel for C/CAG

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Back to Top

C/CAG AGENDA REPORT

Date: November 12, 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 26-68 authorizing the C/CAG Executive Director to execute Amendment No. 2 to the funding agreement with the City of Brisbane, extending the term to June 30, 2027 for the construction phase of the Brisbane Smart Corridor Expansion project at no additional cost.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-68 authorizing the C/CAG Executive Director to execute Amendment No. 2 to the funding agreement with the City of Brisbane, extending the term to June 30, 2027 for the construction phase of the Brisbane Smart Corridor Expansion project at no additional cost.

FISCAL IMPACT

There is not any financial impact associated with this item.

SOURCE OF FUNDS

Funding for this funding agreement comes from State Transportation Improvement Program (STIP), Local Measure M, and Local Partnership Program (LPP) funds.

BACKGROUND

The San Mateo County Smart Corridor project has been a longstanding Agency priority. It is designed to improve mobility of local arterial streets by installing Intelligent Transportation System (ITS) equipment, such as an interconnected traffic signal system, close circuit television (CCTV) cameras, dynamic message signs, and vehicle detection system, on predefined designated local streets and state routes. The ITS infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities to address recurring and non-recurring traffic congestion. The segments between City of San Bruno at the northern limits to the Santa Clara County line in the City of East Palo Alto has been completed. The South San Francisco expansion is currently in construction and is expected to be completed in winter 2026.

Continuing with the vision to build the Smart Corridor from the Santa Clara County line to the San Francisco County line, the Northern Cities segment is the next segment of the project. The project

Back to Top

is a joint effort by the cities of Daly City and Brisbane, the Town of Colma, C/CAG, and the California Department of Transportation (Caltrans). The Northern Cities segment is currently under construction. The City of Daly City is leading construction of the segment located in Daly City and Colma, and the City of Brisbane is leading construction in its own city limit. This amendment is for the Brisbane segment only.

Construction of the Brisbane segment is expected to be complete this winter. Construction is mostly complete. However, a few long lead time items, including traffic controller cabinets, have resulted in delays for project close out. System integration is also ongoing but cannot be completed until all construction items are installed.

In March 2024, the C/CAG Board approved a funding agreement with the City of Brisbane for the construction phase of the Brisbane segment in the amount of $3.624M. Since then, the agreement has been amended:

- Amendment No. 1: Extended the contract term to December 31, 2026.

As noted, construction is expected to complete this winter. The City and C/CAG are requesting to extend the agreement term date to June 30, 2027 to allow for full project completion.

Staff recommends that the Board authorizes the C/CAG Executive Director to execute Amendment No. 2 to the funding agreement with the City of Brisbane, extending the term to June 30, 2027 for the construction phase of the Brisbane Smart Corridor Expansion project for no additional cost.

EQUITY IMPACTS AND CONSIDERATIONS

The Smart Corridor is a countywide project aimed at improving mobility throughout the region. For the existing southern segments, the Smart Corridor has helped reduce traffic times along arterial roads during major freeway incidents. This benefits all road users, especially motorists who spend a larger portion of their income or time on transportation.

Additionally, the Smart Corridor system has positive impacts for non-motorists and other vulnerable populations. For example, the system can be used to implement transit signal priority, which can reduce travel times for transit riders. In Belmont, the City used Smart Corridor infrastructure to implement an adaptive traffic control system. This allowed the City to use real-time traffic conditions to change signal timing accordingly, which resulted in reduced congestion and improved access to schools. The Smart Corridor also includes dozens of trailblazer message signs installed along arterial roads to guide road users through detour routes. These wayfinding signs are especially beneficial for users that may not have a smartphone or internet access.

Completing the Brisbane Smart Corridor Expansion will benefit city residents and visitors. The project will also further C/CAG’s goal of expanding the system to provide a seamless and connected system along the US-101 corridor.

Back to Top

ATTACHMENTS

1. Resolution 26-68
2. Draft Funding Agreement Amendment no. 2 between the City of Brisbane and C/CAG

Back to Top

RESOLUTION 26-68

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 AMENDMENT NO. 2 TO THE FUNDING AGREEMENT WITH THE CITY OF BRISBANE, EXTENDING THE TERM TO JUNE 30, 2027 FOR THE CONSTRUCTION PHASE OF THE BRISBANE SMART CORRIDOR EXPANSION PROJECT AT NO ADDITIONAL COST.

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

WHEREAS, the C/CAG sponsored San Mateo County Smart Corridor Project (Smart Corridor) is an Intelligent Transportation System (ITS) project that extends along El Camino Real and major local streets connecting to US-101, and enables cities and the California Department of Transportation (Caltrans) to proactively manage daily traffic and non-recurring traffic congestion; and

WHEREAS, C/CAG, the City of Brisbane, and Caltrans desire to extend the Smart Corridor into the City of Brisbane, which includes the installation of fiber optic communication network as well as deployment of an interconnected traffic signal system, close circuit video cameras, trailblazer/arterial dynamic message signs, and vehicle detection systems; and

WHEREAS, C/CAG was the Lead Agency for the Project Study Report and Project Approval and Environmental Document phases; and

WHEREAS, C/CAG completed the Project's Plans, Specifications and Estimate phase in November of 2023; and

WHEREAS, City of Brisbane is the implementing agency for the construction phase of the Project, including contract administration, construction inspection and project reporting to the various grantors; and

WHEREAS, under the authority granted by Resolution 24-5, C/CAG entered into a funding agreement with the City of Brisbane for an amount of $3,624,068. This agreement outlines the obligations and responsibilities of each Party for the construction phase of the Project; and

WHEREAS, C/CAG and the City Brisbane entered into agreement amendment No. 1 to extend the agreement to enable project completion to December 31, 2026; and

WHEREAS, C/CAG and the City of Brisbane desire to enter into agreement amendment No. 2, extending the term to June 30, 2027 for the construction phase of the Brisbane Smart Corridor Expansion project for no additional cost.

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 Amendment No. 2 to the funding agreement with City Brisbane, extending the term to June 30, 2027 for the construction phase of the Brisbane Smart Corridor Expansion project for

Back to Top

no additional cost. Be it further resolved that the Board of Directors authorizes the Executive Director to negotiate final terms prior to execution, subject to review by Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 12TH DAY OF NOVEMBER 2026.

_____

Michael Salazar, Chair

Back to Top

AMENDMENT NO. 2 TO THE FUNDING AGREEMENT
BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
CITY OF BRISBANE
FOR
CONSTRUCTION PHASE OF THE SMART CORRIDOR EXTENSION PROJECT

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as "C/CAG,"), and the City of Brisbane (hereinafter referred to as "City"), (each a "Party" and collectively the "Parties") are Parties to an Agreement dated March 1, 2024, specifying each Party's obligations and responsibilities for the construction phase of the Smart Corridor extension project (hereinafter referred to as the "Agreement"); and

WHEREAS, C/CAG provided the City a total of $3,624,068 in funding to cover project construction and related costs under the Agreement; and

WHEREAS, C/CAG and the City executed Amendment No. 1 on January 1, 2026 to extend the term through December 31, 2026;

WHEREAS, the Parties have determined that additional time is needed to complete construction and system integration;

WHEREAS, the Parties desire to amend the Agreement as set forth herein.

IT IS HEREBY AGREED by the Parties as follows:

1. The term of the Agreement, as provided in Section 3 "Time of Performance," shall be extended through June 30, 2027.

2. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.

3. This amendment shall take effect on January 1, 2027.

[***Signatures on the following page***]

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Back to Top

Amendment 2

CITY OF BRISBANE

By: _____
Jeremy Dennis
City Manager

Approved as to Form:

_____
Michael Roush
City Attorney

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

By: _____
Kaki Cheung
Acting Executive Director

Approved as to Form:

_____
Melissa Andrikopoulos
Legal Counsel for C/CAG

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Back to Top

ITEM 3.7

C/CAG AGENDA REPORT

Date: November 12, 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 26-69 authorizing the C/CAG Executive Director to execute Amendment No. 1 with Iteris, Inc. for Smart Corridor Northern Cities system integration and development of incident response plans, increasing the budget by $40,000 to a new not-to-exceed amount of $465,000, extending the contract through June 30, 2027, further establishing a contingency in the amount of $46,500 (10% of contract) for a total not-to-exceed amount of $511,500 and authorizing the Executive Director to execute future contract amendments in an amount not-to-exceed the appropriated contingency.

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

RECOMMENDATION

That the Board review and approve Resolution 26-69 authorizing the C/CAG Executive Director to execute Amendment No. 1 with Iteris, Inc. for Smart Corridor Northern Cities system integration and development of incident response plans, increasing the budget by $40,000 to a new not-to-exceed amount of $465,000, extending the contract through June 30, 2027, further establishing a contingency in the amount of $46,500 (10% of contract) for a total not-to-exceed amount of $511,500 and authorizing the Executive Director to execute future contract amendments in an amount not-to-exceed the appropriated contingency.

FISCAL IMPACT

If approved, Amendment No. 1 would add $40,000 to the contract, bringing the total not to exceed contract amount to $465,000**.** In addition, the resolution authorizes a 10% contingency of $46,500, for a total not-to-exceed amount of $511,500, subject to the Executive Director's approval of a future amendment to the agreement.

SOURCE OF FUNDS

Funding for Amendment comes from State Transportation Improvement Program (STIP), Local Measure M, Local Partnership Program (LPP) funds, and the San Mateo County Transportation Authority's Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) Program.

BACKGROUND

Back to Top

The San Mateo County Smart Corridor project has been a longstanding Agency priority. It is designed to improve mobility of local arterial streets by installing Intelligent Transportation System (ITS) equipment, such as an interconnected traffic signal system, close circuit television (CCTV) cameras, dynamic message signs, and vehicle detection system, on predefined designated local streets and state routes. The ITS infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities to address recurring and non-recurring traffic congestion. The segments between City of San Bruno at the northern limits to the Santa Clara County line in the City of East Palo Alto has been completed. The South San Francisco expansion is currently in construction and is expected to be completed in winter 2026.

Continuing with the vision to build the Smart Corridor from the Santa Clara County line to the San Francisco County line, the Northern Cities segment is the next segment of the project. The project is a joint effort by the cities of Daly City and Brisbane, the Town of Colma, C/CAG, and the California Department of Transportation (Caltrans). The Northern Cities segment is currently under construction. The City of Daly City is leading construction of the segment located in Daly City and Colma, and the City of Brisbane is leading construction in its own city limit. Construction is expected to be completed in winter 2026.

System integration and development of incident response plans are the final milestones for project completion. C/CAG is leading system integration and the incident response plan for the entire Northern Cities segment to ensure a seamless connection to the central San Mateo Smart Corridor hub. The Northern Cities segment, when completed and fully integrated, will interconnect with the South San Francisco and the existing southern cities segments from San Bruno southward to the County line in East Palo Alto.

On December 11, 2025, the C/CAG Board authorized the C/CAG Executive Director to execute an agreement with Iteris, Inc. in the amount of $425,000 to provide system integration and develop incident response plans for the Northern Cities Smart Corridor Project.

Iteris is well underway with system integration and developing incident response plans. As work progressed, three unforeseen issues were identified to support reliable operations. The proposed scope includes obtaining current traffic counts to establish a baseline for incident response and signal timing plans ($8,130), providing integration support for traffic signal cabinet upgrades ($20,000), and purchasing a central clock server and antenna at the Smart Corridor hub ($11,000). The clock server will synchronize local traffic signal systems with Caltrans' traffic management center to support coordinated operations during major incidents. As additional unforeseen issues may arise, C/CAG also seeks additional contingency funding for the agreement.

Staff recommends that the C/CAG Board approves Amendment No. 1, increasing the budget by $40,000 to a new not-to-exceed amount of $465,000, extending the contract through June 30, 2027, further establishing a contingency in the amount of $46,500 (10% of contract) for a total not-to-exceed amount of $511,500 and authorizing the Executive Director to execute future contract amendments in an amount not-to-exceed the appropriated contingency.

EQUITY IMPACTS AND CONSIDERATIONS

Back to Top

The Smart Corridor is a countywide project aimed at improving mobility throughout the region. For the existing southern segments, the Smart Corridor has helped reduce traffic times along arterial roads during major freeway incidents. This benefits all road users, especially motorists who spend a larger portion of their income or time on transportation.

Additionally, the Smart Corridor system has positive impacts for non-motorists and other vulnerable populations. For example, the system can be used to implement transit signal priority, which can reduce travel times for transit riders. In Belmont, the City used Smart Corridor infrastructure to implement an adaptive traffic control system. This allowed the City to use real-time traffic conditions to change signal timing accordingly, which resulted in reduced congestion and improved access to schools. The Smart Corridor also includes dozens of trailblazer message signs installed along arterial roads to guide road users through detour routes. These wayfinding signs are especially beneficial for users that may not have a smartphone or internet access.

Completing the Northern Cities extension of the Smart Corridor project will benefit the county's residents and visitors. The project will also further C/CAG's goal of expanding the system to provide a seamless and connected system along the US-101 corridor.

ATTACHMENTS

1. Resolution 26-69

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 Amendment No. 1

RESOLUTION 26-69

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 AMENDMENT NO. 1 WITH ITERIS, INC. FOR SMART CORRIDOR NORTHERN CITIES SYSTEM INTEGRATION AND DEVELOPMENT OF INCIDENT RESPONSE PLANS, INCREASING THE BUDGET BY $40,000 TO A NEW NOT-TO-EXCEED AMOUNT OF $465,000, EXTENDING THE CONTRACT THROUGH JUNE 30, 2027, FURTHER ESTABLISHING A CONTINGENCY IN THE AMOUNT OF $46,500 (10% OF CONTRACT) FOR A TOTAL NOT-TO-EXCEED AMOUNT OF $511,500 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE FUTURE CONTRACT AMENDMENTS IN AN AMOUNT NOT TO EXCEED THE APPROPRIATED CONTINGENCY.

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

WHEREAS, the C/CAG sponsored San Mateo County Smart Corridor Project (Smart Corridor) is an Intelligent Transportation System (ITS) project that extends along El Camino Real and major local streets connecting to US-101, and enables cities and the California Department of Transportation (Caltrans) to proactively manage daily traffic and non-recurring traffic congestion; and

WHEREAS, C/CAG, City of Daly City, Town of Colma, City of Brisbane, and Caltrans desire to extend the Smart Corridor into the City of Daly City, Town of Colma, and City of Brisbane (the "Northern Cities"), which includes the installation of fiber optic communication network as well as deployment of an interconnected traffic signal system, close circuit video cameras, trailblazer/arterial dynamic message signs, and vehicle detection systems; and

WHEREAS, system integration and the development of incident response plans are the final milestones for project completion to ensure that the installed devices are connected to the San Mateo Smart Corridor hub and that Caltrans and local agencies can access the Smart Corridor network and manage traffic congestion; and

WHEREAS, C/CAG is leading System Integration and development of incident response plans for the Northern Cities segment; and

WHEREAS, in January 2026, C/CAG entered into a 1-year agreement with Iteris, Inc. for Smart Corridor Northern Cities system integration and development of incident response plans at an amount not to exceed $425,000; and

Back to Top

WHEREAS, C/CAG desires to increase the budget by $40,000 to the contract with Iteris, Inc., to purchase additional traffic counts for the incident response plans, provide additional system integration support, and purchase a central clock server to synchronize with Caltrans, to a new not-to-exceed amount of $465,000, and extend the contract to June 30, 2027; and

WHEREAS, C/CAG desires to further establish a contingency in the amount of $46,500 (10% of contract) for a total not-to-exceed amount of $511,500 and authorize the Executive Director to execute future contract amendments in an amount not to exceed the appropriated contingency; 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 Amendment No. 1 to the Agreement between C/CAG and Iteris, Inc. for Smart Corridor Northern Cities system integration and development of incident response plans, increasing the budget by $40,000 to a new not-to-exceed amount of $465,000, extending the contract through June 30, 2027, further establishing a contingency in the amount of $46,500 (10% of contract) for a total not-to-exceed amount of $511,500 and authorizing the Executive Director to execute future contract amendments in an amount not to exceed the appropriated contingency. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of the said agreement, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 12TH DAY OF NOVEMBER, 2026.

_____

Michael Salazar, Chair

Back to Top

C/CAG AGENDA REPORT

Date: November 12, 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 26-70 requesting that the Metropolitan Transportation Commission allocates Fiscal Year 2026-2028 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding for the San Mateo County 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 Resolution 26-70 requesting that the Metropolitan Transportation Commission allocates Fiscal Year 2026-2028 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding for the San Mateo County Safety Applications for Every Traveler (SAFE-T) Project.

FISCAL IMPACT

C/CAG applied for a total of $750,000 of Transportation Development Act Article 3 (TDA 3) funds for the San Mateo County Safety Applications for Every Traveler (SAFE-T) Project.

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.

Back to Top

The TDA Article 3 FY 26-28 Call for Projects was issued on February 16, 2026. C/CAG submitted an application requesting $750,000 of capital funding for the SAFE-T project.

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.

At the September 24, 2026 C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) meeting, the Committee voted to recommend moving forward with the TDA 3 priority funding project list, which included the C/CAG SAFE-T project. At the October 8, 2026 C/CAG Board meeting, the Board approved the TDA 3 priority funding project list.

Staff requests that the Board approves the request to the MTC to allocate Fiscal Year 2026-2028 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding for the San Mateo County Safety Applications for Every Traveler (SAFE-T) Project. The attached resolution includes specific information requested by MTC as part of the allocation request.

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 26-70

Back to Top

RESOLUTION 26-70

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY REQUESTING THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL YEAR 2026-2028 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING FOR THE SAN MATEO COUNTY SAFETY APPLICATIONS FOR EVERY TRAVELER (SAFE-T) PROJECT

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, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and

WHEREAS, MTC Resolution No. 4108, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, C/CAG desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists; now, therefore, be it

RESOLVED, that C/CAG declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and furthermore, be it

RESOLVED, that there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the C/CAG to carry out the project; and furthermore, be it

RESOLVED, that C/CAG attests to the accuracy of and approves the statements in Attachment A to this resolution; and furthermore, be it

RESOLVED, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be included for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

Back to Top

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County requests that the Metropolitan Transportation Commission allocate Fiscal Year 2026-2028 Transportation Development Act Article 3 Pedestrian/Bicycle Project funds to the San Mateo County Safety Applications for Every Traveler (SAFE-T) Project.

PASSED, APPROVED, AND ADOPTED THIS 12TH DAY OF NOVEMBER 2026.

_____

Michael Salazar, Chair

Back to Top

Resolution 26-70
Attachment A

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2026-2028 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding

Findings

1. That C/CAG is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is C/CAG legally impeded from undertaking the project(s) described in "Attachment B" of this resolution.
2. That C/CAG has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or final design and engineering or quick build project; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic and/or Class IV separated bikeway; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by C/CAG within the prior five fiscal years.
8. That the project(s) described in Attachment B which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.) or responds to an immediate community need, such as a quick-build project.
9. That any project described in Attachment B bicycle project meets the mandatory minimum safety design criteria published in the California Highway Design Manual or is in a National Association of City and Transportation Officials (NACTO) guidance or similar best practices document.
10. That the project(s) described in Attachment B will be completed in the allocated time (fiscal year of allocation plus two additional fiscal years).
11. That C/CAG agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

Back to Top

Attachment B

TDA Article 3 Project Application Form

1. **Agency**	City/County Association of Governments of San Mateo County (C/CAG)		
2. **Primary Contact**	Audrey Shiramizu		
3. **Mailing Address**	555 County Center, 5th Floor, Redwood City, CA 94063		
4. **Email Address**	ashiramizu@smcgov.org	5. **Phone Number**	628-222-3062
6. **Secondary Contact** (in the event primary is not available)	Kaki Cheung		
7. **Mailing address** (if different) N/A☒			
8. **Email Address**	kcheung1@smcgov.org	9. **Phone Number**	650-459-3934
10. **Send allocation instructions to** (if different from above):			
11. **Project Title**	Safety Applications For Every Traveler (Safe-T)		
12. **Amount requested**	$750,000	13. **Fiscal Year of Claim**	2026-2028

14. **Description of Overall Project:**

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.

15. **Project Scope Proposed for Funding:** (Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

The funding will be used for the systems engineering and implementation of the project.

16. **Project Location:** A map of the project location is attached or a link to a online map of the project location is provided below:

See Attachment C.

Project Relation to Regional Policies (for information only)

17. Is the project in an Equity Priority Community?
    Yes☒ No☐
18. Is this project in a Priority Development Area or a Transit-Oriented Community?
    Yes☒ No☐
19. **Project Budget and Schedule**

Project Phase	TDA 3	Other Funds	Total Cost	Estimated Completion (month/year)
Bike/Ped Plan	NA	NA	NA	NA
ENV		NA	NA	NA
PA&ED		NA	NA	NA
PS&E	$750,000	NA	$750,000	Aug. 2027
ROW		NA	NA	NA
CON	NA	$5,997,600	$5,997,600	Dec. 2029
Total Cost	$750,000	$5,997,600	$6,747,600	NA

Project Eligibility

A. Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee?
Yes☒ No☐
If "YES," identify the date and provide a copy or link to the agenda.
July 30, 2026. Agenda: https://ccag.ca.gov/wp-content/uploads/2026/07/0_BPAC-Agenda-7-30-26-packet-FINAL.pdf
If "NO," provide an explanation).

B. Has the project been approved by the claimant's governing body? Yes☒
No☐
If "NO," provide expected date:_____

C. Has this project previously received TDA Article 3 funding?
Yes☐ No☒
(If "YES," provide an explanation on a separate page)

D. For "bikeways," does the project meet Caltrans minimum safety design criteria
Yes☐ No☐
pursuant to Chapter 1000 of the California Highway Design Manual?
N/A ☒

E. **1.** Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c),
Yes☒ No☐
Existing Facility? Yes.

2. If "NO" above, is the project is exempt from CEQA for another reason?
Yes☐ No☐
Cite the basis for the exemption. _____
N/A☒
If the project is not exempt, please check "NO," and provide environmental documentation, as appropriate.

F. Estimated Completion Date of project (month and year): December 2029

G. Have provisions been made by the claimant to maintain the project or facility, or has
Yes☒ No☐
the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility, please identify below and provide the agreement.

H. Is a Complete Streets Checklist required for this project ?
Yes☒ No☐
If the amount requested is over $250,000 or if the total project phase or construction phase is over $250,000, a Complete Streets checklist is likely required. Please attach the Complete Streets checklist or record of review, as applicable. More information and the form may be found here: https://mtc.ca.gov/planning/transportation/complete-streets

Back to Top

Attachment C



Back to Top

ITEM 3.9

C/CAG AGENDA REPORT

Date: November 12, 2026

To: C/CAG Board of Directors

From: Kaki Cheung, Interim Executive Director

Subject: Review and approval of Resolution 26-71 determining that the 1755 Rollins Road Mixed-Use Project, Burlingame (City Case No. DSR26-0015) is 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.

(For further information, contact Marina Budimir at mbudimir@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, approve a resolution determining that the 1755 Rollins Road Mixed-Use Project, Burlingame (City Case No. DSR26-0015); to be developed by SummerHill Apartment Communities; Design Review plan set dated August 13, 2026 and height exhibit dated August 19, 2026, is 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 the Conditions of Approval: (1) Airspace Protection (Policy AP-3) — an FAA Determination of No Hazard covering the highest point of the structure as designed, not more than 101.2 feet AMSL, prior to building permit; (2) Maximum Height — no element above the FAA-determined height, with re-referral for any change; (3) Real Estate Disclosure — Airport Influence Area A notice to purchasers and tenants; and (4) Other Flight Hazards (Policy AP-4).

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/ PROJECT DESCRIPTION

SummerHill Apartment Communities proposes to demolish an existing office/warehouse building at 1755 Rollins Road (APN 025-166-090), at the corner of Rollins Road and Guittard Road in Burlingame, and construct a 7-story, 395-unit mixed-use building (multifamily residential over approximately 3,203 square feet of ground-floor retail) with 465 parking spaces on a 2.93-acre site. The site is designated Live/Work in the Envision Burlingame General Plan and is zoned Rollins Road Mixed Use (RRMU) under the North Rollins Road Specific Plan.

The project is submitted to the City as an SB 330 Design Review application (City Case No. DSR26-0015) using the RRMU Tier 3 standards for the base zoning with a State Density Bonus (Government Code § 65915) applied on top. The applicant's project data table (Att-01c, Sheet 010) identifies the height (84'-9" to

Back to Top

the top of the tallest parapet, against an 80-foot zoning limit), lot coverage and rear setback as State Density Bonus waivers. The applicant's Height Exhibit (Att-01d) places the highest point of the structure at 101.2 feet above mean sea level (AMSL).

Basis for ALUC Review: The City of Burlingame has incorporated the SFO ALUCP compatibility criteria into Chapter 25.24 of its Zoning Code. This chapter establishes the standards and requirements related to consistency, including Airport Disclosure Notices (§ 25.24.020), Airport Noise Evaluation and Mitigation (§ 25.24.030), Avigation Easement (§ 25.24.040), Safety Compatibility Evaluation (§ 25.24.050), and Airspace Protection Evaluation (§ 25.24.060). The project relies on a State Density Bonus waiver to exceed the 80-foot RRMU Tier 3 height limit adopted to implement the ALUCP.

Application and Review Period: The Application for Land Use Consistency Determination and supporting materials (Att-01a) were transmitted by the applicant to the City of Burlingame on August 21, 2026 for the City's completion and submittal to C/CAG. The application was received by C/CAG on August 21, 2026 and deemed complete on September 18, 2026. Under the Public Utilities Code § 21676.5(a), the Commission must act within 60 days (by November 17, 2026) after referral of the complete application.

DISCUSSION

ALUCP CONSISTENCY EVALUATION

Four airport/land use compatibility factors are addressed in the SFO ALUCP that relate to the project: (a) noise compatibility, (b) safety compatibility, (c) airspace protection, and (d) real estate disclosure (overflight notification). The applicant's marked ALUCP exhibits, the six exhibits listed in the applicant's August 21, 2026 cover letter (Att-01b), plus a marked Figure D-3 plot the project location on the relevant ALUCP maps.

(a) Noise Compatibility. The SFO ALUCP establishes noise compatibility criteria in Table IV-1 (Noise/Land Use Compatibility Criteria). Under ALUCP policies, new residential uses are considered compatible in areas with noise exposure below the CNEL 65 dB contour; conditionally compatible in areas with noise exposure from 65 dB to less than 70 dB CNEL, provided the project meets the interior noise standard of 45 dB CNEL and includes the required avigation easement and disclosure; and incompatible in areas with noise exposure at or above 70 dB CNEL. As shown on the applicant's marked Exhibit III-1 (Att-02) and Exhibit IV-5 (Att-03), the site lies entirely outside the CNEL 70 dB contour under both the existing and forecast scenarios. On Exhibit IV-5 and Figure D-3 (Att-08), the site lies entirely outside the forecast 2020 CNEL 65 dB contour.

(b) Safety Compatibility. The SFO ALUCP establishes five safety compatibility zones and related land use criteria in Table IV-2. As shown on the applicant's marked Exhibit IV-7 (Att-04) and Exhibit IV-9 (Att-05), the site is located within Safety Zone 3, the Inner Turning Zone.
Multifamily residential and neighborhood retail are not prohibited uses in Zone 3, and the SFO ALUCP does not establish a residential density limit in Zone 3. The Zone 3 criteria are limited to the prohibited and conditional uses identified in Table IV-2.

The boundary of Safety Zone 2 (the Inner Approach/Departure Zone), which carries additional use and intensity restrictions, crosses the north end of Rollins Road near Millbrae Avenue. As shown, the project site lies entirely within the boundaries of Safety Zone 3. Therefore, the project is consistent with the safety policies of the SFO ALUCP. The State Density Bonus and the proposed density of 134.8 dwelling units per acre do not raise an ALUCP safety issue in Zone 3.

(c) Airspace Protection. Airspace Protection Policy AP-3 provides that the maximum compatible height of a new structure is the lower of (1) the height of the critical aeronautical surface shown on Exhibits IV-17 and IV-18, and (2) the maximum height determined by the FAA not to be a hazard to air navigation in an aeronautical study under 14 CFR Part 77 (FAA Form 7460-1). As shown on the applicant's marked

Back to Top

Exhibit IV-15 (Att-07), the horizontal surface over the site is at 163.2 feet AMSL. Exhibit IV-12 (Att-06) places the site in the band where the 100:1 notification surface is less than 30 feet above ground, so FAA notification is required for the project.

The applicant obtained a Determination of No Hazard to Air Navigation, Aeronautical Study No. 2026-AWP-7934-OE, issued August 13, 2026 and expiring February 13, 2028 (Att-1e) for a structure of 85 feet above ground level (95 to 96 feet AMSL) at four corner points. The project's zoning height is 84'-9" measured from an average top-of-curb elevation of 9.577 feet (approximately 94.3 feet AMSL). The applicant's August 19, 2026 height exhibit (Att-01d) shows the elevator penthouse parapets at 96.2 feet AMSL and the stair penthouse parapets at 94.2 and 101.2 feet AMSL. The four coordinates on that exhibit correspond to the four points in the FAA study and are located at the property corners, not at the 101.2-foot stair parapets.

The applicant's August 21, 2026 cover letter (Att-1b) cites Sheet A2.7, "Façade Exhibit," as showing a highest point of approximately 115 feet AMSL and evaluates airspace only against the 163.2-foot horizontal surface (note that Sheet A2.7 is not included in the plan set, and the letter does not address the height studied by the FAA). The 115-foot figure is not supported by the plan set or the surveyed height exhibit and is not relied upon in this determination; the highest documented point of the structure is 101.2 feet AMSL. The project therefore clears the Part 77 horizontal surface by a wide margin but, as designed, its highest element exceeds the height studied by the FAA by approximately 5 feet and the FAA determination provides that any increase in height voids it.

Under Policy AP-3, the project can be found consistent only on the condition that a Determination of No Hazard covering the highest point of the structure as designed is obtained before building permits are issued (Conditions 1 and 2). Airspace Protection Policy AP-4 requires evaluation of land use characteristics that may present hazards to air navigation — glare, distracting lights, dust, smoke, steam, electronic interference and wildlife attractants. The proposed residential/retail project, with rooftop and courtyard landscaping and a Level 3 pool, does not include features that would present such hazards; Condition 4 carries the standard AP-4 requirements forward.

(d) Real Estate Disclosure. The site is within Airport Influence Area A for San Francisco International Airport (Exhibit IV-1). The SFO ALUCP requires that prospective purchasers and tenants of property within the Airport Influence Area be notified that the property may be subject to aircraft noise, overflight and safety effects. The requirement is implemented through Business and Professions Code § 11010(b)(13) for subdivided lands and Civil Code § 1103.4 for transfers of residential real property, and through local conditions of approval for rental projects. Condition 3 requires the City to impose the notice requirement on the project sponsor. With that condition, the project is consistent with the real estate disclosure policies of the SFO ALUCP.

SUMMARY

For the purposes of ALUC consideration, the local entitlement framework establishes three facts:

1. The RRMU Tier 3 zoning height limit is 80 feet, and the project exceeds it (84'-9" to the top of the tallest parapet under the Zoning Code's measurement, with stair penthouses reaching 101.2 feet AMSL) through a State Density Bonus waiver rather than a zoning amendment.
2. The site lies within SFO Safety Compatibility Zone 3 (Inner Turning Zone), where the ALUCP does not limit residential density, so the size of the density bonus raises no ALUCP safety issue.
3. Airspace consistency under ALUCP Policy AP-3 relies on the FAA determination: Aeronautical Study No. 2026-AWP-7934-OE (August 13, 2026) studied a structure of 85 feet AGL / 96 feet AMSL at four points, which is below the 101.2-foot AMSL stair parapet shown on the applicant's August 19, 2026 height exhibit and well below the 115-foot AMSL figure quoted in the applicant's August 21, 2026 cover letter. Under AP-3, the maximum compatible height is the lower of the

critical aeronautical surface (163.2 feet AMSL) and the height the FAA has determined not to be a hazard; as submitted, the tallest element exceeds the FAA-studied height.

CONDITIONS OF APPROVAL

This determination is limited to the ALUCP consistency matters described above and does not address the City of Burlingame's General Plan, Zoning Code, State Density Bonus or design review determinations, which are reserved to the City. The determination applies to the project as shown on the August 13, 2026 Design Review plan set and the August 19, 2026 height exhibit.

The following conditions are recommended to be attached to the ALUC consistency determination and carried into the C/CAG Board resolution.

1. Airspace Protection (Policy AP-3). Prior to issuance of any building permit, the project sponsor shall obtain from the Federal Aviation Administration a Determination of No Hazard to Air Navigation covering the highest point of the structure as designed, including stair and elevator penthouses, parapets, mechanical equipment and screens, and all rooftop appurtenances (not more than 101.2 feet AMSL, the highest point shown on the applicant's August 19, 2026 height exhibit), and covering any construction crane. The project sponsor shall file FAA Form 7460-2 as required by that determination and shall provide copies of the determination and Form 7460-2 to the City of Burlingame and to C/CAG. Aeronautical Study No. 2026-AWP-7934-OE (85 feet AGL / 96 feet AMSL) does not satisfy this condition.
2. Maximum Height. No structure or appurtenance shall exceed the height determined by the FAA not to be a hazard to air navigation. Any increase in height, or any change to rooftop elements after the date of this determination, shall require a new FAA determination and re-referral to C/CAG for a consistency determination.
3. Real Estate Disclosure (Airport Influence Area A). The City of Burlingame shall require the project sponsor to provide notice to prospective purchasers and tenants that the property is within the Airport Influence Area for San Francisco International Airport and may be subject to aircraft noise, overflight and safety effects consistent with the ALUCP and, as applicable, Business and Professions Code § 11010(b)(13) and Civil Code § 1103.4.
4. Other Flight Hazards (Policy AP-4). The project shall not include sources of glare or distracting lighting, smoke, steam, dust or electronic interference, or wildlife attractants (including open water features designed or maintained in a manner that attracts birds). Exterior and rooftop lighting shall be shielded and directed away from aircraft approach and departure paths.

EQUITY IMPACTS AND CONSIDERATIONS

The C/CAG Board of Directors is the designated Airport Land Use Commission for San Mateo County, mandated by State law to develop and administer ALUCPs for each airport in its jurisdiction. The overall purpose of ALUCP policies and procedures, and the companion ALUCP consistency review process, is to minimize the public's exposure to excessive noise and safety hazards while providing for the orderly expansion of airports. This planning effort applies to all areas located within the Airport Influence Area (AIA).

ATTACHMENTS

1. Resolution 26-71

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. Application Materials:
    a. C/CAG Application for Land Use Consistency Determination — 1755 Rollins Road;

Back to Top

   b. SummerHill Apartment Communities cover letter to the City of Burlingame, August 21, 2026;
   c. 1755 Rollins Road Design Review Plan Set, selected sheets (Studio T-Square, August 13, 2026), including Sheet G010 Project Information, A300–A303 Building Elevations, A400–A401 Building Sections and C4.0 Preliminary Grading Sections;
   d. Height Exhibits — parapet elevations and corner coordinates (Carlson, Barbee & Gibson, Inc., August 19, 2026) and building section showing the 84'-9" building height (Studio T-Square);
   e. FAA Determination of No Hazard to Air Navigation, Aeronautical Study No. 2026-AWP-7934-OE, August 13, 2026.
3. SFO ALUCP Exhibit III-1, Area Affected by Updated CNEL 70 dB Contour
4. SFO ALUCP Exhibit IV-5, Noise Compatibility Zones
5. SFO ALUCP Exhibit IV-7, Safety Compatibility Zones
6. SFO ALUCP Exhibit IV-9, Safety Compatibility Zones in the Cities of Burlingame and Millbrae
7. SFO ALUCP Exhibit IV-12, FAA Notification Form 7460-1 Filing Requirements — South Side
8. SFO ALUCP Exhibit IV-15, 14 CFR Part 77 Airport Imaginary Surfaces — South Side
9. SFO ALUCP Figure D-3, Forecast 2015 and 2020 Noise Exposure
10. City of Burlingame ALUCP consistency provisions, Burlingame Municipal Code § 25.24

Back to Top

RESOLUTION 26-71

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT THE 1755 ROLLINS ROAD MIXED-USE PROJECT, BURLINGAME, IS CONDITIONALLY CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN FRANCISCO INTERNATIONAL AIRPORT.

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), in its capacity as the San Mateo County Airport Land Use Commission (ALUC); that,

WHEREAS, SummerHill Apartment Communities proposes to demolish the existing office/warehouse building at 1755 Rollins Road, Burlingame (APN 025-166-090), and construct a seven-story mixed-use building with 395 residential units and approximately 3,203 square feet of ground-floor retail on a 2.93-acre site, as shown on the Design Review plan set dated August 13, 2026 and the height exhibit dated August 19, 2026 (City Case No. DSR26-0015) (the "Project"); and

WHEREAS, the Project site is located within Airport Influence Area B (the "Project Referral Area") for San Francisco International Airport (SFO), and the City has referred the Project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), consistent with California Public Utilities Code Sections 21676 and 21676.5; and

WHEREAS, by Resolution 23-89, adopted October 12, 2023, C/CAG determined the Burlingame Zoning Ordinance Update, including Chapter 25.24, Airport Land Use Compatibility Plan Consistency, to be conditionally consistent with the SFO ALUCP; and

WHEREAS, the SFO ALUCP includes policies regarding establishment of an Airport Influence Area, with related real estate disclosure requirements and Airport Land Use Commission review authority; noise compatibility policies and criteria; safety policies and criteria; and airspace protection policies; and

WHEREAS, the Project site lies outside the CNEL 65 dB and 70 dB noise contours mapped in the SFO ALUCP, so multifamily residential and retail uses are compatible without noise restriction under Table IV-1; and

WHEREAS, the Project site lies within Safety Compatibility Zone 3 (Inner Turning Zone), where multifamily residential and neighborhood-serving retail uses are not listed as incompatible uses or uses to be avoided under Table IV-2 (Policy SP-2), and the SFO ALUCP sets no maximum residential density or nonresidential intensity for that zone; and

WHEREAS, Policy AP-3 of the SFO ALUCP provides that the maximum compatible height of a structure is the lower of the height shown on the SFO critical aeronautical surfaces maps or the height determined by the Federal Aviation Administration (FAA) not to be a hazard to air navigation, and the 14 CFR Part 77 Horizontal Surface over the site is at 163.2 feet above mean sea level (AMSL); and

Back to Top

WHEREAS, the height exhibit dated August 19, 2026 shows the highest stair penthouse parapet at 101.2 feet AMSL, and the project sponsor's cover letter dated August 21, 2026 states that the highest point of the Project is approximately 115 feet AMSL (citing Sheet A2.7, "Façade Exhibit," which is not included in the Design Review plan set); the FAA Determination of No Hazard to Air Navigation, Aeronautical Study No. 2026-AWP-7934-OE (issued August 13, 2026), studied a structure of approximately 85 feet above ground level (approximately 96 feet AMSL), and therefore the determination of no hazard to air navigation does not cover the highest point of the Project as designed; and

WHEREAS, the entire City of Burlingame lies within Airport Influence Area A (the real estate disclosure area), and the SFO ALUCP requires disclosure of the airport's proximity to prospective purchasers and tenants (Policy IP-1); and

WHEREAS, on October 22, 2026, the C/CAG Airport Land Use Committee (ALUC) recommended to the C/CAG Board of Directors that the C/CAG Board, acting as the San Mateo County Airport Land Use Commission, determine that the 1755 Rollins Road Mixed-Use Project, Burlingame (City Case No. DSR26-0015; SummerHill Apartment Communities; Design Review plan set dated August 13, 2026 and height exhibit dated August 19, 2026), is consistent with the applicable airport/land use policies and criteria contained in the SFO ALUCP, subject to the Conditions of Consistency Determination contained in Exhibit A, attached: (1) Airspace Protection (Policy AP-3); (2) Maximum Height; (3) Real Estate Disclosure; and (4) Other Flight Hazards (Policy AP-4).

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that, subject to the Conditions of Consistency Determination contained in Exhibit A, attached, the 1755 Rollins Road Mixed-Use Project, Burlingame (City Case No. DSR26-0015; SummerHill Apartment Communities; Design Review plan set dated August 13, 2026 and height exhibit dated August 19, 2026), is determined to be 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).

BE IT FURTHER RESOLVED, that this determination is limited to consistency with the SFO ALUCP and does not address the City of Burlingame's General Plan, zoning, State density bonus, or design review determinations, which are reserved to the City.

PASSED, APPROVED, AND ADOPTED, THIS 12TH DAY OF NOVEMBER, 2026.

_____

Michael Salazar, Chair

Back to Top

Resolution 26-71 – Conditions of Consistency Determination:
The City of Burlingame shall incorporate the following conditions into its approval of the 1755 Rollins Road Mixed-Use Project (City Case No. DSR26-0015):

1. **Airspace Protection (Policy AP-3) –** Prior to issuance of a building permit, the project sponsor shall obtain from the FAA a Determination of No Hazard to Air Navigation covering the highest point of the structure as designed, not more than 101.2 feet AMSL, including stair and elevator penthouses, parapets, rooftop mechanical equipment and screens, and all other rooftop appurtenances, and covering any construction crane. The project sponsor shall file FAA Form 7460-2 as required by the determination and shall provide copies of the determination and Form 7460-2 to the City of Burlingame and C/CAG. Aeronautical Study No. 2026-AWP-7934-OE (approximately 96 feet AMSL) does not satisfy this condition.

2. **Maximum Height –** No portion of the structure, including rooftop appurtenances, shall exceed the height determined by the FAA not to be a hazard to air navigation under Condition 1. Any change to the Project after the date of this determination that increases its height or alters rooftop elements shall require a new FAA determination and re-referral to C/CAG for a consistency determination.

3. **Real Estate Disclosure (Policy IP-1) –** The project sponsor shall provide the Airport Influence Area A real estate disclosure notice to all prospective purchasers and tenants of the residential units, consistent with SFO ALUCP Policy IP-1, Business and Professions Code Section 11010(b)(13), and Civil Code Sections 1102.6 and 1103.4, as applicable. The notice shall include the following statement:

   "Notice of Airport in Vicinity. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you."

4. **Other Flight Hazards (Policy AP-4) –** The Project shall not include any of the following land use characteristics, which are recognized as hazards to air navigation within Airport Influence Area B:
   A. Sources of glare, such as highly reflective buildings or building features, or bright lights including search lights or laser displays, that would interfere with the vision of pilots in command of an aircraft in flight.
   B. Distracting lights that could be mistaken for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting.
   C. Sources of dust, smoke, water vapor, steam, or thermal plumes that may impair the visibility of a pilot or affect aircraft in flight.
   D. Sources of electrical or electronic interference with aircraft communications or navigation equipment.
   E. Any use or feature that creates an increased attraction for wildlife, particularly large flocks of birds, inconsistent with FAA rules and regulations, including FAA Advisory Circular 150/5200-33 (Hazardous Wildlife Attractants On or Near Airports) and any successor circular.

Back to Top

ITEM 3.10

C/CAG AGENDA REPORT

Date: November 12, 2026

To: C/CAG Board of Directors

From: Kaki Cheung, Interim Executive Director

Subject: Review and approval of Resolution 26-72 determining that the private personal training and small-group strength and conditioning operation at 323 Princeton Ave, San Mateo County (APN 047-023-420) 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.

(For further information, contact Marina Budimir, mbudimir@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, approve Resolution 26-72 finding, pursuant to HAF ALUCP Section 4.1.6, that the proposed use is substantially similar to the personal and business service uses permitted in the Inner Approach/Departure Zone subject to the Table 4B intensity criterion, and determining that the proposed private personal training and small-group strength and conditioning operation at 323 Princeton Avenue, San Mateo County, is consistent with the applicable airport/land use policies and criteria contained in the Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport (HAF ALUCP), subject to the following conditions:

- No more than nine (9) persons, including employees, clients and visitors of all occupants of the parcel, shall be present on APN 047-023-420 at any one time (0.1607 acres × 60 persons per acre = 9.64; HAF ALUCP Table 4B, note 2).

- This determination applies to the use as described in the application: appointment-based personal and small-group training conducted indoors within the existing structure. Any change to walk-in or membership-based operation, group sessions exceeding the occupancy limit, outdoor training, or expansion of floor area shall require re-referral to C/CAG for a new consistency determination.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/ PROJECT DESCRIPTION

San Mateo County has referred a New Business Zoning Conformance Review application (Exhibit 1), requesting that C/CAG render a Land Use Compatibility Determination for a proposed personal training and small-group strength and conditioning operation at 323 Princeton Avenue adjacent to the Half Moon Bay Airport.

Back to Top

The parcel is approximately 7,000 sq. ft. in area (0.1607 acres). Zoning on the property is CCR/DR/CD (Coastside Commercial Recreation). County Planning staff has indicated that the use could be included among “Other Compatible Uses” per SMC Zoning Code § 8.82.030.M, which specifies uses not specifically listed as permitted may be allowed when the Director of Planning and Building, San Mateo County, determines they are compatible with the zone’s purpose and allowed uses. County staff added on the application that, “The project would be introducing a new use in the IADZ zone [Inner Approach/Departure Zone]. The airport land use compatibility plan shows that recreational uses are not a compatible use in the IADZ Zone. The applicant must confirm with the Airport Land Use Commission that this use would be permitted.”

The Cove employs a total of four (4) personnel. Under normal operations, only one employee is on-site at a time to conduct scheduled group training sessions. On occasion, additional employees may be present when conducting private one-on-one personal training sessions.

In those circumstances, a maximum of three employees may be onsite simultaneously, each working with a single private client. The application proposes a maximum occupancy of ten (10) persons on-site. The maximum occupancy limitation is maintained through scheduled appointments, limited class sizes, and staggered session start times. Group training times have been intentionally staggered throughout the day to minimize overlap between arriving and departing clients, to reduce parking demand, and to maintain low occupancy levels on the property.

DISCUSSION

ALUCP CONSISTENCY EVALUATION

The HAF ALUCP contains compatibility policies and criteria addressing four issues relevant to this referral: (a) aircraft noise compatibility; (b) safety compatibility; (c) height of structures/airspace protection; and (d) other flight hazards. The following sections address each.

Aircraft Noise Compatibility

The HAF ALUCP establishes the 2032 60 dB Community Noise Equivalent Level (CNEL) contour (Exhibit 4B) as the threshold for noise compatibility (Section 4.2.1.1). The subject parcel lies entirely outside the 2032 60 dB CNEL contour and is therefore consistent with the ALUCP noise policies and criteria.

Safety Compatibility

The parcel is located in the Princeton area at the south end of Half Moon Bay Airport, within Safety Zone 2, which is the Inner Approach/Departure Zone (IADZ). The ALUCP describes Zone 2 as the area along the extended runway approach/departure path where aircraft are typically only 200–400 feet above runway elevation and it classifies the accident risk as high.

The ALUCP's Princeton Policy Areas map specifically maps Princeton Avenue and the surrounding parcels and establishes special rules for calculating density/intensity within Princeton's Safety Zone 2. Under Appendix D of the ALUCP, nonresidential intensity in Princeton’s Safety Zone 2 may be calculated on a safety-zone-wide basis outside the mapped Runway Centerline Area (Exhibit D1); the parcel-basis calculation applied below is the more conservative measure and is used here.

Table 4B lists “recreational uses, athletic fields, playgrounds, & riding stables” among the uses prohibited in the IADZ regardless of intensity (Table 4B, note 4). The term “recreational uses” is not defined in the ALUCP. Section 4.1.6 (Findings as to Similar Uses) directs that where a proposed use is not explicitly

Back to Top

provided for, the Commission apply conventional rules of reason, with reference to the Caltrans Airport Land Use Planning Handbook and standard land use classification systems, to determine the specified use to which it is substantially similar. The prohibited uses grouped with “recreational uses” in Table 4B are outdoor and assembly uses (athletic fields, playgrounds, riding stables, theaters, auditoriums, stadiums) characterized by concentrations of people in the approach/departure path; where the ALUCP addresses indoor fitness uses, it names them expressly (Table 4A, “indoor recreation, amusements, athletic clubs, gyms”).

The proposed use is an appointment-only personal and small-group training operation within an existing single-story commercial building, with no walk-in or membership access, no outdoor activity, and a fixed occupancy limit; standard classification systems treat personal fitness training as a personal service distinct from fitness or recreational sports centers. The Commission therefore finds, pursuant to Section 4.1.6, that the proposed use is substantially similar to the personal and business service uses permitted in the IADZ subject to the Table 4B intensity criterion of 60 persons per gross acre, and is not a “recreational use” within the meaning of the Table 4B prohibited-use list. Compatibility is accordingly governed by the intensity criterion, which the use meets as conditioned below.

Table 4B (Safety Criteria Matrix) indicates that the maximum non-residential intensity permitted in the IADZ zone is 60 persons per acre and specifies that the intensity calculation includes the maximum number of employees, customers, visitors, etc. who may be on the site at one time, whether indoors or outdoors.

Applied directly to this 0.1607-acre parcel, the maximum calculated occupancy equals approximately 9.6 persons, effectively no more than 9 persons if the standard cannot be exceeded (0.1607 acres × 60 persons/acre = 9.642 persons). The limit applies to the parcel as a whole, including any other occupants of the existing 3,795 sq. ft. building, and not solely to the applicant's tenancy (Table 4B, note 2).

Height of Structures/Airspace Protection

The purpose of ALUCP airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazardous obstructions to navigable airspace do not occur. The subject application proposes to occupy a portion of an existing 3,795 sq. ft. single-story structure – no new construction or renovation is proposed.

The structure is below Part 77 airspace surfaces as mapped in Exhibits 2H and 4D of the ALUCP and is therefore determined to be consistent with the ALUCP Airspace Protection policies and criteria.

Other Flight Hazards

Within the Airport Influence Area, certain land use characteristics are recognized as hazards to air navigation and as stated in Subsection 4.2.3.4 of the HAF ALUCP, must be evaluated for compatibility with FAA rules and regulations. These characteristics include:

- Sources of glare, such as highly reflective buildings, building features, or bright lights including search lights or laser displays that would interfere with the vision of a pilot in command of an aircraft in flight;
- Distracting lights that could be mistaken for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting;
- Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of an aircraft in flight;
- Sources of electrical/electronic interference with aircraft communications/navigation equipment; or

- Any use that creates an increased attraction for wildlife, particularly large flocks of birds, inconsistent with FAA rules and regulations, including FAA Order 5200.5A and FAA Advisory Circular 150/5200-33B and any successor or replacement orders or circulars.

The project site is located within the approach zone of the Half Moon Bay Airport and constitutes a non-residential use occupying an existing structure. The use will not generate any of the characteristics that generate flight hazards and is determined to be consistent with the HAF ALUCP Other Flight Hazards policies and criteria.

EQUITY IMPACTS AND CONSIDERATIONS

The C/CAG Board of Directors is the designated Airport Land Use Commission for San Mateo County, mandated by State law to develop and administer ALUCPs for each airport in its jurisdiction. The overall purpose of ALUCP policies and procedures, and the companion ALUCP consistency review process, is to minimize the public's exposure to excessive noise and safety hazards while providing for the orderly expansion of airports. This planning effort applies to all areas located within the Airport Influence Area (AIA).

ATTACHMENTS

1. Resolution 26-72

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. Application materials and project description
3. HAF ALUCP Exhibit 4B– 2032 Noise Exposure Contours
4. HAF ALUCP Exhibit 4C – Safety Zones
5. HAF ALUCP Exhibit 4D– Part 77 Surfaces
6. HAF Airport Protection Zones (ALUCP Exhibit 2E)

Back to Top

RESOLUTION 26-72

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT THE PROPOSED PRIVATE PERSONAL TRAINING AND SMALL-GROUP STRENGTH AND CONDITIONING OPERATION AT 323 PRINCETON AVENUE, SAN MATEO COUNTY (APN 047-023-420), IS CONDITIONALLY CONSISTENT WITH THE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF HALF MOON BAY AIRPORT.

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), in its capacity as the San Mateo County Airport Land Use Commission (ALUC); that,

WHEREAS, The Cove proposes to establish a private personal training and small-group strength and conditioning operation at 323 Princeton Avenue, San Mateo County (APN 047-023-420) (the "Project"), occupying a portion of an existing single-story building of approximately 3,795 square feet on an approximately 7,000-square-foot (0.1607-acre) parcel, with no new construction or renovation proposed; and

WHEREAS, The Cove employs four personnel, under normal operations one employee is onsite at a time to conduct scheduled group training sessions and up to three employees may be onsite at once, each working with a single private client; the application proposes a maximum occupancy of ten persons, maintained through scheduled appointments, limited class sizes, and staggered session start times; and

WHEREAS, San Mateo County has referred the Project, a New Business Zoning Conformance Review application, to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport (HAF ALUCP), adopted by C/CAG on October 9, 2014, consistent with California Public Utilities Code Sections 21676 and 21676.5; and

WHEREAS, the parcel is zoned CCR/DR/CD (Coastside Commercial Recreation), and County Planning staff has indicated that the Project could be included among the "Other Compatible Uses" allowed in that district, while noting that the HAF ALUCP identifies recreational uses as not compatible in the Inner Approach/Departure Zone and that the applicant must confirm the use with the Airport Land Use Commission; and

WHEREAS, the HAF ALUCP contains compatibility policies and criteria addressing aircraft noise, safety, height of structures/airspace protection, and other flight hazards; and

Back to Top

WHEREAS, although Table 4B identifies recreational uses as not compatible in the IADZ, the Project is an appointment-based private and small-group training operation with a fixed occupancy limit, does not draw large or unscheduled gatherings, and, as conditioned, will not exceed the Table 4B intensity limit; pursuant to Section 4.1.6, the proposed use is substantially similar to the personal and business service uses permitted in the IADZ subject to the Table 4B intensity criterion of 60 persons per gross acre, and is not a "recreational use" within the meaning of the Table 4B prohibited-use list; compatibility is accordingly governed by the intensity criterion; and

WHEREAS, the 60 dB CNEL noise exposure contour is the threshold for noise compatibility under the HAF ALUCP (Section 4.2.1.1), and the Project site lies outside the 60 dB CNEL contour shown on the 2032 Noise Exposure Contours (Exhibit 4B); and

WHEREAS, the entire parcel lies within Safety Zone 2, the Inner Approach/Departure Zone (IADZ), of the HAF ALUCP (Exhibit 4C), outside the Princeton Runway Centerline Area shown on Exhibit D1; and

WHEREAS, Table 4B (Safety Criteria Matrix) of the HAF ALUCP sets a maximum nonresidential intensity of 60 persons per acre in the IADZ, calculated to include the maximum number of employees, customers, visitors, and other persons who may be on the site at one time, whether indoors or outdoors; and

WHEREAS, applying the IADZ maximum of 60 persons per acre to the 0.1607-acre parcel yields a maximum calculated occupancy of approximately 9.6 persons (0.1607 acres × 60 persons per acre = 9.642 persons), or no more than nine persons; HAF ALUCP Appendix D would allow intensity in the Princeton area outside the Runway Centerline Area to be calculated on a safety-zone-wide basis, but no zone-wide calculation was provided, so the parcel-based calculation applies, and the ten-person occupancy proposed in the application exceeds that limit; and

WHEREAS, the Project would occupy an existing structure that is below the 14 CFR Part 77 airspace surfaces mapped on Exhibits 2H and 4D of the HAF ALUCP, and no new construction is proposed; and

WHEREAS, the Project would not include sources of glare, distracting lights, dust, smoke, water vapor, steam, electrical or electronic interference, or wildlife attractants identified as hazards to air navigation in Section 4.2.3.4 of the HAF ALUCP; and

WHEREAS, on October 22, 2026, the C/CAG Airport Land Use Committee (ALUC) recommended to the C/CAG Board of Directors that the C/CAG Board, acting as the San Mateo County Airport Land Use Commission, determine that the Project is consistent with the applicable airport/land use policies and criteria contained in the HAF ALUCP, subject to the Condition of Consistency Determination contained in Exhibit A, attached: (1) Maximum Occupancy (Safety Zone 2).

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that, subject to the Condition of Consistency Determination contained in Exhibit A, attached, the proposed private personal training and small-group strength and conditioning operation at 323 Princeton Avenue, San Mateo County (APN 047-023-420) is determined to be consistent with the applicable airport/land use policies and criteria contained in the Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport (HAF ALUCP).

Back to Top

BE IT FURTHER RESOLVED, that this determination is limited to consistency with the HAF ALUCP and does not address San Mateo County zoning conformance, business licensing, or building code occupancy determinations, which are reserved to the County.

PASSED, APPROVED, AND ADOPTED, THIS 12TH DAY OF NOVEMBER, 2026.

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Michael Salazar, Chair

Back to Top

EXHIBIT A

Resolution 26-72 – Condition of Consistency Determination:
San Mateo County shall incorporate the following condition into its approval of the proposed private personal training and small-group strength and conditioning operation at 323 Princeton Avenue, San Mateo County (APN 047-023-420):

1. **Maximum Occupancy (Safety Zone 2, Table 4B) –** Based on the maximum calculated occupancy of approximately 9.6 persons, no more than nine persons shall be present on the parcel at any one time. Site occupancy includes all employees, clients, customers, visitors, and other persons present on the site, indoors or outdoors, including occupants of any other use on the parcel.

2. This determination applies to the use as described in the application: appointment-based personal and small-group training conducted indoors within the existing structure. Any change to walk-in or membership-based operation, group sessions exceeding the occupancy limit, outdoor training, or expansion of floor area shall require re-referral to C/CAG for a new consistency determination.

C/CAG AGENDA REPORT

Date: November 12, 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 26-73 requesting an amendment to the One Bay Area Grant 3 (OBAG 3) Program to reprogram $4.64 million from the construction phase to the design phase of Segment B of the Town of Colma's El Camino Real Bicycle and Pedestrian Improvement Project.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-73 requesting an amendment to the One Bay Area Grant 3 (OBAG 3) Program to reprogram $4.64 million from the construction phase to the design phase of Segment B of the Town of Colma's El Camino Real Bicycle and Pedestrian Improvement Project.

FISCAL IMPACT

There is no fiscal impact to the C/CAG budget. The proposed action swaps $4.64 million between two funding sources within the same project. It does not change the total funding committed to the project.

BACKGROUND

The Town of Colma's El Camino Real Bicycle and Pedestrian Improvement Project was awarded $4.64 million in OBAG 3 funds for its construction phase. The San Mateo County Transportation Authority (SMCTA) separately providing Measure A funding for the project's design phase. This item concerns OBAG 3 funds awarded in January 2023 and is separate from the OBAG 4 recommendations approved by the C/CAG Board in October 2026.

Extended coordination with Caltrans has resulted in unforeseen project delays, preventing the construction phase from meeting the OBAG 3 timely use of funds deadline. Staff from C/CAG, Town of Colma, SMCTA, and MTC developed a funding exchange to enable the project to meet the OBAG 3 timely use of funds deadline. The $4.64 million in OBAG 3 funds would move from the construction phase to the design phase and SMCTA would shift an equal amount from the design phase to the construction phase. The project and the amounts stay the same; only the fund source for each phase changes.

Back to Top

MTC staff advised that an exchange is acceptable only if the construction work originally awarded OBAG 3 funds is still completed. This exchange meets that condition, because SMCTA funds will cover the construction phase. The SMCTA Board approved the exchange at their October 1, 2026 meeting. The exchange also requires MTC approval. MTC's Programming and Allocations Committee recommended the exchange at its November 4, 2026 meeting. This item will follow final action by the Commission at its November 18, 2026 meeting.

The proposed funding structure would therefore be as follows:

Funding Source	Current Programming	Proposed Programming
OBAG 3 – $4.64 million	Construction	Design
SMCTA Measure A – $4.64 million	Design	Construction

C/CAG staff recommends approval of this exchange because it allows the project to meet the OBAG 3 timely use of funds deadline and avoids the risk of losing the $4.64 million in OBAG 3 funds awarded to the project. Because SMCTA Measure A funds will cover the construction phase, the total funding committed to the project is preserved and the project remains fully funded through construction.

EQUITY IMPACTS AND CONSIDERATIONS

The project is located adjacent to an MTC Equity Priority Community (EPC). By preserving the funding needed to complete the project, the proposed exchange supports timely delivery of bicycle and pedestrian improvements on El Camino Real that will improve safety and access for people traveling to and from the neighboring EPC.

ATTACHMENTS

1. Resolution 26-73

Back to Top

RESOLUTION 26-73

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY REQUESTING AN AMENDMENT TO THE ONE BAY AREA GRANT 3 (OBAG 3) PROGRAM TO REPROGRAM $4.64 MILLION FROM THE CONSTRUCTION PHASE TO THE DESIGN PHASE OF SEGMENT B OF THE TOWN OF COLMA'S EL CAMINO REAL BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT

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. 4505 outlining the One Bay Area 3 Grant (OBAG 3) 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 nominating projects for OBAG 3 County and Local Program funding has been assigned to County Transportation Agencies (CTAs); and

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

WHEREAS, the Town of Colma's El Camino Real Bicycle and Pedestrian Improvement Project Segment B was awarded $4.64 million in OBAG 3 funds for its construction phase; and

WHEREAS, to deliver the OBAG 3 award by the timely use of funds deadline, C/CAG, the Town of Colma, SMCTA, and MTC staff developed a fund exchange in which the $4.64 million in OBAG 3 funds would be used for design and an equal $4.64 million in SMCTA funds would be used for construction; and

WHEREAS, the exchange does not change the total funding committed to the project, and the construction work originally awarded OBAG 3 funds will still be completed, as MTC requires; and

WHEREAS, the SMCTA Board of Directors approved the exchange on October 1, 2026; and

WHEREAS, MTC staff have requested the C/CAG Board to formally request an amendment to the OBAG 3 program to reflect the fund exchange.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County requests that MTC amend the One Bay Area Grant 3 (OBAG 3) Program to reprogram $4.64 million from the construction phase to the design phase of the Town of Colma's El Camino Real Bicycle and Pedestrian Improvement Project, as part of a funding exchange in which SMCTA separately provided an equal amount for the construction phase, and be it further resolved that the Board authorize the C/CAG Executive Director to coordinate with MTC to make minor modifications as necessary to implement the funding exchange.

PASSED, APPROVED, AND ADOPTED, THIS 12TH DAY OF NOVEMBER 2026.

Back to Top

Michael Salazar, Chair

Back to Top

C/CAG AGENDA REPORT

Date: November 12, 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 26-74 waiving the RFP process pursuant to Section 9a of the C/CAG Procurement Policy and authorizing the C/CAG Chair to execute an agreement with the Santa Clara Valley Transportation Authority (VTA) for the Countywide Transportation Travel Demand Model services until March 31, 2030 in an amount not to exceed $140,000.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 26-74 waiving the RFP process pursuant to Section 9a of the C/CAG Procurement Policy, and authorizing the C/CAG Chair to execute an agreement with the Santa Clara Valley Transportation Authority (VTA) for the Countywide Transportation Travel Demand Model services until March 31, 2030 in an amount not to exceed $140,000.

FISCAL IMPACT

Execution of this agreement will authorize the expenditure of up to $140,000 through March 31, 2030, based on an annual fee of $35,000.

SOURCE OF FUNDS

C/CAG Congestion Relief Program Funds

BACKGROUND

Congestion Management Program legislation requires C/CAG, as the Congestion Management Agency for San Mateo County, to develop and maintain a countywide transportation travel demand model. C/CAG licenses this model from the Santa Clara Valley Transportation Authority (VTA). Known as the “C/CAG-VTA Model,” it is maintained by VTA and optimized for Santa Clara and San Mateo Counties. It also accounts for transportation impacts from neighboring counties and regional commute sheds .

The original agreement with VTA for the countywide model was executed in March 2011, under which C/CAG paid a one-time $200,000 fee for the initial license of the C/CAG-VTA Model. In September 2020, the C/CAG Board approved Resolution 20-51 authorizing a new agreement with VTA for maintenance, update, and on-call modeling services for the C/CAG-VTA Model. The current agreement has expired, and a new agreement is required to continue these services.

The C/CAG-VTA Model currently in production is consistent with Plan Bay Area 2050. VTA is completing a major update of the model that incorporates data from the 2023 Bay Area Travel Study (BATS) and several recent transit passenger on-board surveys, and re-estimates almost every major component of the model. The model will support C/CAG programs and projects, including the current update of the Countywide Transportation Plan (CTP).

In addition, VTA and C/CAG are planning the development of a new bi-county activity-based model (ABM) that is expected to replace the current C/CAG-VTA Model. VTA has initiated the procurement of professional services for the ABM development, and work is anticipated to begin in spring 2027. C/CAG's participation in and funding for the ABM development is not part of this agreement and will be brought to the C/CAG Board as a separate item.

Under the new agreement, VTA will continue to provide model maintenance, model update, and on-call modeling services to C/CAG. The annual fee will increase from $30,000 to $35,000, based on inflation as calculated using the U.S. Bureau of Labor Statistics CPI data. The term of the new agreement is through March 31, 2030, which is shorter than the term of the current agreement, reflecting the expectation that the ABM will replace the current model in the coming years. C/CAG staff recommends continuing the partnership with VTA and entering into the new agreement.

Procurement Policy

VTA maintains the C/CAG-VTA Model and is currently completing a major update of the model. Staff has determined that VTA has unique qualifications and experience for maintaining and updating the C/CAG-VTA Model, and the additional time to conduct a Request for Proposals process would create an unacceptable delay in the delivery of model services to projects and programs from C/CAG, partner agencies, and local jurisdictions. that rely on the model, including the CTP update.

Therefore, in accordance with the adopted C/CAG Procurement Policy Section 9a, staff recommends waiving the Request for Proposals process and entering into an agreement with VTA to continue its model maintenance, model update, and on-call modeling services to C/CAG.

EQUITY IMPACTS AND CONSIDERATIONS

Maintaining a countywide travel demand model is a requirement as the designated County Transportation Agency for San Mateo County. The C/CAG-VTA Model produces the travel forecasts that C/CAG, its member agencies, and partner agencies use to evaluate transportation projects, programs, and plans, such as the Countywide Transportation Plan. These forecasts can help identify how proposed investments and policies affect travel conditions for communities throughout San Mateo County, including Equity Priority Communities and Equity Focus Areas.

ATTACHMENTS

1. Resolution 26-74

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. Agreement Between the City/County Association of Governments of San Mateo County and the Santa Clara Valley Transportation Authority for the Countywide Transportation Travel Demand Model Services (*The document is available for download at the C/CAG website at:* http://ccag.ca.gov/committees/board-of-directors/)

ATTACHMENT 1

RESOLUTION 26-74

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) WAIVING THE RFP PROCESS PURSUANT TO SECTION 9A OF THE C/CAG PROCUREMENT POLICY AND AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT WITH SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA) FOR THE COUNTYWIDE TRANSPORTATION TRAVEL DEMAND MODEL SERVICES UNTIL MARCH 31, 2030 IN AN AMOUNT NOT TO EXCEED $140,000

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

WHEREAS, C/CAG is the designated County Transportation Agency responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, C/CAG needs a transportation forecasting model in order to develop travel demand analyses for San Mateo County; and

WHEREAS, C/CAG and the Santa Clara Valley Transportation Authority ("VTA") are parties to an agreement originally dated March 18, 2011 (the "C/CAG-VTA Model Agreement"), under which C/CAG licenses VTA's transportation forecasting software model (the "C/CAG-VTA Model"); and the model, representing the San Francisco Bay Area transportation system, is optimized for Santa Clara and San Mateo counties and accounts for transportation impacts from neighboring counties and regional commute sheds; and

WHEREAS, on September 10, 2020, C/CAG approved Resolution 20-51 authorizing a new agreement with VTA for maintenance, update, and on-call services for the C/CAG-VTA Model, due to VTA's administrative policy limiting the maximum lifespan of a contract to seven years from the initial execution; and

WHEREAS, the subsequent agreement between C/CAG and VTA (the "Prior Agreement") was effective retroactive to April 1, 2020 through March 31, 2026; and

WHEREAS, C/CAG and VTA desire to enter into a new agreement on substantially similar terms as the Prior Agreement for VTA to continue to provide maintenance, update, and on-call services for the C/CAG-VTA Model, retroactive to April 1, 2026 through March 31, 2030; and

WHEREAS, the new agreement provides for maintenance and update services for a fixed annual fee of $35,000, for a total not to exceed $140,000 over the four-year term; and

WHEREAS, consistent with C/CAG's Procurement Policy Section 9a, staff recommends that the C/CAG Board of Directors waive the RFP process because VTA has unique qualifications and experience for maintaining and updating the C/CAG-VTA Model; and the additional time to conduct a Request for Proposals process would create an unacceptable delay in the delivery of model services to C/CAG projects and programs that rely on the model.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that C/CAG waives the RFP process pursuant to Section 9a of the C/CAG Procurement Policy; that the C/CAG Chair is authorized to execute an agreement with the Santa Clara Valley Transportation Authority for the countywide transportation travel demand model services

Back to Top

in an amount not to exceed $140,000, for the period retroactively effective April 1, 2026 through March 31, 2030; and that the C/CAG Executive Director is authorized to negotiate the final scope and terms of the agreement and related materials prior to execution by both parties, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED, THIS 12TH DAY OF NOVEMBER 2026.

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Michael Salazar, Chair

Back to Top

ITEM 4.1

C/CAG AGENDA REPORT

Date: November 12, 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 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 provides updates on State legislative and election activities 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.

Back to Top

DISCUSSION/ANALYSIS

Key Takeaways

- **Planning ahead for 2027**. Staff are laying groundwork to support member jurisdictions and advance shared priorities in the coming calendar year, including updating the legislative platform, coordinating meetings with legislative staff, and developing a calendar of key activities.
- **San Mateo County's State and Federal legislative delegations remain largely unchanged.** All five of the members who were up for re-election held their seats. State Senator Wiener's election to Congress will result in a special election for his seat in 2027.
- **The State Legislature will convene the 2027-28 Legislative Session on December 7, 2026,** for the swearing-in of members, before entering recess until early January.
- **The Federal Legislature will return after the Election.** Both chambers are expected to return early November for a lame-duck session on FY 2027 appropriations and expiring programs.
- **Preparing for the next legislative session:** Following the November election, staff will coordinate with C/CAG's legislative delegation to advance priorities for member jurisdictions and prepare for any changes in representation.
- **Federal Funding Matrix:** See the attached matrix of potential upcoming federal grant opportunities and their projected deadlines.

Election Results

Three members of C/CAG's State legislative delegation and three members of C/CAG's Federal legislative delegations were on the ballot this year. At the time of writing this document, Assembly Member Marc Berman (District 23), Assembly Member Catherine Stefani (District 19), and Assembly Member Diane Papan (District 21) have all secured re-election to the State Assembly. Congressman Kevin Mullin (District 15) and Congressman Sam Liccardo (District 16) have secured re-election to Congress. While not yet certified, State Senator Scott Wiener (District 11) has been elected to represent California's 11th Congressional District. The vacancy in State Senate District 11 will trigger a special election in 2027 to fill the remainder of his term. C/CAG congratulates its re-elected legislative delegation and is excited to continue its partnership with them.

The Regional Transit Measure (RTM), which will establish a 0.5% sales tax in San Mateo and other participating Bay Area counties as well as a 1% sales tax in San Francisco over the next 14 years, has also passed. The measure is expected to generate substantial revenues for transit throughout the Bay Area.

Federal Budget Updates

Congress is expected to return after the November elections to negotiate FY 2027 funding before the current continuing resolution (CR), H.R. 6500, expires on December 11, 2026. These post-election discussions may also include Senate consideration of the Water Resources Development Act (WRDA).

The current continuing resolution (CR) maintains federal government funding at FY 2026 levels and extended surface transportation program authorizations under the Infrastructure Investment and Jobs Act (IIJA) but does not extend the law's advance appropriations. As a result, federal transit funding is estimated to be 20% below FY 2026 levels. This reduction affects formula funding available to San Mateo County transit operators, including SamTrans and Caltrain. The funding gap also affects discretionary grant programs, such as the BUILD grant, which may have only $145 million available

absent full-year appropriations. The December funding negotiations will therefore have implications for federal transportation and infrastructure resources available to support C/CAG and member jurisdictions' priorities.

Meetings with Legislators

On October 21, 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, and Eddie Flores) met with Wesley Fink, Field Representative from the office of Senator Schiff, to provide an overview of C/CAG and discuss four projects where Federal support could help advance implementation. These included 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.

This follows a meeting with staff from the Office of Senator Padilla in September, and precedes a meeting with staff from the Offices of Congressman Mullin and Congressman Liccardo on November 6th.

Staff are conducting outreach to the rest of C/CAG's State and Federal legislative delegation to schedule in-district meetings where possible. Staff consider these meetings valuable opportunities to share the perspectives and priorities of C/CAG, and to build and maintain strong working relationships with elected representatives and their staff.

Submitted Federal and State Applications

On October 30th, 2026, the U.S. Department of Transportation announced awards for the FY26 Safe Streets and Roads for All (SS4A) program. Unfortunately, C/CAG's application for its Safety Applications For Every Traveler (SAFE-T) was not selected for funding. Staff will coordinate with DOT staff for a debrief to better understand the reasons the application was not selected.

Federal Funding Calendar:

Federal legislative advocates Ken Brown and Associates have compiled a matrix identifying grants and projected deadlines for the next 12-18 months for programs that align with C/CAG's funding priorities. The matrix includes weblinks to each resource, the purpose of each grant, funding amounts and matching requirements, anticipated deadlines, previous application deadlines, and considerations for competitiveness. While the grant deadlines listed usually occur annually, the current federal funding environment, shaped by the sunsetting of the Bipartisan Infrastructure Package and the delay in FY27 Appropriations, makes it more difficult to predict the exact timing of the release and deadlines for various federal grant programs. The matrix can be found as Attachment 3.

Upcoming Items

In December, C/CAG staff anticipate finalizing the legislative priorities for the upcoming year.

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.

Back to Top

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, November 4, 2026 from Shaw Yoder Antwih Schmelzer & Lange
2. C/CAG Federal Legislative Update, November 3, 2026 from Ken Brown and Associates.
3. C/CAG Federal Funding Matrix (version November 2026)

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 Governments (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
- Shaw Yoder Antwih Schmelzer & Lange client roster - https://syaslpartners.com/clients/

Back to Top

Attachment 1

Shaw Yoder Antwih Schmelzer & Lange

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

November 4, 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

As previously reported, the Governor's bill signing period ended on September 30, 2026. Of the 1,160 bills sent to Governor Newsom this year, he signed 1,040 and vetoed 120. 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 Legislature will convene the 2027-28 Legislative Session on December 7, 2026, for the swearing-in of members and will then enter recess until January 4. We expect the 2027 Legislative Calendar to be released in the coming weeks.

California Election Results

The General Election was held on Tuesday, November 3. In addition to all statewide offices (e.g. Governor, Lieutenant Governor, Attorney General, etc.), all 80 Assembly seats and 20 of the 40 Senate seats were up for election. As expected, Xavier Becerra easily won the race for California Governor, securing 64 percent of the vote.

In the State Legislature, 21 seats were considered "open" heading into the election. As a reminder, Democrats have a super-majority in both the Assembly and Senate and were expected to maintain their majorities into the 2027-2028 Legislative Session. Nationwide, Democrats are winning key (and sometimes surprising) US Senate and House races, and California is showing similar signs. As of this writing, close to a dozen Republican incumbents in both Congress and the State Legislature are currently losing their campaigns for re-election. You can view preliminary election results here.

In C/CAG's legislative delegation, Assembly Member Marc Berman (D-Menlo Park), Assembly Member Catherine Stefani (D-San Francisco), and Assembly Member Diane Papan (D-San Mateo) were all re-elected to another term in the State Assembly. State Senator Josh Becker (D-Menlo Park) was not up for election in 2026. State Senator Scott Wiener (D-San Francisco), however, is running for a seat in Congress and is currently leading in his race against Connie Chan by a 10-point margin.

Back to Top

Should Senator Wiener win his race, his seat in the State Senate will be filled by a special election next year.

Bay Area voters also approved the Regional Transit Measure, imposing a half-cent sales tax in Alameda, Contra Costa, San Mateo, and Santa Clara counties, and a one-cent sales tax in the City and County of San Francisco, for 14 years beginning in 2027. The measure is projected to generate approximately $980 million annually to support public transit operations across the five-county region. Worth noting: Measure H in San Francisco – a parcel tax funding transit operations is currently passing with over 72 percent of the vote.

Voters were also asked to act on 14 statewide propositions. High-profile measures included the wealth tax on billionaires and an initiative to require voter ID. Of interest to C/CAG, Proposition 43 would have prohibited a local government (or voters) from establishing a special tax, including by the citizens' initiative process, unless the tax is approved by a two-thirds vote. This would effectively close the "Upland Loophole," which has permitted local governments to enact special taxes by simple majority vote, if the tax was initiated by a group of local voters via the initiative process. At the time of this writing, Proposition 43 is failing.

The November ballot also included two propositions supporting housing – Propositions 1 and 37 – which combined would provide over $35 billion in funding to affordable housing and for middle-income homebuyer assistance loans. These measures are currently passing.

Finally, Proposition 45, which would have created a streamlined environmental review process for a myriad of infrastructure projects, including schools, clean energy facilities, housing, transportation, and healthcare facilities, is likely to fail.

KEN BROWN
Strategic Consulting

Sustainable StrategiesDC

Attachment 2

OCTOBER 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: November 3, 2026

Subject: Federal Legislative Update

QUICK SUMMARY

There have been few substantive federal legislative developments since last month, as Congress has remained in recess ahead of the November 3 midterm elections, with both chambers holding only pro forma sessions. Congress returns November 9 for a lame-duck session. C/CAG's near-term priorities continue to include tracking and advocating for your FY27 appropriations requests, preparing for the FY28 appropriations process, and tracking the surface transportation reauthorization to ensure C/CAG's priorities are included in the final bills. The continuing resolution (CR) extending FY27 appropriations funding and the authorization of the surface transportation programs expires December 11; Congress is likely to pass another short-term CR during the lame-duck session to avoid a shutdown. We are continuing to monitor the status of C/CAG's pending green stormwater infrastructure earmark, developments under the surface transportation reauthorization, House-Senate negotiations on the Water Resources Development Act (WRDA), and the potential extension of Congress's block on the Office of Management and Budget's (OMB) proposed revisions to federal grant rules beyond December 11. In October, C/CAG met with Sen. Schiff's office on October 21 to discuss appropriations priorities and surface transportation reauthorization, sent a letter thanking Senator Schiff for supporting priority water infrastructure programs in the Senate's WRDA, and scheduled November meetings with the offices of Rep. Mullin, Rep. Liccardo, and Sen. Padilla.

C/CAG FEDERAL ADVOCACY

- **October 21 meeting with Sen. Schiff's office:** C/CAG met with Wesley Fink, Northern California Field Representative for Sen. Adam Schiff (D-CA), to discuss C/CAG's surface transportation reauthorization priorities and initial priorities for appropriations requests for the coming year. Attendees included:
  - Michael Salazar, Councilmember, District 3, City of San Bruno (C/CAG Chair)
  - Adam Rak, Vice Mayor, City of San Carlos
  - Stacy Jimenez, Councilmember, District 2, City of Foster City
  - Eddie Flores, Councilmember, District 5, South San Francisco
  - Reid Bogard, Kaki Cheung, and Matthew Petrofsky, County of San Mateo
- **Follow-up letter:** On October 26, C/CAG sent Sen. Schiff a letter thanking him for supporting the U.S. EPA water infrastructure provisions in the Senate WRDA bill and thanking his office for the meeting (see the WRDA section below).
- **Upcoming meetings:**
  - **November 6:** Eric Lukoff, Deputy Chief of Staff and Legislative Director, Office of Rep. Kevin Mullin (CA-15)
    - **Topics of discussion:** Priority projects for appropriations, surface transportation reauthorization priorities, updates on previously funded projects
  - **November 13:** Theresa Nevins, Bay Area Field Representative, Office of Sen. Alex Padilla (D-CA)

        - **Topics of discussion:** Priority projects for appropriations (no need to hit surface transportation reauthorization again, after discussion with Nora)
    - **End of Week of November 2:** Rep. Liccardo Meeting with Staff. Meeting date and staff contact to be finalized next week.
        - **Topics of discussion:** Priority projects for appropriations, surface transportation reauthorization priorities, updates on previously funded projects, including last year's earmark that is currently delayed by MPO process
- **C/CAG earmark status (no change from last month):** The House FY 2027 Transportation HUD (THUD) appropriations 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)
    - The federal advocacy team will continue monitoring for Senate THUD Bill Language. If Senate THUD 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.
    - 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, probably would not receive funding.

CONGRESSIONAL OVERVIEW

- **Congress returns November 9:** The Senate and House are currently in campaign recess. Both chambers return six days after the November 3 election, with target adjournment on December 17 (House) and December 18 (Senate). However, the session could be extended if Congress still needs to pass an omnibus or CR or Republicans decide to pursue another reconciliation package. The 120th Congress convenes January 3, 2027.
- **Lame Duck Session:** The lame-duck session is the period between the November elections and the start of the new Congress in January, when outgoing and returning lawmakers meet to address outstanding legislative business. The election results will shape the lame duck session agenda and dynamics. A shift in control of either chamber could pressure Republicans and the White House to advance their priorities before the 120th Congress begins, while making it more difficult to secure the bipartisan support needed to pass legislation in the Senate, where most bills require 60 votes.
- **Stopgap funding through December 11:** The continuing resolution (CR) (H.R. 6500) funds the government at FY 2026 levels and extends surface transportation programs through December 11. Because the CR does not continue IIJA advance appropriations, transit funding falls about 20 percent below FY 2026. The Senate Appropriations Committee has not marked up any FY 2027 bills, and Chair Susan Collins (R-ME) and Vice Chair Patty Murray (D-WA) have not agreed on a topline budget number.
    - For C/CAG, the December funding negotiations will affect the federal resources available for transportation and infrastructure investments.
- **Senate permitting bill introduced; first vote November 9:** On September 30, the Senate introduced 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 Senate has scheduled a cloture vote to begin debate on November 9. The bill needs 60 votes, and House Energy and Commerce

Back to Top

Chair Brett Guthrie (R-KY) asked for changes which may be resolved before the consideration of the Senate bill. (The Hill; Reuters)

- Changes to NEPA, Clean Water Act Section 401, or other federal review requirements in the bill could improve the schedule and delivery of federally funded transportation, stormwater, and resilience projects undertaken by C/CAG and its member jurisdictions. However, most environmental groups are opposing the bill because it will likely increase emissions by making it easier to approve, oil, gas, and coal projects. Any final agreement is now expected to be considered after the election.

FY 2027 APPROPRIATIONS

- **FY 2027 Appropriations Bills Status (unchanged since September):** The House passed 3 of 12 FY 2027 bills (Agriculture, Military Construction-VA, and National Security-State). The House Transportation-HUD (THUD) bill (H.R. 9170) and Energy-Water bill (H.R. 9022) have not received floor votes. The Senate has not released any bills. (Arnold & Porter)
- **C/CAG earmark status (unchanged since September):** The House 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). Sen. Adam Schiff (D-CA) requested $1.8 million for the same project, but no Senate THUD text exists yet.
  - A second short-term CR would keep the earmark in play for final negotiations. A full-year CR would eliminate all FY 2027 earmarks, including C/CAG's project. C/CAG will raise the earmark in its November meetings with the Rep. Mullin, Rep. Liccardo and Sen. Padilla offices.

SURFACE TRANSPORTATION REAUTHORIZATION

- **Status (unchanged since last month):** Current highway, transit, and safety programs expire December 11 under the CR. The House Transportation and Infrastructure Committee approved the five-year, $580 billion BUILD America 250 Act (H.R. 8870) 62-2 on May 22, but the bill has not reached the House floor. The Ways and Means Committee has not acted on the revenue title. In the Senate, EPW Chair Capito said the committee will not release its highway title until after the election, and the Banking (transit) and Commerce titles also remain unreleased. (T&I Committee; NACo analysis of H.R. 8870)
  - 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.
  - On **October 21**, C/CAG met with Wesley Fink from Sen. Schiff's office to discuss priorities for the bills and upcoming projects that would rely on federal surface transportation programs for funding. The federal advocacy team will continue monitoring bill language, markups, and opportunities to advocate as the Senate develops language and then the two bills are reconciled.
  - If control of either chamber shifts following midterm elections, final action on the legislation 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 (unchanged since last month):** Congress is positioned to negotiate a final WRDA bill after the election. WRDA bills, enacted every two years, authorize projects and programs related to the nation's water infrastructure. 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

Back to Top

attached to the defense authorization bill. (T&I Committee Press Release; EPW Committee Press Release) 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)

- Because the House WRDA bill does not contain the same EPA title, protecting these provisions in the final package will be a key advocacy opportunity for C/CAG.

- **C/CAG letter to Sen. Schiff:** On **October 26**, C/CAG sent a letter thanking Senator Adam Schiff for supporting C/CAG's WRDA priorities in the Senate's WRDA bill, including $3.5 billion annually for the Clean Water State Revolving Fund, increased funding for the Drinking Water State Revolving Fund, and continued authorization of the Sewer Overflow and Stormwater Reuse Municipal Grants program through FY2030. C/CAG urged Senator Schiff to advocate for retaining these provisions in the final legislation, emphasizing their importance to local governments addressing aging infrastructure, stormwater management, and water quality challenges, particularly because the House-passed bill does not include comparable EPA water infrastructure provisions. The letter also thanks his field representative, Wesley Fink, for meeting with C/CAG on October 21.
  - The federal advocacy team will monitor the House-Senate negotiations and alert C/CAG if the EPA water title is at risk, so C/CAG can follow up with Sen. Schiff's and Sen. Padilla's offices.

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. Congress temporarily blocked the rule through December 11, but if the provision expires, the rule could allow administrations to terminate grants without cause, change award terms mid-grant, and allocate funding based on partisan considerations rather than merit, community needs, or congressional intent. Continuing this prohibition will be considered in the next phase of the appropriations negotiations in November/December. If the block lapses, OMB could finalize the rule quickly, since the comment period has closed. (Federal Register; NACo)
  - C/CAG submitted comments to the Federal Register and advocacy letters to the delegation against the new OMB regulations. The federal advocacy team will continue monitoring the appropriations negotiations for additional advocacy opportunities for Congressional action to prevent their enactment.
  - Lawyers for Good Government will host a national advocacy day on November 10, urging Congress to permanently block the OMB's proposed overhaul of federal grantmaking rather than allow the block to expire on December 11. We will follow up with information about how to engage.
- **BUILD FY 2027:** USDOT has not yet released the FY 2027 BUILD notice of funding opportunity (NOFO). In the event congress passes a full-year THUD appropriations bill prior to the closing of the BUILD NOFO, DOT may have the opportunity to allocate additional funds. If no additional funds are allocated, DOT has indicated that it will prioritize only the previous Projects of Merit under this round. C/CAG's SAFE-T project received merit designation during the previous round; the advocacy team will alert C/CAG once application reconsideration guidance is made available. If Congress successfully passes the THUD bill, increased funding for the BUILD program may be made available. (USDOT BUILD)

Back to Top

KEY UPCOMING DATES

Date	Action
November 3	Midterm elections; Connect Bay Area transit measure on the ballot
November 6	C/CAG meeting with Rep. Mullin's office (Eric Lukoff)
November 6 or 7	C/CAG meeting with Rep. Liccardo's office (Date and POC to be confirmed)
November 9	Congress returns; Lame duck session begins; Senate cloture vote on permitting bill (S. 5653)
November 13	C/CAG meeting with Sen. Padilla's office (Theresa Nevins)
December 11	Continuing Resolution, including surface transportation programs and the OMB grant rule block, expires without additional action to extend; government shutdown not out of the question
December 17-18	Last scheduled session days (House December 17; Senate December 18)
January 3, 2027	120th Congress convenes
February 2027	CA Delegation is likely to start releasing deadlines for FY28 appropriations requests
March 2027	Submissions of appropriations requests
February – March 2027	Key time to advocate for appropriations requests
May 2027	Members report on which appropriations earmark requests they have advanced to subcommittee
June/July 2027	Bill language typically released for appropriations

Back to Top

Attachment 3

C/CAG FEDERAL FUNDING MATRIX – November 2026

The following funding matrix outlines grants and projected deadlines for the next 12-18 months for programs that align with C/CAG's funding priorities. The matrix includes weblinks to each resource, the purpose of each grant, funding amounts and matching requirements, anticipated deadlines, previous application deadlines, and considerations for competitiveness. While most grant deadlines listed in the charts below occur annually, the current federal funding environment, shaped by the sunsetting of the Bipartisan Infrastructure Package and the delay in FY27 Appropriations, makes it more difficult to predict the exact timing of the release and deadlines for various federal grant programs.

For those programs labeled with "BIL" in the funding matrix below below, funding for future rounds will depend upon future reauthorization through the Surface Transportation Reauthorization and appropriations through the regular appropriations process (unless the Surface Transportation Reauthorization include Advance Appropriations). For those programs labeled with "BIL & regular approps" below, we expect future rounds of the program, but this year's round of funding may be very limited unless Congress passes a full appropriations package before the program deadline. Programs marked with "regular approps" are more likely to proceed on their usual annual schedule, although amounts of available funding will also depend on the full appropriations package. New additions to the list are highlighted for your reference.

Summary List of Projected Deadlines:

- **November 29, 2026** – Rockefeller & Open AI Foundation's Cities Deliver: AI Solutions for Public Services
- **January 22, 2027** – EPA Diesel Emissions Reduction Act (DERA)
- **February 2027** – DOT BUILD *(expected)*
- **February 24, 2027** – WaterSMART Cooperative Watershed Management Program
- **February 26, 2027** – FEMA Flood Mitigation Assistance; state CalOES deadline expected by January but still TBD
- **Early 2027** – NOAA/NFWF National Coastal Resilience Fund *(expected)*
- **Spring 2027** – DOT Safe Streets and Roads for All (SS4A) *(TBD; subject to authorization and appropriations)*
- **Spring 2027** – EPA San Francisco Bay Geographic Program *(TBD; subject to appropriations)*
- **Spring 2027** – DOT National Scenic Byways Program *(TBD; subject to authorization and appropriations)*
- **April 13, 2027** – WaterSMART Applied Science Grants
- **Spring/Summer 2027** – WaterSMART Small-Scale Water Efficiency Projects *(expected)*
- **June 2027** – USGS Landslide Hazard Mapping and Assessment Grants *(expected)*
- **Summer 2027** – DOT INFRA / MPDG *(TBD; subject to authorization and appropriations)*
- **Summer 2027** – DOT ATTAIN *(TBD; subject to authorization and appropriations)*
- **July 2027** – FEMA Building Resilient Infrastructure and Communities (BRIC) *(expected)*
- **September 1, 2027 -** NHTSA Innovative Traffic Safety Enforcement (ITSE) Grant Program *(subject to remaining funding; Phase 1 closed September 3, 2026)*
- **September 1, 2027** – WaterSMART Cooperative Watershed Management Program
- **September 8, 2027** – WaterSMART Enhancing Water Resources
- **2027** – WaterSMART Water and Energy Efficiency Grants *(TBD)*

- **Rolling** – DOT TIFIA
- **TBD** – DOT Bridge Investment Program *(subject to surface transportation reauthorization)*
- **TBD** – DOT Charging and Fueling Infrastructure Program *(subject to reauthorization and appropriations)*
- **TBD** – WaterSMART Large-Scale Water Recycling Projects *(pending future authorization and appropriations)*

Transportation – Surface Transportation			
Opportunity	**Purpose**	**Amount, Match, Deadline**	**Potential Uses and Key Considerations**
DOT Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) (BIL)	Funds planning and implementation projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail.	• Planning: $100,000 minimum • Discretionary: $500,000 minimum • Match: 20% required • **Deadline: October 9, 2026** • Next Round: Subject to Surface Transportation Reauthorization	• C/CAG opted to sit out this round of funding. • This resource could support C/CAG's transportation-focused coastal resilience projects (emergency evacuation routes, signal timing, etc.), as well as transportation projects that incorporate flood mitigation • Contact: PROTECTdiscretionary@dot.gov
DOT Better Utilizing Investments to Leverage Development (BUILD) (BIL & regular approps)	Supports transformative transportation planning and capital projects that promote safety, accessibility, mobility, and economic development.	• Up to $25 million for both planning and capital; awards are typically in the $10 - $15 million range • Match: 20% required for urban areas, no match for rural • Previous Deadline: February 24, 2026 • **Next NOFO: November 2026** • **Expected Deadline: February 2027**	• C/CAG recently applied for the SAFE-T project • BCA is required for capital applications • Requires strong political advocacy • High administrative burden • Contact: BUILDgrants@dot.gov • Current round of funding only has $145 million (very low). In the event congress passes a full-year THUD appropriations bill prior to the closing of the BUILD NOFO, DOT may have the opportunity to allocate additional funds. If no additional funds are allocated, DOT has indicated that it will prioritize only the previous Projects of Merit under this round

DOT Safe Streets and Roads for All (SS4A) (BIL)	Help communities address the preventable crisis of deaths on roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.	• Between $100,000 and $10 million for Planning; 20% match required • Between $2.5 million and $25 million for Implementation; 20% match required • Previous Deadline: May 26, 2026 • **Expected Deadline: Spring 2027; whether DOT is able to release a spring round of funding will depend on new appropriations.**	• Completed Comprehensive Safety Action plan is required to seek implementation funding. • Supplemental planning funds also available. • Contact: SS4A@dot.gov
DOT Bridge Investment Program (BIP) (BIL)	Supports bridge rehabilitation, reconstruction, and planning to reduce the overall number of existing bridges in poor condition, or in fair condition in risk of falling into poor condition.	• Up to $80 million • Match: 20% required • Previous Deadline: June 29, 2026 • **Next Round: Possibly June 2027; subject to Surface Transportation Reauthorization and Appropriations**	• To qualify for funding, the bridge must be on the searchable National Bridge Inventory and rated in poor (preferred) or fair condition at risk of declining into poor condition (defined as being within 3 years). • Contact: BridgeInvestmentProgram@dot.gov
DOT Nationally Significant Multimodal Freight & Highway Projects (INFRA) Program (BIL & regular approps)	Surface transportation infrastructure projects – including highway and bridge, passenger rail, wildlife crossing, public transportation, and freight projects, or groups of such projects – with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas.	• Minimum request of $25 million for Rural Surface Transportation Projects • Previous Deadline: July 2026 • **Expected deadline: Summer 2027**	• Can submit to two programs: INFRA for on-system projects or RURAL for large rural projects, including surface transportation projects, including trails, road reconstruction, bridge replacement, transit facilities, mobility hubs, etc. • A few western/coastside communities in San Mateo County would meet USDOT definition of rural (required to be able to apply); must be outside any urban area with >200,000 residents • Three separate programs all apply through the MPDG application - projects will then be matched to appropriate program • Contact: INFRAgrants@dot.gov

DOT Advanced Transportation Technology and Innovation (ATTAIN) (BIL)	Supports deployment, installation, and operation of advanced transportation technologies that improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure performance. Eligible technologies include advanced traveler information, transportation management systems, connected vehicle technologies, integrated corridor management, pricing systems, and transportation data systems.	• Up to $12 million per recipient per fiscal year • Match: 20% non-federal • FY25/FY26 funding: $120 million total • Previous Deadline: August 11, 2026 • **Next Deadline: Possibly August 2027, subject to Surface Transportation Reauthorization and Appropriations**	• Potential fit for projects involving ITS, traffic management, connected infrastructure, transportation data, advanced safety systems, integrated corridor management, or other technology deployments • Projects should demonstrate how the technology will improve measurable transportation outcomes • Current statutory authorization runs through FY 2026, so another round will depend on reauthorization • Contact: **ATTAIN@dot.gov**
NHTSA Innovative Traffic Safety Enforcement (ITSE) (regular approps)	Supports development, testing, and validation of innovative traffic safety enforcement strategies that reduce crashes associated with risky driving behaviors. Projects should produce approaches that can be replicated and scaled by state and local law enforcement agencies nationwide. Eligible focus areas include impaired driving, distracted driving, speeding, reckless driving, and seat belt use.	• Awards: $300,000 to $20 million; total program funding $20 million • Approximately 10 awards per cycle • Match: None required • Previous Phase 1 Deadline: September 3, 2026 • **Future Phases: TBD, subject to available funding** • **Overall Grants.gov close date: September 1, 2027**	• Potential fit for C/CAG initiatives involving traffic safety technology, data-driven enforcement, regional enforcement strategies, or innovative approaches to speeding, impaired driving, distracted driving, reckless driving, and seat belt use • Projects should be scalable and transferable to other jurisdictions • NHTSA may open later phases if funding remains available after earlier selections • Contact: Anoko.Zankli.Ctr@dot.gov; Gregory.Benjamin@dot.gov
DOT Transportation Infrastructure Finance and Innovation Act (TIFIA) Program (BIL)	Provide credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects - highway, transit, railroad, and intermodal freight.	• Loans for up to 49% of total project for rural (33% for urban) • Fixed interest rates equal to 1/2 of Treasury rate • For projects under $75 million, can waive all borrower fees • **Deadline: rolling**	• Could fund package of TOD infrastructure improvements and housing development • First step is to develop a briefing sheet of suitable projects and contact Build America to set up a call: buildamerica@dot.gov

DOT Strengthening Mobility and Revolutionizing Transportation (SMART) (BIL)	Conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.	• Up to $2 million for Stage 1 Grants • Up to $15 million for Stage 1 awardees to expand successful projects • Match: not required • Previous Deadline: July 11, 2024 • **Next NOFO: As of now, this program is defunct. Would need to be revived through Surface Transportation Reauthorization or Future Appropriations**	• Only recipients of stage 1 grants are eligible for stage 2 grants • Projects must demonstrate at least one of the following: coordinated automation; connected vehicles; sensors; systems integration; delivery/logistics; innovative aviation; smart grid; and traffic signals • Contact: smart@dot.gov
DOT National Scenic Byways Program (NSBP) (regular approps)	Fund improvements such as byway facilities, safety improvements, and interpretive information along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural, recreational, or archeological qualities.	• Amount: No min or max • Match: 20% • Previous full application deadline: December 16, 2024 • 2026 amendment deadline: June 11, 2026, existing applicants only • **Next deadline: TBD; likely 2027**	• Construction along a scenic byway of a facility for pedestrians and bicyclists, rest area, turnout, highway shoulder improvement or overlooks • An improvement to a scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation. • San Mateo County has three State-designated scenic corridors: SR 1 south of Half Moon Bay, SR 35/Skyline Boulevard, and I-280 between the Santa Clara County line and San Bruno. • Road safety improvement • Program is offered every two years • Contact: Edward Starks at edward.starks@dot.gov

Back to Top

Transportation - Electrification			
Opportunity	**Purpose**	**Amount, Match, Deadline**	**Potential Uses and Key Considerations**
EPA Diesel Emissions Reduction Act (DERA) (regular approps)	Retrofit or replacement of existing diesel engines, vehicles and equipment with EPA and California Air Resources Board (CARB) certified engine configurations and verified retrofit and idle reduction technologies.	• Amount: No min or max • Match: Dependent on technology type. See Table 2 in NOFO. • **Deadline: January 22, 2027**	• Diesel retrofits of buses, class 5-class 8 heavy duty highway vehicles, locomotives and marine engines. • San Mateo County is eligible and is specifically identified by EPA as a 2026 DERA Priority Area. Cities, the County, C/CAG, school districts, and other qualifying public agencies can pursue funding to replace or retrofit eligible older diesel vehicles and equipment. • Contact: dera@epa.gov
DOT Charging and Fueling Infrastructure Discretionary Grant Program (CFI) (BIL)	Deployment of publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work, urban and rural areas alike, and along designated Alternative Fuel Corridors.	• Community Grant: $500,000 to $15 million • Corridor Grants: $1 million to no maximum • Match: 20% required • Previous Deadline: September 11, 2024 • **New rounds of funding for CFI will depend upon Surface Transportation Authorization and future Appropriations**	• If CFI were to be reauthorized, it is unlikely that the Trump Administration would issue a NOFO before the Administration's term ends. • Contact: CFIgrants@dot.gov

Back to Top

Attachment 3

Water - Water Supply, Infrastructure, Conservation, & Education			
Opportunity	**Purpose**	**Amount, Match, Deadline**	**Potential Uses and Key Considerations**
BLM WaterSMART Cooperative Watershed Management Program (BIL)	Watershed group development, watershed restoration planning, and watershed management project design.	• Amount: up to $400,000 • Match: 0-50% • Four application Period **Deadlines: February 24, 2027, September 1, 2027, February 15, 2028**	• Potential fit for OneWatershed-decision support and modeling • Program Contact: Irene Hoiby at ihoiby@usbr.gov
BLM WaterSMART Applied Science Grants (BIL)	Develop hydrologic information/ water management tools, improve modeling/forecasting capabilities, & nature-based solutions.	• Amount: up to $400,000 • Match: 25% required • **Deadline: April 13, 2027**	• Full list of eligible projects available here. • Program Contacts: Stephanie Hellekson at shellekson@usbr.gov
BLM WaterSMART Enhancing Water Resources (BIL)	Fund water conservation and efficiency projects that result in quantifiable, sustained water savings and benefit ecological values; water management or infrastructure improvements to mitigate drought-related impacts to ecological values; and watershed management or restoration projects benefitting ecological values that have nexus to water resources or management.	• Amount: up to $3,000,000 • Match: 25% required • **Deadline: September 8, 2027**	• Potential fit for larger, multi-benefit watershed projects that combine stormwater management with creek, wetland, riparian, or floodplain restoration and produce measurable water-quality, watershed-health, or water-resource benefits. • Program Contact: Katherine Tucker at rgraber@usbr.gov
BLM WaterSMART Small-Scale Water Efficiency Projects	Support small water efficiency improvements that have been identified through previous planning efforts.	• Amount: up to $125,000 • Match: 50% required • **Previous Deadline: June 2, 2026** • **Expected Next Deadline: Spring/Summer 2027**	• Projects that have a drought resiliency component will be more competitive. • Program Contact: Nickie McCann at nmccann@usbr.gov

Attachment 3

BLM WaterSMART Large-Scale Water Recycling Projects (BIL)	Fund planning, design, and construction of Large-Scale Water Recycling Projects with a total project cost greater than $500 million.	• Amount: 25% of total project cost. The total project cost must be greater than $500 million. • Match: 75% required • Previous Deadline: May 13, 2026 • **Next NOFO: Pending future authorization and appropriation**	• Projects will become eligible once Reclamation has reviewed a feasibility study submitted by the non-Federal project sponsor and has informed Congress that the project meets Reclamation's requirements. • Program Contact: Amanda Erath at aerath@usbr.gov
BLM WaterSMART Water and Energy Efficiency Grant (BIL)	Support on-the-ground water management improvement projects, including projects that conserve water and address water supply reliability.	• Amount: up to $500,000 for 2-year projects; up to $5,000,000 for large, 3-year projects • Match: 50% required • **Previous Deadline: November 13, 2024** • **FY26 NOFO Expected before the end of 2026**	• This program supports water infrastructure projects that incorporate an energy efficiency element • Unclear if this program will return • Contact: Josh German at jgerman@usbr.gov.
EPA San Francisco Bay Geographic Region Program, Region 9	Fund Bay Region projects that improve the ecosystem, address water quality impacts from nutrients, stormwater, urban pesticide use, and habitat loss.	• Amount: up to $5,000,000 • Match: 25% • Previous Deadline: March 3, 2026 • **Next NOFO: Likely early 2027; deadline likely Spring 2027** • **Future funding depends on annual congressional appropriations**	• Can be used to fund wetland restoration, reduce polluted runoff, remediate shorelines and advance watershed restoration. • Contact: Tu.Lyndsey@epa.gov

Back to Top

Hazard Mitigation - Resilience			
Opportunity	**Purpose**	**Amount, Match, Deadline**	**Potential Uses and Key Considerations**
Rockefeller Foundation & Open AI Foundation Cities Deliver: AI Solutions for Public Services	To fund proposals for AI solutions with the potential to meaningfully and measurably improve city services in one of the following focus areas: public health, economic mobility, environmental resilience, or civic engagement.	• The initiative will support proposals at two stages of development: • Seed: ($500,000 to <$1 million): Projects are early concepts that seek funding for a first pilot in a city context to refine an idea with city partners, build and test a prototype with real users, and pilot the solution in a city setting. • Scale: ($1-2 million): Projects already been piloted in a city, shown early results, and seek funding to scale up and expand the solution within their city, reach more residents, neighborhoods, or services, or extend the solution to another city. • **Eligibility Screening, Round 1 Proposals Deadline: November 29, 2026**	• All grants run 24 months, with 50% disbursed at the start and 50% upon a documented mid-term milestone. Grants don't guarantee follow-on funding. • Governments cannot apply directly. They must apply in partnership with a non-profit or public benefit corporation. • All projects must have a city partner and a charitable purpose.
FEMA Building Resilient Infrastructure and Communities (BRIC)	Support hazard mitigation tactics such as capability and capacity building, mitigation activities, and covering management costs. Hazards include drought, earthquakes, severe storms, fire, and extreme heat.	• Amount: up to $50,000,000 • Match: 25% required • Previous Deadline: July 23, 2026 • **Next NOFO: Likely July 2027**	• Applications first submitted to the state; states submit sub applications to FEMA • FEMA has been slow to award and execute grant agreements for funds in recent years. • Contact: Robyn Fennig, California State Hazard Mitigation Officer, Cal OES

FEMA Flood Mitigation Assistance Grant Program	Reduce or eliminate flood risk to buildings and infrastructure insured under the National Flood Insurance Program (NFIP), including localized flood control, floodplain and stream restoration, stormwater management, property acquisition, and other flood mitigation activities.	• Amount: Varies by project type and annual NOFO • Match: Generally 25% required; higher federal shares may apply to certain repetitive-loss properties • **Next Deadline: February 26, 2027**	• Projects must reduce flood risk to NFIP-insured properties; participating communities must be in good standing with the NFIP. • Local governments apply as subapplicants through the state; applicants generally must have a current FEMA-approved hazard mitigation plan. FEMA • Contact: Robyn Fennig, California State Hazard Mitigation Officer, Cal OES
USGS Landslide Hazard Mapping and Assessment Grants	Risk communication, planning and coordination, mapping and assessments, and data collection of landslide hazards to develop information, knowledge, and methods that leads to the reduction of losses from landslides and increases public safety.	• Amount: up to $250,000 • Match: not required • Previous Deadline: June 8, 2026 • **Next NOFO: Likely spring 2027; deadline likely June 2027**	• Funding includes projects that advance landslide hazard mapping and assessments, improve landslide hazard planning and coordination, and improve dissemination and effectiveness of landslide hazard information in mitigating losses. • Could be used to update landslide susceptibility and risk mapping to identify threats to transportation corridors, public infrastructure, and communities in hillside and coastal areas of San Mateo. • Contact: Stephen L. Slaughter at sslaughter@usgs.gov
NOAA & NFWF National Coastal Resilience Fund (BIL's Coastal Resilience Program supports this program)	Investments in planning, design, and implementation of nature-based solutions to enhance protection for coastal communities from the impacts of storms, floods, and other natural hazards while improving habitats for fish and wildlife.	• Amount: up to $7,000,000 • Match: Not required, but encouraged • Previous RFP: March 31, 2026 • Previous Deadline: June 24, 2026 • **Next NOFO: Likely Spring 2027; deadline likely June 2027**	• All applicants must first submit a proposal. Final application is by invitation only. • New rounds often focus on a specific geographic area • Planning and Implementation projects are eligible • Contact: Mirjam Kuzee at Mirjam.Kuzee@NFWF.org

NOAA Transformational Habitat Restoration and Coastal Resilience Grants	Support transformational habitat restoration projects that restore marine, estuarine, coastal, or Great Lakes ecosystems, using approaches that enhance community and ecosystem resilience to climate hazards.	• Amount: Up to $10 million • Match: Match: Not required, but encouraged • Previous Deadline: April 16, 2025 • **Next NOFO: Subject to Reauthorization and Appropriations.**	• Proposals addressing hard infrastructure only for water quality improvement are not eligible. • Contact: Rina Studds or Amanda Cousart at 301-427-8651 or 301-337-9447, or by e-mail at resilience.grants@noaa.gov.

Back to Top

C/CAG AGENDA REPORT

Date: November 12, 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 (9 Letters)

(For further information, please contact Clerk of the Board at ccagclerk@smcgov.org)

BACKGROUND

1. 10/30/2026 – San Mateo County Transportation Authority 2026 Cycle 4 Transportation Demand Management Grant Selection Committee RE: Letter of Support for City of San Carlos 2026 Cycle 4 Transportation Demand Management (TDM) Program Application
2. 10/26/2026 – The Honorable Adam Schiff United States Senator RE: SUPPORT FOR EPA WATER INFRASTRUCTURE PROVISION IN THE WATER RESOURCES DEVELOPMENT ACT OF 2026
3. 10/26/2026 – Sue-Ellen Atkinson, Manager of Planning and Fund Management, San Mateo County Transportation Authority RE: Letter of Support for the Serramonte Boulevard, Junipero Serra Boulevard, and I-280 Intersection Reconfiguration Project – Project Initiation Document
4. 10/26/2026 – Leishara Ward, Associate Deputy Director, California Transportation Commission RE: Letter of Support for SamTrans' Local Partnership Program Application for Project Green Light
5. 10/22/2026 – San Mateo County Transportation Authority RE: Letter of Support for City of South San Francisco Cycle 4 Alternative Congestion Relief / Transportation Demand Management Program Applications
6. 10/22/2026 – San Mateo County Transportation Authority, 2026 Cycle 4 Transportation Demand Management Grant Selection Committee RE: Letter of Support for City of San Carlos 2026 Cycle 4 Transportation Demand Management (TDM) Program Application
7. 10/14/2026 – San Mateo County Transportation Authority RE: Letter of Support, Woodland Avenue Pedestrian and Bicycle Improvements, City of East Palo Alto (SMCTA Cycle 8 Pedestrian and Bicycle Program)
8. 10/14/2026 – San Mateo County Transportation Authority RE: Letter of Support for the San Mateo Countywide Bicycle Education Program
9. 10/6/2026 – City of South San Francisco, Public Works Department, Engineering Division RE: Letter of Support for the City of South San Francisco Sustainable Transportation Planning Grant Applications

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/