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

C/CAG LEGISLATIVE COMMITTEE AGENDA

Date:	Thursday, November 12, 2026	**Join by Zoom Webinar:** https://us02web.zoom.us/j/89606938689?pwd=MKJa3SbEG0zP8wv90jbgTb61VKw7H8.1
Time:	5:30 p.m.	
Location:	Oak Room (lobby level) San Mateo Main Library 55 W. Third Ave. San Mateo, CA 94402	**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 Legislative Committee will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the agency, or of the acts or omissions of the Board and committees. Speakers shall not disrupt, disturb, or otherwise impede the orderly conduct of a Board meeting. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

1.	Call to Order/Roll Call.	Action (Rak)	No Materials
2.	Public comment on items not on the agenda.	Limited to 2 minutes per speaker.	No Materials
3.	Approval of the minutes from the September 10, 2026 Meeting.	Action (Petrofsky)	Pages 1 – 5
4.	Review and provide feedback on the draft C/CAG Legislative Platform for 2027.	Information (Petrofsky)	Pages 6 – 14
5.	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.)	Action (Petrofsky)	Pages 15 – 36
6.	Member Communications.	Information (Rak)	No Materials
7.	Adjournment.	Information (Rak)	No Materials

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

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: http://www.ccag.ca.gov. Please note that C/CAG's office is temporarily closed to the public; please contact Matt Petrofsky at (650) 453-0696 or mpetrofsky@smcgov.org to arrange for inspection of public records.

PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS

ADA REQUESTS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Matt Petrofsky at (650) 453-0696 or mpetrofsky@smcgov.org, five working days prior to the meeting date.

PUBLIC PARTICIPATION: Members of the public may address the Committee as follows:

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

1. Your written comment should be emailed to mpetrofsky@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG Legislative Committee 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 Legislative Committee members and included in the administrative record of the meeting as soon as practicable.

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

***In-person participation:**

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

***Remote participation:**

1. The C/CAG Legislative Committee meeting may be accessed through Zoom at the online location indicated at the top of this agenda.

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

If you have any questions about this agenda, please contact C/CAG staff: Senior Programs Specialist Matt Petrofsky at (650) 453-0696 or mpetrofsky@smcgov.org.

C/CAG AGENDA REPORT

Date: November 12, 2026

To: City/County Association of Governments of San Mateo County Legislative Committee.

From: Matt Petrofsky, Committee Staff

Subject: Review and approve the Legislative Committee meeting minutes from the meeting held on September 10, 2026

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

RECOMMENDATION

That the Legislative Committee review and approve the Legislative Committee meeting minutes from the meeting held on September 10, 2026.

FISCAL IMPACT

None

SOURCE OF FUNDS

None

BACKGROUND

None

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. Draft C/CAG Legislative Committee Meeting Minutes, September 10, 2026

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

CITY/COUNTY ASSOCIATION OF GOVERNMENTS LEGISLATIVE COMMITTEE

Draft Meeting Minutes
September 10, 2026 Meeting

1. Call to Order.

The meeting was called to order at 5:35 pm by Vice Chair Eddie Flores.

2. Roll call.

C/CAG staff conducted roll call. Six members were initially present, but one of those members was MTC commissioner Gina Papan, whose seat is non-voting. A quorum of six voting members was therefore not reached until member Anders Fung arrived at 5:41 pm.

Agency	Name	In Person	Remote AB 2449
Atherton	Elizabeth Lewis	X	
Burlingame	Andrea Pappajohn	X	
Foster City	Stacy Jimenez		
Millbrae	Anders Fung	Arrived at 5:41 pm	
Pacifica	Greg Wright	X	
Redwood City	Elmer Martínez Saballos		
San Bruno	Michael Salazar	X	
San Carlos	Adam Rak (Chair)		
San Mateo County	Lisa Gauthier		
South SF	Eddie Flores (Vice Chair)	X	
MTC*	Gina Papan	X	

*the MTC Commissioner seat is non-voting, and does not count towards quorum

Staff and Guests Attending:
C/CAG Staff:
Kaki Cheung, Matt Petrofsky, Mima Crume

Legislative Consultants:
Lizzie Guansona
Matt Robinson

Others Attending:

DRAFT

David Burruto, District Director for Assemblymember Papan

3. Public comment on items not on the agenda.
There were no public comments on items not on the agenda.

4. Review and approve the Legislative Committee meeting minutes from the meeting held on June 11, 2026.
The Committee voted on approval of the minutes of the June 11, 2026 meeting, with a motion from Member Wright, seconded by Member Salazar. A vote was taken, and the motion passed (6,0,0).

5. Review and recommend Board approval of Amendment No. 2 with Shaw Yoder Antwih Schmelzer & Lange, Inc. for State legislative advocacy services, extending the agreement through December 31, 2027, and increasing the not-to-exceed amount by $84,000 to $420,000.
The Committee discussed the item. Member Papan emphasized the importance of clearly communicating C/CAG's needs and priorities to the advocacy team, particularly where competing interests arise, and requested strong advocacy on key issues. There were no public comments. Member Lewis motioned a vote for the item with a second by Member Salazar. The motion passed (6, 0, 0).

6. 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.)

C/CAG Legislative Consultants Lizzie Guansona from Shaw Yoder Antwih Schmelzer & Lange (SYASL) provided an update to the Committee, based on their monthly report provided in the agenda packet. This included an overview of the following topics:

Legislative schedule:

The Legislature is on recess. They are scheduled to reconvene on December 7 with the 27-28 Legislative session expected to begin in early January. The November election includes several ballot measures that SYASL will continue to track. Approximately 22 of the Legislature's 120 seats are expected to have new members, largely due to term limits and members seeking other offices.

State budget and Vehicle License Fee (VLF) funding:

The state budget agreement announced in June included approximately $350 billion in spending and balanced the General Fund for fiscal years 2026–27 and 2027–28.

A late budget bill, AB 113, included a $1.38 million allocation for C/CAG's Integrated Green Stormwater Infrastructure Streets program, championed by Assemblymember Papan.

The state allocated $80 million to partially address VLF funding shortfalls across three affected counties, with approximately $78 million allocated to San Mateo County. This does not resolve the full ongoing shortfall. AB 184 expresses legislative intent to develop a longer-term solution between the Legislature and affected counties.

Cap-and-Invest and Greenhouse Gas Reduction Fund (GGRF):

SYASL described ongoing concerns about California Air Resources Board actions that are expected to negatively affect GGRF revenues. The tiered funding structure means some transit, affordable housing, and

sustainable communities programs that C/CAG and its member agencies benefit from are expected to receive substantially less revenue than anticipated, despite a recent auction that produced somewhat better revenue projections than expected.

In 2023 funding was awarded to Bay Area transit operators under SB 125 to help with the fiscal cliff. $230 million of that previously committed allocation was included, with another $460 million expected next year.

Next year, interest earned on unspent GGRF balances is expected to be deposited into the fund and distributed through the existing tiered structure. This may provide some relief, though the impact will not be known until next year.

E-bike legislation:

Three C/CAG-supported bills advanced to the Governor: AB 2595 (Papan), authorizing San Mateo County and its cities to establish age limits for e-bike riders age 12 and under, with reporting requirements; AB 2346 (Wilson), addressing sidewalk speed limits, local speed limits on bike paths and trails, and equipment requirements; and SB 1167, intended to clarify the distinction between legal e-bikes and e-motos/mopeds. The bills were awaiting the Governor's action, with a September 30 deadline for signing bills.

Other C/CAG-supported bills awaiting the Governor's action:

- AB 2296 (Papan) would extend certain timelines in the Regional Housing Needs Allocation (RHNA) process.
- AB 2313 (Berman) would require the CPUC to establish incentives for customers to pursue alternatives to gas-line replacements.
- AB 2051 (Wicks) would establish a Coastal Resilience Permanent Working Group to streamline environmental approvals for coastal climate-adaptation projects.

Senate Bill 79:

SYASL reported that C/CAG's discussions with its legislative delegation had helped identify a need for clearer state guidance on what qualifies as a transit project triggering development requirements around stations under SB 79.

C/CAG may prepare a letter asking the California Department of Housing and Community Development to revise its guidance and definitions to provide greater certainty. One or two potential San Mateo County projects may not qualify based on how they are treated in the Regional Transportation Plan.

In response to a question from Member Pappajohn about whether cities' alternative plans had been reviewed or approved, SYASL said it was not tracking their status but offered to look into it.

Comments from Assemblymember Papan's District Director:

David Burruto, Assemblymember Papan's District Director, highlighted her advocacy on VLF funding, e-bike legislation, and housing-related bills, noting that VLF remains an ongoing priority and that continued advocacy will be needed to secure a long-term solution.

Burruto also described two bills related to data centers and water. One would require water-scarcity planning and water assessments when data centers are proposed, and address allocation of infrastructure costs. Another would require data centers to report estimated annual water use when obtaining a business permit

and actual use when renewing it, giving local governments and water agencies information to assess impacts.

No additional questions were raised for the legislative consultants.

Kaki Cheung, C/CAG Interim Executive Director, provided an update to the Committee about the Federal budget outlook, and about two recent grant/earmark applications:

A continuing resolution signed by the President extends federal government funding through December 11, avoiding an immediate shutdown and allowing transportation programs to continue. Funding remains at the prior year's level, and advance appropriations authorized under the Infrastructure Investment and Jobs Act do not continue under the resolution.

C/CAG has asked Senators Padilla and Schiff to support restoring advance appropriations and protecting funding for transit, active transportation, and competitive programs.

A $500,000 federal earmark requested by Congressman Mullin for the Integrated Green Stormwater Infrastructure Streets program would support projects in East Palo Alto and Daly City. Combined with the state allocation, the program could receive nearly $2 million for a set of multi-jurisdictional, multi-benefit, green stormwater infrastructure, pedestrian safety, accessibility, and traffic-calming improvements.

C/CAG's federal Better Utilizing Investments to Leverage Development (BUILD) grant application for the SAFE-T project using traffic-signal technology to protect pedestrians and cyclists at high-risk intersections and improve emergency response along Highway 1 was designated a project of high merit but was not selected for funding. Staff will continue pursuing other federal and local funding sources, including Safe Streets for All.

7. Adjournment.
The meeting adjourned at 6:13 pm.

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C/CAG AGENDA REPORT

Date: November 12, 2026

To: C/CAG Legislative Committee

From: Matt Petrofsky, Senior Programs Specialist

Subject: Review and provide feedback on the 2027 C/CAG Legislative Platform.

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

RECOMMENDATION

That the C/CAG Legislative Committee review and provide feedback on the 2027 C/CAG Legislative Platform.

FISCAL IMPACT

None

SOURCE OF FUNDS

None

BACKGROUND

The C/CAG Legislative Platform guides C/CAG's engagement in state and federal legislative, budget, ballot measure, and regulatory matters. Each year, C/CAG staff prepare and share a proposed update to the platform to guide the organization's legislative activities for the following year.

In 2026, C/CAG staff worked with the organization's state and federal legislative consultants, Shaw Yoder Antwih Schmelzer & Lange, and Ken Brown and Associates, to develop a draft 2027 Legislative Platform.

This 2027 version consolidates the 10 policy areas from the 2026 platform into six broader policy areas and adds a top-line summary to each. These changes are intended to make the platform more concise, easier to share, and, by using a broader policy direction, more able to flexibly address emerging legislation throughout the year.

The first page of the document provides a high-level crosswalk between the adopted 2026 platform and the proposed 2027 platform, along with a summary of the proposed additions.

The second page identifies four priority projects for which C/CAG will seek state and federal funding. These projects represent tangible investments that advance the region's broader policy objectives, address identified community needs, and benefit San Mateo County residents and local agencies.

The Committee is asked to review and provide feedback on the 2027 C/CAG Legislative Platform. A revised Platform will then be returned to the Committee for action at its December 10, 2026 meeting.

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 Platform document for C/CAG Board review and approval. Decisions made in relation to transportation, housing, stormwater, and climate resilience have the potential to impact our most vulnerable communities in San Mateo County.

ATTACHMENT

1. Draft 2027 Legislative Platform

2027 Legislative Platform Overview

The draft consolidates the 10 policies in the 2026 platform into six broader policy areas. Most priorities carry forward, with less repetition and fewer references to individual bills. The table below shows where to find the existing themes in the 2027 draft.

2026 – 2027 Legislative Platform Crosswalk

2027 draft policy area	2026 policy references and themes
Local governance and equitable investment	Policies 2, 9 and 10; 1.3 — Local authority, Brown Act participation, equity and disadvantaged-community screening.
Reliable funding and effective delivery	Policies 1, 4 and 5; parts of Policy 6 — Revenue protection, economic vitality (1.2), fair allocations, mandate reimbursement, tax and fee authority, flexible funding and streamlined delivery.
Safe and connected transportation	Policy 6; 7.5 — Transportation funding, safety, transit ridership and integration (6.12), express lanes, technology, travel demand and VMT mitigation.
Stormwater management and water quality	Policies 3 and 8; 7.13 — Stormwater funding, revenue protection and compliance, pollution prevention, regional projects, water supply and integrated water management.
Climate energy and emergency resilience	Policy 7; 10.2 — Emissions reduction, clean energy, local energy partnerships, emissions and DMV/VMT data, adaptation, utility reliability and emergency preparedness.
Coordinated land use housing and airport planning	Policy 2; 1.4; 6.12 (transit-oriented development portion); 7.3 — Housing and infrastructure funding, local flexibility, transit-oriented development, coordinated housing/transportation investment and airport compatibility.

What is new

- Added four potential earmarks to the 2027 platform
- Federal transportation funding advocacy; protection of committed awards and improved grant administration
- Dedicated stormwater revenue protection and ongoing compliance funding

Draft 2027 C/CAG Legislative Platform

Discussion purposes only for Legislative Committee's Consideration

Purpose

The City/County Association of Governments of San Mateo County (C/CAG) is a joint powers authority that represents all jurisdictions in San Mateo County through its 21-member Board of Directors. C/CAG seeks to advance shared countywide priorities that improve safety, mobility, environmental quality, affordability, and community resilience; that protect public resources; and that provide local and regional agencies the funding and flexibility to deliver results. Equity, effective governance, and fiscal responsibility apply across all these areas.

This document includes a legislative platform that guides C/CAG's engagement in state and federal legislative, budget, ballot measure, and regulatory matters related to transportation, stormwater and water quality, climate and energy, and coordinated housing, land use, and airport compatibility planning. It also identifies four priority projects for which C/CAG will seek state and federal funding in the next calendar year. These projects represent tangible investments that advance the region's broader policy objectives, address identified community needs, and benefit San Mateo County residents and local agencies.

Proposed 2027 priority projects for funding requests

- Automated Vehicle First-and-Last Mile Transit Connector Pilot - Building on the San Mateo Countywide Automated Vehicles Strategic Plan, this project would extend the reach of existing transit service by providing first-mile and last-mile connections between transit stations and nearby destinations.
- Safety Applications for Every Traveler (SAFE-T) Project - Countywide traffic signal safety improvements at 70 high-risk locations and implementation of an Emergency Vehicle Preemption (EVP) system along 16 miles of the Highway 1 corridor.
- Daly City Intersection Multi-benefit Project - Installation of curb extensions with bioretention planters at intersections serving two elementary schools.
- San Bruno-Millbrae El Camino Real Multimodal Safety Improvements (SR-82) – Seek funding to design and construct priority bicycle and pedestrian safety improvements in Millbrae and San Bruno, a corridor carrying up to 45,200 vehicles a day and identified as high stress for bicyclists.

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Policy Areas

1. Local governance and equitable investment

Preserve local government authority, promote transparent and accessible decision-making, and advance equitable policies and investments that address community needs.

1.1) Local authority. Preserve C/CAG and member agency authority to address local needs, collaborate across jurisdictions, and administer responsibilities. Oppose actions that impair local decision-making authority. Support workable, adequately funded intergovernmental collaboration.

1.2) Accessible government. Support Brown Act and related reforms that improve transparency, public access, orderly meetings, and practical in-person and remote participation by Board members, committee members, and the public.

1.3) Equitable outcomes. Support legislation that advances C/CAG's adopted Equity Assessment, Framework and Action Plan, and Community Based Transportation Plans. Improve disadvantaged-community screening and investment criteria to recognize affordability, pollution burdens, and barriers hidden by countywide averages. Ensure underserved households can participate in and benefit from transportation and clean energy investments.

2. Reliable funding and effective delivery

Protect existing revenues, secure equitable state and federal funding, expand sustainable local funding authority, and improve the efficiency and flexibility of project delivery and funding administration.

2.1) Revenue. Protect existing revenues, voter-approved purposes, and committed awards. Oppose diversion, pledging, or transfer of dedicated transportation funds for other purposes and restrictions that unnecessarily impair flexibility within authorized uses. Oppose the withholding, diversion, cancellation, or retroactive alteration of state or federal funding commitments inconsistent with applicable law and award terms.

2.2) Revenue authority. Support constitutional and statutory reforms that lower approval barriers for appropriate taxes and fees; oppose higher thresholds and burdensome revenue restrictions. Seek sustainable dedicated funding for C/CAG, including authority to renew and increase Measure M vehicle registration fee revenues for congestion and pollution mitigation.

2.3) Fair allocation. Seek San Mateo County's fair share of state, federal, and regional investment, recognizing local contributions, return to source, infrastructure needs, underserved communities, and regional benefits. Support geographically balanced allocations and criteria suited to high-cost communities and multi-benefit projects.

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2.4) Implementation resources. Seek full funding and reimbursement for mandates and delegated responsibilities, including planning, administration, operations, maintenance, and compliance. Oppose unfunded requirements and cost shifts that impair local services or implementation capacity.
2.5) Flexible investment. Expand predictable funding and financing supporting transportation, stormwater, climate mitigation, adaptation, and resilience, affordable housing, land-use planning, and economic vitality. Support integrated projects and appropriate public, private, business, and interagency partnerships.
2.6) Project delivery & funding administration. Simplify grants, reporting, procurement, environmental review, and permitting while maintaining accountability, public participation, and environmental protection. Expand cost-effective design-build, job-order contracting, public-private partnerships, and other delivery options, with technical assistance for agencies with limited capacity. Support predictable, transparent, and efficient administration of state and federal funding programs, including clear eligibility and award conditions, reasonable compliance requirements, timely funding decisions, and streamlined reimbursement.

3. Safe and connected transportation

Advance a reliable, accessible, efficient multimodal network that prevents deaths and serious injuries, reduces congestion and emissions, and serves people of all ages and abilities.

3.1) System investment. Protect and expand resources for transit operations and capital, streets and roads, state of good repair, bridges, grade separations, highway corridors, active transportation, complete streets, and Safe Routes to School. Advance countywide priorities, including US 101 express and managed lanes, the US 101/SR 92 connections, El Camino Real multimodal improvements, and Smart Corridor operations and asset maintenance.
3.2) Safety. Support safer street design, speed management, automated speed enforcement and other effective safety tools, education, and strong vehicle safety standards. Improve pedestrian, bicycle, and emerging mobility safety with appropriate privacy, accessibility, and equity protections.
3.3) Transit and access. Improve transit reliability, ridership, affordability, accessibility, and interconnectivity across operators. Support transit priority, coordinated fares and information, first and last mile services, shuttles, shared micromobility, and practical mobility options for underserved communities, including Coastside communities.
3.4) Congestion and travel demand. Improve corridor operations and High-Occupancy Vehicles and express lane performance, including effective enforcement, equitable access, and reliable operations. Support Transportation Demand Management, shared travel, flexible work, and community broadband access that enable

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reductions in single-occupant travel, Vehicle Miles Traveled (VMT), and greenhouse gas emissions.

3.5) Revenue and regional initiatives. Engage in transportation revenue alternatives, gas-tax replacement, tolling and pricing, regional funding measures, and major rail proposals based on mobility, equity, local fiscal effects, accountability, and county benefits. Advocate delivery of San Mateo County commitments under Regional Measure 3. Monitor high-speed rail impacts on the county.

3.6) Technology and data. Support transportation technologies, including automated vehicle pilots and connected infrastructure, that demonstrate safety, mobility, environmental, accessibility, and economic benefits. Preserve strong federal vehicle safety standards, state and local operational oversight, useful public planning data, interoperability, and privacy and cybersecurity protections.

3.7) Planning and mitigation. Support coordinated transportation, housing, and climate planning and workable congestion management and environmental review requirements. Enable local and regional VMT and greenhouse gas mitigation programs. Engage in changes to sustainable communities planning and transportation impact review to improve implementation, funding eligibility, and community outcomes.

3.8) Federal investment. Advocate stable, predictable federal surface transportation funding, continued access to formula and competitive programs, and timely delivery of committed awards. Seek reauthorization, appropriations, financing, and project-delivery provisions that advance C/CAG and member agency priorities, including safety, maintenance, resilience, and multimodal access.

4. Stormwater management and water quality

Protect the Bay, ocean, and watersheds through pollution prevention, achievable compliance, and investment that treats stormwater as a resource. Support reliable, diversified water supplies.

4.1) Sustainable compliance. Secure reliable stormwater funding, including grants, loans, and resource and climate bond investments. Advance the county's Stormwater Resource Plan, Sustainable Streets Master Plan, regional collaborative efforts, and local Green Infrastructure Plans. Support science-based, prioritized requirements that protect beneficial uses while recognizing municipal resources, capacity, and measurable results.

4.2) Funding protection. Protect dedicated stormwater revenues for their authorized purposes and preserve sufficient, reliable funding for C/CAG and member agencies to meet ongoing stormwater permit and regulatory requirements.

4.3) Pollution prevention. Reduce legacy and emerging contaminants, bacteria, mercury, PCBs, trash, plastics, microplastics, tire wear and other vehicle-related pollutants,

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and pesticide and rodenticide toxicity. Support producer accountability, safer alternatives, and statewide pre-demolition abatement of PCBs in building materials.

4.4) Fair responsibility. Place pollution prevention, reporting, and compliance obligations on entities able to control the source. Reduce disproportionate burdens on municipal programs and support effective statewide and regional solutions.

4.5) Integrated infrastructure. Advance OneWatershed, green streets, schoolyard greening, stormwater capture, groundwater recharge, and related projects that combine water quality, flood reduction, heat mitigation, and community benefits. Fund lifecycle operations and maintenance and improve coordination across funding, permitting, and regulatory programs.

4.6) Regional approaches. Enable coordinated project implementation with partners while respecting agency roles. Support credit trading for stormwater management and water quality improvement, distributed green infrastructure, and joint responses to flooding, sea level rise, coastal erosion, and stormwater vulnerabilities.

4.7) Water supply. Support BAWSCA's protection of San Mateo County water user interests and rights. Seek funding for conservation, capture, recycled water and other appropriate supply diversification, coordinated with water quality and resilience objectives.

5. Climate energy and emergency resilience

Advance regional climate action through emissions reduction, clean energy investment, climate adaptation, emergency preparedness, utility reliability, and access to reliable data.

5.1) Emissions reduction. Fund practical and equitable carbon neutrality strategies and incentives, including local climate action plan implementation, energy efficiency, building, transportation, grid decarbonization, and clean and alternative energy. Seek Cap-and-Invest auction revenues for eligible county priorities.

5.2) Local energy programs. Advance WestLight Energy objectives; oppose measures that impair them. Sustain ratepayer-funded local government partnerships, Energy Watch, RICAPS, and related technical assistance. Support generation, storage, microgrids, and affordable customer programs.

5.3) Adaptation, resilience and preparedness. Support coordinated policy, planning, and action related to sea level rise, flooding, coastal erosion, wildfire, extreme heat, and other climate hazards. Support nature-based solutions, tree canopy, infrastructure protection, emergency preparedness, response, and recovery, particularly for vulnerable populations.

5.4) Utility reliability. Improve grid reliability, utility accountability, emergency coordination, customer communication, and timely utility connections and site upgrades needed for clean energy investments. Monitor PG&E emergency preparedness and response.

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5.5) Usable data. Support state collection and publication of local emissions inventories and agency access to reliable energy, emissions, and VMT data, including appropriate DMV data. Enable coordinated, privacy-protective data systems for planning, inventory, and performance evaluation.

6. Coordinated land use housing and airport planning

Support housing and land use strategies that address community needs, connect development with infrastructure and services, support economic vitality, and maintain effective airport compatibility planning.

6.1) Planning and infrastructure. Fund local housing planning, affordable housing, related infrastructure, economic development, and mitigation of development impacts. Support 21 Elements and assistance for housing elements, RHNA, and Transit-Oriented Communities requirements. Coordinate transportation and housing investment without unnecessarily diverting resources from either purpose.

6.2) Local flexibility and collaboration. Preserve meaningful local participation and implementation flexibility, consistent with Policy Area 1, Local governance and equitable investment. Support voluntary pooling of resources and appropriate recognition of shared housing production efforts among jurisdictions.

6.3) Funding consequences. Oppose withholding transportation or other funding from jurisdictions based on housing production performance outcomes. Evaluate other housing accountability and funding eligibility proposals for implementation impacts and effects on infrastructure and services needed to support housing.

6.4) Connected development. Support transit-oriented development and related land use proposals that advance mobility, affordability, infrastructure capacity, and climate goals. Seek resources and practical implementation pathways that help member agencies meet regional planning requirements.

6.5) Airport compatibility. Protect effective airport land use compatibility planning for safety, noise, and orderly development. Fund plan updates and implementation and support coordination among local land use agencies, airport operators, and regional partners.

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C/CAG AGENDA REPORT

Date: November 12, 2026

To: City/County Association of Governments of San Mateo County Legislative Committee

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 Legislative Committee 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.

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 of from the Offices of Congressman Mullin and Congressman Liccardo scheduled for early November.

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 bringing forward the calendar of meetings for 2027, conducting an election for a new Legislative Committee Chair and Vice Chair, and 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. 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/

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.

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

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

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

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)

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

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, 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

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

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

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

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.