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

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

Date:	Thursday, November 19, 2026	**Join by Zoom Webinar**:	https://us02web.zoom.us/j/82382851421?pwd=TLhmVaAdCvLDpMwNa3w1w3OTTr3Y7b.1
Time:	1:15 p.m.		
Location:	City of Belmont Emergency Operations Center Belmont City Hall, 2nd Floor One Twin Pines Lane, Belmont, CA 94002	**Join by Phone**: 823 8285 1421 **Zoom Meeting ID**: 696962 **Password**: (669) 900-6833	

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

This meeting of the C/CAG TAC 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 (Willis/Ovadia)	No Materials
2.	Public comment on items not on the agenda.	Limited to 2 minutes per speaker.	No Materials
3.	Issues from the October 8th and November 12th, 2026, C/CAG Board meetings. • During the October 8, 2026 Meeting the Board: o Approved funding package consisting of $24,111,142 in 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) Fund for seven eligible projects and $5.4M for the TDA Article 3 Program for the FY 2026-2028 cycle. o Received a presentation on the San Mateo Countywide Transportation Plan update. • During the November 12, 2026 Meeting the Board: o Receive a presentation from One Shoreline on Board Member recruitment	Information (Ocampo)	No Materials

4.	Approval of the minutes from the September 17th, 2026 TAC Meeting.	Action (Ocampo)	Pages 1 – 4
5.	Review and recommend approval of the Lifeline Transportation Program (LTP) Cycle 8 Guidelines, including the implementation of a two-pathway funding approach consisting of a Pilot Streamlined Renewal Process and a Competitive Call for Projects.	Action (Gaye)	Pages 5 – 11
6.	Receive a presentation and provide feedback on the C/CAG E-Bike Ordinance Template and Guidance.	Information (Gaye)	Pages 12 – 15
7.	Review and approval of the proposed 2027 C/CAG Congestion Management Program Technical Advisory Committee meeting calendar.	Action (Ocampo)	Pages 16 – 17
8.	Receive information on regional projects and funding related items.	Information (Lacap)	Pages 18 – 35
9.	Executive Director Report	Information (Cheung)	No Materials
10.	Member Reports	Information (All)	No Materials
11.	Adjournment and establishment of next meeting date (December 17, 2026).	Information (Willis/ Ovadia)	No Materials

Future Potential Topics:

1. City of San Carlos' intelligent transportation system efforts

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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 Kaki Cheung at (650) 363-4105 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 Van Ocampo at vocampo@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 kcheung1@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG TAC members, 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 TAC 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 TAC, 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 TAC meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
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: Capital Project Delivery, Van Dominic Ocampo at vocampo@smcgov.org.

CONGESTION MANAGEMENT PROGRAM (CMP)
TECHNICAL ADVISORY COMMITTEE (TAC)
September 17, 2026
MINUTES

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

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

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

The three-hundred eighteen (318th) meeting of the Technical Advisory Committee took place on September 17, 2026 at 1:15 p.m.

TAC members that attended in person are listed on the Roster and Attendance table above. C/CAG staff members present in person were: Jeff Lacap, Eva Gaye and Van Dominic Ocampo.
Other people in attendance and their respective agencies are as follows:
Sue Ellen Atkinson – SMCTA (in person)
Kim Comstock – SMCEL-JPA
Hema Nagarajan - STV

1. Call to Order/Roll Call

Co-Chair Willis called the meeting to order at 1:15 p.m.

2. Public comment on items not on the agenda

There was no comment from the public.

3. Issues from the September 10th, 2026, C/CAG Board meeting. (Information)

C/CAG Staff Van Dominic Ocampo shared the key items from the September 10, 2026 C/CAG Board meeting, as noted on the meeting agenda. Ocampo reported that the Board received a presentation from the Bay Area Housing Finance Authority (BAHFA) on its exploration of a potential housing revenue measure. Ocampo added that the Board also received a presentation on the Peninsula Shuttle Program Optimization and Funding Strategy.

4. Approval of minutes from the August 20, 2026 Meeting. (Action)

There was no comment on the minutes of the August 20, 2026 TAC meeting.

Motion – To approve the minutes from the August 20, 2026 TAC meeting, (Kim/Werner - Motion/Second). Motion approved unanimously with one abstention 16-0-1.

5. Review and approval of the proposed funding package, consisting of $24,111,142 in OBAG Cycle 4 County & Local Program, $782,319 in CARE TA funding and $2,131,430 in TFCA funding. (Approval)

Jeff Lacap, C/CAG staff, presented the proposed funding package, consisting of $24,111,142 in OBAG Cycle 4 County and Local Program funding for eight projects, $782,319 in CARE TA funding for two projects, and $2,131,430 in TFCA 40% Fund funding for seven eligible projects.

Motion to approve by Ovadia, second by Lamm, approved unanimously with one abstention

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

Sue Ellen Atkinson (SMCTA staff) gave the presentation on SMCTA's Call for Projects (CFP) for both the Cycle 8 Pedestrian and Bicycle, and Cycle 4 Transportation Demand Management Programs. Atkinson talked about what's available in terms of funding, the source of the funds,

CFP schedule and the resources/assistance to prospective applicants. She highlighted the important dates on the CFP schedule and provided her contact information for any questions applicants may have.

Taylor McAdam of Fehr and Peers (consultant for SMCTA) introduced the webtool to be used with the grant application process. She provided a demonstration on how to use the webtool.

Member Fabry (City of San Mateo) asked whether the deadline to request a pre-submittal meeting could be extended to Monday, September 21, 2026. Staff indicated that the extension was acceptable.

7. Receive a presentation on the San Mateo County 101 Express Lanes Initial Performance Study (Information)

Kim Comstock, Program manager for the San Mateo County Express Lanes, gave the presentation on the outcome of the performance study conducted for the San Mateo County Express Lanes.

Comstock provided a brief background/history on the Express Lanes Program and the rules associated with its use. Hema Nagarajan of STV (Consultant for SMCEL-JPA) discussed the goals/benefits described in the EIR for the Express Lanes Project. She also mentioned the five metrics by which the goals/benefits of the Express Lanes are being met, these are: reduction in traffic congestion, reduction in travel time and travel time reliability, carpooling and transit use, increase in person throughput, and use of technology with active traffic management. In summary, Comstock reiterated that overall, the express lanes are performing as intended although there are things that we need to work on, like the vehicle occupancy detection to be able to validate our carpool data. She reminded everyone that the PowerPoint presentation, as well as the **San Mateo County 101 Express Lanes Initial Performance Study** (full report), are available on the CCAG website, and the 101 Express Lanes website.

8. Receive information on Regional Projects and funding related items (Information)

Lacap provided updates on federal funding, project delivery, and regional policies affecting local agencies. He discussed inactive projects, PMP certification, and an anticipated PTAP call for projects in November.

Lacap also discussed the Federal Fiscal Year 2026–27 obligation plan and uncertainty regarding obligation authority following the extension of the federal transportation bill. Project sponsors were encouraged to submit their Requests for Authorization (RFAs) to Caltrans as soon as possible.

Upcoming funding deadlines included October 30 for the TA Bicycle and Pedestrian Program, October 5 for MTC's Regional Measure 3 transit steering process, and October 9 for the USDOT PROTECT grant. Additional funding opportunities were outlined in the Caltrans handout.

Ovadia asked if Lacap has any information about the expedited DBE requirements from Caltrans and if none, if Lacap can look into it and share with the group whatever information he is able to gather.

9. Executive Director Report (Information)

Interim C/CAG Executive Director Kaki Cheung asked if any member agency will be asking for

letter of support for grants. According to C/CAG's federal lobbyist, the timeline for grant application will be fairly short.

10. Member Reports

None.

11. Adjournment

Co-Chair Willis adjourned the meeting at 2:32 PM

C/CAG AGENDA REPORT

Date: November 19, 2026

To: Congestion Management Program Technical Advisory Committee

From: Eva Gaye, Transportation Program Specialist

Subject: Review and recommend approval of the Lifeline Transportation Program (LTP) Cycle 8 Guidelines, including the implementation of a two-pathway funding approach consisting of a Pilot Streamlined Renewal Process and a Competitive Call for Projects.

(For further information or questions, contact Eva Gaye at egaye@smcgov.org)

RECOMMENDATION

That the C/CAG Technical Advisory Committee review and recommend approval of the Lifeline Transportation Program (LTP) Cycle 8 Guidelines, including the implementation of a two-pathway funding approach consisting of a Pilot Streamlined Renewal Process and a Competitive Call for Projects.

FISCAL IMPACT

The October 2026 State Transit Assistance (STA) estimate provides approximately $4.9 million in Population-Based STA funding for the first two years of Lifeline Transportation Program Cycle 8. C/CAG staff propose extending the Lifeline Transportation Program's funding cycle from two to three years, with a single Call for Projects covering the full three-year period. The three-year funding proposal assumes that SamTrans and C/CAG will maintain the existing split of 37% for paratransit and 63% for Lifeline. Staff is working with Metropolitan Transportation Commission (MTC) staff to estimate third-year funding and will add the estimated Lifeline share to the available funding pool once it is determined. Separately, $1,207,681 in Community Action Resource and Empowerment – Participatory Budgeting and Implementation (CARE-PBI) funding is available for eligible capital projects in San Mateo County. The two sources combined are expected to provide over $6.1 million for the coordinated Call for Projects.

SOURCE OF FUNDS

The State Transit Assistance (STA) Program funds are derived from a sales tax on diesel fuel. Program funding is split between a Revenue Based Program, which is distributed to transit operators by MTC, and the Population-Based Program, which is distributed to the Bay Area based on the 19% share of the state's population.

The MTC Community Action Resource and Empowerment (CARE) Participatory Budgeting and Implementation (PBI) Program is funded through the Metropolitan Transportation Commission's One Bay Area Grant (OBAG) program, including federal transportation funds and associated fund exchanges, as well as State Transit Assistance (STA) funds.

BACKGROUND

State Transit Assistance (STA) County Block Grant Program

In February 2018, MTC Resolution 4321 established a new State Transit Assistance (STA) County Block Grant Program policy, whereby the nine Bay Area County Transportation Agencies (CTAs), also known as Congestion Management Agencies, would determine how to invest the Population-Based STA funds in public transit services and lifeline transportation services. Under the STA Block Grant Program, C/CAG would be solely responsible for determining the distribution policy among STA-eligible transit operators and allocating funds dedicated to benefiting Equity Priority Communities (EPCs) each fiscal year.

As the County Transportation Agency (CTA), C/CAG coordinates with STA-eligible transit operators and develops the STA Population-Based distribution strategy. Beginning in Fiscal Year 2018-2019, C/CAG and SamTrans staff have coordinated and developed an annual STA Population-Based distribution policy. In past cycles, under the STA Block Grant Program, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG will continue with this split for the FY 26/27 cycle and allocate its share towards the Lifeline Transportation Program. The distribution policy for the FY26/27 State Transit Assistance (STA) Population-Based funds was approved by the TAC at the April 16th meeting and the CMEQ Committee at its April 27th meeting, followed by C/CAG Board adoption at the May 14th meeting.

In August 2026, staff presented the proposed framework for Cycle 8 of the Lifeline Transportation Program to the Committee. The framework provided the foundation for developing the Cycle 8 Guidelines and considering how to balance the continuation of established SamTrans operation projects with opportunities to fund competitive transportation projects.

Staff proposes a three-year funding cycle for Cycle 8. C/CAG has traditionally used two-year cycles. A single call covering three years would streamline the application process, reduce how often local agencies need to prepare and submit applications, and increase the amount of Lifeline funding available through the call.

Lifeline Transportation Program

The purpose of the Lifeline Transportation Program is to fund transportation projects identified in, or derived from, Community-Based Transportation Plans (CBTPs) and other local planning efforts serving disadvantaged communities. MTC's Equity Priority Communities are areas with high concentrations of low-income and minority households and/or other populations that face transportation or economic barriers, such as people with disabilities, seniors, and cost-burdened renters.

San Mateo County currently has six CBTPs: Bayshore, East Palo Alto, North Central San Mateo, San Bruno/South San Francisco, Daly City, and Southeast San Mateo County. These plans identify transportation needs and solutions intended to benefit Equity Priority Communities. Projects identified in CBTPs will continue to receive priority consideration in Cycle 8.

Community Action Resource and Empowerment (CARE) Program – Participatory Budgeting and Implementation (CARE-PBI)

The Community Action Resource and Empowerment – Participatory Budgeting and Implementation (CARE-PBI) Program supports implementation-ready capital transportation improvements identified through Community-Based Transportation Plans (CBTPs) or other qualifying community-driven planning efforts. CARE-PBI funds may be used only for eligible implementation projects which adhere to MTC eligibility, readiness, and implementation requirements. CARE-PBI will be included in the coordinated competitive call but will retain separate eligibility, application documentation, funding restrictions, and approval procedures.

Pilot Streamlined Renewal Process

The proposed Cycle 8 Guidelines establish two pathways for Lifeline funding: a Pilot Streamlined Renewal Process and a Competitive Call for Projects, Based on the two-year estimate, the pilot would reserve $782,000 in State Transit Assistance (STA) funding for two established SamTrans operating projects, SamCoast and Route 117.

The two identified SamTrans services have an established history of Lifeline support and are proposed for streamlined consideration based on their continuing operating function, consistent service scope, and demonstrated performance. Participation in the pilot renewal process would not guarantee continued funding or establish an ongoing funding entitlement. Both SamTrans projects would remain subject to C/CAG staff review, applicable committee consideration, funding availability, and final approval by the C/CAG Board. Projects with significant changes in scope, performance concerns, or do not qualify for streamlined renewal will be directed to participate in the competitive Call for Projects.

The decision to limit the streamlined renewal process to these two SamTrans services also takes into consideration the financial implications of increased shuttle operating costs, as examined through the San Mateo County Transportation Authority's Peninsula Shuttle Program Optimization and Funding Strategy Study. Expanding the streamlined process to other jurisdictions with a history of Lifeline funding for shuttle operations at this time could result in funding commitments that may not align with future transportation priorities or service recommendations identified through the study.
Accordingly, other jurisdictions, including those with previously funded shuttle services, will remain eligible to apply through the competitive Call for Projects. This approach preserves funding flexibility and allows C/CAG to evaluate shuttle projects based on current operating costs, demonstrated transportation needs, project performance, and available resources.

Competitive Call for Projects

Based on the two year estimate, approximately $4.1 million in Lifeline STA funding would be made available through the competitive Call for Projects to support operating and capital projects that address the mobility needs of low-income and underserved communities throughout San Mateo County. A separate $1,207,681 of CARE-PBI funding would support eligible implementation-ready capital improvements. Both programs would share a call for project process, selection panel, and applicable capital evaluation framework, while maintaining funding-source-specific eligibility, application requirements, rankings within their respective pools, and final approval procedures. CARE-PBI applicants must submit both the C/CAG Lifeline and MTC CARE-PBI applications so that projects meeting both programs' eligibility requirements can compete for funding from both sources.

Eligible lifeline projects may include new or expanded transit operations, shuttle services, transit pass programs, mobility initiatives, active transportation improvements, transit infrastructure, and other eligible capital improvements. For countywide mobility assistance and pass programs, applicants would identify the specific transportation need, how expenditures would be restricted and verified, and expected eligible users and trips. They would also demonstrate access and benefits for residents of Equity Priority Communities (EPCs).

The proposed Cycle 8 guidelines establishes a 100 point evaluation criteria that prioritizes demonstrated transportation needs, benefits to low-income communities, consistency with Community-Based Transportation Plans (CBTPs) and other relevant planning efforts, project readiness, organizational capacity, cost-effectiveness, and measurable outcomes.

Projects identified through CBTPs would receive priority consideration in the competitive evaluation process, supporting the program's emphasis on community-identified transportation needs and investments that provide meaningful mobility benefits to underserved populations. CARE-PBI capital applications would also need to

satisfy CARE-PBI-specific community prioritization, readiness, and implementation requirements.

Cycle 8 Funding Availability

The proposed allocation below distinguishes the Lifeline pilot streamlined renewal process, the competitive operating and capital funding categories, and the separate CARE-PBI capital pool. The proposed 70% operating and 30% capital split of competitive Lifeline funding is intended to balance continuing mobility-service needs with capital investment opportunities. Subject to eligibility, program restrictions, and applicable approvals, C/CAG may consider reallocating uncommitted funds between eligible Lifeline competitive categories if a category is undersubscribed; CARE-PBI funds would remain subject to their separate capital-only restrictions.

The proposed Cycle 8 funding structure below reflects two years of Lifeline STA estimates and the separate CARE-PBI capital allocation. The fund estimate is expected to increase once the amount for the third year is determined.

Funding Component	Current Funding Estimate
Pilot Streamlined Renewal Process – (*SamTrans Operations only)*	$782,000
Competitive Call – Operations Projects (70%)	Approximately $2.9 million
Competitive Call – Capital Projects (30%)	Approximately $1.2 million
Total Lifeline STA Funding	**Approximately $4.9 million**
CARE-PBI – Eligible Capital Improvements	$1,207,681
Total Combined Program Funding	Approximately $6.1 million

Next Steps

Following TAC's recommended approval of the proposed Cycle 8 Guidelines, staff will present the guidelines to the Congestion Management and Environmental Quality (CMEQ) Committee for consideration and approval on November 30, 2026, followed by the C/CAG Board for final review and approval on December 10, 2026. Staff expects to present a refined three-year Lifeline funding estimate and updated funding table when the guidelines come to the Board for approval.

Subject to Board approval, staff anticipates releasing the Cycle 8 Call for Projects on Friday, December 11, 2026. The proposed schedule for the Cycle 8 funding process is outlined below.

Event	Date
Call for Projects Issued	**December 11, 2026**
Applicant Workshop	Tuesday, December 15, 2026
Applicant Office Hours	January 6th and 7th, 2027
Public Workshop	December 16, 2026 and January 5, 2027
Applications Due	Friday, January 22, 2027
Selection Panel Reviews Applications	January 27- February 15, 2027
C/CAG Committees Consider Recommendation	March 18th and 29th, 2027
C/CAG Board Considers Recommendations	April 8, 2027

EQUITY IMPACTS AND CONSIDERATIONS

The Lifeline Transportation Program directly funds projects that are identified in Equity Priority Communities (EPCs) across the county. EPCs are areas with high concentrations of low-income and minority households and/or other populations that face transportation or economic barriers, such as people with disabilities, seniors, and cost-burdened renters. The proposed Cycle 8 Guidelines are intended to direct available resources toward transportation improvements that address the needs of these communities.

ATTACHMENTS

1. Proposed Scoring Criteria

The following attachment is available on the C/CAG TAC website (*See "Additional Agenda Materials" for the relevant meeting*) at: https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/

2. Draft Lifeline Transportation Program Cycle 8 and CARE PBI Guidelines

Lifeline Transportation Program Cycle 8 Scoring Rubric

Application criterion	Scoring components	Maximum
1. Project Need, Goals and Objectives	Documented transportation need: Clearly establishes a service gap or mobility barrier using data and supporting evidence. Goals and project response: Explains how proposed activities address the need and improve access to essential destinations. Program and policy alignment: Demonstrates consistency with Lifeline objectives and relevant regional plans and policies.	25
2. Community-Identified Priority	Documented community priority: Shows that affected low-income residents helped identify or prioritize the need. Current community support: Provides meaningful, current evidence of community endorsement. Benefit to intended communities: Clearly identify beneficiaries and demonstrates a direct benefit to low-income residents. CBTP priority: Demonstrates a direct connection to a priority identified in a San Mateo County CBTP.	15
3. Implementation Plan and Project Management Capacity	Implementation plan: Provides a realistic scope, schedule, milestones, and responsible parties. Readiness and delivery risk: Addresses approvals, procurement, agreements, clearances, and other dependencies. Organizational capacity: Demonstrates relevant experience, administrative and financial capacity, and satisfactory prior performance where applicable.	25
4. Coordination and Program Outreach	Coordination and partnerships: Identifies relevant partners, their responsibilities, and how the project complements existing services. Outreach approach: Presents practical methods to reach intended beneficiaries and address language, disability, technology, and other access barriers. Ongoing community involvement: Provides opportunities for feedback during implementation and explains how feedback will inform adjustments.	15
5. Cost-Effectiveness and	Cost-effectiveness: Demonstrates reasonable costs relative to anticipated benefits and explains why the approach is	10

Performance Indicators	appropriate. Performance and evaluation: Establishes measurable outcomes, targets, data collection methods, and corrective actions if targets are not achieved.	
6. Project Budget and Sustainability	Budget and funding commitments: Provides a complete, reasonable budget, identifies funding sources, and documents required match and commitments. Sustainability: Explains how operations will continue or capital assets will be maintained after the grant period.	10
Total		**100**

C/CAG AGENDA REPORT

Date: November 19, 2026

To: Congestion Management Program Technical Advisory Committee

From: Eva Gaye, Transportation Program Specialist

Subject: Receive a presentation and provide feedback on the C/CAG E-Bike Ordinance Template and Guidance.

(For further information or questions contact Eva Gaye at egaye@smcgov.org)

RECOMMENDATION

Receive a presentation and provide feedback on the C/CAG E-Bike ordinance templates and guidance.

FISCAL IMPACT

None; this is an informational item.

SOURCE OF FUNDS

The Countywide E-Bike Strategy is part of C/CAG's $441,471 federally funded Safe Streets and Roads for All (SS4A) Supplemental Planning Project.

BACKGROUND

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

As part of this effort, C/CAG is developing a Countywide E-Bike Strategy to promote consistent e-bike policies and practices across jurisdictions. As e-bike usage continues to increase in San Mateo County, the strategy seeks to establish a coordinated framework that addresses emerging safety concerns while preserving the mobility, accessibility, and environmental benefits of e-bikes. The strategy includes guidance on facility design, speed management, signage, enforcement, education, interagency coordination, and performance monitoring.

C/CAG's delivery of the Countywide E-Bike Strategy is organized around five key areas to support local implementation:

- **Stakeholder Facilitation:** Engage stakeholders in a shared countywide conversation on e-bike safety and policy.
- **Analysis and Monitoring:** Support jurisdictions in understanding safety trends, identifying data gaps, and evaluating collision patterns.
- **Grants and Funding:** Identify funding opportunities and assist member agencies in pursuing resources for implementation.
- **Technical Assistance:** Provide practical tools, resources, and design guidance that jurisdictions can adapt to local conditions.
- **Policy Support:** Help jurisdictions understand their regulatory authority, navigate applicable state legislation, and establish consistent local e-bike policies through model ordinance language and decision-making tools.

As part of the policy support component, C/CAG has developed an E-Bike ordinance templates and guidance (Document B), one of a series of companion guidance documents in the Countywide E-Bike Strategy to assist jurisdictions in adopting or updating local e-bike regulations. The template is intended to provide a consistent countywide approach while allowing individual jurisdictions to address local safety concerns and operating conditions.

Overview of Document B: E-Bike Ordinance Templates and Guidance

The E-Bike Ordinance Templates and Guidance (Document B) provides model regulatory language and implementation guidance to help jurisdictions establish clear, consistent, and enforceable rules for the safe operation of bicycles and e-bikes. The template builds upon existing California Vehicle Code requirements and identifies areas where local governments have authority to establish additional regulations.

The model ordinance emphasizes balancing safety with accessibility, recognizing the importance of e-bikes as a transportation option for students, commuters, older adults, and residents who may have limited access to a vehicle. It also prioritizes education, proportional enforcement, and coordination across jurisdictions to improve public understanding and compliance.

The model ordinance is organized into eight sections addressing the following key areas:

1. **Findings and Purpose:** States the safety need, identifies the state laws the ordinance builds on, and establishes its intent to supplement, not conflict with, the California Vehicle Code.
2. **Definitions:** Aligns local terminology with state law, including definitions of e-bike classifications and distinctions between legal e-bikes and other motorized devices.
3. **General Operating Rules:** Confirms that riders have the rights and duties of vehicle drivers on the roadway, and that safe-operation standards also apply on sidewalks and shared use paths.

4. **Standards of Safe Operation:** Clarifies expectations for safe e-bike operation, including compliance with traffic controls, reasonable speeds, proper direction of travel, passenger restrictions, and prohibitions on reckless riding.
5. **Minimum Age Requirements:** Provides optional ordinance language implementing Assembly Bill 2595, which authorizes San Mateo County jurisdictions to prohibit children under 12 from operating Class 1 and Class 2 e-bikes through a state pilot program that runs until January 1, 2031. Enforcement begins with a 60-day warning period, followed by a $25 fine. Participating jurisdictions must meet specified public education, enforcement, data collection, and reporting requirements.
6. **Location-Specific Rules:** Establishes location-specific operating rules intended to reduce conflicts between e-bike riders and pedestrians. These include restrictions on sidewalk riding, pedestrian right-of-way requirements, sidewalk speed limits, and posted speed limits on shared use paths.
7. **Temporary and Special Events Rules:** Allows jurisdictions to establish temporary operating restrictions during special events, construction activities, or other conditions where additional safety measures may be necessary.
8. **Enforcement, Penalties, and Monitoring:** Establishes an education-first approach to enforcement, including warnings, graduated penalties, opportunities to complete bicycle safety education in lieu of fines, and consideration of an individual's ability to pay. It also encourages jurisdictions to track e-bike-related collisions, citations, warnings, complaints, and education participation to evaluate safety outcomes and inform future policy decisions.

Collectively, these provisions are intended to create a consistent regulatory framework that improves safety, supports responsible e-bike use, and provides jurisdictions with practical tools for implementation.

The guidance also incorporates recent changes to state legislation, including Assembly Bill 2346, which establishes sidewalk speed limits and authorizes local speed regulations on bicycle and shared use paths, and Assembly Bill 2595, which establishes the San Mateo Electric Bicycle Safety Pilot Program, as referenced above.

Local Implementation Considerations

The model ordinance is intended to serve as a resource for local jurisdictions rather than a mandatory countywide regulation. C/CAG recommends a consistent approach to adoption to minimize confusion among riders traveling between neighboring jurisdictions. However, each jurisdiction retains responsibility for reviewing the proposed language with legal counsel and determining whether and how to adopt the provisions.

Document B is one component of the broader Countywide E-Bike Strategy and is intended to complement its companion documents: E-Bike Safety and Operations Guidance (Document A), the E-Bike Policy Decision Matrix for Local Agencies (Document C), Design and Operations Guidance (Document D), the Enforcement and Education Guidebook (Document E), and Data, Evaluation, and Community Safety Outcomes (Document F). Additional documents are expected

to be released in early 2027. C/CAG prioritized the release of the draft ordinance template to ensure jurisdictions are able to utilize it as a model ordinance prior to end of 2026.

Staff will present an overview of the ordinance template, highlight key policy provisions, and seek feedback from the Committee on the proposed framework and potential implementation considerations.

Equity Impacts and Considerations

The Countywide E-Bike Strategy aims to reduce e-bike-related injuries and fatalities, including in disadvantaged and historically underserved communities across San Mateo County. The model ordinance in Document B supports this objective by promoting clear and consistent safety expectations while recognizing the role of e-bikes as an affordable and accessible transportation option.

The emphasis on education-first enforcement, alternatives to monetary penalties, and ability-to-pay considerations is intended to reduce potential disproportionate impacts on lower-income riders and families. Additionally, coordinated data collection and community engagement can help jurisdictions identify safety needs, monitor outcomes, and ensure that implementation efforts support equitable access to safe e-bike transportation.

ATTACHMENT

The following attachment is available on the C/CAG TAC website (*See "Additional Agenda Materials" for the relevant meeting*) at: https://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/

1. Draft E-Bike Ordinance Templates and Guidance (Document B)

C/CAG AGENDA REPORT

Date: November 19, 2026

To: City/County Association of Governments of San Mateo County Congestion Management Program Technical Advisory Committee Members

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

Subject: Review and approval of the proposed 2027 C/CAG Congestion Management Program Technical Advisory Committee meeting calendar.

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

RECOMMENDATION

That the C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) reviews and approves the proposed 2027 Committee meeting calendar.

FISCAL IMPACT

There is not any financial impact related to this item.

SOURCE OF FUNDS

N/A

BACKGROUND

The proposed schedule for the 2027 C/CAG CMP TAC meeting is as follows:

3rd Thursdays of the month at 1:15 p.m.	
January 21, 2027	No meeting in July
February 18, 2027	August 19, 2027
March 25, 2027*	September 16, 2027
April 15, 2027	October 21, 2027
May 20, 2027	November 18, 2027
June 17, 2027	December 16, 2027

- Moved to the 4th Thursday due to conflict with the League of California Cities Conference*

Committee meetings will start at 1:15 PM unless otherwise noted, with the venue to be announced in the agenda. To be consistent with C/CAG Board meeting structure, there will be no meeting in July.

Meetings 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. Please verify individual meeting agendas for Zoom information and in-person location.

Please note that this schedule is subject to change should significant issues arise or develop over the course of the year.

EQUITY IMPACTS AND CONSIDERATIONS

This item is necessary for the administration of C/CAG Congestion Management Program Technical Advisory Committee.

ATTACHMENT

None

ITEM 8

C/CAG AGENDA REPORT

Date: November 19, 2026

To: Congestion Management Program Technical Advisory Committee

From: Jeff Lacap, Program Director

Subject: Receive information on regional project and funding related items.

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

RECOMMENDATION

That the C/CAG Technical Advisory Committee receive information on regional project and funding related items.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

C/CAG staff routinely attend meetings hosted by the Metropolitan Transportation Commission (MTC) and receives information distributed from MTC and Caltrans pertaining to federal funding, project delivery, and other regional policies that may affect local agencies. Attached to this report includes relevant information from MTC and Caltrans.

Project Delivery & Caltrans/MTC Updates

FHWA Policy for Inactive Projects

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). The current inactive list is attached (Attachment 1). Project sponsors are requested to visit the Caltrans site regularly for updated project status at: https://dot.ca.gov/programs/local-assistance/projects/inactive-projects

Please continue to send invoices in a timely matter to Caltrans or inform the Department of any unanticipated delays. Obligated funds should be spent and invoiced for reimbursement within 6 months. Projects not ready to be encumbered or awarded within 6 months should not be obligated.

Pavement Management Program (PMP) Certification

The current PMP certification status listing is attached (Attachment 2). Jurisdictions without a certification will have projects removed from MTC's obligation plans until their PMP certification is in good standing.

Contact Alfredo Balderamos (abalderamos@bayareametro.gov) if you need to update your certification.

Lapsed Project End Dates

Please review the Caltrans Project End Date (PED) lookahead report (Attachment 3). Please work with Caltrans Local Assistance to take appropriate action.

Any work done on projects past the PED is not eligible for reimbursement. PEDs should be extended prior to the expiration of the current PED. If a PED is extended after its lapse, then the work done during the lapsed period is not reimbursable. PEDs must be extended through an E-76 modification. The E-76 approval process is expected to take at least 4 weeks.

Caltrans Division of Local Assistance (DLA), Office of Project Implementation, provides guidance and support to local agencies in managing the Federal-aid projects. The Project End Date (PED), analogous to the previously used Agreement End Date (AED), is the date that an agency estimates to identify the end of a project phase's Period of Performance (end of Federally participating work). It is defined as the date after which no additional federally participating costs may be incurred for an authorized phase of work.

The look ahead report attached lists projects with (i) expired PED, (ii) PED to expire within the next three months, (iii) PED to expire within the next 6 months and (iv) PED to expire in more than 6 months but with lapses in the past. The purpose of this list is to alert local agencies of expired or expiring PEDs, so they can initiate PED extension requests where necessary and/or contact DLAEs for further assistance. Projects with final invoices submitted do not require a PED extension.

Caltrans Policy Update #26-04: Buy America Requirements for Manufactured Products Phase 2

Phase 2 of the FHWA Buy America Requirements for Manufactured Products Final Rule was implemented in September 2026, which ends the Manufactured Products General Waiver. All manufactured products permanently incorporated into Federal-aid projects with construction E-76 authorization on or after October 1, 2026 must meet both the Final Assembly Requirement implemented under Phase 1 and the new 55 Percent Requirement. Final assembly must occur in the U.S., and the cost of components that are mined, produced, or manufactured in the U.S. must be greater than 55 percent of the total cost of all components of the manufactured product. Excluded materials (cement and cementitious materials; aggregates such as stone, sand, or gravel; and aggregate binding agents or additives) remain exempt.

Buy America requirements apply to Federal-aid projects with $500,000 or more in federal funding, regardless of the funding source used to purchase the product or material. Please ensure that PS&E packages include the updated Buy America provisions from Local Assistance Procedures Manual (LAPM) Exhibit 12-G, or equivalent, prior to advertising for bids. Awarding a federally funded contract without the applicable provisions could render the contract ineligible for federal funds. The full bulletin can be found in Attachment 4.

Caltrans Policy Update #26-05: Preliminary Environmental Study (PES) Form Update

Caltrans DLA issued Office Bulletin #26-05 in November 2026 to replace LAPM Exhibit 6-A: PES Form with a new dynamic LAPM 6-A form, which will be hosted on the Caltrans Electronic Forms System (CEFS). The redesigned form was piloted in early 2026 and adds a list of required attachments, review checklists, and an Environmental Commitments Record sheet. It also incorporates a Categorical Exclusion document and non-infrastructure (NI) project scoping to streamline multiple forms into one. Existing Exhibits 6-A, 6-B, 6-J, and 6-K will be retired.

PES submittals prior to December 31, 2026 may continue to use Exhibit 6-A. The new LAPM 6-A will be required for all PES submittals after January 1, 2027. Local agencies must not commence any required technical studies until the PES is fully executed by all signatories. The full bulletin, including a link to the form instructions, can be found in Attachment 5.

FY 2025-26 Local Streets and Roads Program Annual Expenditure Reporting - Due December 1st

Per Streets and Highways Code Section 2034(b), each fiscal year in which a city or county receives an apportionment of Road Maintenance and Rehabilitation Account Local Streets and Roads Program Funds shall submit a report to the California Transportation Commission (CTC) detailing the expenditure of those funds within the fiscal year. At a minimum, the report is to include in-progress and completed projects for which program funds were expended. The Annual Project Expenditure Report must include a project description, location, amount of program funds expended, date of completion or estimated completion, and if applicable, the estimated useful life of the improvement.

CalSMART is now open for FY 2025-26 Expenditure Reporting and will remain open until December 1st at 11:59 p.m.

A video recording of the Local Streets and Roads Funding Program Annual Expenditure Report Technical Training presented by CTC staff can be found here:
https://www.youtube.com/watch?v=78UoKphhRxE

Current and Upcoming Funding Opportunities

MTC Pavement Management Technical Assistance Program (P-TAP) Round 28 Call for Projects

The MTC Pavement Management Technical Assistance Program (P-TAP) helps the Bay Area's cities and counties make cost-effective improvements to streets and roads by providing pavement condition surveys to their pavement management program using StreetSaver. See tentative schedule below:

- November 9, 2026: MTC releases and advertise the call for projects
- November 24, 2026: MTC hosts the webinar / info session for the P-TAP 28 call for projects
    - P-TAP Webinar Registration
- December 18, 2026: P-TAP 28 project applications are due to MTC
- March 2027: Grant award finalists are notified after Administration Committee approval

More information can be found here: https://ptap.streetsaver.com/

Additional NOFO Updates provided by Caltrans can be found in Attachment 6.

Training Opportunities

California Local Technical Assistance Program (CALTAP)

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

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. Caltrans Inactive Project List for San Mateo County as of August 31, 2026
2. PMP Certification Status of Agencies within San Mateo County as of September 2, 2026
3. Caltrans Lapsed Project End Dates as of September 1, 2026
4. Caltrans Policy Update #26-04
5. Caltrans Policy Update #26-05
6. Caltrans NOFO Updates as of November 6, 2026

Attachment 1

Updated on 10/16/2026 **Quarter Inactive Projects**

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Project End Date (PED)	Months of No Activity	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5350026	Inactive	Project is inactive. Funds at risk. Invoice immediately.	0424000038L	STPL	04	SM	Pacifica	PALOMA AVENUE, CARMEL AVENUE AND SANTA MARIA AVENUE FROM FRANCISCO BOULEVARD TO BEACH BOULEVARD NEW SIDEWALKS, CURB AND GUTTER, ADA CURB RAMPS, ADA DRIVEWAYS, BICYCLE STRIPING AND SLURRY SEAL	10/29/2025	05/13/2024	10/29/2025	10/29/2025	9/30/2026	11	Y230	$2,077,062.00	$1,000,000.00	$845,244.34	$154,755.66
5390006	Future	Project is inactive. Funds at risk. Invoice immediately.	0423000011L	STPL	04	SM	Portola Valley	WESTRIDGE DRIVE FROM APPROXIMATELY ALPINE ROAD TO CERVANTES ROAD PAVEMENT PRESERVATION INCLUDING PAVEMENT GRINDING, BASE REPAIR, SLURRY SEAL, THERMOPLASTIC TRAFFIC STRIPING AND PAVEMENT MARKINGS, AND OTHER MISC. WORK RELATED TO ROAD RESURFACING	12/29/2025	1/20/2023	12/29/2025	12/29/2025	3/31/2025	10	Y230	$851,838.62	$201,000.00	$158,528.61	$42,471.39
5029024	Future	Project is inactive. Funds at risk. Invoice immediately.	0400021045L	BPMP	04	SM	Redwood City	BRIDGE PARKWAY OVER MARINE WORLD LAGOON PREVENTATIVE MAINTENANCE	03/06/2026	4/13/2011	3/6/2026	3/6/2026	7/31/2026	7	Y001,Q120	$84,001.00	$74,366.00	$40,589.06	$33,776.94
5029025	Future	Project is inactive. Funds at risk. Invoice immediately.	0400021046L	BPMP	04	SM	Redwood City	BRIDGE PARKWAY(RIGHT) OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PARKWAY PREVENTATIVE MAINTENANCE	03/06/2026	4/13/2011	3/6/2026	3/6/2026	7/31/2026	7	Y001,Q120	$84,000.00	$74,365.00	$40,589.06	$33,775.94
6204125	Future	Project is inactive. Funds at risk. Invoice immediately.	0413000206L	FERPL	04	SM	Caltrans District 4	ON US101 FROM 0.3 MILES NORTH OF SAN ANTONIO ROAD (SCL -PM 50.6) TO 0.3 MILES SOUTH OF GRAND AVENUE INTERCHANGE (SM-PM 21.8) US 101: INSTALL HOV/HOT LANE	07/02/2019	5/16/2017	7/2/2019	7/2/2019	9/30/2024	87	RPS9,RPS0	$20,999,258.82	$9,547,698.97	$9,547,074.22	$624.75
5935064	Future	Project is inactive. Funds at risk. Invoice immediately.	0413000030L	BPMP	04	SM	San Mateo County	VARIOUS BRIDGES IN SAN MATEO COUNTY: 35C0186, 35C0056,35C0054, 35C0052, 35C0064, 35C0118, 35C0187, 35C0119, 35C0053 BRIDGE PREVENTATIVE MAINTENANCE	06/20/2024	8/10/2018	6/20/2024	6/20/2024	10/31/2022	28	Z001,1180	$119,000.00	$105,351.00	$105,350.63	$0.37
6204113	Future	Project is inactive. Funds at risk. Invoice immediately.	0400000684L	CML	04	SM	Caltrans District 4	ON STATE ROUTE: 101. US 101 BROADWAY INTERCHANGE IN BURLINGAME RECONSTRUCT INTERCHANGE INCLUDE BIKE/PED FACILITY	01/24/2020	1/30/2014	1/24/2020	2/24/2022	1/24/2020	81	M400	$50,043,250.63	$3,559,977.49	$3,559,977.49	$0.00

PMP Certification **November 2, 2026**

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

** "Last Major Inspection" is the basis for certification and is indicative of the date the field inspection was completed.*

County	Jurisdiction	Last Major Inspection*	Certification Expiration Date	P-TAP Cycle	Status
San Mateo	Atherton	07/26/24	07/31/26	27	Certified
San Mateo	Belmont	10/30/24	10/31/26	25	Certified
San Mateo	Brisbane	09/12/24	09/30/26	25	Certified
San Mateo	Burlingame	10/01/24	10/31/26	27	Certified
San Mateo	Colma	10/01/24	10/31/26	27	Certified
San Mateo	Daly City	11/02/22	11/30/25	26	Certified with Pending
San Mateo	East Palo Alto	09/26/23	09/30/25	26	Certified with Pending
San Mateo	Foster City	02/07/24	02/28/26	26	Certified with Pending
San Mateo	Half Moon Bay	12/01/24	12/31/26	25	Certified
San Mateo	Hillsborough	12/01/24	12/31/26	27	Certified
San Mateo	Menlo Park	12/17/22	12/31/25	26	Certified with Pending
San Mateo	Millbrae	11/15/22	11/30/25	26	Certified with Pending
San Mateo	Pacifica	12/01/24	12/31/26	27	Certified
San Mateo	Portola Valley	11/01/23	11/30/25	24	EXPIRED
San Mateo	Redwood City	12/01/24	12/21/26	27	Certified
San Mateo	San Bruno	11/01/23	11/30/25	27	Certified with Pending
San Mateo	San Carlos	07/31/22	07/31/25	26	Certified with Pending
San Mateo	San Mateo	01/01/24	01/31/26	26	Certified with Pending
San Mateo	San Mateo County	12/31/22	12/31/24	26	Certified with Pending
San Mateo	South San Francisco	10/17/23	10/31/25	26	Certified with Pending
San Mateo	Woodside	02/07/24	02/28/26	27	Certified with Pending

Project End Date Reporting

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

Last Updated: 10/1/2026

Project Number xxxx(xxx)	Prefix	Responsible Agency	Agency's Portfolio with Lapses (%)	PE Auth "Other" (NI/Studies)	PE Auth	RW Auth	CON Auth	Monitoring Class	Approved PED (* Legacy)	PED Expires (Months)	PED by Expiration (Based on current PED)	Current SEQ #	Current FADS SEQ Status	Pending PED Change	Lapse Occurrences	Lapse Action by SEQ # (WR) or (NP)	FHWA Approves Waiver Request	Nonparticipating PED Lapses (Adjusted for Waiver Approvals)	AMS Adv ID (* Multi Adv IDs)	AMS Adv Acct Codes	FMIS Status
5935(064)	BPMP	San Mateo County	50.0%		08/10/18				**10/31/22** *	-48	PED Expired	1	Approv		1			SEQ# 1(10/31/2022 to Present)	0413000030	2W	ACTIVE
5390(006)	STPL	Portola Valley	50.0%				01/20/23		**03/31/25**	-19	PED Expired	2	Approv		1			SEQ# 2(3/31/2025 to Present)	0423000011		ACTIVE
5438(015)	HPLUL	East Palo Alto	50.0%		11/27/13				**06/28/25**	-16	PED Expired	6	Approv		2			SEQ# 6(6/28/2025 to Present) SEQ# 4(10/30/2022 to 12/20/2022)	0414000191	2W	ACTIVE
5029(025)	BPMP	Redwood City	60.0%		04/13/11				**07/31/26**	-3	PED Expired	2	Approv		1			SEQ# 2(7/31/2026 to Present)	0400021046	2W	ACTIVE
5029(024)	BPMP	Redwood City	60.0%		04/13/11				**07/31/26**	-3	PED Expired	2	Approv		1			SEQ# 2(7/31/2026 to Present)	0400021045	2W	ACTIVE
5350(026)	STPL	Pacifica	50.0%				05/13/24		**09/30/26**	0	PED 0 to < 3 mos	1	Approv		1			SEQ# 1(9/30/2026 to Present)	0424000038		ACTIVE
5177(040)	CML	South San Francisco	50.0%		01/04/19		09/09/22		**12/31/26**	3	PED 3 to < 6 mos	2	Approv		1			SEQ# 1(2/1/2022 to 9/9/2022)	0419000112		ACTIVE
5029(042)	STPL	Redwood City	60.0%		03/26/25				**12/31/26**	3	PED 3 to < 6 mos	1	Approv						0425000265		ACTIVE
5935(094)	HSIPL	San Mateo County	50.0%		11/28/25				**07/31/27**	10	PED 6+ mos	1	Approv						0426000084		ACTIVE
5177(039)	BPMP	South San Francisco	50.0%		11/19/19		02/26/26		**09/09/27**	11	PED 6+ mos	4	Approv		1			SEQ# 1(12/30/2022 to 3/27/2023)	0418000191	2W	ACTIVE
15J7(205)	ER	Brisbane	0.0%		12/20/24		11/20/25	Dist "Final"	**10/30/27**	13	PED 6+ mos	3	Approv						0424000362		ACTIVE
5196(046)	CML	Daly City	0.0%		03/24/26				**10/31/27**	13	PED 6+ mos	1	Approv						0426000162		ACTIVE
5333(020)	CPFL	Woodside	0.0%				09/02/25		**12/31/27**	15	PED 6+ mos	1	Approv						0425000341		ACTIVE
5261(011)	CPFL	Atherton	0.0%		09/05/24		08/15/25		**12/31/27**	15	PED 6+ mos	3	Approv						0424000048		ACTIVE
5102(054)	STPL	San Mateo	50.0%		04/27/26				**01/21/28**	15	PED 6+ mos	2	Approv						0426000197		ACTIVE
5029(041)	STPL	Redwood City	60.0%		12/21/23				**01/31/28**	16	PED 6+ mos	2	Approv		1			SEQ# 1(1/1/2026 to 5/29/2026)	0422000475		ACTIVE
5029(044)	CML	Redwood City	60.0%		06/24/26				**02/26/28**	17	PED 6+ mos	1	Approv						0426000300		ACTIVE
5177(049)	BRLS	South San Francisco	50.0%		02/27/24				**03/26/28**	18	PED 6+ mos	1	Approv						0423000337		ACTIVE
15J7(229)	ER	San Bruno	50.0%				04/09/26		**05/01/28**	19	PED 6+ mos	2	Approv						0426000044		ACTIVE
5390(007)	CRPL	Portola Valley	50.0%		07/29/26				**06/01/28**	20	PED 6+ mos	1	Approv						0426000275		ACTIVE
5267(029)	CRPL	San Carlos	0.0%		07/29/26				**06/01/28**	20	PED 6+ mos	1	Approv						0426000274		ACTIVE
5438(020)	CRPL	East Palo Alto	50.0%		07/29/26				**06/01/28**	20	PED 6+ mos	1	Approv						0426000273		ACTIVE

Project End Date Reporting

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

Last Updated: 10/1/2026

Project Number xxxx(xxx)	Prefix	Responsible Agency	Agency's Portfolio with Lapses (%)	PE Auth "Other" (NI/Studies)	PE Auth	RW Auth	CON Auth	Monitoring Class	Approved PED (* Legacy)	PED Expires (Months)	PED by Expiration (Based on current PED)	Current SEQ #	Current FADS SEQ Status	Pending PED Change	Lapse Occurrences	Lapse Action by SEQ # (WR) or (NP)	FHWA Approves Waiver Request	Nonparticipating PED Lapses (Adjusted for Waiver Approvals)	AMS Adv ID (* Multi Adv IDs)	AMS Adv Acct Codes	FMIS Status
5357(013)	CRPL	Half Moon Bay	0.0%		08/14/26				**06/01/28**	20	PED 6+ mos	1	Approv						0426000468		ACTIVE
6419(034)	STPLNI	City/County Association of Governments of San Mateo County	0.0%	05/02/23					**06/30/28**	21	PED 6+ mos	2	Approv						0423000222		ACTIVE
5357(012)	CPFL	Half Moon Bay	0.0%		05/23/25				**09/30/28**	24	PED 6+ mos	2	Approv						0424000246		ACTIVE
5171(029)	STPL	Burlingame	0.0%		08/02/24		09/08/26		**12/31/28**	27	PED 6+ mos	2	Approv						0424000465		ACTIVE
5177(054)	STPL	South San Francisco	50.0%				08/14/26		**12/31/28**	27	PED 6+ mos	1	Approv						0425000319		ACTIVE
5102(049)	BRLS	San Mateo	50.0%		06/09/18		08/22/25		**06/30/29**	33	PED 6+ mos	5	Approv		1			SEQ# 1(8/6/2020 to 5/6/2021)	0417000373	2W	ACTIVE
5350(027)	CPFL	Pacifica	50.0%		12/03/25		09/18/26		**12/31/29**	39	PED 6+ mos	2	Approv						0425000388		ACTIVE
5226(023)	CML	San Bruno	NA		11/16/18		11/24/23	Acct Final	**12/31/25**	-10	NA-Closing	5	Approv		3			SEQ# 5(8/31/2026 to Present) SEQ# 4(12/31/2025 to 8/31/2026) SEQ# 1(11/1/2020 to 3/18/2021)	0419000066	7D	ACTIVE
5299(019)	CML	Millbrae	NA				03/11/24	Acct Final	**05/31/26**	-5	NA-Closing	1	Approv		1			SEQ# 1(5/31/2026 to Present)	0423000060	7D	ACTIVE

Office Bulletin | Division of Local Assistance

Policy Update

#26-04: Buy America Requirements for Manufactured Products Phase 2

Purpose

The Buy America Requirements for Manufactured Products Final Rule ends the Manufactured Products General Waiver and aims to maximize the use of domestically produced manufactured products permanently incorporated into Federal-aid projects.

The new rule introduces phased implementation for all Federal-aid projects:

- Phase 1: for projects obligated on or after October 1, 2025, final assembly of all manufactured products must occur in the U.S. (known as the "Final Assembly Requirement"). Phase 1 was implemented with the publication of Office Bulletin #25-06.
- Phase 2: for projects obligated on or after October 1, 2026, in addition to the Final Assembly Requirement, the cost of components of products that are mined, produced, or manufactured in the U.S. must be greater than 55 percent of the total cost of all components of the manufactured product (known as the "55 Percent Requirement"). Phase 2 is now being implemented with the publication of this Office Bulletin #26-04.

Additional information is available at: https://www.federalregister.gov/documents/2025/01/14/2024-31350/buy-america-requirements-for-manufactured-products

Policy Update

As part of Phase 2 implementation, all manufactured products permanently incorporated into the project must meet the Final Assembly Requirement and the 55 Percent Requirement for Federal-aid projects with construction E-76 authorization on or after October 1, 2026.

Excluded materials (as defined in Section 70917(c) of the BABA Act) remain exempt.

Publication Changes

The following updates reflect the new FHWA Buy America requirements and supersede the LAPM 2026 publication effective October 1, 2026.

LAPM Chapter / Section / Exhibit	Changes that Supersede Current Publication
Chapter 12.8.9 Buy America	FHWA's policy for Buy America requires a domestic manufacturing process for all steel and iron products, manufactured products, and construction materials that are permanently incorporated in a federally funded project. **Applicability** Buy America requirements are applicable on all Federal-aid projects with ≥ $500,000 in federal funding regardless of the funding source used to purchase the product and/or material and regardless of how the products and/or materials were procured (i.e., agency furnished materials, materials added by change order, etc.). When Buy America is applicable, the LPA must include the Buy America provisions from LAPM Exhibit 12-G: Required Federal-aid Contract Language (or equivalent) in the PS&E packages prior to advertising for bids. Awarding a federally funded contract, without applicable Buy America provisions, could render the contract ineligible for federal funds. The LPA must not list non-domestic steel and iron products, or construction materials as nonparticipating to circumvent Buy America requirements. Buy America provisions may also be applicable to non-federally funded projects, if: • the non-federally funded contract is included within the scope of the NEPA document, and • at least one other contract within the scope of the same NEPA document is funded or will be federally funded. This includes any contract eligible for federal funds including but not limited to environmental, design, right-of-way, construction, etc. Awarding a non-federally funded contract without applicable Buy America provisions could render all contracts within the scope of the NEPA document ineligible for federal funds. Buy America requirements apply to Emergency Opening projects under a NEPA document if the subject materials (iron or steel

LAPM Chapter / Section / Exhibit	Changes that Supersede Current Publication
	products, construction materials, and manufactured products) are to be installed as part of the permanent facility. If, however, these items are temporary and replaced with compliant materials in the permanent restoration project then these materials are not required to meet Buy America requirements. Buy America requirements also apply to non-infrastructure projects utilizing federal funds. **Definitions** A material is solely classified based on its status at the time it is brought to the project site as either an iron or steel product, construction material, or a manufactured product. These products/materials are further defined below. … Manufactured Products - defined by 23 CFR 635.410 as articles, materials, or supplies that have been processed into a specific form and shape, or combined with other articles, materials, or supplies to create a product with different properties than the individual articles, materials, or supplies. If an item is classified as an iron or steel product, an excluded material, or other product category as specified by law or in 2 CFR part 184, then it is not a manufactured product. However, an article, material, or supply classified as a manufactured product may include components that are iron or steel products, excluded materials, or other product categories. Mixtures of excluded materials delivered to a work site without final form for incorporation into a project are not a manufactured product. Per 23 CFR 635.410, manufactured products must be: 1. Manufactured in the United States; and 2. The cost, as defined in 2 CFR 184.5, of the components that are mined, produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product. …

LAPM Chapter / Section / Exhibit	Changes that Supersede Current Publication
Exhibit 12-G Required Federal-aid Contract Language	**8. Buy America** *[Include the Buy America provisions below when required by LAPM Chapter 12]* Buy America Requirements apply to iron or steel, manufactured products, and construction materials permanently incorporated into the project. Buy America requirements do not apply to the following: 1. Tools and construction equipment used in performing the work 2. Temporary work that is not incorporated into the finished project 3. Excluded Materials An article, materials, or supply to be permanently incorporated in the project should only be classified into one of the following categories based on its status at the time it is brought to the work site: 1. Iron or steel products 2. Manufactured products 3. Construction materials 4. Excluded materials including: a. Cement and cementitious materials b. Aggregates such as stone, sand, or gravel c. Aggregate binding agents or additives d. Other materials that do not meet the definition of iron or steel products, manufactured products or construction materials. ~~Excluded materials means cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives.~~ **Iron or Steel Products** All iron or steel products as defined in 23 CFR 635.410 permanently incorporated into the project must be melted and manufactured in the United States except: 1. Foreign pig iron and processed, pelletized, and reduced iron ore may be used in the domestic production of the steel and iron materials [60 Fed Reg 15478 (03/24/1995)]; 2. ~~If the~~ Total combined cost of the materials produced outside the United States does not exceed the greater of 0.1 percent of the total contract amount or $2,500,

LAPM Chapter / Section / Exhibit	Changes that Supersede Current Publication
	materials produced outside the United States may be used if authorized. Iron or steel products are defined as articles, materials, or supplies that consist wholly or predominantly of iron or steel or a combination of both. ~~For a product to be considered to consist predominantly of iron or steel, or a combination of both means the cost of the iron or steel content of the product exceeds 50 percent of the total cost of all its components. The cost of iron or steel is the cost of the iron or steel mill products (such as bar, billet, slab, wire, plate, or sheet), castings, or forgings utilized in the manufacture of the product and a good faith estimate of the cost of iron or steel components.~~ Furnish iron or steel products to be incorporated into the work with certificates of compliance and certified mill test reports. Every certification(s) should clearly reference the heat number. Manufacturer's certificate of compliance must identify where the iron or steel products were melted and manufactured and attest to compliance with the 2 CFR 635.410 standard. Mill test reports must indicate where the iron or steel were melted and manufactured. All melting and manufacturing processes for these materials, including an application of a coating, must occur in the United States. Coating includes all processes that protect or enhance the value of the material to which the coating is applied. *[Delete the paragraph below if not applicable]* The following iron or steel products have received an approved Buy America waiver for this project and are therefore not subject to Buy America requirements: 1. _____ 2. _____ **Manufactured Products** ~~All manufactured products permanently incorporated into the project must be manufactured in the United States.~~ Manufactured products are defined as articles, materials, or supplies that have been: 1. Processed into a specific form and shape; or

LAPM Chapter / Section / Exhibit	Changes that Supersede Current Publication
	2. Combined with other articles, materials, or supplies to create a product with different properties than the individual articles, materials, or supplies. Per 23 CFR 635.410 manufactured products must 1. Be manufactured in the United States, and 2. The cost of the components that are mined, produced, or manufactured in the United States, as defined in 2 CFR 184.5, is greater than 55 percent of the total cost of all components of the manufactured product. Manufacturer, in the case of manufactured products, means the entity that performs the final manufacturing process by bringing individual elements together that produces a manufactured product. If an item is classified as an iron or steel product, a construction material, or an excluded material, then it is not a manufactured product. However, an article, material, or supply classified as a manufactured product may include components that are iron or steel products, construction materials, or excluded materials. Iron or steel used in precast concrete manufactured products or enclosures for Intelligent Transportation Systems (ITS) and other electrical hardware systems must meet the requirements of Iron or Steel Products regardless of the amount used. If the cost of iron and steel components of a product is more than 50 percent of the cost of the product, then the product would be classified as iron or steel products, not a manufactured product and only need to meet the requirements of Iron or Steel Products. ~~Iron and steel used in other manufactured products must meet the requirements of section Iron or Steel Products if the cost of steel and iron components is 50 percent or more of the total cost of the manufactured product.~~ Furnish manufactured products to be permanently incorporated into the work with certificates of compliance with each project delivery. The manufacturer's certificate of compliance must identify where the manufacturing occurred and attest ~~specifically~~ to ~~Buy America~~ compliance with 23 CFR 635.410.

LAPM Chapter / Section / Exhibit	Changes that Supersede Current Publication
	[Delete the paragraph below if not applicable] The following manufactured products have received an approved Buy America waiver for this project and are therefore not subject to Buy America requirements: 1. _____ 2. _____ **Construction Materials** The following construction materials ~~permanently incorporated into the project~~ must be ~~manufactured as defined~~ produced in the United States under standards in 2 CFR 184.6 ~~in the United States~~. Buy America requirements apply to the following construction materials that are or consist primarily of: 1. Non-ferrous metals 2. Plastic and polymer-based products such as: 2.1 Polyvinylchloride 2.2 Composite Building Materials 3. Glass 4. Fiber optic cable (including drop cable) 5. Optical fiber 6. Lumber 7. Engineered wood 8. Drywall All manufacturing processes for these materials as defined in 2 CFR 184.6 must occur in the United States. Minor additions of articles, materials, supplies, or binding agents to these construction materials do not change the categorization of the construction material. …

Issued September 2026 by the Office of Guidance & Oversight (OGO)
Blas Martinez | *Acting Program Advisor, Construction Oversight Program*
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Office Bulletin | Division of Local Assistance

Policy Update

#26-05: Preliminary Environmental Study (PES) Form Update

Purpose

The Local Assistance Procedures Manual (LAPM) Exhibit 6-A: Preliminary Environmental Study (PES) Form is replaced with a new dynamic LAPM 6-A: Preliminary Environmental Study form to better meet the needs of Local Public Agencies (LPAs) and Caltrans staff. The current Exhibit 6-A has not had major updates in over a decade and is in need of modernization.

The redesigned PES form (LAPM 6-A) was piloted in early 2026 with new dynamic features and streamlined inputs, and was made available for voluntary use by all Caltrans districts and LPAs. Throughout the year, the Office of Environmental Compliance and Outreach (ECO) provided training and ongoing outreach, including a six-month comment period. ECO worked closely with Caltrans district staff to troubleshoot issues and deliver updates to the form.

The new LAPM 6-A will improve the method of collecting early project development information for project delivery, including a new section to capture environmental commitments and streamline multiple forms into one.

Policy Update

LAPM 6-A will replace the existing Exhibit 6-A permanently in January 2027 and will be hosted on the Caltrans Electronic Forms System (CEFS). The existing Exhibits 6-A: PES Form and 6-B: PES Instructions will be retired in addition to Exhibits 6-J/6-K: PES (NI)/Instructions.

PES form submittals prior to December 31, 2026 may continue to utilize Exhibit 6-A. The new LAPM 6-A will be required for all PES submittals after January 1, 2027.

All federal-aid projects must follow the federal environmental process (NEPA) described in LAPM Chapter 6: Environmental Procedures. LPAs must not commence with any required technical studies until the PES is fully executed by all signatories.

Publication Changes

The following LAPM Exhibits / Chapters will be updated to incorporate the new LAPM 6-A: PES.

LAPM Chapter / Section / Exhibit	Changes that Supersede Current Publication
Exhibit 6-A PES Form	Exhibit 6-A will be retired and replaced with LAPM 6-A with the following improvements:

LAPM Chapter / Section / Exhibit	Changes that Supersede Current Publication
	• List of required attachments • Improved review process with checklists • Added a Paleontology question • Updated the Visual Impact Assessment evaluation scores • Added an Environmental Commitments Record (ECR) sheet • Included a checkbox in the Permits section that confirms permit(s) has been received • Included a Categorical Exclusion document within the PES to streamline environmental processes. • Incorporated the NI project scoping to streamline the process. • Removed signatory requirement for the Cultural Resource Professional Qualified staff. • Other minor text revisions throughout the PES.
Exhibit 6-B PES Instructions	Exhibit 6-B will be retired; instructions for LAPM 6-A are posted at: https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/env/pes-instructions.pdf
Exhibit 6-J PES (NI)	Exhibit 6-J will be retired; non infrastructure (NI) projects are streamlined within LAPM 6-A.
Exhibit 6-K PES (NI) Instructions	Exhibit 6-K will be retired.
LAPM Chapter 6	• "Senior Environmental Planner" title changed to "Environmental Branch Chief" • Figures 6-1, 6-2, 6-3 & 6-4 removed
LAPM Chapters 7, 9 & 13	Existing Exhibit 6-A/6-B links to be replaced with the new LAPM 6-A.

Issued November 2026 by the Office of Environmental Compliance & Outreach (ECO)

Danielle Elledge | *NEPA Coordinator*
Pauline Valenzuela | *Acting Office Chief*

BACTA Planning Directors Meeting
Friday, 11/06/2026

Federal Grant Funding Opportunities*

- **FY 2026 Wildlife Crossings Pilot Program - NOFO**
  - Closing date: 11/16/2026

State Grant Funding Opportunities

- **Senate Bill 1:**
  - 2026 SB 1 SCCP/TCEP/LPP Programs
    - Final 2026 SCCP Guidelines
    - Final 2026 TCEP Guidelines
    - Final guidelines released on August 20, 2026:
      - Final 2026 LPP-C Guidelines
    - Final guidelines released on August 20, 2026
      - Draft 2026 LPP-F Guidelines

Upcoming Grant Opportunities*

- FY 26 Accelerated Innovation Deployment (AID) Demonstration Program – NOFO paused until further notice
- Reduction of Truck Emissions at Port Facilities – TBD
- EPA Clean Ports Program – TBD
- Congestion Relief Program – TBD
- Strengthening Mobility & Revolutionizing Transportation (SMART) – TBD
- Charging & Fueling Infrastructure Grants (Community & Corridor charging) & NEVI 10% set-aside – TBD
- Corridor Identification and Development Solicitation – TBD

*Federal NOFOs may be paused or removed on short notice.

USDOT

- Most up-to-date NOFOs can be found here:
  - Grants.gov

Caltrans Office of the Federal Liaison

- Stay informed of upcoming federal NOFOs by subscribing to the Caltrans Federal Affairs Update (formerly IIJA Bi-Weekly Newsletter) for upcoming information:
  - Sign up to Stay in Touch! (constantcontactpages.com)

District 4 Resources

- Letter Request and Grant Info