



**BOARD OF DIRECTORS 2026**

JULIA MATES, CHAIR  
MARK NAGALES, VICE CHAIR  
NOELIA CORZO  
ANDERS FUNG  
RICO E. MEDINA  
RAY MUELLER  
CARLOS ROMERO

APRIL CHAN  
EXECUTIVE DIRECTOR

## **REVISED AGENDA**

### **San Mateo County Transportation Authority**

#### **Board of Directors Meeting**

October 1, 2026, 5:00 pm

**Primary Location:**

Public Hearing Room, 5th Floor  
166 North Rollins Road  
Millbrae, CA 94030

**Secondary Location:**

San Bruno City Hall, Room 138  
567 El Camino Real  
San Bruno, CA 94066

Members of the public may attend in person at the noticed location(s) or participate remotely via Zoom at: <https://us02web.zoom.us/j/85843055309?pwd=nQ4aRTr3DJ8MJQMoeBXzL4ueNCPtta.1> or by entering Webinar ID: **858 4305 5309**, Passcode: **673287** in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.smcta.com/about-us/board-directors/video-board-directors>.

**Public Comments:** Written public comments may be emailed to [publiccomment@smcta.com](mailto:publiccomment@smcta.com) or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: <https://www.smcta.com/whats-happening/board-directors-calendar>.

Oral public comments will be accepted during the meeting in person and through Zoom\* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial \*67 if you do not want your telephone number to appear on the live broadcast. Callers may dial \*9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial \*6 to unmute themselves when recognized to speak.

Each public comment is limited to two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

**Thursday, October 1, 2026**

**5:00 pm**

- 
1. Call to Order
  2. Roll Call / Pledge of Allegiance
  3. Public Comment for Items Not on the Agenda  
*Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.*
  4. Report of the Community Advisory Committee Informational
  5. Consent Calendar
    - 5.a. Approval of Minutes of the Board of Directors Meeting of September 3, 2026 Motion
  6. Report of the Chair
    - 6.a. Reappointment of Representative to the San Mateo County Express Lanes Joint Powers Authority Motion
  7. San Mateo County Transit District Liaison Report Informational
  8. Peninsula Corridor Joint Powers Board Liaison Report Informational  
~~7.~~
  9. Report of the Executive Director Informational  
~~8.~~
  10. Program  
~~9.~~
    - 10.a. San Mateo Countywide Transportation Plan Update Informational  
~~9.a.~~
    - 10.b. Programming and Allocating \$2,591,929 in Highway Program Resolution  
~~9.b.~~ Funds for Three Highway Program Special Circumstance Requests for Additional Funding and Approval of a Special Circumstance Request for a Fund Swap

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

11. Legislative Matters

~~10.~~

11.a. Legislative Update

Informational

~~10.a.~~

12. Requests from the Authority

~~11.~~

13. Written Communications to the Authority

~~12.~~

14. Date / Time of Next Regular Meeting: Thursday, November 5, 2026, at 5:00 pm

~~13.~~ The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Public Hearing Room, 5th Floor, 166 North Rollins Road, Millbrae, CA 94030.

15. Report of Legal Counsel

~~14.~~

15.a. Closed Session: Conference with Real Property Negotiators Pursuant to Government

~~14.a.~~ Code Section 54956.8

Former Property: 2777 S. El Camino Real, San Mateo, CA 94403

Negotiators: April Chan and Joan Cassman

Negotiating Party: City of San Mateo

Under Negotiation: Price and Terms of Transfer

16. Adjournment

~~15.~~

## Information for the Public

If you have questions on the agenda, please contact the Authority Secretary at 650-551-6108. Agendas are available on the SMCTA website at <https://www.smcta.com/whats-happening/board-directors-calendar>. Communications to the Board of Directors can be emailed to [board@smcta.com](mailto:board@smcta.com).

*Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287*

### **Date and Time of Regular Board Meetings and Community Advisory Committee Meetings**

San Mateo County Transportation Authority (SMCTA) Board: First Thursday of the month at 5:00 p.m.  
SMCTA Community Advisory Committee (CAC): Tuesday prior to the SMCTA Board meeting at 4:30 pm.  
Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and CAC are available on the SMCTA website.

### **Location of Meeting**

Members of the public may attend in person or participate remotely via Zoom as per the information provided at the top of the agenda. Should Zoom not be operational, please check online at <https://www.smcta.com/whats-happening/meeting-information> for any updates or further instruction.

**Accessible parking** is available to the right upon entering the parking structure at 166 North Rollins Road, Millbrae, CA 94030.

### **Public Comment**

Members of the public may participate remotely or in person. Public comments may be submitted by comment card in person and given to the Authority Secretary. Written public comments may be emailed to [publiccomment@smcta.com](mailto:publiccomment@smcta.com) or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: <https://www.smcta.com/whats-happening/board-directors-calendar>.

Oral public comments will also be accepted during the meeting in person, through Zoom, or the teleconference number listed above. Online commenters will be automatically notified when they are unmuted to speak. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each public comment is limited to two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

### **Accessible Public Meetings/Translation**

Upon request, the SMCTA will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 166 North Rollins Road, Millbrae, CA 94030; or email [titlevi@samtrans.com](mailto:titlevi@samtrans.com); or request by phone at 650-622-7864 or TTY 650-508-6448.

### **Availability of Public Records**

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 166 North Rollins Road, Millbrae, CA 94030, at the same time that the public records are distributed or made available to the legislative body.

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**San Mateo County Transportation Authority  
Board of Directors  
Regular Meeting**

**166 North Rollins Road, Millbrae, California 94030**

**DRAFT Minutes of September 3, 2026**

**Members Present:** Noelia Corzo, Rico E. Medina, Ray Mueller, Carlos Romero, Julia Mates (Chair)

**Members Absent:** Anders Fung, Mark Nagales

**Staff Present:** S. Atkinson, J. Cassman, A. Chan, J. Epstein, A. Feng, R. Galindo, P. Gilster, P. Skinner, M. Tseng

**1. Call to Order**

Chair Mates called the meeting to order at 5:03 pm.

**2. Roll Call / Pledge of Allegiance**

Margaret Tseng, Authority Secretary, called the roll and confirmed a Board quorum was present.

Chair Mates led the Pledge of Allegiance.

**3. Public Comment for Items Not on the Agenda**

Chad Houston commented on transportation goals and creating family-supporting jobs.

**4. Report of the Community Advisory Committee**

Chair Mates stated the report was available online.

Director Romero requested that staff provide the Board with the Community Advisory Committee's special presentation on mode shift.

**5. Consent Calendar**

**5.a. Approval of Meeting Minutes of the Board of Directors Meeting of August 6, 2026**

**5.b. Accept Capital Projects Quarterly Status Report for Fiscal Year 2026 Quarter 4**

**5.c. Accept Preliminary Year-End Financial Report for the Fiscal Year Ending June 30, 2026**

**5.d. Approving and Ratifying the Fiscal Year 2027 Insurance Program – Approved by Resolution No. 2026 - 21**

**5.e. Programming and Allocating \$4,100,000 in New Measure A Interest Income Funds and Awarding \$8,100,000 Under the 101 Corridor Connect Kickstart Mini-Grant Program for 11 Projects – Approved by Resolution No. 2026 - 22**

Motion/Second: Medina/Romero

Ayes: Medina, Mueller, Romero, Mates

Noes: None

Absent: Corzo, Fung, Nagales

**6. Report of the Chair**

Chair Mates stated there was no report.

**7. San Mateo County Transit District Liaison Report**

Director Medina stated the report was posted online and noted San Mateo County Transit Districts' (SamTrans') 50<sup>th</sup> Anniversary video and celebration.

**8. Peninsula Corridor Joint Powers Board Liaison Report**

Director Medina stated the report was posted online and noted Caltrain's upcoming American Public Transportation Association (APTA) safety award and collaboration between SamTrans and Caltrain.

**9. Report of Executive Director**

April Chan, Executive Director, stated the report was in the packet and noted the following:

- Broadway Burlingame Grade Separation Project; 65 percent design completed and \$662 million cost estimate
- Project funding plan and federal grant
- SMCTA website and logo refresh
- Marketing campaign; digital advertising, video commercial, paste-up posters, and brand awareness survey
- SamTrans 50th Anniversary video and September 26 event

**10. Program**

**10.a. Peninsula Shuttle Program Optimization and Funding Strategy Update**

Sue-Ellen Atkinson, Manager, Planning and Funding Management, provided the presentation that included the following:

- Shuttle route nominations and scoring; 23 nominations received
- Funding scenarios and proposed 10 percent local match
- Proposed three-year local sponsor funding agreements and SMCTA backstop funding
- Proposed separate vehicle procurement using Measure A interest income to support additional shuttle routes

*Director Corzo arrived at 5:18pm*

Staff provided further clarification in response to the Board comments and questions, which included the following:

- Estimated operating cost increases and potential savings from separate vehicle procurement
- Quantitative and qualitative route evaluation criteria
- Transit propensity analysis and quarterly performance monitoring
- Annual and mid-program shuttle performance reviews
- Potential for higher local matches to maintain shuttle service and support additional routes
- Three-year local sponsor funding agreements and seven-year SMCTA backstop
- Separate vehicle procurement using Measure A interest income
- Potential transportation impacts from approximately 40,000 fewer quarterly rides
- Request for staff to evaluate the transportation impacts of reduced shuttle service
- Local sponsor budget constraints and the importance of maintaining first- and last-mile connections

#### Public Comment

John Ford, Executive Director of Commute.org, commented on the complexity of the shuttle program, the potential loss of routes and ridership, and the importance of first- and last-mile connections

#### **10.b. Programming and Allocating \$3,000,000 in Highway Program Funds for the Design Phase of the State Route (SR) 84/United States (U.S.) 101 Interchange Reimagined Project – Approved by Resolution No. 2026-23**

Patrick Gilster, Director, Planning and Funding Management and Leo Scott, President, Gray-Bowen-Scott, provided the presentation that included the following:

- Final design and right-of-way (ROW) activities; 20 properties required and nine condemnation lawsuits filed
- \$105 million Infrastructure for Rebuilding America (INFRA) grant and \$385 million project cost
- Redesign of seven bridge structures and 15 non-standard retaining walls due to updated Caltrans seismic criteria
- Stormwater mitigation, rail crossing improvements, and utility relocations
- Cost and risk mitigation strategies
- \$3 million Measure A Highway Program funding request under the Board's Special Circumstance Authority

Staff provided further clarification in response to the Board comments and questions, which included the following:

- Highway Program funding requests and local match requirements
- 50 percent local match requirement for project cost increases within the sponsor's control
- Consistent treatment of the Redwood City and Half Moon Bay projects
- Project contingency within the overall project budget

*Director Mueller left at 6:08 pm*

Motion/Second: Romero/Medina

Ayes: Corzo, Medina, Romero, Mates

Noes: None

Absent: Fung, Mueller, Nagales

## **11. Finance**

### **11.a. Update on United States (U.S.) 101 Express Lanes Variable Rate Bonds and Express Lanes Performance**

Ray Galindo, Manager of Debt, Investment and Cash Management and Kim Comstock, Program Director, San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA), provided the presentation that included the following:

- \$16.7 million in principal payments made in the new fiscal year
- 15.6 million Express Lanes trips and more than 61,000 average daily trips
- Toll-free, paid, and violation trip trends
- Toll revenue, operating expenses, and debt management costs
- Express Lanes travel speeds and congestion monitoring
- Go Card Program expansion and mobility benefits
- 5,100 Go Cards distributed, totaling approximately \$1 million in direct benefits
- Community partnerships, multilingual outreach, and 32 outreach events reaching more than 4,000 residents

Staff provided further clarification in response to the Board comments and questions, which included Go Card funding, distribution, and potential disaster recovery transit benefits for individuals affected by disasters.

## **12. Legislative Matters**

### **12.a. Legislative Update**

Jessica Epstein, Director, Government and Community Affairs, provided the presentation that included the following:

- Federal continuing resolution extending funding through December 11
- Burlingame Grade Separation Project rail crossing elimination grant advocacy
- State transportation funding outcomes and reductions to transit programs

- Assembly Bill (AB) 1198 prevailing wage requirements and potential impacts on project funding plans

**13. Requests from the Authority** – Director Corzo requested whether the Go Card program can be expanded for victims of local disasters.

**14. Written Communications to the Authority** – Available online.

**15. Date/Time of Next Regular Meeting: Thursday, October 1, 2026, at 5:00 pm**

**16. Report of Legal Counsel**

**16.a. Closed Session: Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8**

**Former Property: 2777 S. El Camino Real, San Mateo, CA 94403**

**Negotiators: April Chan and Joan Cassman**

**Negotiating Party: City of San Mateo**

**Under Negotiation: Price and Terms of Transfer**

Joan Cassman, Legal Counsel, announced the closed session item and stated it would be continued to October 1, 2026 meeting.

**17. Adjournment**

The meeting adjourned at 6:40 pm.



**BOARD OF DIRECTORS 2026**

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ANDERS FUNG  
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CARLOS ROMERO

APRIL CHAN  
EXECUTIVE DIRECTOR

## Memorandum

**Date:** September 24, 2026

**To:** SMCTA Board of Directors

**From:** April Chan, Executive Director

**Subject:** Report of the Executive Director

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### **State Route 1/Manor Drive Overcrossing Improvement Project, City of Pacifica**

This project will reconstruct the existing Manor Drive overcrossing between Palmetto Avenue and Oceana Boulevard, improve traffic operations and safety, and enhance pedestrian and bicycle facilities. The project is led by the City of Pacifica in cooperation with the California Department of Transportation (Caltrans), with the San Mateo County Transportation Authority (SMCTA) serving as the funding agency.

Since the last report to the Board of Directors in May 2023, the project has advanced through the Project Approval and Environmental Document (PA-ED) phase, and the project team is ready to release the Draft Environmental Document (DED) for public review. A public meeting will be scheduled this fall to provide the public with an opportunity to review and comment on the project alternatives identified in the DED. To encourage public participation, the City and Caltrans will send notices to city residents once the public meeting has been scheduled.

Following the 30-day public review period, the project team will evaluate and respond to comments, identify a preferred alternative, and submit the Final Environmental Document (FED) document to Caltrans for approval. Once approved, final design is expected to begin in Summer 2027 following selection of a design consultant.

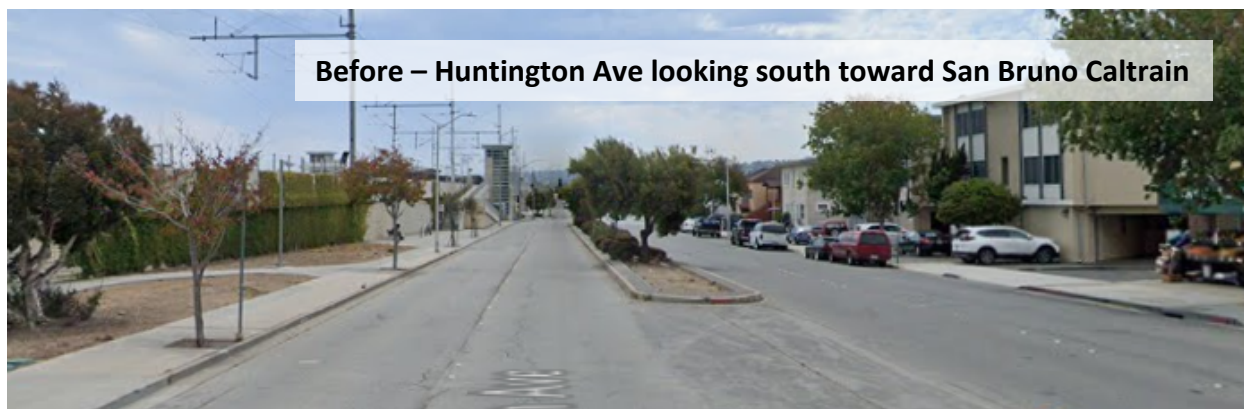
The Project is currently funded through final design with \$4.95 million in SMCTA Highway Program funds and \$550,000 in local matching funds from the City of Pacifica (City). The total project cost, including construction, is currently estimated at approximately \$45 million. The City will seek construction funding through a future Highway Program call for projects and competitive grant opportunities funding at the state and federal levels.

### **Ambassador Program**

SMCTA recently entered into competitively bid contracts with Civic Edge Consulting, LLC and Omnia Associates to provide on-call ambassador services over the next five years for a combined amount of up to \$176,000. The firms specialize in multilingual community outreach, customer engagement, and ambassador support, giving SMCTA additional capacity to meet outreach needs as they arise. Support can include staffing outreach activities and public meetings, providing multilingual information on SMCTA funded projects and programs, gathering community feedback, as well as engaging residents, businesses, and other stakeholders.

### **City of San Bruno Huntington Bikeway Project Completion**

In October 2025, the City of San Bruno completed the Huntington Bikeway and Pedestrian Safety Project. This project was awarded \$2,000,000 in Measure A funds from Cycle 5 of the Pedestrian/Bike (Ped/Bike) Program in December 2020. The project provided enhanced bicycle and pedestrian facilities by constructing a two-way cycle track, pavement markings, signage, a walking path adjacent to the cycle track, traffic signal modification/installation, utility relocations, pedestrian-scale lighting, and landscaping. These improvements provide enhanced, convenient, and comfortable connections for pedestrians and bicyclists between Herman Street Caltrain light rail station and Downtown San Bruno. The total Measure A expenditure was \$1,288,042, and the remaining funds will be returned to the Ped/Bike Program category.



**SMCTA Welcomes New Principal Transportation Planner**

In September, SMCTA welcomed a new Principal Transportation Planner, Jarrett Mullen, to the Planning and Fund Management team. Jarrett will be leading strategic planning initiatives for the Corridor Connect Program, including the upcoming Highway 1 Coastal Connect plan, managing the Highway Program Call for Projects, and leading major multimodal safety and congestion relief planning projects. Jarrett brings over ten years of experience in transportation planning, including increasingly responsible positions at the City of El Cerrito, the City of Palo Alto and the consulting firm Fehr & Peers.

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **San Mateo Countywide Transportation Plan Update**

**Action**

No action required. This item is presented for informational purposes.

**Significance**

The San Mateo County Transportation Authority (SMCTA) is working with the City/County Association of Governments of San Mateo County (C/CAG) to update the Countywide Transportation Plan (CTP), which was previously developed ten years ago (2015-2017). The goal of the CTP is to create a vision for the future of transportation in San Mateo County, set priorities, and help guide the planning, funding and delivery of local and regional transportation improvements. With this update, the CTP focused on the following outcomes:

- Anticipate Changes: Identify pilot programs to adapt to changing policies, technologies, and travel patterns.
- Advance Equity: Establish a shared definition of equity among county agencies and set expectations for how the definition will be used in transportation funding decisions.
- Measure Progress: Select a short list of metrics to gage the "health" of our transportation system and commit to measuring and reporting progress transparently.
- Strategize Funding: Position San Mateo County to leverage funding at the local, regional, state, and federal level.
- Create a Practical Plan for our Partners: Present the CTP update in a highly usable format and develop webtools to make planning easier for our city, town, county, community organization, and agency partners.

The CTP update kicked off in Summer 2025 with a virtual working session including staff from SMCTA, C/CAG, and the Metropolitan Transportation Commission (MTC) to share their goals for the CTP update. A consultant team spent the summer months conducting a review of existing transportation conditions, policies, and programs in San Mateo County including a review of community feedback collected as part of 15 recent countywide planning efforts. Staff and community input as well as observed conditions were used to prepare the blueprint deck being

shared today and to lay the foundation for the upcoming CTP tasks: developing updated vision, goals, and policies followed by updated strategies and actions and a call for projects.

The CTP establishes a high-level framework for understanding current conditions and guiding future transportation investment and policy in the county. It is supplemented by agency, mode, and topic-specific plans such as the Caltrain Business Plan, the Comprehensive Bicycle and Pedestrian Plan, and the Countywide Local Road Safety Plan. This update will continue to serve as a guide rather than a highly detailed or overly prescriptive planning document. Critically, it will offer direction for more detailed plans or local city and town efforts as they respond to a changing transportation landscape.

During the first phase of the CTP engagement in early 2026, SMCTA and C/CAG staff presented to all transportation-related committees in each jurisdiction and transit agencies to hear firsthand what local issues and concerns should drive the countywide vision and goals. A new draft vision and goals will be shared in Fall 2026 with each City Council and SMCTA and C/CAG staff will also be confirming each Council's priority transportation projects and any relevant regionally significant projects ready to be included in next MTC Plan Bay Area 2060 process which will begin in 2027.

A presentation will provide a progress report on the plan and solicit input to guide development of the CTP.

#### **Budget Impact**

There is no budget impact. At C/CAG's request, SMCTA is contributing up to \$250,000 toward the development of the CTP.

#### **Background**

Two of the SMCTA Strategic Plan 2025-2029 key actions are to "promote and expand the Technical Assistance Program" and to "increase coordination with C/CAG and California Department of Transportation (Caltrans) to strategically advance Measure A and W goals." As the primary funder of transportation projects in San Mateo County, SMCTA has a direct interest in ensuring the CTP is aligned with these priorities. Accordingly, SMCTA agreed to provide financial support to C/CAG and to co-manage the CTP update. The resulting project list will be used to help inform the next iteration of the MTC's regional transportation plan, Plan Bay Area.

Prepared By: Patrick Gilster, AICP

Director, Planning and  
Fund Management

650-622-7853

# San Mateo Countywide Transportation Plan Update

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*San Mateo County Transportation Authority  
Board of Directors Meetings – October 1, 2026*

A JOINT EFFORT LED BY:



# Agenda

- 01 CTP Process & Update**
- 02 Vision, Goals & Framework**
- 03 Draft Project List**
- 04 Draft Programs**
- 05 Next Steps**

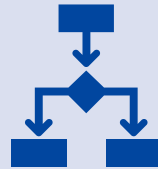
## SECTION 01

# CTP PROCESS & UPDATE

# Purpose of CTP



Create a **vision for the future of transportation** in San Mateo County.

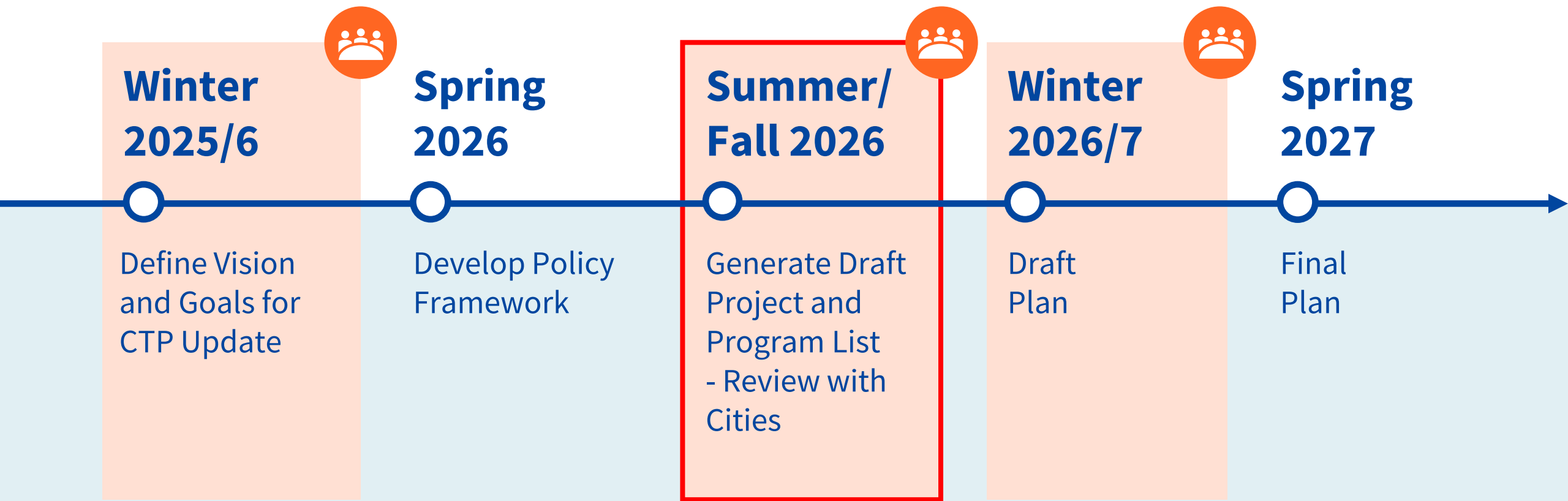


Set C/CAG and SMCTA **priorities, and guide decision-making.**



Inform planning, funding, and delivery of **local and regional** transportation improvements.

# CTP Process



*Engagement Touchpoints*

# Round 1 Outreach Efforts



Roadshow presentations to city transportation and countywide committees



Prior countywide outreach efforts reviewed for relevance to the CTP



CBO Interviews



Continuously accessible website

## We sought input

To validate existing **travel trends** observed in the data

On transportation **needs and challenges**

On community **transportation priorities** for the next decade

On Draft **CTP Goals**

**Need... Safety & Comfort Improvements**

**AVs & E-Bikes**

**Senior Mobility**

**...More Frequent Transit**

**...support for School Trips**

**...Highway 1 & El Camino Real Improvements**

**Successful Caltrain Electrification!**

**...more Caltrain/BART Connections**

**...to close Network Gaps**

**...Better Coastal Access**

**...More Attention to Non-Work Trips**



# Today we are looking for feedback on...

- **Vision and Goals:** do these resonate with you?
- **Project List:** are these the right local projects?
- **Programs:** does this mix of countywide programs address your key transportation concerns between now and 2050?
- **What's missing:** anything you're not seeing in this update that you think the CTP should address?

## SECTION 02

# Vision, Goals, & Framework



# CTP Vision

The San Mateo CTP envisions a county where residents, workers, and visitors can travel **safely, reliably, and with convenient choices** across all modes. People **easily connect to daily needs** via streets, trails, transit service, and highways that are resilient and endure for generations.

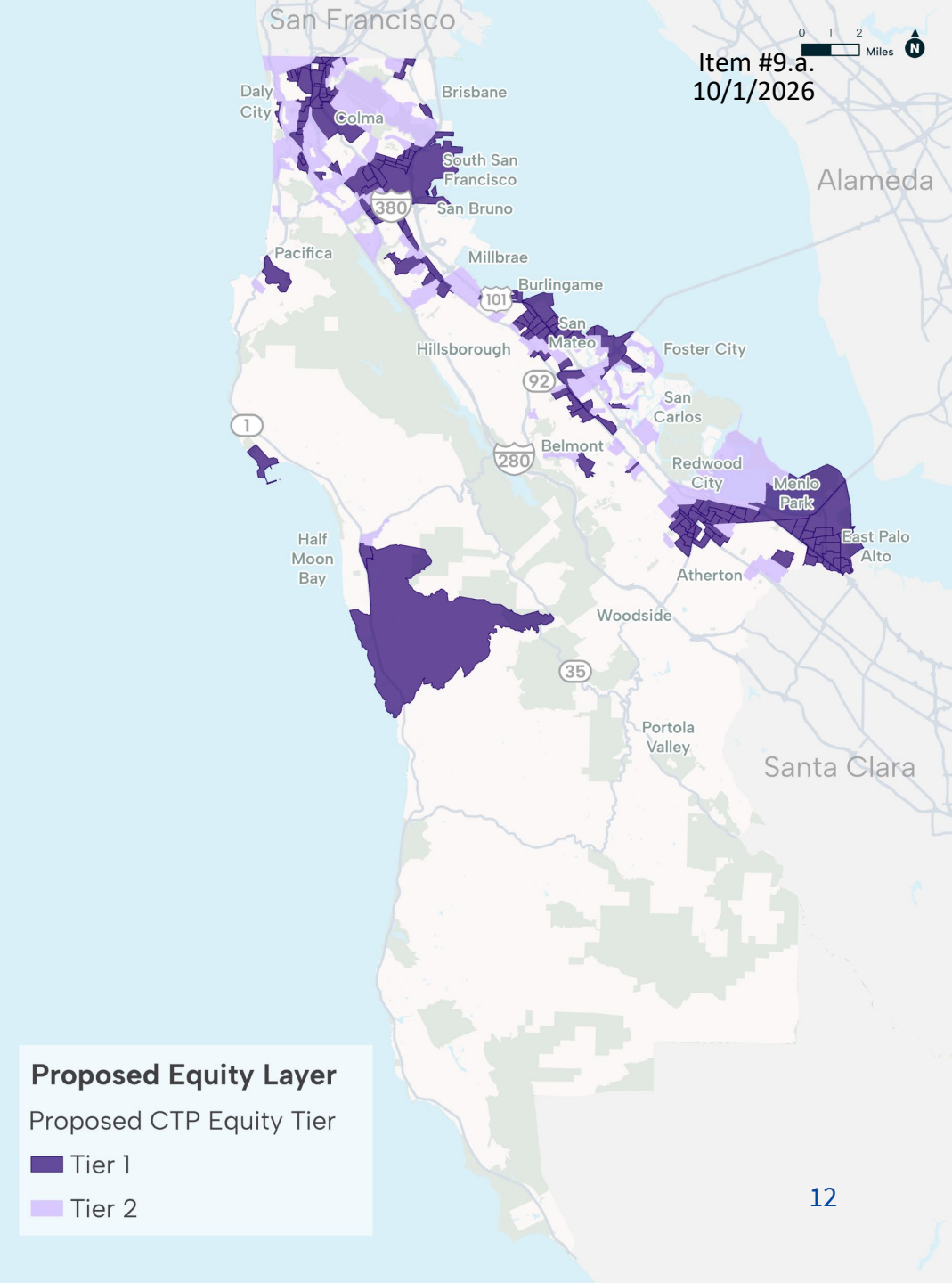


# CTP Goals



# New Equity Definition for Funding Decisions

- **Simplified** definition based on income, race, vehicle ownership, and rental cost burden
- By introducing **tiers**, we now consider more of the county in equity-based planning and funding decisions (49% of households covered, up from 21%)



## SECTION 03

# PROJECTS AND PROGRAMS

# What is a Regionally Significant Project?

## Meets any one of the following:

- Expands or reduces capacity of major roadways
- Expands or reduces rail network or stations
- Adjusts transit service levels
- Changes cost of transportation system (e.g. tolling or transit fares)
- Total estimated cost over \$250 million

# How are most other projects captured?

## Programmatic Funding Categories

- Covers smaller transportation efforts that are not regionally significant
- Most local jurisdiction projects fall within these categories rather than being listed individually
- Categories include: Active Transportation, Intelligent Transportation Systems (ITS), Grade Separations, and Roadway Operations

# Why generate a project list?

## How the list will inform the CTP

-  Better Understanding of Local Priorities
-  Identify Projects and Programs that Need Additional C/CAG or SMCTA S upport
-  Position Projects for Regional Funding Success

## How the list will inform Plan Bay Area 2060

-  The CTP list is unconstrained
-  MTC will ask for a financially constrained list  
Each county gets a total projected budget
-  MTC will share regional goals and project priorities  
These goals will be used to pare down the CTP list



# SMCTA Sponsored Projects

1. **US 101 Managed Lanes North of I-380 (co-sponsored with C/CAG)**
2. **US 101 / SR 92 Director Connectors (co-sponsored with C/CAG)**

## Upcoming Regionally Significant Project(s)

- **El Camino Real Multimodal Improvements (Planned co-sponsorship with SamTrans starting in 2027)**

*Note: Bold projects are Regionally Significant*



# Draft CTP Initiatives

## Established Initiatives



**Safe Routes to School**



**Shuttles**



**Transportation Demand Management**



**Community-Based Transportation Plans & Benefits**



**Intelligent Transportation Systems**

## Emerging Initiatives



**Autonomous Vehicle Integration**



**E-Devices & Bikeshare**



**Green Streets & Climate Resilience**



**Mobility for Older Adults**

## SECTION 05

# NEXT STEPS



# Today we are looking for feedback on...

- **Vision and Goals:** do these resonate with you?
- **Project List:** are these the right sponsored/planned sponsorship projects?
- **Programs:** does this mix of programs address your key transportation concerns between now and 2050?
- **What's missing:** anything you're not seeing in this update that you think the CTP should address?



# Upcoming milestones and schedule

- Website live now with draft project and program lists  
***<https://ccag.ca.gov/programs/countywide-transportation-plan/>***
- Focus groups and CBO engagement through the Fall
- Roadshow is touring through December 2026
- Draft Public Review CTP in Winter 2027

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Programming and Allocating \$2,591,929 in Highway Program Funds for Three Highway Program Special Circumstance Requests for Additional Funding and Approval of a Special Circumstance Request for a Fund Swap**

**Action**

Staff recommends the San Mateo County Transportation Authority (SMCTA) Board of Directors (Board):

1. Program and allocate a total of \$2,591,929 additional Measure W Highway Program Category funds under the Board of Directors' Special Circumstance authority to the construction phase of the City of Redwood City's El Camino Real Project, construction phase of the City of East Palo Alto's United States (U.S.) 101/University Avenue Interchange and Pedestrian Overcrossing Project, and Preliminary Engineering / Environmental Clearance of the Town of Colma's El Camino Real Project; and
2. Re-program and re-allocate \$4,640,000 in previously awarded Measure A Highway Program funds from the plans, specifications, and estimates (PSE) phase to the construction phase for the Town of Colma's El Camino Real Project to accommodate a Special Circumstance request for a fund swap to preserve One Bay Area Grant (OBAG) Cycle 3 funding as requested by the Metropolitan Transportation Commission (MTC); and
3. Authorize the Executive Director, or designee, to execute any necessary agreements, amendments, or other documents, and take any additional actions necessary, to give effect to the above-referenced actions.

**Significance**

In September 2026, the SMCTA Board received three Special Circumstance requests for funding outside of the normal funding cycle for the Measure A and W Highway Programs. Staff has evaluated the requests in accordance with SMCTA's Special Circumstance criteria for advancing funds outside of a competitive program Call for Projects, as provided in the Strategic Plan 2025-2029, which includes: (1) urgency; and (2) impact to the Measure A and Measure W Programs. The three requests are described below along with the justifications and staff's recommendations for Board consideration.

1. **City of Redwood City El Camino Real Project** - The City of Redwood City has been working with the San Mateo County Transit District (District) to add bus transit elements to a California Department of Transportation (Caltrans) safety project along El Camino Real. The District was successful in securing \$4.7 million in external grant funding and Redwood City has committed \$1 million toward the \$8 million total project cost to add Bus Boarding Islands to Caltrans' scope of work. The City of Redwood City is requesting that SMCTA provide the remaining \$2,331,929 to close the funding gap and prevent loss of the other externally secured grant funds.

**Staff Recommendation:** Staff recommend approval of this Special Circumstance request under the "urgency" clause since external funding may be lost, which would result in project delays and increased costs. The project has secured over 70 percent of the total costs in matching funds, which exceeds SMCTA's the Highway Program guideline requirements.

2. **City of East Palo Alto U.S. 101/University Avenue Interchange and Pedestrian Overcrossing Project** – The City of East Palo Alto has been working to close-out the construction phase of this project and costs have exceeded the available contingency for the project. The additional work included minor additions to fencing, landscaping adjustments, and an extension to the construction management services contract. In total, East Palo Alto is \$250,000 over budget and has agreed to SMCTA's standard 50/50 cost share as the cost increases were not the result of new or unforeseen work related to changes in Caltrans standards or unknown field conditions.

**Staff Recommendation:** Staff recommends approval of this Special Circumstance request for \$125,000 under the "impact to the Measure A and Measure W Programs" clause to prevent further delays and cost increases on the project.

3. **Town of Colma El Camino Real Project**

***3.A Request for Additional Funding for the PAED Phase***

The Town of Colma is actively working on the project approval and environmental document (PAED) phase of the project and is expecting a cost increase associated with completing the existing technical work. As the additional costs are not the result of new or unforeseen work, the cost increase is subject to the 50/50 cost share for project overages.

**3.A Staff Recommendation:** Staff recommends approval of this Special Circumstance request for \$135,000 under the "impact to the Measure A and Measure W Programs" clause to prevent further delays and cost increases on the project.

### ***3.B Request for a Fund Swap with SMCTA Funds and MTC Funds***

The Town of Colma had previously secured \$4.64 million in construction phase funding for the project from the MTC's OBAG Cycle 3 Program. The Town is at risk of losing the funding due to delays in the project caused by longer-than-expected coordination with Caltrans to deliver the PAED phase of work. To help meet the OBAG Cycle 3 timely use of funds requirements and allow the Town of Colma to keep the funding, MTC is willing to allow a fund swap with SMCTA Highway Program funds currently allocated to the final design phase to the construction phase of the project.

**3.B Staff Recommendation:** SMCTA is receiving a Special Circumstance request since no funding has been awarded to the construction phase of the project through a Highway Program Call for Projects. In addition, the SMCTA's Highway Program Guidelines normally would not call for the SMCTA to fund the construction phase at this point in the project, as work on a funded phase typically is required to begin work within one year of an award. However, given the potential loss of external funding, which could result in a larger request from the Highway Program in a future call for projects, staff recommends approval of the fund swap through the Special Circumstance "urgency" and "impact to the Measure A and Measure W Programs" clauses. The Town of Colma has already secured \$10 million toward the construction phase of the project through City/County Association of Governments of San Mateo County (C/CAG) from the State Transportation Improvement Program.

Additional information will be provided during a presentation at the Board meeting.

### **Budget Impact**

There is sufficient capacity in the Fiscal Year 2027 and prior year budgets to fully fund the recommended allocations.

### **Background**

In 1988, San Mateo County voters passed the original Measure A sales tax, which included funding for specific highway projects listed in the 1988 Transportation Expenditure Plan (TEP). In 2004, the voters of San Mateo County reauthorized the Measure A Program and approved an extension of the existing half-cent transportation sales tax for 25 years from 2009 through 2033. The 2004 TEP provides that 27.5 percent of the sales tax revenue be dedicated to the highway program, with 17.3 percent committed to projects on state highways known as Key Congested Areas (KCA) and 10.2 percent for Supplemental Roadways (SR) for projects on other highways and roadways.

In 2018, the voters of San Mateo County approved Measure W, a new 30-year half-cent sales tax for transportation programs and projects that took effect July 1, 2019, and expires June 30, 2049. The Measure W Congestion Relief Plan (CRP) dedicates 22.5 percent of Measure W revenues to highway congestion improvements.

With the adoption of the Strategic Plan 2025-2029 in December 2024, SMCTA received new policy direction from the Board to modernize and expand the Highway Program to be more inclusive of complete streets projects. The project evaluation criteria now prioritize safety and equity more than in previous cycles and create new geographic funding distribution targets to help spread funding across the county. The Board also instructed staff to update the Measure A Supplemental Roadways candidate project list. A call for nominations was held in Spring 2025 and the new, expanded candidate project list, including 58 new complete street and multimodal safety projects, was adopted in June 2025.

The SMCTA 2025 Highway Program Guidelines include a “Cost Increase” provision that limits increased allocations for previously funded project phases experiencing cost increases. In these cases, sponsors may request additional SMCTA funds for no more than 50 percent of the cost increase. The Board also adopted a new policy at its February 2026 meeting to limit allocations to 50 percent of the total request for project management cost increases due to delays, redesign or rework of previously approved preliminary work, or other preventable overruns. The policy tasks SMCTA staff with determining whether a request meets these general guidelines or will be able to use the standard 10 percent match requirement based on whether the work leading to the cost increase was unforeseen or was required by a new permit.

|              |                       |                                           |              |
|--------------|-----------------------|-------------------------------------------|--------------|
| Prepared By: | Patrick Gilster, AICP | Director, Planning and<br>Fund Management | 650-622-7853 |
|--------------|-----------------------|-------------------------------------------|--------------|

**Resolution No. 2026-**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

\* \* \*

**Programming and Allocating \$2,591,929 in Highway Program Funds for Three  
Highway Program Special Circumstance Requests for Additional Funding and  
Approval of a Special Circumstance Request for a Fund Swap**

**Whereas**, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (SMCTA) of a half-cent transactions and use tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

**Whereas**, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the SMCTA of the Measure A half cent transaction and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan, beginning January 1, 2009 (New Measure A); and

**Whereas**, on November 6, 2018, the voters of San Mateo County (County) approved a ballot measure known as "Measure W," which increased the sales tax in the County by a half-cent, and SMCTA was tasked with administering four of the five transportation program categories presented to the voters in the Congestion Relief Plan; and

**Whereas**, the Measure W Congestion Relief Plan dedicates 22.5 percent of Measure W revenues to fund highway projects throughout the County; and

**Whereas**, the City of Redwood City, which has not previously been awarded funding through SMCTA's Highway Program Call for Projects for the El Camino Real Bus Boarding Islands

Project, submitted a special circumstance request for construction funding in the amount \$2,331,929 to close a funding gap for the project and to prevent loss of \$4.7 million in external grant funding; and

**Whereas,** SMCTA staff have reviewed the Special Circumstance justification guidance from the SMCTA Strategic Plan 2025-2029 and determined that the City of Redwood City's request meets the "urgency" criteria because construction funds are needed to meet matching fund requirements associated with a regional grant obtained for the construction phase of the Project; and

**Whereas,** the City of East Palo Alto, which previously was awarded SMCTA Highway Program funding for the United States (U.S.) 101/University Avenue Interchange and Pedestrian Overcrossing Project for the construction phase of work, is actively working to close out the Project and has submitted a special circumstance request for additional construction phase funding in the amount \$125,000 out of a total cost overrun of \$250,000; and

**Whereas,** SMCTA staff have reviewed the Special Circumstance justification guidance from the SMCTA Strategic Plan 2025-2029 and determined that the City of East Palo Alto's request meets the "impact to Measure A and Measure W Programs" clause because further delays to close out the project could result in additional cost increases; and

**Whereas,** the Town of Colma, which previously was awarded funding for the Project Approval and Environmental Document (PAED) phase of the El Camino Real Project, has submitted a special circumstance request for additional PAED funding to complete existing technical work in the amount of \$135,000 out of the total cost overrun of \$270,000; and

**Whereas,** SMCTA staff have reviewed the Special Circumstance justification guidance from the SMCTA Strategic Plan 2025-2029 and determined that the Town of Colma’s request meets the “impact to Measure A and Measure W Programs” clause because further delays to close out the project could result in additional cost increases; and

**Whereas,** in addition, the Town of Colma received a Metropolitan Transportation Commission (MTC) One Bay Area Grant (OBAG) Cycle 3 grant for \$4.64 million toward the construction phase of the El Camino Real Project and is at risk of losing the funding due to delays in the PAED phase of the project; and

**Whereas,** the Town of Colma has submitted a special circumstance request for the SMCTA to allow a fund swap to allow previously awarded Highway Program funds awarded for the design phase of the project to be used for the construction to facilitate use of MTC funds on the project; and

**Whereas,** the Town of Colma would not be able to start the construction phase within one year this fund swap, as would normally be required by the Highway Program Guidelines, and would need a exception from the SMCTA Board of Directors; and

**Whereas,** the Town of Colma has secured \$10 million from the State Transportation Improvement Program toward the construction phase of the project, which meets the SMCTA Highway Program matching fund guidelines to request funding; and

**Whereas,** SMCTA staff have reviewed the Special Circumstance justification guidance from the SMCTA Strategic Plan 2025-2029 and determined that the Town of Colma’s fund swap request meets the “urgency” and “impact to Measure A and Measure W Programs” criteria

because loss of the OBAG funding would result in a larger future request from the Highway Program.

**Now, Therefore, Be It Resolved** that the Board of Directors (Board) of the San Mateo County Transportation Authority:

1. Programs and allocates an additional \$2,591,929 of Measure W Highway Program Category funds under the Board of Directors' Special Circumstance authority to the Construction Phase of the City of Redwood City's El Camino Real Project, Construction Phase of the City of East Palo Alto's U.S. 101/University Avenue Interchange and Pedestrian Overcrossing Project, and Preliminary Engineering/Environmental Clearance of the Town of Colma's El Camino Real Project; and
2. Re-programs and re-allocates \$4,640,000 in previously awarded Measure A Highway Program funds from the plans, specifications, and estimates phase to the construction phase of the Town of Colma's El Camino Real Project to accommodate the Special Circumstance request for a fund swap to preserve One Bay Area Grant Cycle 3 funding as requested by the Metropolitan Transportation Commission; and
3. Authorizes the Executive Director, or designee, to execute any necessary agreements, amendments, or other documents, and take any additional actions necessary, to give effect to the above-referenced actions.

Regularly passed and adopted this 1st day of October, 2026 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, San Mateo County Transportation Authority

Attest:

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Authority Secretary



**CITY OF EAST PALO ALTO  
PUBLIC WORKS DEPARTMENT  
ENGINEERING DIVISION**

1960 Tate Street, East Palo Alto, CA 94303

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September 11, 2026

**RE: Request for Additional funding for the University Avenue/US 101 Pedestrian Overcrossing (POC) project**

Dear San Mateo County Transportation Authority Board of Directors,

The City of East Palo Alto's University Avenue/US 101 project is currently in the final phases of construction. The project timeline was extended due to a number of factors including coordination for the POC fencing, planting and improvements within Caltran's right of way. This caused a project delay and the city has needed to amend the contract with its construction management firm, Ghirardelli Associates for continuation of construction management services. The cost of this is approximately \$150,000.

Additionally, the original project scope did not consider replacement of a fence adjacent to the Four Seasons hotel, as well as some pavement rehabilitation adjacent to the project. The cost of this work is approximately \$100,000.

In order to complete these items, the City greatly appreciates the Special Circumstance consideration from the Measure A & W Highway Program outside of the standard Calls for Projects process to urgently help the City close out the project and prevent further costs increases due to delays. The City kindly request up to the 50% match contribution from the Transportation Authority for the outstanding \$250,000 in project cost increases. The total request to the Transportation Authority is for \$125,000.

If there are any outstanding questions regarding the request, please reach out to Senior Engineer Batool Zaro, at [bzaro@cityofepa.org](mailto:bzaro@cityofepa.org) or Public Works Director, Humza Javed at [hjaved@cityofepa.org](mailto:hjaved@cityofepa.org).

Sincerely,

Humza Javed, P.E.  
Public Works Director  
City of East Palo Alto



## TOWN OF COLMA

1198 El Camino Real • Colma, California • 94014-3212

Tel 650.997.8300 • Fax 650.997.8308

September 16, 2026

Board of Directors  
San Mateo County Transportation Authority  
166 N. Rollins Road  
Millbrae, CA 94030

**RE: REQUEST FOR OBAG 3 FUND EXCHANGE, SUPPLEMENTAL FUNDING  
AND PERFORMANCE-PERIOD EXTENSION FOR THE EL CAMINO REAL  
BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT**

Dear San Mateo County Transportation Authority Board of Directors,

The Town of Colma respectfully requests the San Mateo County Transportation Authority's (SMCTA) approval of the following three actions for the El Camino Real Bicycle and Pedestrian Improvement Project: (1) a funding exchange involving \$4.64 million in One Bay Area Grant Cycle 3 (OBAG 3) funds currently programmed for construction of Segment B; (2) supplemental funding from the SMCTA Measure A Highway Program for the Project Approval and Environmental Document (PA&ED) phase; and (3) an extension of the PA&ED performance period. These actions are necessary to preserve the OBAG 3 allocation, secure the additional funding needed to complete the PA&ED phase, and maintain progress toward timely project delivery, in partnership with the City of South San Francisco.

In 2023, the Town secured \$4.64 million in OBAG 3 funds for construction of Segment B of the El Camino Real Complete Streets Project, extending from Mission Road to Arlington Drive. Because completion of the Project Initiation Document (PID) and PA&ED phase has taken longer than anticipated due to extensive coordination and requirements from Caltrans, the Town will be unable to meet the January 2027 obligation deadline and therefore risks losing the allocated OBAG 3 funds (Please refer to attachment "A" defining the various segments of the El Camino Real Bicycle and Pedestrian Improvement Project).

On behalf of the Town, the City/County Association of Governments of San Mateo County (C/CAG) consulted with the Metropolitan Transportation Commission (MTC) regarding options to preserve the funding and maintain project delivery. MTC confirmed that the only option it would consider is exchanging the \$4.64 million in OBAG 3 funds currently programmed for construction of Segment B with \$4.64 million in SMCTA Measure A Highway Program funds currently programmed for design work on Segments A and C. Under the proposed exchange, the \$4.64 million in OBAG 3 funds would be reprogrammed to design activities for Segment A, and an equal amount of SMCTA Measure A Highway

Carrie Slaughter, Mayor

Helen Fisicaro, Vice Mayor

Joanne F. del Rosario, Council Member • Thomas Walsh, Council Member • Ken Gonzalez, Council Member  
Daniel Barros, City Manager

Program funds would be reprogrammed to construction of Segment B. The total amount committed to Segment B construction would remain unchanged; only the funding source would change.

While the Town understands that SMCTA has not yet programmed funding for construction through the Measure A & W Highway Program Calls for Projects processes, we request a special circumstance request to move the previously allocated funding to construction in order for the Town to keep the OBAG 3 funding on the project. To keep the OBAG 3 funding, MTC requires this re-allocation by mid-November in order to re-program the OBAG 3 funding and amend the 2027 Transportation Improvement Program (TIP) to reflect the fund exchange. If this request cannot be accommodated, the Town would lose the funding and the Town would need to request additional funding from SMCTA in the future since it would lose critical overall project match contributions.

As its second request, the Town respectfully requests an addition Special Circumstance consideration for supplemental funding and an extension of the performance period to complete the current PA&ED phase of the El Camino Real Bicycle and Pedestrian Improvement Project.

The PA&ED phase was originally funded at \$2,295,000 through the SMCTA Measure W Highway Program. An additional \$270,000 is now needed for supplemental consultant services by Mark Thomas (\$235,000), including work required to address evolving technical requirements, and for related costs incurred by the Town's project management consultant team (\$35,000). To cover this shortfall, the Town requests \$135,000 from SMCTA up to the maximum 50% contribution for cost increases, to be matched by a \$135,000 local contribution from the Town. Attachment B provides the detailed scope, budget, and schedule for the additional services to be provided by Mark Thomas.

The First Amendment to the funding agreement extended the performance-period deadline from December 31, 2025, to August 31, 2026. Due to ongoing Caltrans technical reviews, continued interagency coordination, and final preparation of the Project Report, the Town requests a further extension through March 31, 2027.

Approval of the proposed funding exchange, supplemental funding, and performance-period extension will enable the Town to complete the PA&ED phase within the revised budget and schedule while maintaining progress toward delivery of this important bicycle and pedestrian improvement project along El Camino Real.

The Town greatly appreciates SMCTA's continued partnership and support for complete-streets improvements in Colma. We respectfully request your consideration and approval of these actions. Please contact me at (650) 757-8895 or [bdonohue@colma.ca.gov](mailto:bdonohue@colma.ca.gov) if you have any questions or need additional information.

Sincerely,



Brad Donohue  
Director of Public Works and Planning

Cc: Patrick Gilster, Director, Planning and Fund Management - SMCTA  
Jessica Manzi, Director, Project Delivery - SMCTA  
Vamsi Tabjulu, Project Manager - SMCTA  
Abdulkader Hashem, Principal Project Manager – Town of Colma

Attachments:

Attachment A: Project Location Map  
Attachment B: Mark Thomas's Additional Services Letter

EL CAMINO REAL BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT



- Segment A Albert M Teglia to Mission Road, Town of Colma
- Segment B Mission Road to Arlington Dr, Town of Colma
- Segment C Arlington Drive to Hickey Blvd, City of South San Francisco



August 17, 2026

**Project No.: 24-00178**

Mr. Abdul Hashem  
Public Works Department  
Town of Colma  
1198 El Camino Real  
Colma, CA 94014

**RE: Additional Services Letter for the Town of Colma - El Camino Real Bicycle and Pedestrian Improvement Project, PA&ED Phase**

Dear Mr. Hashem:

Per your request, Mark Thomas & Company, Inc. (Mark Thomas) has prepared this additional services letter for the El Camino Real Bicycle and Pedestrian Improvement Project (Project) in the Town of Colma (Town) and City of South San Francisco (City). These additional services are required to complete the Project Approval and Environmental Document (PA&ED) phase of the Project as additional items have been requested by Caltrans during project development. A detailed scope, budget and schedule to perform the additional services is below.

## SCOPE OF SERVICES

### Task 1 – Project Management & Coordination

The original project schedule assumed completion of the PA&ED phase by September 2025. Due to delayed traffic approvals and cultural resources concerns, Caltrans required the Project team to conduct additional studies before they would approve the Project. It is currently assumed the Project may last through the end of 2026 so additional budget is needed for administration and invoicing.

Due to the increased number of review cycles and number of technical documents we needed additional time for quality control and quality assurance on the Project.

### Task 2 – Stakeholder Engagement & Coordination

#### Task 2.3 – Project Coordination Meetings

The original project schedule assumed completion of the PA&ED phase by September 2025. Due to delayed traffic approvals and cultural resources concerns, Caltrans required the Project team to conduct additional studies before they would approve the Project. It is currently assumed the Project may last through the end of 2026 so additional budget is needed coordination meetings with the Town, City, Caltrans and the internal Project team.



## Task 6 – Preliminary Engineering

### Task 6.10 – Design Standard Decision Document

Mark Thomas prepared the Design Standard Decision Document (DSDD) in standard Caltrans format and provided detailed justification for each non-standard feature. During the review and approval process Caltrans required multiple review cycles and standalone meetings to address the non-standard features over and above what was anticipated during the original budgeting for the Project. These additional review cycles and updates to the DSDD required additional budget to complete the task.

## Task 7 – Environmental Studies

### Task 7.3 – Cultural/ Paleontological/ Historical/ Tribal

A combination of unforeseen circumstances, extended regulatory agency review timelines, complex technical issues, and ongoing coordination responsibilities, required an elevated level of effort necessary to advance the Project. These conditions required the team to perform substantial additional services that were beyond the scope and duration originally contemplated in the contract budget. Importantly, these efforts were essential to maintaining project momentum, addressing agency comments and requirements, and ensuring continued progress toward SHPO concurrence and finalize the Section 106 process.

## Task 8 – Environmental Document

### Task 8.1 – Environmental Document

A combination of unforeseen circumstances, extended regulatory agency review timelines, complex technical issues, and ongoing coordination responsibilities, required an elevated level of effort necessary to advance the Project. These conditions required the team to perform substantial additional services that were beyond the scope and duration originally contemplated in the contract budget. This includes completing the Air Quality Conformity process, finalizing the Floodplain and Water Quality Report, prepare and secure approval of the Final CE/CE document and continued coordination and collaboration with the project team, Caltrans, and the MTC Task Force.

### Task 8.2 – Project Report

Mark Thomas prepared the Project Report in standard Caltrans format and provided detailed information in the required sections. During the review and approval process Caltrans required multiple review cycles and commented on technical appendices over and above what was anticipated during the original budgeting for the Project. These additional review cycles and updates to the Project Report require additional budget to complete the task.

### DELIVERABLES:

- Project Management & Coordination
- Project Coordination Meetings
- DSDD Revisions
- Environmental Technical Studies Coordination
- Environmental Document Coordination
- Project Report Updates



▶ PAGE 3 OF 3

## FEE ESTIMATE

Please see below for a breakdown of the additional costs related to the additional services for the project.

| Fee Breakdown                                          | T&M NTE Amount   |
|--------------------------------------------------------|------------------|
| Task 1 Project Management and Coordination             | \$40,000         |
| Task 2.3 Project Coordination Meetings                 | \$25,000         |
| Task 6.10 Design Standard Decision Document            | \$25,000         |
| Task 7.3 Cultural/ Paleontological/ Historical/ Tribal | \$35,000         |
| Task 8.1 Environmental Document                        | \$30,000         |
| Task 8.2 Project Report                                | \$80,000         |
| <b>Total Additional Budget</b>                         | <b>\$235,000</b> |

## SCHEDULE

The schedule will be negatively impacted if we do not receive the requested amendment as detailed above as the additional budget is required to complete the project. We will endeavor to keep the project on track while the amendment is being processed.

Thank you for the opportunity to provide this letter for additional services for the El Camino Real Bicycle and Pedestrian Improvement Project. Please give me a call if you need any additional information or have any questions regarding this letter.

Sincerely,  
**MARK THOMAS & COMPANY, INC.**



Shawn O'Keefe, PE, QSD  
Executive Vice President + Principal

### Accepted:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name/Title

\_\_\_\_\_  
Date





Dear San Mateo County Transportation Authority Board of Directors,

I am writing this letter to request funding for the Redwood City El Camino Real Bus Boarding Islands project from the Measure A & W Highway Program outside of the standard Call for Projects process.

In 2017, our City Council approved the El Camino Real Corridor Plan with the goal of creating a multi-modal, safe, and vibrant corridor for Redwood City residents and businesses and visitors. In early 2020's Caltrans initiated their own El Camino Real Bike Safety SHOPP Project. While the Caltrans project is focused on bicycle safety improvements along the corridor, it is not completely aligned with the Corridor Plan's goal of a multi-modal system. In 2024, SamTrans initiated the Bus Boarding Island Project to complete the gaps in the SHOPP project's scope and help Redwood City create a multi-modal system including transit. Adding bus boarding islands to the scope of Caltrans SHOPP project would benefit both transit users and people walking and biking.

The current additional funding secured by SamTrans and committed to the Bus Boarding Islands project is close to \$5.7 million while the total project cost for the transit elements is estimated at \$8.1 million with about \$280,000 estimated for design review. The project's construction phase cost is therefore currently not fully funded and requires the remaining \$2.3 million to complete the gap. The City of Redwood City and SamTrans are at risk of losing the \$5.7 million in MTC BusAid and Low Carbon Transit Operation Program (LCTOP) funding if the full funding for the project cannot be secured. Caltrans is also requesting proof of full funding for the entire project to keep the transit-supportive elements in their scope of work and deliver the project by no later than December 2026.

The City of Redwood City, as the eligible Sponsor to the Measure A & W Highway Program, along with SamTrans is requesting the Transportation Authority's consideration for this Special Circumstance request to close this gap and prevent loss of other external funding. It would be more cost-effective to combine the SHOPP bike safety project with the Bus Boarding Islands project to reduce overall project administration costs and limit requests for Measure A & W funds. The combined projects are anticipated to go under construction in late 2028 and Caltrans will be the construction lead.

Below is a summary table of committed funds and remaining balance.

| Phase        | Estimated Cost     | Grant Funding Committed | Local Match Committed | Total Funded       | Unfunded           | Funding Sources                                | Notes                                              |
|--------------|--------------------|-------------------------|-----------------------|--------------------|--------------------|------------------------------------------------|----------------------------------------------------|
| PA&ED , PS&E | \$1,325,000        | \$1,421,000             | \$184,109             | \$1,605,109        | \$(280,109)        | MTC BusAID Grant (OBAG 3), Measure W Sales Tax | Reserved for Design Review                         |
| CON          | \$6,761,861        | \$3,319,858             | \$829,965             | \$4,149,822        | \$2,612,038        | LCTOP TPI Grant, Measure W Sales Tax           | unfunded need for TA special circumstances request |
| <b>TOTAL</b> | <b>\$8,086,861</b> | <b>\$4,740,858</b>      | <b>\$1,014,074</b>    | <b>\$5,754,931</b> | <b>\$2,331,929</b> |                                                |                                                    |

Bicycle, pedestrian, and transit improvements along El Camino Real is a top priority project for Redwood City and is aligned with City Council's strategic priority to create and maintain a safe and sustainable transportation system. Thank you for your consideration.

Sincerely,

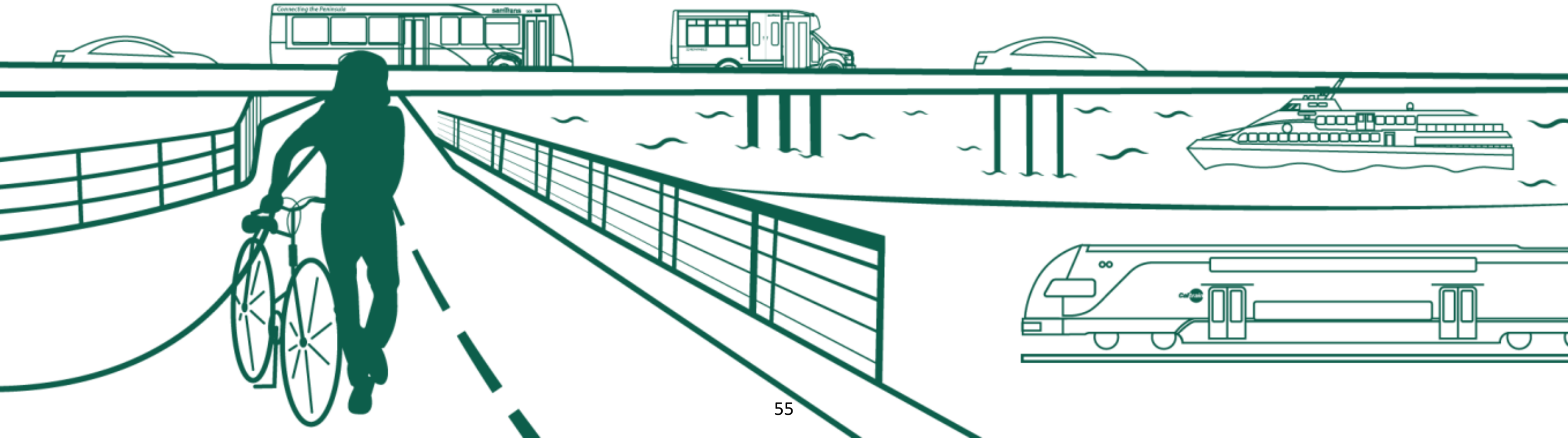
*Tanisha Werner*

Tanisha Werner  
Engineering and Transportation Director  
City of Redwood City



# Highway Program Special Requests

October 1st, 2026



# Special Circumstance Policy

- Strategic Plan 2025-2029  
Special Circumstance criteria for advancing funds include:
  - Urgency (loss of funding)
  - Future impacts to Measure A & W programs
- February 2026 Board adopted policy for additional funds dictates:
  - 50% of the cost increase may be requested if due to delays, project management, redesign, or rework
  - Standard 10% match may be considered if cost increase was unforeseen or was required by a new permit/standards



# Additional & New Funding Requests

| Eligible Sponsor                        | Project                                                     | Additional or New Request | Matching Funds Proposed for Request | Total Request | Special Circumstance Criteria Met                                                        |
|-----------------------------------------|-------------------------------------------------------------|---------------------------|-------------------------------------|---------------|------------------------------------------------------------------------------------------|
| Redwood City (with SamTrans & Caltrans) | El Camino Real - Safety & Bus Boarding Islands Improvements | New                       | 70%                                 | \$2,331,929   | Urgency – Potential loss of grant funding                                                |
| East Palo Alto                          | US 101 / University Ave Interchange & POC                   | Additional                | 50%                                 | \$125,000     | Impact to Measure A & W Programs – Cost increase from delays would require further funds |
| Colma                                   | El Camino Real – Multimodal Improvements                    | Additional                | 50%                                 | \$135,000     | Impact to Measure A & W Programs – Cost increase from delays would require further funds |
|                                         |                                                             |                           | Total                               | \$2,597,929   |                                                                                          |



# Special Circumstance Fund Swap

## Town of Colma El Camino Real Multimodal Improvements

- Project is at-risk of losing \$4.64M in MTC OBAG Cycle 3 funds for construction due to delays in the current PA&ED phase
- To meet OBAG requirements, MTC will allow a fund swap from construction to design if SMCTA approves reallocating design award to construction
- Meets both Special Circumstance criteria
- Requires Guidelines exceptions since construction phase will not start within one year of the fund swap



# Staff Recommendation

- Program and allocate a total of \$2,591,929 additional Measure W Highway Program Category funds under the Board of Directors' Special Circumstance authority for three projects
- Re-program and re-allocate \$4,640,000 in previously awarded Measure A Highway Program funds from the plans, specifications, and estimates (PSE) phase to the construction phase for the Town of Colma's El Camino Real Project to accommodate a Special Circumstance request



**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Emily Beach, Chief Communications Officer

Subject: **Legislative Update**

**Action**

Staff proposes the Board of Directors (Board) receive the attached federal and state legislative updates.

**Significance**

The 2026 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our federal and state advocates on a wide variety of issues that are considered in Congress and the state legislature. The attached reports highlight the recent issues and actions that are relevant to the Board and specify, at the appropriate time, those bills on which staff proposes that the San Mateo County Transportation Authority (SMCTA) take a formal position.

Prepared By: Michaela Wright Petrik      Government and      650-730-4951  
Community Affairs Officer

## Kadesh & Associates, LLC

### Federal Update San Mateo County Transportation Authority Reported: September 21, 2026

The House returned from the August recess on Monday, September 14 and departed for the midterms on Wednesday, September 16. The Senate also returned on Monday, September 14 and is planning to leave for the midterms on October 2. Both chambers are scheduled to return on November 9.

#### **Hot topics:**

- Continuing resolution - The continuing resolution (CR) to keep the federal government funded runs until December 11. There have already been discussions about needing to pass another CR into next year when Congress returns. The outcome of the midterms will play a significant role in the duration and content of the next CR, however, regardless of the outcome, most appropriations members and staff acknowledge that additional time – beyond the current December 11 deadline – will be needed to finish the annual FY27 bills.
- FY27 appropriations bills - The House Appropriations Committee has passed all 12 of its annual spending bills and the full House has passed three bills on the floor (agriculture, military construction/VA, and foreign operations). The Senate Appropriations Committee has not considered any of its FY27 appropriations bills and is expected to post its draft bills online in the coming weeks. Posting bills instead of moving bills through committee has been the Senate practice for the last few years. The House and Senate are, reportedly, far apart on an agreement controlling the overall FY27 discretionary spending levels. This “battle of the topline” will continue to be an impediment moving forward on FY27 appropriations and these bills will not be finalized until after the election.
- Surface Transportation Reauthorization - The CR noted above also contains an extension for the current surface transportation law. While the House Transportation and Infrastructure committee (T&I) has passed a reauthorizing measure, the Senate committees have not. The overall spending amount authorized in the next surface transportation bill is an open issue and there are several policies - for example: including the rail safety act, the trust fund split between roads/transit, and tax treatment of EVs - that remain open issues between the two chambers. Privately, House committee leadership has acknowledged the need for another extension of current law into next year; the latest rumors suggest the next surface transportation extension will run until the end of FY27.

#### **Other House and Senate Action**

The House had a very brief September session. In addition to passing a number of items from the non-controversial suspensions calendar, the House also passed the Russia sanctions bill and passed two Congressional Review Act (CRA) bills to overturn California's ability to regulate emissions from ships at berth in harbors.

## Kadesh & Associates, LLC

The Senate returned on September 14 and, the next day, killed the CLARITY/crypto legislation that had been pending since the start of the August recess. Upon disposition of the CLARITY Act, the Senate turned to the Name, Image, and Likeness (NIL) college sports legislation, which is the current business. The Senate plans to approve several judicial and administrative nominations between now and the end of September; this includes potentially confirming Keith Sonderling to be Secretary of Labor and Heather Overton to be the Food and Drug Administrator. The Senate also plans to act on the House-passed at-berth CRAs referenced above.

The Senate has no plans to consider the new budget resolution (Reconciliation 3.0), the defense authorization act, or the SAVE Act.

With Congress on recess, activities in DC will be limited until the midterm elections. In the interim, Kadesh & Associates will keep the SMCTA apprised of relevant Administration actions until Congress returns.



September 17, 2026

To: Board of Directors, San Mateo County Transportation Authority

From: Chris Lee, Partner, Politico Group  
Kiana Valentine, Partner, Politico Group

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

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***General Update***

Following a late-night session to approve bills on August 31, the Legislature officially closed out its two-year session just before noon on Tuesday, September 1. While the constitution requires the Legislature to approve most bills before 12 AM on September 1 in the second year of session, bills with urgency clauses can be considered at any time. The final amendments to the FY 2026-27 state budget, including appropriations from the Greenhouse Gas Reduction Fund (GGRF) for transit and other programs, were included in AB 113 (Committee on Budget)—a so-called “Budget Bill Jr.”—which emerged in print after 3 a.m. on Saturday and included an urgency clause. Floor votes on the bulk of the budget package – including the GGRF and public resources trailer bill (SB 193) – occurred on Monday, while AB 113 was approved by the Legislature on Tuesday, September 1.

Governor Newsom now has until September 30 to sign these bills and others that were passed in the final days of the legislative session. Details on the key transportation-related elements of the final budget bills are summarized below.

***Greenhouse Gas Reduction Fund Budget Deal***

Legislative leaders and the Governor reached a compromise on Greenhouse Gas Reduction Fund (GGRF) spending in the “Budget Bill Jr.” (AB 113). The deal divides an additional \$921 million in auction revenue among transit, housing, wildfire, clean drinking water, and air pollution programs. While the deal will supplement GGRF funding otherwise allocated to transit and “Tier 3” SB 840 (2025) programs in FY 2026-27, it is a significantly smaller sum than lawmakers anticipated when Cap-and-Invest was extended last year, largely because carbon allowances have been selling at lower prices than projected at recent auctions. As a reminder, GGRF does not directly fund SMCTA programs; however, it supports key programs that agency partners rely on and affects the broader regional transportation funding environment.

The deal does not limit or phase out the new CARB incentive program for major polluters that invest in emissions-reducing technology, as the Senate had sought, but it does make structural changes to the funding allocations from Cap-and-Invest auctions. Specifically, SB 193 moves state operational costs related to GGRF-funded programs to the first tier of the funding waterfall. The bill also includes the Senate’s proposal to redirect annual GGRF interest earnings into the GGRF expenditure plan starting in FY 2027-28. Interest earnings are estimated at approximately \$500 million in FY 2026-27. The ongoing allocation of interest to the funding waterfall will provide a modest offset to anticipated revenue reductions in the Cap-and-Invest program.

The full breakdown of final funding in the 2026-27 state budget for “Tier 3” Cap-and-Invest programs from SB 840 (2025) as well as the Zero Emission Transit Capital Program (ZETCP) are included in the chart below.

| Cap-and-Invest “Tier 3” Programs                   | SB 840 Target (\$M) | Final Budget (\$M) |
|----------------------------------------------------|---------------------|--------------------|
| Low Carbon Transit Operations Program (LCTOP)      | \$200               | \$48               |
| Transit and Intercity Rail Capital Program (TIRCP) | \$400               | \$95               |
| SB 901 Forest Health & Vegetation Mgmt.            | \$200               | \$118              |
| AHSC – Sustainable Communities*                    | \$240               | \$107              |
| Safe & Affordable Drinking Water (SAFER)           | \$130               | \$171              |
| AB 617 Community Air Protection                    | \$250               | \$229              |
| AHSC – Affordable Housing                          | \$560               | \$133              |
| <b>Other Transit-Related GGRF Funding</b>          |                     |                    |
| SB 125 (ZETCP) – Transit Capital and Operations    | n/a                 | \$230              |
| <b>Totals (in millions)</b>                        | <b>\$1,980</b>      | <b>\$1,131</b>     |

*\*\$50 million of the Sustainable Communities allocation is dedicated to the Sustainable Agricultural Lands Conservation Program (SALC)*

### **Sustainable Aviation Fuel Tax Credit Rejected**

The Governor's proposed sustainable aviation fuel (SAF) tax credit was not included in end of session budget legislation. The Administration’s budget trailer proposal would have created a new credit against the diesel excise tax designed to support in-state SAF production, most notably at Phillips 66’s converted Rodeo refinery in Contra Costa County. The administration estimated the credit could reduce diesel excise tax revenue by as much as \$165 million annually at first, growing to \$300 million a year over time.

The proposal drew opposition from a wide range of critics including environmental advocacy groups, local governments and the transportation construction industry. The nonpartisan Legislative Analyst's Office recommended rejecting it outright, concluding it was not a cost-effective way to reduce greenhouse gas emissions and noting that it would significantly impact diesel excise tax revenues that would otherwise support the Trade Corridor Enhancement Program—a competitive funding source that SMCTA has accessed to fund large projects—as well as Caltrans highway maintenance work and formula funds for city and county road projects.

### **Bills of Interest**

#### **AB 2168 (Wicks) Active Transportation Program Guidelines – Watch**

Effective January 1, 2028, AB 2168 expands the types of projects eligible for the state’s Active Transportation Program (ATP) to include projects that provide access to transit and school bus stops. The bill also requires the California Transportation Commission to amend the Active Transportation Program Guidelines to include incentives for applicants to leverage other funding sources when pursuing

ATP funds for larger-scale projects and to include penalties for applicants that fail to use ATP funds in a timely manner (although with allowances for issues beyond the applicant's control). Finally, under the amended guidelines, ATP applicants will be required to consult with transit agencies when a project proposed for funding will be adjacent to bus, shuttle, or paratransit routes. **AB 2168 was signed by Governor Newsom on September 14.**

## SMCTA Bill Matrix – October 2026

| Measure                                                                                                     | Status                                            | Bill Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Recommended Position |
|-------------------------------------------------------------------------------------------------------------|---------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <a href="#">SB 830 Arreguín (D)</a><br>Bay Area Transit Revenue Measure Election Procedures                 | 7/16/26<br>Signed by the Governor                 | As chaptered on July 16, 2026, this bill requires a qualified regional transit district revenue measure authorized by SB 63 (Wiener, 2025) to appear on each included county's ballot immediately after the statewide ballot measures and to be designated as "Regional Transit Measure." The bill also requires each county elections official in the district to select from proposed arguments in favor of, and against, the measure, for inclusion in the county voter information guide. The bill included an urgency clause and took effect immediately upon the Governor's signature.                                                                 | <b>Watch</b>         |
| <a href="#">SB 922 Laird (D)</a><br>Local Agency Charges: Use of Streets or Highways                        | 8/27/26<br>Signed by the Governor                 | As chaptered on August 27, 2026, this bill explicitly states that local governments may recover the cost of street maintenance and repair of damage caused by public service operations—such as waste hauling—through service-related fees and charges. The bill responds to a recent court decision ( <i>Rogers v. City of Redlands</i> ) that disrupted long standing local practice and triggered litigation challenging how cities fund road repairs caused by heavy service vehicles. This measure restores clarity and ensures local governments can continue to maintain safe and reliable streets without shifting costs onto unrelated taxpayers.   | <b>Watch</b>         |
| <a href="#">SB 1087 Cabaldon (D)</a><br>Sustainable Communities Strategies: Transportation Funding Programs | 9/10/26<br>Enrolled and presented to the Governor | As enrolled on September 10, 2026, this bill would make several changes to California's primary regional transportation and land use planning law, SB 375 (Steinberg, 2008). Specifically, the bill would change the frequency of regional sustainable communities strategy (SCS) updates from every 4 to every 8 years, ensure that regional greenhouse gas reduction targets established by the California Air Resources Board (CARB) reflect local conditions and state policies, eliminate duplicative corridor planning requirements in the Solutions for Congested Corridors Program, and streamline the review and approval process for SCSs by CARB. | <b>Watch</b>         |
| <a href="#">SB 1159 Cabaldon (D)</a><br>Artificial Intelligence: Transparency and Governance                | 8/28/26<br>Enrolled and presented to the Governor | As enrolled on August 28, 2026, this bill would prohibit a person from knowingly using artificial intelligence to falsely represent that a natural person appeared before, submitted information to, or otherwise engaged with a governmental agency. The bill would also clarify that terms like "person," "interested person," "participant," and "member of the public" in California's transparency laws, refer to natural persons and legally recognized entities, not to AI systems capable of autonomously producing infinite comments.                                                                                                               | <b>Watch</b>         |

## SMCTA Bill Matrix – October 2026

| Measure                                                                                                           | Status                                                | Bill Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Recommended Position       |
|-------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| <a href="#">SB 1187</a><br><a href="#">Durazo</a> (D)<br><br>Open and Public Meetings                             | 8/28/26<br><br>Enrolled and presented to the Governor | As enrolled on August 28, this bill would remove requirements enacted by SB 707 (Durazo, 2025) for the translation of eligible local legislative body agendas into specific languages based on data from the American Community Survey. The bill also removes specific requirements for the provision of interpreter services and the accommodation of related equipment and time for interpretation during public meetings. The bill would take effect immediately upon enactment.                                                                                                                                                                                                                                                                                                                                                | <b>Watch</b>               |
| <a href="#">SB 1411</a><br><a href="#">Stern</a> (D)<br><br>Greenhouse Gas Reduction Fund: Highspeed Rail Funding | 5/14/26<br><br>Held in Senate Appropriations          | As amended on April 16, 2026, this bill would have revised the authorization for the California Highspeed Rail Authority to enter new funding commitments with the Greenhouse Gas Reduction Fund dollars outside of the Merced to Bakersfield segment. Specifically, it authorized additional activities related to early work, including utility relocation, geotechnical work, and right-of-way, as well as projects developed through public partnership agreements or public-private partnership agreements, provided that those funding commitments maximized the efficiency of delivering the project and did not delay the completion of the Merced to Bakersfield segment.                                                                                                                                                 | <b>Watch</b>               |
| <a href="#">AB 33</a><br><a href="#">Aguiar-Curry</a> (D)<br><br>Autonomous Vehicles                              | 8/31/26<br><br>Failed deadline in Senate              | As amended on June 30, 2025, this bill would prohibit the delivery of commercial goods directly to a residence or to a business by an autonomous vehicle (AV) without a human operator on any highway within the state and create a civil penalty of \$10,000 for an initial violation and \$25,000 for subsequent violations. The bill also requires the Department of Motor Vehicles to consult with the Highway Patrol, Caltrans, the Air Resources Board, and the Labor and Workforce Development Agency to submit a report to the Legislature on the impact of AVs on safety, jobs, infrastructure, and other matters by 2031 or after 5 years of testing. The report must include a recommendation to the Legislature on whether to retain or modify the requirement for a safety driver in AVs delivering commercial goods. | <b>Watch</b>               |
| <a href="#">AB 259</a><br><a href="#">Rubio</a> (D)<br><br>Brown Act: Remote Participation                        | 7/17/25<br><br>Failed deadline in Senate Judiciary    | As amended on April 21, 2025, this bill would extend until 2030 the sunset date from AB 2449 (Rubio, 2022), which allows the legislative bodies of local agencies to meet via teleconference provided that a quorum of the body is present in person and other requirements are met. The bill also extends until 2030 the authority for remote meetings during emergency circumstances and for allowing a member of a legislative body to participate remotely without providing at least 72 hours of advance notice due to emergency circumstances.                                                                                                                                                                                                                                                                               | <b>Supported June 2025</b> |

## SMCTA Bill Matrix – October 2026

| Measure                                                                                                     | Status                                                            | Bill Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Recommended Position |
|-------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <a href="#">AB 954</a><br><a href="#">Bennett (D)</a><br><br>Interregional Transportation: Bicycle Highways | 8/31/26<br><br>Failed deadline in Senate                          | As amended on June 30, 2025, this bill requires Caltrans assess incorporating bicycle highways into the interregional transportation strategic plan, to the extent feasible. These provisions replace the bill's prior requirement for Caltrans to develop and fund a pilot program in two major metropolitan areas to establish a branded network of bicycle highways.                                                                                                                                                                                                                                                                                                                | <b>Watch</b>         |
| <a href="#">AB 1198</a><br><a href="#">Haney (D)</a><br><br>Public Works: Prevailing Wages                  | 9/9/26<br><br>Enrolled and presented to the Governor              | As enrolled on September 9, 2026, this bill would require, commencing January 1, 2027, during any semiannual period where the director of the Department of Industrial Relations (DIR) determines that there has been a change in a prevailing wage rate in any locality, the director's determination shall apply to any public works contract that is awarded or for which notice to bidders is published after July 1, 2027. August 21 amendments limited the bill's provisions to projects with a prime contract with an awarded value of \$35 million or greater.                                                                                                                 | <b>Watch</b>         |
| <a href="#">AB 1244</a><br><a href="#">Wicks (D)</a><br><br>CEQA: Transportation Impact Mitigation          | 7/17/25<br><br>Failed deadline in Senate<br>Environmental Quality | As amended on April 23, 2025, this bill would allow project applicants to satisfy vehicle miles travelled (VMT) mitigation requirements under CEQA by electing to contribute to the Department of Housing and Community Development's (HCD's) Transit-Oriented Development Implementation Program, which funds affordable housing development near qualifying transit stations. The April 23 amendments require HCD to confirm and report VMT reductions attributed to the projects and claimed by donor projects and require the Governor's Office of Land Use and Climate Innovation to determine appropriate mitigation funding amounts and update them at least every three years. | <b>Watch</b>         |
| <a href="#">AB 1421</a><br><a href="#">Wilson (D)</a><br><br>Road Usage Charge Technical Advisory Committee | 8/31/26<br><br>Failed deadline in Senate                          | As amended on January 5, 2026, this bill would require the California Transportation Commission and the California State Transportation Agency to consult with state agencies and stakeholders, including local government and regional transportation agencies, and submit a report to the Legislature by January 1, 2027, on research and recommendations related to a road user charge or a mileage-based fee system. The report must include discussion of inequities for low-income drivers with less fuel-efficient vehicles, impacts of a weight-per-mile fee on the auto industry, and solutions for capturing out-of-state vehicles.                                          | <b>Watch</b>         |

## SMCTA Bill Matrix – October 2026

| Measure                                                                                                               | Status                                            | Bill Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Recommended Position |
|-----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <a href="#">AB 1557</a><br><a href="#">Papan (D)</a><br>Vehicles: Electric Bicycles                                   | 5/14/26<br>Held in Assembly Appropriations        | As amended on April 16, 2026, this bill imposes a new limitation of 250 watts of continuous power for class 1 and 2 electric bicycles. The bill also provides that no one under 16 years old shall operate an e-bike with a motor capable of exceeding 250 watts of continuous power and authorizes law enforcement to remove a vehicle operated in violation of this provision. Current state law limits e-bike motors to 750 watts. AB 1557 also provides that all classes of e-bikes manufactured prior to January 1, 2027, with motors that are not capable of exceeding 750 watts of continuous power and which meet other legal requirements may retain their current classifications, creates a new definition of “cargo electric bicycle,” and provides that such e-bikes can be equipped with electric motors with maximum continuously rated power of 750 watts. | <b>Watch</b>         |
| <a href="#">AB 2059</a><br><a href="#">Wilson (D)</a><br>CEQA: Vehicle Miles Traveled Mitigation Measures             | 9/15/26<br>Enrolled and presented to the Governor | As enrolled on September 15, 2026, this bill would specify that a transportation project is presumed to have a less than significant vehicle miles traveled (VMT) impact under the California Environmental Quality Act if at least 70% of the project is located within one or more “non-metropolitan” counties and the lead agency has issued a notice of preparation for the project’s environmental impact report on or before December 31, 2031. The definition of “non-metropolitan counties” used in the bill comes from a state affordable housing program and includes all counties located outside of a Metropolitan Planning Organization, as well as the County of San Benito. The bill also would direct Caltrans to develop guidance on VMT mitigation for projects in non-metropolitan counties by December 31, 2030.                                       | <b>Watch</b>         |
| <a href="#">AB 2168</a><br><a href="#">Wicks (D)</a><br>Active Transportation Program Guidelines.                     | 9/14/26<br>Signed by Governor                     | As chaptered on September 14, 2026, this bill, effective January 1, 2028, expands the types of projects eligible for the state’s Active Transportation Program (ATP) to include projects that provide access to transit and school bus stops. The bill also requires the California Transportation Commission to include in the ATP guidelines incentives to attract other funding for larger-scale projects, penalties for failure to use ATP funds in a timely manner, and requirements for applicants to consult with transit agencies when a project will be adjacent to bus, shuttle or paratransit routes.                                                                                                                                                                                                                                                           | <b>Watch</b>         |
| <a href="#">AB 2552</a><br><a href="#">Ávila Farías (D)</a><br>CEQA: Vehicle Miles Traveled Statewide Mitigation Bank | 8/31/26<br>Failed deadline in Assembly            | As amended on April 16, 2026, this bill would provide that lead agencies for land use projects with vehicle miles traveled (VMT) impacts under CEQA may only require contributions to the statewide VMT mitigation bank, which is being created pursuant to AB 130 (2025), if the cost of mitigation is less than or equal to other mitigation measures required by the lead agency or, if it is the only required mitigation measure, that it is the “least cost” mitigation measure that is feasible.                                                                                                                                                                                                                                                                                                                                                                    | <b>Watch</b>         |

## SMCTA Bill Matrix – October 2026

| Measure                                                                                                               | Status                                            | Bill Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Recommended Position |
|-----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <a href="#">AB 2560</a><br><a href="#">Schultz (D)</a><br>Climate Action Plan for Transportation Infrastructure Goals | 8/14/26<br>Held in Senate Appropriations          | As amended on April 15, 2026, this bill would have codified the current goals of Governor Newsom's Climate Action Plan for Transportation Infrastructure (CAPTI). Amendments taken to address concerns of the Assembly Transportation Committee and stakeholders removed language that would have applied the current CAPTI goals to six specific formulaic and competitive state transportation funding programs and authorized the California State Transportation Agency (CalSTA) to continue to update CAPTI goals in the future.                                                                           | <b>Watch</b>         |
| <a href="#">AB 2595</a><br><a href="#">Papan (D)</a><br>San Mateo Electric Bicycle Safety Pilot Program               | 8/21/26<br>Enrolled and presented to the Governor | As enrolled on August 21, 2026, this bill would create a pilot program until 2031 authorizing a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. Violations would be punishable by warning notices within the first 60 days of the prohibition and then by \$25 fines. The bill would also require a 30-day public awareness campaign prior to commencement of the pilot and a report to the Legislature by January 1, 2030, on the results of the pilot program. | <b>Watch</b>         |