

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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March 22, 2022

Therese W. McMillan  
Executive Director, Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

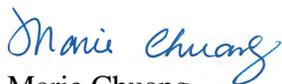
Dear Therese McMillan:

The City/County Association of Governments of San Mateo County (C/CAG) supports creating the MTC's Bipartisan Infrastructure Law Regional Grant Strategy (BIL Strategy) to maximize the Federal investment in our critical regional projects. A focused, unified, and strategic effort will serve the Bay Area well in securing Federal funding for regional projects that improve mobility, the environment, and equity. C/CAG thanks the MTC for including the Caltrain Electrification in the BIL Strategy, and respectfully requests that the MTC consider including the following projects in the BIL Strategy.

- The Managed Lanes North of I-380 project would close a regional gap and create a continuous managed lane network along Highway 101 in San Mateo County; facilitate mode shift by encouraging transit, shuttles, and HOVs; and potentially support the San Mateo County Express Lane Equity Program, which includes a \$100 Clipper Card or \$100 preloaded FasTrak transponder for eligible low-income participants.
- The 92/101 Managed Lanes Director Connector Project will provide a direct connection from Highway 92 to the Highway 101 Express Lanes that will improve traffic flow and safety at this congested interchange and encourage mode shift by enabling transit, shuttles, and HOVs.
- The Burlingame Grade Separation at Broadway project is the most dangerous railroad grade separation in California and is finalizing its design. In addition, the South San Francisco/San Bruno Grade Separation is another pipeline grade separation project that will improve mobility and safety.
- The Highway 101/84(Woodside) Interchange in Redwood City is a fully designed project that will improve regional trade and freight activity at the Port of Redwood City by removing a traffic bottleneck that routinely delays regional goods movement; and will include bicycle and pedestrian improvements that connect adjacent Communities of Concern to open space along the Bay.

We appreciate your efforts and look forward to supporting a BIL Strategy that maximizes federal investment in all these critical regional projects. If you have any questions, contact Sean Charpentier, C/CAG Executive Director, at [scharpentier@smcgov.org](mailto:scharpentier@smcgov.org).

Thank you,



Marie Chuang  
Chair, C/CAG Board of Directors

cc: Congresswoman Jackie Speier  
C/CAG Board Members  
Rosanne Foust, Executive Director of SAMCEDA



March 22, 2022

The Honorable Jackie Speier  
U.S House of Representatives  
2465 Rayburn House Office Building  
Washington, DC 20515

Dear Representative Speier:

On behalf of the San Mateo County Transportation Authority (TA) and the City/County Association of Governments of San Mateo County (C/CAG), we write to personally thank you for helping to secure funding for the US 101/SR 92 Area Improvement Project as part of the FY 2022 Omnibus Appropriations Bill.

As you know, the Highway 101 and State Route 92 (US 101 / SR 92) Interchange is an essential connection to the San Francisco Airport, South San Francisco biotech industries, the Silicon Valley as well as major East Bay destinations. Over 320,000 vehicles travel through this interchange each day, which is consistently identified as the worst interchange in the County in terms of delays and travel speeds.

Throughout the Bay Area, we are seeing a return to pre-pandemic levels of traffic, where heavy traffic volumes and inadequate capacity at this interchange can cause traffic to slow to as little as seven miles per hour during both the morning and afternoon peak periods. These delays often result in miles of traffic in multiple directions as well as significant congestion on our local streets.

The US 101/SR 92 Project will provide critical infrastructure improvements to the interchange - helping to ease congestion, reduce hazardous vehicle weaving incidents, improve safety for bicycles, pedestrians, and increase local access points to and from US 101.

We applaud you for your continued support of transportation improvements that are so fundamental to the vitality and health of our region. Please contact Government and Community Affairs Manager Jessica Epstein at [epsteinj@samtrans.com](mailto:epsteinj@samtrans.com) if you have any questions or need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Carter Mau'.

Carter Mau  
Acting Executive Director, TA

A handwritten signature in blue ink, appearing to read 'Sean Charpentier'.

Sean Charpentier  
Executive Director, C/CAG

Cc: San Mateo County Transportation Authority Board of Directors  
City/County Association of Governments of San Mateo County Board of Directors

**C/CAG**  
**CITY/COUNTY ASSOCIATION OF GOVERNMENTS**  
**OF SAN MATEO COUNTY**

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March 25, 2022

The Honorable Cecilia Aguiar-Curry  
Chair, Assembly Local Government Committee  
1020 N Street, Room 157  
Sacramento, CA 95814

**Re: AB 2097 (Friedman) Parking Requirements – OPPOSE**

Dear Chair Aguiar-Curry:

On behalf of the City/County Association of Governments of San Mateo County, I write to respectfully express C/CAG's OPPOSITION to AB 2097 (Friedman), which would prohibit a local government from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel within one-half mile walking distance of public transit.

Though the elimination of parking restrictions and other related parking management policies, such as increased pricing, fees for residential permit parking or maximum parking requirements, have shown potential for increasing transit ridership and reducing vehicle miles traveled (VMT) and, by association, greenhouse gas emissions, there are serious concerns regarding the impact of this bill on existing Density Bonus Law and local, regional, and statewide goals to increase housing affordability. AB 2097 could negatively impact the State's Density Bonus Law by providing developers parking concessions without also requiring developers to include affordable housing units in the project. The purpose of Density Bonus Law is to provide concessions and waivers to developers in exchange for affordable housing units. Many areas in San Mateo County, and elsewhere in the Bay Area and beyond, are already experiencing the effects of limited parking in communities that are dually affected by the housing crisis. While our municipalities support transit-oriented development, removing local authority to determine parking restrictions in these areas may exacerbate recent development trends resulting in unaffordable housing for the population in greatest need coupled with greater demand on existing services, including parking.

Additionally, AB 2097 would allow developers to determine parking requirements in large areas of many cities because the definition of public transit includes entire bus corridors, not just high frequency bus stops, or major transit stops. Therefore, restricting parking requirements within one half-mile walking distance of a high-quality transit corridor does not guarantee individuals living, working, or shopping on those parcels will have access to public transit, since proximity to a corridor does not equate to a convenient bus stop.

Lastly, as a congestion management agency, C/CAG recognizes the significant need for infrastructure to support alternative modes of transportation in support the State's greenhouse gas

reduction goals, while mitigating congestion and providing healthier, safer alternatives for mobility. To this end, it is critical that more progress is made in advancing planning, building, and maintaining sustainable transportation infrastructure that supports these overlapping goals as the foundation to Smart Growth policies.

While AB 2097 may be well intended, parking requirements are most appropriately established at the local level based on community needs. A one-size fits all approach to an issue that is project and community specific will not work. For these reasons, C/CAG respectfully opposes AB 2097.

Sincerely,



Marie Chuang, Chair  
City/County Association of Governments of San Mateo County

Cc: Members of the Assembly Local Government Committee  
Assembly Member Kevin Mullin  
Assembly Member Marc Berman

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March 25, 2022

The Honorable Anna Caballero, Chair  
Senate Governance and Finance Committee  
State Capitol, Room 407  
Sacramento, CA 95814

### **Re: SB 852 (Becker) Climate Resilience Districts – SUPPORT IF AMENDED**

Dear Chair Caballero:

The City/County Association of Governments of San Mateo County (C/CAG) is writing in support of SB 852 (Dodd), which would enable specific local agencies to form climate resilience districts to finance & fund eligible projects, including projects that address sea level rise, extreme heat & cold, wildfire risks, drought, and flooding. While we commend the author for this creative solution to addressing serious local & regional problems stemming from climate change, we kindly request the author and the committee consider amendments to the bill that would allow joint powers authorities to participate in climate resilience districts, and to add stormwater and stormwater infrastructure to the list of eligible projects (see attached).

C/CAG is a joint powers agency whose members comprise the County of San Mateo and the twenty incorporated cities and towns in San Mateo County. C/CAG works on issues of countywide significance, including administering the countywide Stormwater Program that supports our member agencies' compliance with municipal stormwater regulatory requirements issued by the San Francisco Bay Regional Water Quality Control Board, which focus on managing water quality and flow impacts of urban runoff.

A significant goal of the San Francisco Bay Municipal Regional Stormwater Permit is to transform the Bay Area's storm drain system from "grey" to "green," through Low Impact Development designs and green stormwater infrastructure. While offering a host of benefits, including water quality improvement, localized flood risk reduction, urban cooling, water supply augmentation, all important local government responses to climate change impacts, green stormwater infrastructure can add hundreds of thousands of dollars to design, construction and ongoing operations and maintenance costs. Operating separate stormwater sewer systems, and unable to leverage sewer utility fees for stormwater infrastructure, San Mateo County communities face a longstanding and massive shortfall in funding to advance green stormwater infrastructure implementation. Most municipalities already rely on limited General Fund revenue to comply with state water quality mandates and have constrained ability to address the impacts of climate change on aging and undersized local storm drain systems.

Based on earlier assessments of stormwater funding needs in San Mateo County, local agencies are facing a funding gap of tens of millions of dollars needed for capital improvements related to storm drain upgrades, and C/CAG's Stormwater Program has estimated an annual shortfall of nearly \$40 million for its member agencies to address ongoing compliance costs under the regional permit. The requested amendments to SB 852 would put C/CAG and its member agencies in a much better position to continue advocating for and advancing regional-scale multi-benefit stormwater capture projects and countywide distributed green stormwater infrastructure to ensure the adequate means and resources are available to integrate sustainable stormwater management into the local, regional and statewide climate resilience efforts that are well underway with the Legislature's leadership on climate change.

Thank you for the opportunity to provide comment on this extremely important issue. If you have any questions, please contact C/CAG Executive Director, Sean Charpentier: [scharpentier@smcgov.org](mailto:scharpentier@smcgov.org).

Sincerely,



Marie Chuang, Chair

City/County Association of Governments of San Mateo County

cc: Senator Bill Dodd  
San Mateo County Legislative Delegation

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March 25, 2022

The Honorable Lena Gonzalez, Chair  
Senate Transportation Committee  
State Capitol, Room 405  
Sacramento, CA 95814

### **Re: SB 917 (Becker) Seamless Bay Area – SUPPORT IN CONCEPT**

Dear Chair Gonzalez:

The City/County Association of Governments of San Mateo County (C/CAG) is writing in support of the concepts covered in SB 917 (Becker), which would implement several aspects of the Metropolitan Transportation Commission's Blue Ribbon Task Force on Transit Recovery's recommendations for improving transit service post-pandemic, including an integrated fare system, common wayfinding, signage, & mapping displays, and open data standards for sharing real-time transit information. These goals are consistent with C/CAG's Legislative Policies and, if implemented diplomatically, will lead to better transit service in the Bay Area.

While we are supportive of the overarching policy themes in the current version of the bill, C/CAG understands that work is underway with the Bay Area's transit operators, including SamTrans and Caltrain, to amend the bill so that its provisions can be implemented in the most efficient and practical way possible. We must make sure this bill does not harm transit operators' financial viability as they recover from the devastating ridership losses stemming from the pandemic and related financial impacts.

C/CAG has many roles in San Mateo County, including as the congestion management agency. We believe an integrated, "seamless" public transportation system has enormous benefits for a region that continues to rely so heavily on its transit systems. We commend Senator Becker for taking on this effort and appreciate your committee for the opportunity to provide comment on this extremely important issue. If you have any questions, please contact XXX.

Sincerely,



Marie Chuang, Chair  
City/County Association of Governments of San Mateo County

cc: Senator Josh Becker  
San Mateo County Legislative Delegation

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April 5, 2022

The Honorable Jackie Speier  
U.S. House of Representatives  
2465 Rayburn House Office Building  
Washington, DC 20515

Subject: LETTER OF SUPPORT FOR CONGRESSIONALLY DIRECTED SPENDING REQUEST FOR SAMTRANS  
BUS SHELTER ADA UPGRADE AND REPLACEMENT PROGRAM

Dear Representative Speier:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write in support of the San Mateo County Transit District's (SamTrans) Community Project Funding Request of \$2.8 million for the Bus Shelter ADA Upgrade and Replacement Program (as part of the Fiscal Year 2023 appropriations process).

C/CAG is the County Transportation Agency (CTA) and also the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's 764,442 residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works closely with SamTrans to improve mobility, the environment, and equity throughout San Mateo County.

As part of this project, SamTrans plans to upgrade 52 bus stop shelters that are beyond their useful life in 10 cities within San Mateo County, and at the San Francisco International Airport. The project will install Americans with Disabilities Act (ADA) accessible bus stop shelters and perform infrastructure improvements to ensure bus shelters maintained by SamTrans comply with ADA regulations. New shelters will feature solar panels to provide energy efficient lighting that will improve safety and the waiting experience. The shelters will also have a standard appearance and signage, making them easily recognizable to passengers.

With an average weekday ridership of 36,000 SamTrans serves low-income transit dependent individuals, many of whom have mobility challenges. Nearly 80 percent of respondents to a recent triennial rider survey said they do not have access to a car, making SamTrans service a vital transportation resource. In 2021, approximately 5 percent of all trips on SamTrans buses were made by people with disabilities or mobility challenges. In addition, over 90 percent of SamTrans riders are low income, with 64 percent of those identifying as extremely low income. Your support of this project will provide critical infrastructure improvements that will help improve access for all riders, and especially for low-income riders with mobility challenges that rely on SamTrans for their transit.

This project demonstrates SamTrans' goals to ensure equitable, reliable service, and maintain excellent infrastructure throughout its service territory. We hope you will prioritize this request for funding as part of the Fiscal Year 2023 Department of Transportation, Housing and Urban Development Appropriations Bill.

Thank you for your time and consideration.

Sincerely,



Sean Charpentier  
Executive Director

# C/CAG

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April 5, 2022

The Honorable Alex Padilla  
United States Senate  
112 Hart Senate Office Building  
Washington, DC 20510

Subject: LETTER OF SUPPORT FOR CONGRESSIONALLY DIRECTED SPENDING REQUEST FOR SAMTRANS  
BUS SHELTER ADA UPGRADE AND REPLACEMENT PROGRAM

Dear Senator Padilla:

On behalf of the City/County Association of Governments, I write in support of the San Mateo County Transit District's (SamTrans) Congressionally Directing Spending Request of \$2.8 million for the Bus Shelter ADA Upgrade and Replacement Program (as part of the Fiscal Year 2023 appropriations process).

C/CAG is the County Transportation Agency (CTA) and also the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's 764,442 residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works closely with SamTrans to improve mobility, the environment, and equity throughout San Mateo County.

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With an average weekday ridership of 36,000 SamTrans serves low-income transit dependent individuals, many of whom have mobility challenges. Nearly 80 percent of respondents to a recent triennial rider survey said they do not have access to a car, making SamTrans service a vital transportation resource. In 2021, approximately 5 percent of all trips on SamTrans buses were made by people with disabilities or mobility challenges. In addition, over 90 percent of SamTrans riders are low income, with 64 percent of those identifying as extremely low income. Your support of this project will provide critical infrastructure improvements that will help improve access for all riders, and especially for low-income riders with mobility challenges that rely on SamTrans for their transit.

This project demonstrates SamTrans' goals to ensure equitable, reliable service, and maintain excellent infrastructure throughout its service territory. We hope you will prioritize this request for funding as part of the Fiscal Year 2023 Department of Transportation, Housing and Urban Development Appropriations Bill.

Thank you for your time and consideration.

Sincerely,



Sean Charpentier  
Executive Director

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April 5, 2022

The Honorable Dianne Feinstein  
United States Senate  
331 Hart Senate Office Building  
Washington, D.C. 20510

Subject: LETTER OF SUPPORT FOR CONGRESSIONALLY DIRECTED SPENDING REQUEST FOR SAMTRANS BUS SHELTER ADA UPGRADE AND REPLACEMENT PROGRAM

Dear Senator Feinstein:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write in support of the San Mateo County Transit District's (SamTrans) Congressionally Directing Spending Request of \$2.8 million for the Bus Shelter ADA Upgrade and Replacement Program (as part of the Fiscal Year 2023 appropriations process).

C/CAG is the County Transportation Agency (CTA) and also the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's 764,442 residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works closely with SamTrans to improve mobility, the environment, and equity throughout San Mateo County.

As part of this project, SamTrans plans to upgrade 52 bus stop shelters that are beyond their useful life in 10 cities within San Mateo County and at the San Francisco International Airport. The project will install Americans with Disabilities Act (ADA) accessible bus stop shelters and perform infrastructure improvements to ensure bus shelters maintained by SamTrans comply with ADA regulations. New shelters will feature solar panels to provide energy efficient lighting that will improve safety and the waiting experience. The shelters will also have a standard appearance and signage, making them easily recognizable to passengers.

With an average weekday ridership of 36,000 SamTrans serves low-income transit dependent individuals, many of whom have mobility challenges. Nearly 80 percent of respondents to a recent triennial rider survey said they do not have access to a car, making SamTrans service a vital transportation resource. In 2021, approximately 5 percent of all trips on SamTrans buses were made by people with disabilities or mobility challenges. In addition, over 90 percent of SamTrans riders are low income, with 64 percent of those identifying as extremely low income. Your support of this project will provide critical infrastructure improvements that will help improve access for all riders, and especially for low-income riders with mobility challenges that rely on SamTrans for their transit.

This project demonstrates SamTrans' goals to ensure equitable, reliable service, and maintain excellent infrastructure throughout its service territory. We hope you will prioritize this request for funding as part of the Fiscal Year 2023 Department of Transportation, Housing and Urban Development Appropriations Bill.

Thank you for your time and consideration.

Sincerely,



Sean Charpentier  
Executive Director

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April 5, 2022

Secretary Pete Buttigieg  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington DC, 20590

**Subject: LETTER OF SUPPORT FOR RAISE FUNDING APPLICATION FOR US 101/SR 92 AREA IMPROVEMENT AND MULTIMODAL PROJECT**

Dear Secretary Buttigieg:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write in support of the San Mateo County Transportation Authority's application for a 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant to help fund the United States Highway 101 and State Route 92 (US 101/SR 92) Area Improvement and Multimodal Project. C/CAG is proud to be able to co-sponsor this regionally significant project.

The US 101/SR 92 Interchange is an essential connection to the San Francisco Airport, South San Francisco biotech industries, the Silicon Valley as well as major East Bay destinations. Under normal conditions, over 345,000 vehicles travel through this interchange each day, which is consistently identified as the worst interchange in the County in terms of congestion and extended delays.

Throughout the Bay Area, we are seeing a return to pre-pandemic levels of traffic, where heavy traffic volumes and inadequate capacity at this interchange can cause traffic to slow to as little as seven miles per hour during both the morning and afternoon peak periods. These delays often result in miles of traffic in multiple directions as well as significant congestion on our local streets.

The RAISE grant funding will help fund construction activities related to the realignment of the 101/92 Interchange, implementation of dedicated bicycle facilities and pedestrian access improvements in the area, as well as construction of a transit mobility hub. The project aims ease congestion by improving traffic flow, reduce hazardous vehicle weaving incidents, improve safety conditions and local connections to and from the highway. The proposed bicycle facilities, pedestrian improvements, and new transit mobility hub aim to support commute alternatives and improve local access for all modes of transportation. The expected increase in the use of sustainable modes of travel, namely walking; cycling and use of transit, also help reduce GHG emissions and improve overall quality of life.

As we all work together to improve our highway system, move more people in fewer vehicles, help reduce carbon emissions and ease congestion, we understand the long-term benefits this regionally significant project could bring San Mateo County and the entire Bay Area. We hope you will prioritize it for RAISE Grant funding.

Thank you for your time and consideration.

Sincerely,



Sean Charpentier  
Executive Director

# C/CAG

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April 7, 2022

The Honorable Jackie Speier  
U.S. House of Representatives  
2465 Rayburn House Office Building  
Washington, DC 20515

### **Subject: TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES – HIGHWAY INFRASTRUCTURE PROJECTS**

Dear Representative Speier:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write in support of City of Daly City's application for the **2023 John Daly and Serramonte Blvd. Resurfacing Project**.

C/CAG is the County Transportation Agency (CTA) and also the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's 764,442 residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve mobility, the environment, and equity throughout San Mateo County.

As part of this project, the City plans to resurface streets, install ADA ramps, build high visibility crosswalks, and make striping enhancements on John Daly and Serramonte Boulevard. The street resurfacing segments are recommended in Streetsaver, the City's pavement management software. The additional striping improvements will be implemented as identified in the City's recent Vision Zero Action Plan.

I support the city's efforts in addressing infrastructure needs and pursuing funding to ensure this project is made possible. I respectfully request your consideration of the City's request.

Thank you for your time and consideration.

Sincerely,



Sean Charpentier  
Executive Director