

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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January 27, 2023

To: San Mateo County Community Development/Planning Directors
Jurisdictions within ALUCP Airport Influence Area B – Project Referral Area

Re: Airport Land Use Compatibility Plan Compliance

We are aware that many jurisdictions are in the process of updating their governing land use documents, particularly housing elements and in some instances zoning ordinances, in light of the January 31, 2023 deadline for adoption of updated housing elements. With that context, we write to provide an overview and reminder of C/CAG's role as the Airport Land Use Commission ("ALUC") for San Mateo County.

The C/CAG Board of Directors acts as the ALUC for San Mateo County. As the ALUC, C/CAG is vested with certain powers under State law (Public Utilities Code § 21670 *et seq.*). Pursuant to that authority, the ALUC has adopted land use compatibility plans ("ALUCP") for the three airports within San Mateo County: the [Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Carlos Airport](#) (2015, [amended](#) in 2022); the [Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport](#) (2012); and the [Airport Land Use Compatibility Plan for the Environs of the Half Moon Bay Airport](#) (2014). ALUCPs are designed to encourage compatible land uses in the vicinity surrounding an airport by providing for the "orderly growth of each public airport and the area surrounding the airport" while safeguarding "the welfare of the inhabitants within the vicinity of the airport and the public in general." *See e.g.*, San Carlos ALUCP at p. 1-1, citing Pub. Util. Code § 21675(a).

State law requires that, once an airport land use commission has adopted or amended an ALUCP, local agencies amend their general plans and any applicable specific plans, as necessary, in order to be consistent with the ALUCP. Gov. Code § 65302.3. Alternatively, local agencies have the option of taking the special steps necessary to overrule all or part of the ALUCP. Gov. Code § 65302.3(c). Subsequently, prior to amendment of general plans or specific plans, or approval of zoning ordinances or building regulations, the local agency must first refer the proposed action to the ALUC for a determination of consistency with the applicable ALUCP. Pub. Util. Code § 21676(b). A local agency can overrule a determination of inconsistency by following the process provided in State law and making specific findings. *See* Pub. Util. Code § 21676(b). If a local agency fails to take either action (i.e., achieve consistency with the ALUCP or overrule an inconsistency determination), then the local agency is required to submit all land use development actions involving property within the airport influence area to the ALUC for review. Pub. Util. Code § 21676.5(a). *See also* the [California Airport Land Use Planning Handbook](#) at p. 5-1. If a local agency has amended its general plan for consistency, or properly overruled the ALUCP, it is only required to refer legislative actions (general plan amendments or adoption or approval of a zoning ordinance) for ALUC review. Pub. Util. Code § 21676(b).

We look forward to working with your jurisdiction to achieve consistency among the relevant ALUCP and your general plan and zoning ordinance. Please contact Susy Kalkin, ALUC Staff,

kkalkin@smcgov.org, if you have any questions about this process or your jurisdiction's status. If you have adopted revisions to your general plan or zoning ordinance prior to obtaining ALUC review, we remind you that you are required to refer all land use development actions, defined in State law as all "actions, regulations, and permits," located within the airport influence area to the ALUC for review. The ALUC is required to conduct this project-by-project review until the ALUC has found the relevant legislative documents to be compatible with the applicable ALUCP, or until your legislative body overrides a determination of incompatibility following the process provided in State law (Pub. Util. Code § 21676(a)).

Sincerely,

A handwritten signature in black ink that reads "Sean Charpentier". The signature is written in a cursive, flowing style.

Sean Charpentier, C/CAG Executive Director



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OF SAN MATEO COUNTY

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January 25, 2023

The Honorable Toks Omishokin
Secretary
California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Re: City of Burlingame – Broadway Grade Separation Project

Dear Secretary Toks Omishokin:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am writing to express our strong support for the City of Burlingame's grant application for the Broadway Grade Separation Project (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.

With over 10,000 at-grade railroad crossings throughout the State of California, the Broadway at-grade railroad crossing in Burlingame remains the top priority on the California Public Utilities Commission's Grade Separation Priority List. Final engineering design is now well underway, environmental clearance has been secured, and the Project is ready for construction. Last year, a fatal accident at the crossing reminded us of just how dangerous the crossing remains. Unsafe situations arise at the crossing on a daily basis, and grade separation presents the best opportunity to solve the problem by completely and permanently separating the railroad from all vehicular and other traffic.

In addition to addressing the dangers associated with this crossing, the Project will improve traffic flow and the overall quality of life in and around the Project area. Broadway is the only gateway to Burlingame from U.S. 101, connecting the freeway to two vital business districts, numerous small and large businesses, and 11 San Francisco International Airport-serving hotels. One hundred and four Caltrain commuter trains pass through the Broadway at-grade railroad crossing daily. When trains cross Broadway, all other transportation comes to a halt, resulting in congestion, trip delays, air quality impacts, and impacts on local and regional businesses.

The Project partners have committed significant resources to bring the Project to a "shovel-ready" state. With the support of the California State Transportation Agency, this new critical infrastructure will improve public safety, reduce traffic, facilitate active transportation modes, and invigorate the economic vitality of Burlingame and the region while allowing train service to increase and meet statewide and regional mobility needs.

Thank you for your consideration of this application. If you have any questions, please contact me at scharpentier@smcgov.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean Charpentier", written in a cursive style.

Sean Charpentier
Executive Director

C/CAG

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January 30, 2023

C/CAG Legislative Delegation
State Capital
Sacramento, CA
Transmitted via Electronic Mail

RE: Brown Act Amendment Request

Dear C/CAG Legislative Delegation Members:

On behalf of the City/County Association of Governments of San Mateo County, I write to respectfully ask that you please consider sponsoring a limited extension to the permissions granted in AB 361 (Rivas) [Chapter 165, Statutes of 2021) for the remote convening of legislative bodies. We are requesting the Legislature consider a bill that would allow the following to continue to meet remotely without having to follow the specific quorum, location notification, and accessibility requirements required by the Brown Act and/or AB 2449 (Rubio) [Chapter 285, Statutes of 2022]:

1. Advisory bodies that can take no action or establish policy on behalf of a local elected body.
2. Countywide or regional multi-jurisdictional organizations whose members are appointed rather than directly elected.

C/CAG, as you may know, employs several advisory committees to help guide its work, such as the Congestion Management Program Technical Advisory Committee and the Bicycle and Pedestrian Advisory Committee, which consist of local elected officials, city government employees, and members of the public, most of whom work outside jobs unrelated to the effort they put in for C/CAG to better San Mateo County. We believe this proposal will result in a much-needed cost-savings to local agencies without jeopardizing public participation.

C/CAG has one Board of Directors and nine standing advisory committees with a total of 146 seats or members from all points in the County. In the past, many members would travel significant distances to attend meetings. Prior to the current remote meeting flexibility, C/CAG Committee members that live on the Coast would have to drive across the Santa Cruz Mountains or members would have to drive the length of the County during commute hours for a 30-minute committee meeting.

Notably, allowing remote meeting flexibility for advisory bodies would further our goals to reduce trips, vehicle miles traveled, and greenhouse gas emissions. It will provide additional flexibility for these non-decision-making advisory bodies to continue to meet remotely while maintaining agenda notification requirements. Virtual public access will enable C/CAG and other local agencies to incentivize

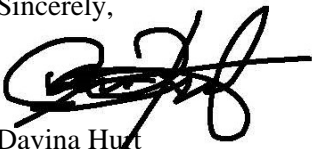
participation from well-qualified, interested individuals while allowing participating individuals to maintain unrelated commitments relating to work, school, and their families.

For these reasons, C/CAG respectfully asks that you please consider authoring this proposal and support these efforts during the 2023-34 Legislative Session.

In addition, many of our member agencies are requesting amendments to AB 2449 to improve the ability to provide flexibility in certain cases. We have also attached a representative letter from the City of San Carlos requesting remote meeting flexibility, which we are also supportive of for optimal public meeting participation.

Thank you for your consideration. Please contact Sean Charpentier, C/CAG Executive Director at scharpentier@smcgov.org if you have any questions.

Sincerely,



Davina Hunt
C/CAG Chair



January 18, 2023

The Honorable Nancy Skinner
 Chair, Senate Budget and Fiscal Review Committee
 California State Senate

The Honorable Phil Ting
 Chair, Assembly Committee on Budget
 California State Assembly

Dear Chair Skinner & Chair Ting,

As you begin budget negotiations this year, the undersigned organizations request your support to help the state’s public transit systems avoid looming cuts to critical transit service that millions of Californians rely upon and that is foundational to our state’s climate strategy. These potential cuts reflect the lingering impact of the COVID-19 pandemic, which has devastated transit operating budgets as a result of diminished ridership as well as higher costs arising from inflation. While the Governor’s proposed budget for FY 2023-24 does not specifically address this need and in fact proposes \$2 billion in reductions to public transit capital that the Legislature approved last year, we look forward to engaging with your budget subcommittees to ensure that this year’s final budget bill provides additional transit operating assistance to sustain critical transit service riders depend upon and fund proven strategies to attract new riders and help lessen financial challenges in the future.

A Strong Public Transit System is Vital to Creating an Equitable, Economically Vibrant and Climate Friendly Future

Based on 2021 U.S. Census data, almost 60 percent of California residents who commute via public transit have a household income below \$35,000. Over half a million California households own no vehicle and count on public transit for their daily needs, including access to K-12 education and college. Public transit is an economic lifeline for these residents, especially seniors and persons with disabilities. Yet residents of all income levels also depend on transit to access their jobs and maintaining the viability of the transit systems is essential for the future of the state’s economy and quality of life. Public transit also supports good-paying jobs, employing over 31,000 California workers statewide in FY 2021.

When it comes to climate change, California prides itself on being a global leader. The state has taken a two-pronged strategy to reduce transportation-related emissions – the largest of any

sector – by decarbonizing the vehicle fleet, while also encouraging less driving through a combination of investments in transit and other modes plus a suite of policies to encourage more infill, transit-oriented development. Policies aimed at reducing vehicle miles traveled (VMT) depend on a reliable and convenient public transit system; they have little chance of success if transit agencies across the state have to make severe cuts to service.

Today, about 65 million trips/month are taken on transit in California, reducing VMT by hundreds of millions each year. To meet the state's carbon neutrality goals by 2045, however, significantly more people will need to choose transit instead of driving. To encourage this shift, California Air Resources Board has urged the state to support efforts to *double local transit coverage and service frequencies* by 2030, recognizing that both vehicle decarbonization *and* less driving are needed to achieve our state's bold greenhouse reduction targets. However, without a multi-year commitment of state funds to help sustain transit and put it on a path to attracting millions of new riders, the state's climate strategy is in serious jeopardy.

Bay Area Operators Face Significant Looming Budget Shortfalls

We are at an unprecedented moment, with the survival of transit as we know it at risk. The rise of remote work, growing costs due to inflation, and apprehension to ride transit due to health concerns has led to a growing fiscal cliff on the horizon. Additionally, the transit sector is severely understaffed (with some agencies reporting as high as 30 percent of jobs unfilled for some positions), limiting service agencies can put on the street and placing upward pressure on salaries and benefits as agencies work to retain and attract workers.

Based on current ridership, service levels, and cost trends, Bay Area operators forecast annual budget shortfalls in the tens of millions of dollars in FY 2023-24, growing to hundreds of millions of dollars beginning in FY 2024-25 and thereafter. Funding gaps of this magnitude cannot be addressed through fare increases or service cuts; doing so would lead to service of such poor quality that it would erode transit's climate benefits and cut off even basic access to critical destinations for those who rely on it most. For instance, to achieve budgetary savings in the range of 20-40 percent, the Bay Area Rapid Transit District (BART) would need to cut service by 65-85 percent, eliminating access to jobs, schools, grocery stores, and other essential services for many current riders. This, in turn, would further reduce passengers, leading to further cuts. We cannot let this doomsday scenario happen.

Fortunately, in the medium and long term, there is reason for optimism. While statewide ridership is around 60 percent of its 2019 levels and Bay Area ridership around 53 percent, ridership is steadily growing. In October 2022, statewide ridership was up 14 percent compared to a year before and in the Bay Area up by 34 percent. Bay Area transit operators are working more closely than ever, together with the Metropolitan Transportation Commission (MTC), to create a better, more seamless transit experience across the region. Plans are beginning for a future regional transportation measure to follow the regional housing measure planned for 2024. A unified mapping and wayfinding system is being designed to make transit easier to navigate. The first all-agency transit pass using the Clipper® card is being piloted at key colleges and affordable housing sites. Operators across the state are likewise deploying technology to shift to mobile fare payment and updating their routes and frequencies to better serve existing riders while also attracting more of them.

Honor Transit Commitments from FY 2022-23 Budget

Under your leadership, California has made historic investments in our transit capital infrastructure, supporting critical rail and bus expansion and the zero-emission transit transition. The historic transit investment made in last year's Transportation Package includes \$4 billion over the next two years for further transit and intercity rail capital investments, yet Governor Newsom proposes to cut this in half, reducing the amount to \$1 billion next year and \$500 million for the following two years. Doing so would put at risk the funding plans for high priority projects in the Bay Area, several of which are already under construction or poised to receive billions of dollars in highly competitive federal funds.

Request: Provide New Multi-Year Funding for Transit Operating Assistance

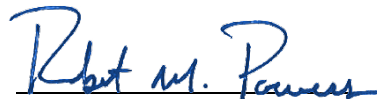
To address the operating challenges, we are seeking a new multi-year operations funding commitment on a limited term basis to assist California's transit systems as they recover from the pandemic and develop long-term funding plans, as necessary. The funding picture for each transit system is unique and there is no one-size-fits-all path to financial sustainability. While some agencies need assistance to stave off service cuts next year, other agencies face deficits in the hundreds of millions of dollars starting in FY 2024-25 or FY 2025-26. Others may not face near-term service cuts but have priorities that, *if funded*, could attract significantly more riders (advancing the state's climate goals) and help avoid budgetary challenges down the road. This month, we are working in coordination with partners statewide, including the California Transit Association, to refine our assessment of the funding need and aim to follow up with a more detailed proposal in February. In addition, we are seeking an extension of the statutory relief previously provided to transit agencies through FY 2024-25.

Californians demand meaningful action on climate change and want their state representatives to ensure transit is not just a viable option, but an attractive one to get to work, school, health care, shopping, dining, entertainment and more. We know that you share these goals and look forward to working with you to ensure that public transit both survives and thrives in California. Please contact Rebecca Long, MTC Director of Legislation and Public Affairs, at rlong@bayareametro.gov or 510-504-7914 with any questions.

Sincerely,



Therese W. McMillan
Executive Director, MTC



Robert Powers
General Manager, BART



Jeff Tumlin
Director of Transportation, San Francisco
Municipal Transportation Agency



Mike Hursh
General Manager, AC Transit



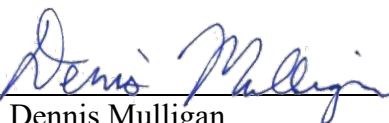
Carolyn Gonot
General Manager, Santa Clara VTA



April Chan
General Manager/CEO/Executive Director,
SamTrans/San Mateo County Transportation
Authority



Michelle Bouchard
Acting Executive Director, Caltrain



Dennis Mulligan
General Manager, Golden Gate Bridge,
Highway and Transportation District



Steve Adams
Transit Manager, Union City Transit



Jason Baker
Senior Vice President,
Silicon Valley Leadership Group



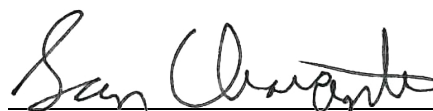
Daniel Barad
Associate Director, Sierra Club




Rashidi Barnes
Chief Executive Officer, Tri Delta Transit




Tilly Chang
Executive Director, San Francisco County
Transportation Authority



Sean Charpentier
Executive Director, San Mateo County
C/CAG



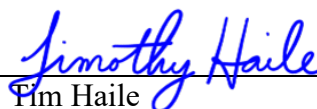
Bill Churchill
General Manager, County Connection



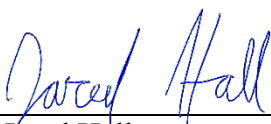
Eddy Cumins
General Manager, SMART



Zack Deutsch-Gross
Policy Director, Transform



Tim Haile
Executive Director, CCTA



Jared Hall
Transit Manager, Petaluma Transit



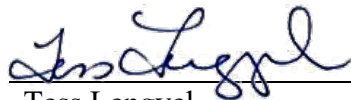
Daryl Halls
Executive Director, Solano Transportation
Authority (Solano Express)



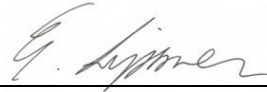
Caro Jauregui
Co-Executive Director, Cal Walks



Beth Kranda
Executive Director, Solano County Transit



Tess Lengyel
Executive Director, Alameda County
Transportation Commission



Eli Lipman
Executive Director, Move LA



Carolina Martinez
Climate Justice Director,
Environmental Health Coalition



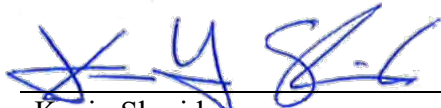
Kate Miller
Executive Director,
Napa Valley Transportation Authority



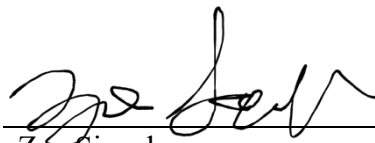
Sofia Rafikova
Policy Advocate,
California Coalition for Clean Air



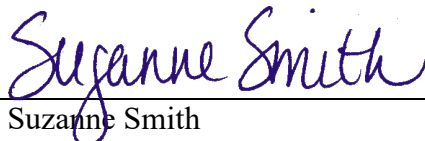
Anne Richman
Executive Director,
Transportation Authority of Marin



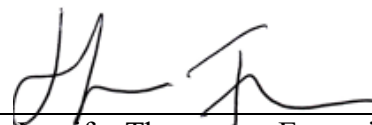
Kevin Sheridan
Executive Director, Tri-Valley – San
Joaquin Valley Regional Rail Authority



Zoe Siegel
Director of Climate Resilience,
Greenbelt Alliance



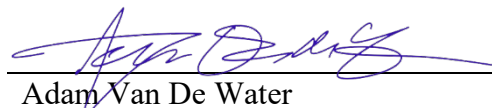
Suzanne Smith
Executive Director, Sonoma County
Transportation Authority



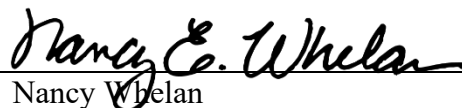
Jennifer Thompson, Executive Director
Sustainable Silicon Valley



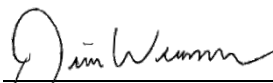
Rob Thompson
General Manager,
Western Contra Costa Transit Authority



Adam Van De Water
Executive Director,
Transbay Joint Powers Authority



Nancy Whelan
General Manager, Marin Transit



Jim Wunderman
President & CEO, Bay Area Council

Zak Accuardi
Transportation Advocate, NRDC

Arturo E. Aguilar
Chairman, California Conference Board
Amalgamated Transit Union

Shiloh Ballard
Executive Director,
Silicon Valley Bike Coalition

Eugene Bradley
Founder, Silicon Valley Transit Users

Rita Clement
Transportation Co-Leader,
San Diego 350

David Diaz
Executive Director,
Active San Gabriel Valley

Christine Fitzgerald
Community Advocate, Silicon Valley
Independent Living Center

Sara Greenwald
Transportation Committee Member,
350 Bay Area Transportation Committee

Ian Griffiths
Co-director, Seamless Bay Area

Josh Hawn
President, Common Ground California

Lavie Kakol
Democratic Socialists of America,
San Francisco

Adina Levin
Executive Director, Friends of Caltrain

Bryn Lindblad
Deputy Director, Climate Resolve

Jerry Maldonado
Vice President of Programs, PolicyLink

Richard Marcantonio
Managing Attorney, Public Advocates

Emma Martin
Community Engagement Program Manager,
Center for Independent Living

Kristina Pappas
President, SF League of Conservation
Voters

Jesse O'Sullivan
Policy Counsel, Circulate SD

Jared Sanchez
Senior Policy Advocate, CalBike

Arnold Sowell, Jr.
Executive Director, NextGen California

Laura Tolkoff
Transportation Policy Director, SPUR

Cheryl Weiden
Steering Committee Member
350 Silicon Valley

Sam Wilkins
California State Conference Chairperson
Transport Workers Union of America,
AFL-CIO

Ellen Wu
Executive Director, Urban Habitat

Chair Skinner and Chair Ting

1/18/2023

Page 7 of 7

cc: Bay Area Legislative Delegation
The Honorable Toni Atkins, Senate President Pro Tempore
The Honorable Anthony Rendon, Assembly Speaker
The Honorable Lena Gonzalez, Senate Transportation Committee Chair
The Honorable Laura Friedman, Assembly Transportation Committee Chair
The Honorable Toks Omishakin, Secretary, California State Transportation Agency

PRESS RELEASE | FOR IMMEDIATE RELEASE

Media Contacts: **City/County Association of Governments of San Mateo County**
Reid Bogert, Stormwater Program Specialist
650.863.2126 | rbogert@smcgov.org

Record Rain Barrel Sales for San Mateo Countywide Program

Flows To Bay, the San Mateo Countywide Water Prevention Program, today announced a record year for sales of its [Countywide Rain Barrel Program](#). Following the immense success of [last year's pilot program](#), an impressive 825 barrels were sold over the course of four distribution events (11/12 in Daly City, 11/19 in Millbrae, 12/3 in Redwood City, and 12/10 in San Mateo), indicating that the San Mateo County residents who participated in the fall 2022 rain barrel program are doing their part to harvest and conserve rainwater and are eager to make the most of the torrential rainfall that has poured down throughout the Bay Area over the last month.



Caption: Flows To Bay partnered with various city Public Works Departments to distribute pre-purchased rain barrels at 4 distribution events

Flows To Bay partnered with [Rain Water Solutions](#) to acquire barrels in bulk directly from the manufacturer allowing Flows To Bay to offer barrels at \$80 each (pre-tax)—a significantly reduced price below the retail amount, which makes installing a rain barrel at home a much easier and more accessible option for anyone living in San Mateo County. Qualifying applicants can also apply for the countywide rain barrel rebate, further reducing the unit price at up to 100% of the cost reimbursed (pre-tax).



Caption: A San Mateo County resident poses as his rain barrels are loaded into his car.

The program was created as a water capture and conservation strategy to address California’s ongoing drought conditions and to provide water quality and environmental benefits. By capturing rainwater during the current and upcoming wet months, rain barrels help cut back potable water used for irrigation by offsetting some landscape watering needs during periodic dry spells through fall and winter. The 825 50-gallon barrels sold will capture 41,250 gallons of water each time they are completely filled!

“Residents throughout San Mateo County are showing up to respond to our changing climate,” said Reid Bogert, City/County Association of Governments Senior Stormwater Program Specialist. “The recent storm events seem to be stirring up community action in two significant ways - on the one hand, by encouraging residents to play an active role in water management and mitigating all that downpour, and

on the other by inspiring action to capture and save water for when the rain dries up. , This is very exciting to see,” said Reid.

Beyond water conservation, capturing rainwater also improves the water quality of our local creeks, the San Francisco Bay, and the Pacific Ocean. As rainfall funnels from building roofs, properties, and sidewalks into streets, it collects urban pollutants from all surfaces along the way. These pollutants then flow into storm drains and nearby waterways without a cleaning or treatment process. In many communities throughout the nation, stormwater runoff is the number one source of pollution in our waterways. But, rain barrels reduce this impact by capturing rain before it becomes a pathway to pollution. This means the 41,000+ gallons of rainwater now being collected in San Mateo County each time the rain barrels are filled is not only going to be a valuable water resource but also will avoid the storm drain system where it would otherwise become polluted and harmful to our waterways! Lastly, this program



Caption: Redwood City Public Works staff prepare rain barrels for distribution.

is an important component of making C/CAG’s communities more connected and resilient in the face of climate change and in leading the way toward a sustainable future in San Mateo County. Davina Hurt, the Chair of the C/CAG Board of Directors and **Vice-Mayor of City the of Belmont**, shares “C/CAG’s mission is to ensure the success and healthy livelihood for everyone in San Mateo County. The Rain Barrel Rebate Program really demonstrates how our residents, in partnership with their local governments, can work together and rise to the challenge of changing our everyday actions and ways of living to support a more sustainable path forward.”

This year’s program was made possible by the Public Works Departments that hosted this year’s distribution events, which include the City of Daly City, Millbrae, Redwood City, and San Mateo. Their assistance, paired with resident excitement and support, enabled us to double the number of distribution events compared to last year’s pilot program! Learn more about the countywide rain barrel rebate program and view recordings of relevant webinars on Flows To Bay’s [“Rain Barrels & Rebate Program” web page](#).

Do you have a rain barrel? You can make a positive impact by helping show the importance of this simple action in San Mateo County!

- Share a photo of you with your rain barrel setup, tag **@Flowstobay** in your caption on [Instagram](#) and [Facebook](#), and be sure to include the hashtag **#FlowsToBarrel**.
- Add yourself to [our interactive map](#) to join the San Mateo County Rain Barrel Movement!



Caption: Shaleen of Redwood City with her 50-gallon rain barrel.

####

Flows To Bay, the public outreach arm of the San Mateo Countywide Water Pollution Prevention Program, is a program of the City/County Association of Governments of San Mateo County, a joint powers agency of the County and the 20 cities and towns in San Mateo County. In addition to funding green infrastructure projects, C/CAG supports its member agencies in achieving State-mandated stormwater pollution reduction requirements through countywide and regional collaboration on stormwater planning, water quality monitoring, community outreach and engagement, and public education.



Everything South City

Organically Grown, Not Corporate Owned

San Mateo Countywide Program Announces Record Year For Rain Barrel Sales

by [Editor](#) • January 26, 2023

January 26th, 2023 – South San Francisco, CA – Submitted by Flows to Bay

FOR IMMEDIATE RELEASE

San Mateo Countywide Program Announces Record Year For Rain Barrel Sales

Residents throughout San Mateo County are showing up to respond to our changing climate, says City Senior Stormwater Specialist.

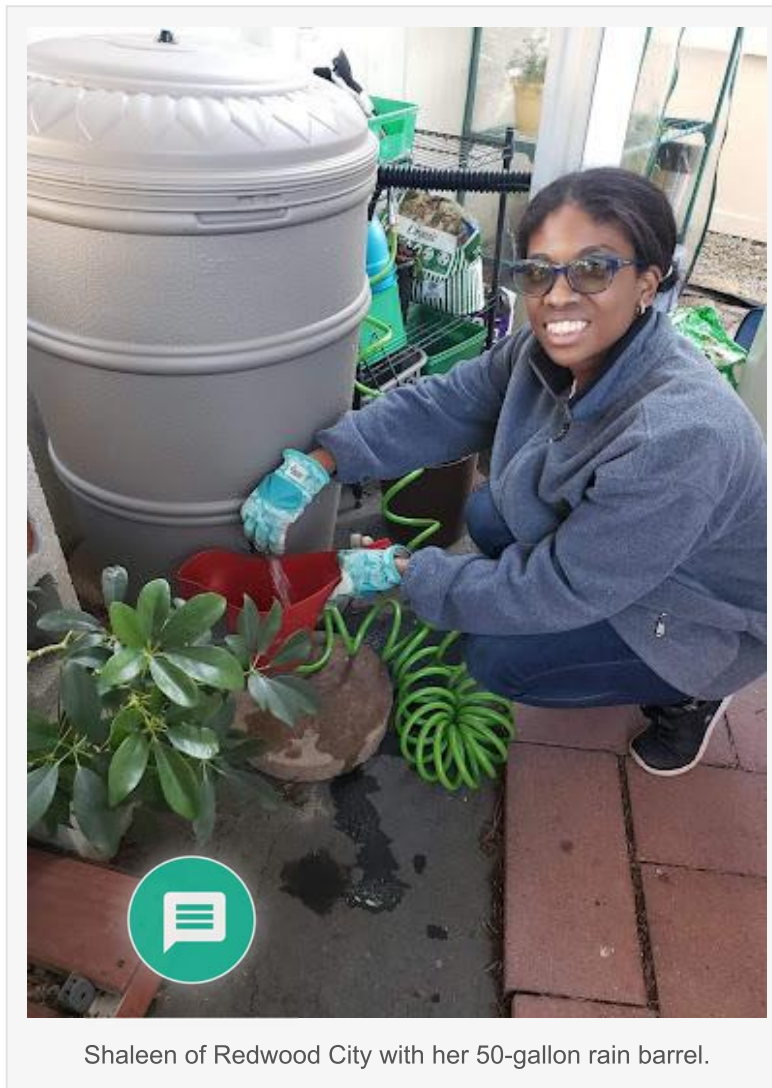




A San Mateo County resident poses as his rain barrels are loaded into his car.

San Mateo, CA. January 26, 2023— Flows To Bay, the San Mateo Countywide Water Prevention Program, today announced a record year for sales of its Countywide Rain Barrel Program. Following the immense success of last year's pilot program, an impressive 825 barrels were sold over the course of four distribution events (11/12 in Daly City, 11/19 in Millbrae, 12/3 in Redwood City, and 12/10 in San Mateo), indicating that the San Mateo County residents who participated in the fall 2022 rain barrel program are doing their part to harvest and conserve rainwater and are eager to make the most of the torrential rainfall that has poured down throughout the Bay Area over the last month.

Flows To Bay partnered with Rain Water Solutions to acquire barrels in bulk directly from the manufacturer allowing Flows To Bay to offer barrels at \$80 each (pre-tax)—a significantly reduced price below the retail amount, which makes installing a rain barrel at home a much easier and more accessible option for anyone living in San Mateo County. Qualifying applicants can also apply for the countywide rain barrel rebate, further reducing the unit price at up to 100% of the cost reimbursed (pre-tax).



The program was created as a water capture and conservation strategy to address California's ongoing drought conditions and to provide water quality and environmental benefits. By capturing rainwater during the current and upcoming wet months, rain barrels help cut back potable water used for irrigation by offsetting some landscape watering needs during periodic dry spells through fall and winter. The 825 50-gallon barrels sold will capture 41,250 gallons of water each time they are completely filled!



Redwood City Public Works staff prepare rain barrels for distribution.

“Residents throughout San Mateo County are showing up to respond to our changing climate,” said Reid Bogert, City/County Association of Governments Senior Stormwater Program Specialist. “The recent storm events seem to be stirring up community action in two significant ways – on the one hand, by encouraging residents to play an active role in water management and mitigating all

that downpour, and on the other by inspiring action to capture and save water for when the rain dries up. This is very exciting to see,” said Reid.

Beyond water conservation, capturing rainwater also improves the water quality of our local creeks, the San Francisco Bay, and the Pacific Ocean. As rainfall funnels from building roofs, properties, and sidewalks into streets, it collects urban pollutants from all surfaces along the way. These pollutants then flow into storm drains and nearby waterways without a cleaning or treatment process. In many communities throughout the nation, stormwater runoff is the number one source of pollution in our waterways. But, rain barrels reduce this impact by capturing rain before it becomes a pathway to pollution. This means the 41,000+ gallons of rainwater now being collected in San Mateo County each time the rain barrels are filled is not only going to be a valuable water resource but also will avoid the storm drain system where it would otherwise become polluted and harmful to our waterways!



Flows To Bay partnered with various city Public Works Departments to distribute pre-purchased rain barrels at 4 distribution events

Lastly, this program is an important component of making C/CAG’s communities more connected and resilient in the face of climate change and in leading the way toward a sustainable future in San Mateo County. Davina Hu, Chair of the C/CAG Board of Directors and Vice-Mayor of the City of Belmont, shares “C/CAG’s mission is to ensure the success and healthy livelihood for everyone in San Mateo County. The Rain Barrel Rebate Program really demonstrates how our



residents, in partnership with their local governments, can work together and rise to the challenge of changing our everyday actions and ways of living to support a more sustainable path forward.”

This year’s program was made possible by the Public Works Departments that hosted this year’s distribution events, which include the City of Daly City, Millbrae, Redwood City, and San Mateo. Their assistance, paired with resident excitement and support, enabled us to double the number of distribution events compared to last year’s pilot program! Learn more about the countywide rain barrel rebate program and view recordings of relevant webinars on Flows To Bay’s “Rain Barrels & Rebate Program” web page.

Do you have a rain barrel? You can make a positive impact by helping show the importance of this simple action in San Mateo County!

Share a photo of you with your rain barrel setup, tag @Flowstobay in your caption on Instagram and Facebook, and be sure to include the hashtag #FlowsToBarrel.

Add yourself to our interactive map to join the San Mateo County Rain Barrel Movement!

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Flows To Bay, the public outreach arm of the San Mateo Countywide Water Pollution Prevention Program, is a program of the City/County Association of Governments of San Mateo County, a joint powers agency of the County and the 20 cities and towns in San Mateo County. In addition to funding green infrastructure projects, C/CAG supports its member agencies in achieving State-mandated stormwater pollution reduction requirements through countywide and regional collaboration on stormwater planning, water quality monitoring, community outreach and engagement, and public education.

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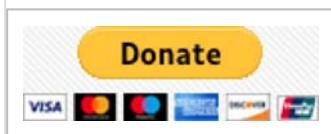
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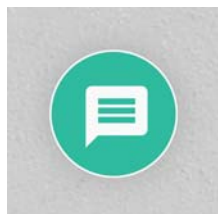
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FEATURED

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Jan 27, 2023



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