



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

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

**C/CAG BOARD MEETING NOTICE  
and  
SAN MATEO COUNTY AIRPORT LAND USE COMMISSION MEETING NOTICE**

Meeting No. 372

<b>Date:</b> Thursday, March 14, 2024  <b>Time:</b> 6:30 p.m.  <b>Primary Location:</b> San Mateo County Transit District Office 1250 San Carlos Ave, 2 <sup>nd</sup> Fl. Auditorium, San Carlos, CA 94070  <b>Publicly Accessible Teleconference Location:</b> 2405 Kalanianaʻole Ave. PH-11 Hilo, HI 96720	<b>Join by Webinar:</b> <a href="https://us02web.zoom.us/j/84908384325?pwd=eDliQUduM3VrRGVlaGpMbGVBWUJQdz09">https://us02web.zoom.us/j/84908384325 ?pwd=eDliQUduM3VrRGVlaGpMbGV BWUJQdz09</a>  <b>Webinar ID:</b> 849 0838 4325  <b>Password:</b> 031424  <b>Join by Phone:</b> (669) 900-6833
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**\*\*\*HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE\*\*\***

This meeting of the C/CAG Board of Directors will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. The Board welcomes comments, including criticism, about the policies, procedures, programs, or services of the agency, or of the acts or omissions of the Board and committees. Speakers shall not disrupt, disturb, or otherwise impede the orderly conduct of a Board meeting. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

**1.0 CALL TO ORDER/ ROLL CALL**

**2.0 PRESENTATIONS / ANNOUNCEMENTS**

2.1 Certificate of Appreciation to Ricardo Ortiz for his years of dedicated service to C/CAG  
p. 1

2.2 Receive a presentation on California Stormwater Quality Association annual updates.  
p. 2

### 3.0 **ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS**

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Board, staff, or public request specific items to be removed for separate action.

- 3.1 Approval of minutes of regular business meeting No. 371 dated February 8, 2024.  
ACTION p. 3
- 3.2 Review and approval of C/CAG Legislative Priorities for 2024. ACTION p. 10
- 3.3 Review and approval of Resolution 24-08 supporting the submittal of the Allocation Request for Regional Measure 3 Funding in the amount of \$19,277,000 with the Metropolitan Transportation Commission by the San Mateo County Transportation Authority (SMCTA) for the Right-of-Way (ROW) and Construction (CON) Phases of the US 101/SR 92 Interchange Area Improvement Project. ACTION p. 19
- 3.4 Review and approval of Resolution 24-09 authorizing a waiver of the Request for Proposals process and further authorizing the C/CAG Executive Director to execute an agreement with Fehr & Peers in the amount not to exceed \$15,000 for maintenance services for the San Mateo Countywide Vehicle Miles Traveled (VMT) Estimation Tool. ACTION p. 24
- 3.5 Review and approval of Resolution 24-10 determining that a proposed amendment to the Millbrae General Plan to modify allowable uses within the General Commercial Land Use Designation to add life science and related biotechnology-type uses, including Biosafety Levels 1, 2 or 3, on properties located east of US 101, within Safety Compatibility Zone 3, is inconsistent with the Safety Compatibility Policies of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. ACTION p. 28
- 3.6 Review and approval of Resolution 24-11 determining that proposed General Plan and Zoning Amendments related to four potential housing sites identified in the San Bruno Draft 2023-2031 Housing Element, situated within or adjacent to the Tanforan Shopping Center in San Bruno, are inconsistent with the Noise Compatibility Policies of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. ACTION p. 35
- 3.7 Review and accept the C/CAG Single Audit Report for the Fiscal Year Ended June 30, 2023. ACTION p. 42
- 3.8 Review and approval of recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of December 31, 2023. ACTION p. 44
- 3.9 Review and approval of Resolution 24-12 authorizing the approval of Fiscal Year 2024/25 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund. ACTION p. 53

#### 4.0 **REGULAR AGENDA**

- 4.1 Election of a C/CAG Chairperson and a C/CAG Vice Chairperson. ACTION p. 58
- 4.2 Presentation on C/CAG Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program. INFORMATION p. 62
- 4.3 Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.) POSSIBLE ACTION p. 68

#### 5.0 **COMMITTEE REPORTS**

- 5.1 Chairperson's Report
- 5.2 Board Members Report/Communication

#### 6.0 **EXECUTIVE DIRECTOR'S REPORT**

#### 7.0 **COMMUNICATIONS** - Information Only

- 7.1 Written Communication – 6 Letters p. 86

#### 8.0 **PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**

Pursuant to Government Code Section 54954.3, members of the public who wish to speak on matters not on the agenda will be given an opportunity to address the Board. Members of the public will have two minutes each to address the Board, unless a different time limit is established by the Chair. Please refer to the instructions at the end of this agenda for details regarding how to provide public comments.

#### 9.0 **ADJOURNMENT**

Next scheduled meeting April 11, 2024

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

**PUBLIC RECORDS:** Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>. Please note that C/CAG's office is temporarily closed to the public; please contact Mima Crume at (650) 599-1406 to arrange for inspection of public records.

**ADA REQUESTS:** Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Crume at (650) 599-1406 or [mcrume@smcgov.org](mailto:mcrume@smcgov.org) by 10:00 a.m. prior to the meeting date.

**PUBLIC PARTICIPATION DURING HYBRID MEETINGS:** During hybrid meetings of the C/CAG Board, members of the public may address the Board as follows:

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

1. Your written comment should be emailed to [mcrume@smcgov.org](mailto:mcrume@smcgov.org).
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG Board members, made publicly available on the C/CAG website along with the agenda. Emails received less than 2 hours before the meeting will be provided to the C/CAG Board members and included in the administrative record of the meeting as soon as practicable.

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

**\*In-person participation:**

1. If you wish to speak to the Board, please fill out a speaker's slip located on the 2<sup>nd</sup> floor auditorium side table against the wall. If you have anything that you wish distributed to the Board and included in the official record, please hand it to the C/CAG Clerk who will distribute the information to the Board members and staff.

**\*Remote participation:**

1. The C/CAG Board meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the C/CAG Clerk or Chair call for the item on which you wish to speak, click on "raise hand." The Clerk will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press \*9 to raise your hand and when called upon press \*6 to unmute.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff: Executive Director: Sean Charpentier (650) 599-1409  
Clerk of the Board: Mima Crume (650) 599-1406

# C/CAG

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**A PRESENTATION OF THE BOARD OF DIRECTORS OF THE  
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF  
SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO  
RICARDO ORTIZ  
FOR HIS LEADERSHIP AS THE VICE CHAIR OF C/CAG**

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**Resolved**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG); that,

**Whereas**, Ricardo Ortiz has served as Mayor for the City of Burlingame in 2017 and 2022, and

**Whereas**, Ricardo Ortiz has served on the C/CAG Board of Directors, representing the City of Burlingame since 2015, and has successfully served as C/CAG Vice Chair from April 2022 to March 2024, and

**Whereas**, Ricardo Ortiz has served on the C/CAG Legislative Committee from April 2022 to March 2024, Finance Committee from February 2019 to March 2024, Administrator's Advisory Committee from April 2022 to March 2024, and Airport Land Use Committee from 2014 to 2024; and

**Whereas**, Ricardo Ortiz dedicated his services to the people of San Mateo County through his leadership on the C/CAG Board of Directors and committees, and

**Whereas**, Ricardo Ortiz is an effective, collaborative, and compassionate leader and has dedicated his time as an active community member and has a long held dedication to volunteering and participating in local organizations to better his community.

**Now, therefore**, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Ricardo Ortiz for his dedicated leadership and wish for his continued successes.

**PASSED, APPROVED, AND ADOPTED THIS 14<sup>TH</sup> DAY OF MARCH 2024.**

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*Davina Hurt, Chair*

## C/CAG AGENDA REPORT

Date: March 14, 2024

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sean Charpentier, Executive Director

Subject: Receive a presentation on California Stormwater Quality Association annual updates

(For further information or response to questions, contact Reid Bogert ([rbogert@smcgov.org](mailto:rbogert@smcgov.org)))

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### RECOMMENDATION

Staff recommends that the C/CAG Board of Directors receive a presentation on California Stormwater Quality Association annual updates.

### FISCAL IMPACT

None.

### BACKGROUND

C/CAG, through the Countywide Water Pollution Prevention Program, annually purchases an area-wide municipal stormwater membership to the California Stormwater Quality Association (CASQA) on behalf of its member agencies. As Executive Director, Karen Cowan provides annual updates to area-wide municipal members on CASQA's achievements, ongoing activities, and future plans, as well as member benefits. As CASQA members, C/CAG's member agencies are entitled to various benefits, including discounted pricing for the annual conference, statewide representation on regulatory issues of concern, access to CASQA work products and news updates. In addition to the area-wide membership, C/CAG purchases group subscriptions to CASQA's Construction and Commercial/Industrial Best Management Practices (BMP) web portals, giving C/CAG's member agencies access to the latest information on construction and commercial/industrial stormwater management. Ms. Cowan presented to the Stormwater Committee in January and will provide annual program updates to the C/CAG Board of Directors at its March 14 meeting.

### EQUITY IMPACTS AND CONSIDERATIONS

None.

### ATTACHMENTS

1. Presentation on CASQA annual updates (The document is available on the C/CAG website (See "Additional Agenda Materials") at: <https://ccag.ca.gov/committees/board-of-directors-2/>).

# C/CAG

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### C/CAG BOARD MEETING and SAN MATEO COUNTY AIRPORT LAND USE COMMISSION NOTICE

#### MINUTES

Meeting No. 371  
February 8, 2024

#### \*\*\*HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE\*\*\*

This meeting of the C/CAG Board of Directors was held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public was able to participate in the meeting remotely via the Zoom platform and in person.

#### 1.0 CALL TO ORDER/ ROLL CALL

Chair Davina Hurt called the meeting to order at 6:32p.m. Roll call was taken.

AGENCY:	IN-PERSON:	ABSENT:	REMOTE AB 2449	REMOTE Publicly Accessible Teleconference Location:
Atherton	Elizabeth Lewis			
Belmont	Davina Hurt			
Brisbane	Karen Cunningham			
Burlingame	Ricardo Ortiz			
Colma	Karen Slaughter			
Daly City	Juslyn Manalo			
East Palo Alto	Lisa Gauthier			
Foster City	Stacy Jimenez			
Half Moon Bay	Debbie Ruddock			
Hillsborough	Christine Krolik			
Menlo Park	Jen Wolosin			
Millbrae	Anders Fung			
Pacifica	Sue Vaterlaus			
Portola Valley	Craig Taylor			
Redwood City	Alicia Aguirre			
San Bruno	Michael Salazar			
San Carlos	Adam Rak			
San Mateo				Rich Hedges
South San Francisco	Eddie Flores			
Woodside		Absent		
San Mateo County		Absent		

<b>C/CAG EX-OFFICIO (NON-VOTING) MEMBERS</b>				
<b>AGENCY:</b>	<b>IN-PERSON:</b>	<b>ABSENT:</b>	<b>REMOTE AB 2449</b>	<b>REMOTE Publicly Accessible Teleconference Location:</b>
SMCTA		Absent		
SMCDT		Absent		

<b>C/CAG Staff Present (In-Person):</b>	<b>Members of the Public (Remote):</b>
Sean Charpentier – Executive Director	Kate Hartley – Executive Director of BAHFA
Melissa Andrikopoulos – Legal Counsel	Jessica Stanfill Mullin – San Mateo County
Mima Crume – Clerk of the Board	
Audrey Shiramizu	
Eva Gaye	<b>Members of the Public (In-Person):</b>
Jeff Lacap	Daniel Iacofano – MIG
Kaki Cheung	Rachel Bennet – MIG
Kim Springer	Lou Hexter – MIG
Kim Wever	
Reid Bogert	
Van Ocampo	
<b>C/CAG Staff Present (In-Person):</b>	
Susy Kalkin	

Chair Hurt welcomed C/CAG’s new Board Members; Carrie Slaughter – Town of Coma, Anders Fung – City of Millbrae, Eddie Flores – South San Francisco, Craig Taylor – Menlo Park, Jenn Wall – Town of Woodside.

Other members of the public were in attendance remotely via the Zoom platform or in person.

## 2.0 PRESENTATIONS / ANNOUNCEMENTS

### 2.1 Receive Bay Area Housing Finance Authority (BAHFA) presentation on the 2024 Regional Affordable Housing Ballot Measure. INFORMATION

The Board received a presentation on Bay Area Housing Finance Authority (BAHFA) presentation on the 2024 Regional Affordable Housing Ballot Measure.

Board Member Rak commented if the ballot measure to lower the threshold to 55% that is slated for the November ballot, if this ballot measure passes, could the threshold automatically be adjusted, even if it is the same election.

Ms. Hartley clarified that ACA1, which was passed by the State legislature last year, will be on the ballot. She explained that the ballot measure was crafted in such a way that if ACA1 passes and garners 55% or more of the vote but less than two-thirds, then the bond measure would still be considered successful.

Board Member Fong asked if the portion allocated for the production of new affordable housing, asked whether these funds were directed towards private developers or



governmental entities.

Ms. Hartley responded, stating that it is anticipated that the loans for the affordable housing development will be provided to private developers.

Board Member Fong asked what percentage of affordability within a specific project would be considered for funding.

Ms. Hartley clarified that all funds from the BAHFA bond must be used exclusively for affordable housing purposes.

Board Member Lewis inquired about the allocation and distribution of the \$1 billion allocated to San Mateo County, asking for clarification on how these funds would be distributed among the 21 cities within the county, presumably in terms of a percentage breakdown.

Ms. Hartley said the statute requires San Mateo County to demonstrate that they have consulted with every single city in the county. That they have accounted for your housing, all the city's housing needs and that they have created their expenditure plan in consultation with and accounted for those cities' housing needs.

Board Member Lewis added that the San Mateo County Board of Supervisors would create this distribution metric.

Ms. Hartley said yes, the Board of Supervisors has the ultimate decision-making authority over the expenditure plan approval. That is true for all the counties.

Board Member Cunningham asked if homeowners or rental insurance was considered in this equation. How are people going to be able to build when insurance companies have made it very clear that they are exiting.

Ms. Hartley suggested that, considering the current circumstances, affordable home ownership is a challenging pursuit due to uncertainties regarding insurance. She recommended exercising caution until there's clarity on insurance matters. However, she noted that there might be more flexibility in dealing with rental development issues compared to home ownership.

Board Member Hedges expressed concern that there might not be language in the BAHFA bill that offers protection against potential job loss. He highlighted the significance of labor apprenticeships, citing them as the largest private school in the country. He then inquired about the process of incorporating labor-related language into the bill.

Ms. Hartley clarified that BAHFA is engaged in discussions with representatives from various labor organizations. However, she noted that BAHFA's authority is constrained by its statute, which does not grant the power to impose labor standards on the counties. The statute is designed to maintain the preferences of each county regarding fund allocation within the confines of the statutory rules. Despite this limitation, BAHFA is collaborating with trade and labor representatives to develop language aimed at safeguarding workers.

### **3.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS**

This item is to set the final consent and regular agenda, and to approve the items listed on the

consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Board, staff, or public request specific items to be removed for separate action.

- 3.1 Approval of minutes of regular business meeting No. 370 dated December 14, 2023.  
APPROVED
- 3.2 Review and accept the 2023 attendance report for the C/CAG Board and Committee meetings.  
APPROVED
- 3.3 Review and approval of Resolution 24-1 authorizing the C/CAG Executive Director to execute an agreement between C/CAG and the County of San Mateo Office of Sustainability for staff services to support the Regionally Integrated Climate Action Planning Suite program in an amount not to exceed \$50,000 for calendar years 2024 and 2025.  
APPROVED
- 3.4 Review and approval of Resolution 24-2 authorizing the C/CAG Executive Director to execute a two-year funding agreement with Joint Venture Silicon Valley to support the State of the Valley Silicon Valley Index in an amount not to exceed \$35,000 for fiscal years 2023-24 and 2024-25.  
APPROVED
- 3.5 Review and approval of Resolution 24-3 authorizing the C/CAG Executive Director to execute Amendment No. 2 to the agreement with Kittelson & Associates for the development of the San Mateo Countywide Local Roadway Safety Plan to add \$38,172 to expand the project scope of work, for a new total amount not to exceed \$376,322, and to extend the contract term.  
APPROVED
- 3.6 Review and approval of Resolution 24-4 amending the funding allocation for the US-101 Managed Lanes North of I-380 Project in the 2024 State Transportation Improvement Program (STIP) for San Mateo County.  
APPROVED
- 3.7 Review and approval of Resolution 24-5 authorizing the C/CAG Executive Director to execute a funding agreement with the City of Brisbane for the construction phase of the Brisbane Smart Corridor Expansion project in an amount not to exceed \$3,624,068.  
APPROVED
- 3.8 Receive a copy of the Agreement with DKG Consultants to provide C/CAG with finance related support in an amount not to exceed \$45,000.  
INFORMATION
- 3.9 Review and adopt Resolution 24-6 approving the population data to be used by C/CAG for calculation of member contributions and a variety of administrative related items.  
APPROVED
- 3.10 Review and approve Resolution 24-7 supporting the submittal of a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program funding application to update the C/CAG Comprehensive Bicycle and Pedestrian Plan, and to authorize the allocation of \$255,000 in local funds as matching funds for the grant application.  
APPROVED
- 3.11 Review and approval of the appointment of Pamela Herhold, BART Assistant General Manager, to the Congestion Management & Environmental Quality (CMEQ) Committee.

Board Member Gautier MOVED to approve the consent agenda items 3.1 through 3.11. Vice Chair Ortiz SECONDED. **MOTION CARRIED 18-0-1** (Burlingame Abstains)

#### 4.0 REGULAR AGENDA

- 4.1 Review and approval of the appointment of a C/CAG Board member to the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA). **APPROVED**

Executive Director, Sean Charpentier gave a brief presentation of the appointment of a C/CAG Board member to the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA). One (1) letter of interest was received from Board Member Rich Hedges.

Chair Hurt thanked Board Members Alicia Aguirre and Michael Salazar who are currently serving on the SMCEL-JPA board. As well as the former Board Member Gina Papan who has served on the SMCEL-JPA board.

The C/CAG Board approved to appoint Board Member Rich Hedges to the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) Board to fill out the remainder of the term, until end of May 2025. A roll call vote was taken. **MOTION CARRIED 18-0-1** (San Mateo Abstains)

- 4.2 Nominations for C/CAG Chair and Vice Chair for the March 2024 Election of Officers. **INFORMATION**

Vice Chair Ortiz nominated Board Member Rak for C/CAG Chair. Board Member Ruddock SECONDED.

Board Member Rak nominated Michael Salazar for C/CAG Vice Chair. Vice Chair Ortiz SECONDED.

- 4.3 C/CAG Strategic Plan Development Board Workshop Session 1. **INFORMATION**

The Board participated in the Strategic Plan Development Board Workshop Session 1, during which Board Members discussed and engaged on the following topics:

<u>Strengths</u>	<u>Transportation</u>	<u>Land Use – Airport Compatibility</u>	<u>Stormwater Management</u>	<u>Energy Environment &amp; Climate</u>
<ul style="list-style-type: none"> <li>Board Members               <ul style="list-style-type: none"> <li>➤ Consistency</li> <li>➤ Longevity</li> </ul> </li> <li>Collaborative</li> <li>Collegial</li> <li>Equity Minded</li> <li>Educational               <ul style="list-style-type: none"> <li>➤ A learning organization</li> <li>➤ Leveraging to inform jurisdiction</li> </ul> </li> <li>Strength in Numbers</li> <li>Depth of understanding</li> </ul>	<ul style="list-style-type: none"> <li>Funding</li> <li>Lack of Transportation on Coast.               <ul style="list-style-type: none"> <li>➤ Bus service, express, connectors</li> <li>➤ Liaison w/Caltrans</li> </ul> </li> <li>Maintenance of Roads</li> <li>Connectivity               <ul style="list-style-type: none"> <li>➤ Micromobility</li> <li>➤ Partner w/private sector.</li> </ul> </li> <li>More Adoption of</li> </ul>	<ul style="list-style-type: none"> <li>Drones/Unmanned Vehicles</li> <li>Air Quality</li> </ul>	<ul style="list-style-type: none"> <li>King Tides Impacts               <ul style="list-style-type: none"> <li>➤ E. Palo Alto</li> </ul> </li> <li>Partnerships &amp; Coordination</li> <li>Resource Conservation District</li> <li>One Shoreline</li> <li>Leveraging Funding</li> <li>Upstream Infrastructure</li> <li>Stormwater Capture</li> </ul>	<ul style="list-style-type: none"> <li>Building Tree Canopy</li> <li>Micro Grids               <ul style="list-style-type: none"> <li>➤ Energy resiliency</li> </ul> </li> <li>Wildfire               <ul style="list-style-type: none"> <li>➤ Urban/Wildland interface</li> <li>➤ Fireshed</li> <li>➤ Watershed approach to solutions</li> </ul> </li> </ul>

<ul style="list-style-type: none"> <li>➤ Especially transportation</li> <li>• Good Reputation</li> </ul>	<ul style="list-style-type: none"> <li>Public Transit. <ul style="list-style-type: none"> <li>➤ Cleanliness</li> <li>➤ Good experience</li> <li>➤ Reliability</li> <li>➤ Safety</li> <li>➤ Convenience</li> <li>➤ Affordability</li> </ul> </li> <li>• Traffic Safety <ul style="list-style-type: none"> <li>⇕</li> <li>Congestion</li> <li>⇕</li> <li>CHG Emissions Reduction</li> </ul> </li> <li>• Dumbarton Rail</li> <li>• Sidewalks</li> <li>• Include All Communities</li> <li>• Linkages to Housing <ul style="list-style-type: none"> <li>➤ Transit-oriented development.</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>➤ Gray water system</li> <li>➤ Partnership w/Valley Water in E. Palo Alto</li> <li>➤ Orange Memorial Park</li> <li>• Treatment Plant</li> <li>• Desalination</li> </ul>	<div style="border: 1px solid black; padding: 5px;"> <p><b><u>Key Organizational Issues</u></b></p> <ul style="list-style-type: none"> <li>• Equity</li> <li>• Sustainable Funding</li> <li>• Environment</li> <li>• Support, ensure community health</li> <li>• Liability</li> </ul> </div>
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Public Member Mark Swire voiced his support for prioritizing public transportation and addressing climate change, biking and other sustainable modes of transportation. He urged the board to reconsider their approach in the strategic plan, suggesting a focus not only on where money should be spent but also on what it should be spent on. Mr. Swire encouraged C/CAG to reassess metrics, suggesting a shift towards measuring mode share and greenhouse gas emissions rather than solely focusing on traffic congestion.

- 4.4 Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.) APPROVED

C/CAG Executive Director, Sean Charpentier provided an update of discussions held at the C/CAG Legislative Committee meeting held earlier in the evening. Due to budget adjustments at the State level, two sources of transportation funding, important to C/CAG, may be delayed or reduced. Two positions were taken at the Committee meeting for which the C/CAG Board should vote: SB 532 (Weiner) Bridge Tolls - Oppose, and AB 1798 (Papan) Stormwater – Support. Board members discussed the positions prior to taking a vote.

Board Member Hedges MOVED to approve the recommendations of the Legislative Committee, Oppose SB 532, and Support AB 1798. Board Member Gauthier SECONDED. A roll call vote was taken. **MOTION CARRIED 19-0-0**

## **5.0 COMMITTEE REPORTS**

### **5.1 Chairperson's Report**

Chair Hurt reported that she has spoken at an event hosted by SPUR on January 20th, focusing on "Getting Ready for Clean Buildings." Additionally, she mentioned a new section in the agenda packet discussing equity impacts on every item. This inclusion aims to establish a metric and accountability for all involved, as efforts for San Mateo County progress. Chair Hurt emphasized the importance of gathering information pertinent to equity implementation, both for the board and the public to understand the priorities in this regard.

### **5.2 Board Members Report/Communication**

None.

## **6.0 EXECUTIVE DIRECTOR'S REPORT**

Mr. Charpentier thanked the Board for their engagement in the strategic planning exercise. Mr. Charpentier added that a recruitment letter will be sent out for one seat on RMCP for one elected official. For CMEQ we are recruiting for two elected officials, one environmental representative and one member of the public. For BPAC we are recruiting for two elected officials. Mr. Charpentier followed up on the comment on the equity section in the staff reports. It is a work in progress and would appreciate feedback.

## **7.0 COMMUNICATIONS - Information Only**

### **7.1 Written Communication – (Two Letters)**

## **8.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA**

Pursuant to Government Code Section 54954.3, members of the public who wish to speak on matters not on the agenda will be given an opportunity to address the Board. Members of the public will have two minutes each to address the Board, unless a different time limit is established by the Chair. Please refer to the instructions at the end of this agenda for details regarding how to provide public comments.

Clerk Crume said that there were no public comments.

## **9.0 ADJOURNMENT**

Next scheduled meeting March 14, 2024

## C/CAG AGENDA REPORT

Date: March 14, 2024

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and approval of C/CAG Legislative Priorities for 2024

(For further information or response to questions, contact Kim Springer [kspringer@smcgov.org](mailto:kspringer@smcgov.org))

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### RECOMMENDATION

Staff recommends that the C/CAG Legislative Committee review and approve the C/CAG Legislative Priorities for 2024.

### FISCAL IMPACT

None

### BACKGROUND

Every year, beginning at the November Legislative Committee meeting, staff share a proposed updated version of the C/CAG Legislative Policies for the coming year. Staff worked with C/CAG's legislative consultant, Shaw Yoder Antwih Smeltzer & Lange to review and update the 2023 document for the 2024 Legislative Session, taking into considering the need to review and update language related to equity, the Brown Act, and transportation funding. The Committee recommended edits to the document provided, and also identified a working group of three members: Fung, Rak, and Salazar, to work on a more reorganized document, later in 2024 as we move into the 2025 Legislative Session.

Staff updated the document with Committee comments and presented it to the C/CAG Legislative Committee at the December 14, 2023 meeting. The Committee reviewed, provided final comments and adopted the 2024 Legislative Priorities, which is provided to the C/CAG Board for adoption. The updated 2024 Legislative Priorities, as an edited version, is provided as attachment to this staff report.

### EQUITY IMPACTS AND CONSIDERATIONS

In the development of the C/CAG Equity Assessment, Framework, and Action Plan, C/CAG committed to updating its annual Legislative Priorities Document with priorities related to equity. The updated document includes an added Policy #10, specifically for Equity, with two priorities included, as follows:

10.1 Support/advocate for legislation that advances the goals in C/CAG's Equity Assessment and Action Plan, and projects and programs in C/CAG's Community Based Transportation Plans.

10.2 Support legislation that supports equity efforts to ensure that all households can participate in and benefit from the transition to clean energy.

These new priorities are focused on serving C/CAG's adopted Equity Focus Areas and more broadly on all households in San Mateo County. Staff recommends that the new Equity Policy Section be updated annually with the full review of the Legislative Priorities document.

**ATTACHMENT**

1. Final Draft 2024 Legislative Priorities – Edited

## 2024 C/CAG LEGISLATIVE POLICIES

(Draft: December 14, 2023 C/CAG Legislative Committee)

### ***Policy #1 - Protect local revenue.***

- 1.1 Support stakeholders and initiatives that protect and/or increase local revenues.
- 1.2 Provide incentives and tools to local government to promote economic vitality.
- 1.3 Work toward improving the State's disadvantaged community screening tools with a focus on San Mateo County communities' ~~s~~ needs.
- 1.4 Support appropriate new State and local funding for economic development and affordable housing.
- 1.5 Pursue and support efforts that direct ~~S~~state and regional funds equitably to ensure a return to source.
- 1.6 Ensure that all State mandates and delegated responsibilities are ~~100%~~fully reimbursed. Oppose State actions that delegate responsibilities to local jurisdictions without full reimbursement for resulting costs.

### ***Policy #2 – Strengthen local government.***

- 2.1 Support State actions that provide funding for local agencies to plan, incentivize, and mitigate for future housing development.
- 2.2 Support State actions that allow flexibility for local agencies to pool resources and share credit on their housing production reports.
- 2.3 Oppose State actions that would inhibit local agencies' ability to make decisions that address the specific needs of that community.
- 2.4 Oppose State actions that would withhold funding (including transportation) from jurisdictions based on housing production performance outcomes.
- 2.5 Monitor legislation and ballot initiatives that impact local housing and land-use authority and oppose and legislation that would usurp a local government's authority regarding land-use decisions.
- ~~2.6 — Support measures that ensure an equitable distribution of housing affordability and remove antiquated barriers to affordable housing development.~~
- ~~2.7~~2.6 Support legislation that identifies revenue to fund airport/land use compatibility plans.

### ***Policy #3 - Protect water quality and support sustainable stormwater management.***



- 3.1 ~~Primary focus~~ efforts on securing additional revenue sources and achieving cost effectiveness for both C/CAG and its member agencies ~~for in meeting~~ funding state-State and federally mandated stormwater compliance efforts.
- a. Advocate for funding ~~for supporting the~~ to support implementation of San Mateo County Stormwater Resource Plan, San Mateo County Sustainable Streets Master Plan, San Mateo County Regional Collaborative Program, and local Green Infrastructure Plans.
  - b. Advocate for inclusion of water quality and stormwater management as a priority for funding in ~~new sources of revenues (e.g. water bonds)~~ State resources and climate bonds and protect against a statewide geographically unbalanced North-South allocation of resources.
  - c. Track and advocate for resources for stormwater management in State and Federal grant and loan programs.
  - ~~d. Support efforts to identify regulatory requirements that are unfunded state-mandates and ensure provision of state funding for such requirements. (included in 1.6 above)~~
  - e.d. Pursue and support efforts that address stormwater issues at statewide or regional levels and thereby reduce the cost share for C/CAG and its member agencies and limit the need to implement such efforts locally.
  - f.e. Advocate for regulatory streamlining and better integration between parallel statewide efforts to manage stormwater for water quality improvement, long-term climate change adaptation, and groundwater recharge.
  - g.f. Work with legislators to pursue additional funding for stormwater projects in San Mateo County, including funding for regional stormwater management efforts through the San Mateo County Flood and Sea Level Rise Resiliency District, and advancing schoolyard greening initiatives in partnership with school districts, regional-scale multi-benefit stormwater capture projects, and programmatic implementation of regional-scale distributed green stormwater infrastructure.
  - h.g. Support mechanisms that allow credit trading approaches for stormwater management and water quality improvement.
- 3.2 Advocate to support legislative strategies towards achieving long-term reductions in harmful bacteria, trash, plastics, mercury, PCBs, and other pollutants discharging to the Bay and ~~o~~Ocean and to reduce flooding, recharge groundwater, adapt to a changing climate, and otherwise enhance the health of local communities.
- a. Support efforts to secure statewide legislation mandating abatement of polychlorinated biphenyls (PCBs) in building materials prior to demolition of relevant structures, in accordance with requirements in the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit.
  - b. Pursue and support efforts that control pollutants at the source and extend

producer responsibility, especially regarding trash and litter control, including but not limited to microplastics, tire wear byproducts and other vehicle related pollutants, and emerging contaminants of concern.

- c. Support efforts to place the burden/ accountability of reporting, managing, and meeting municipal stormwater requirements on the responsible source rather than the cities or county, such as properties that are known pollutant hot spots and/or third-party utility purveyors.
- d. Advocate for integrated, prioritized, and achievable stormwater regulations that protect water quality and beneficial uses and account for limitations on municipal funding.
- e. Pursue and support pesticide and rodenticide regulations that protect water quality and reduce pesticide toxicity.

***Policy #4 - Advocate and support an integrated and flexible approach to funding.***

- 4.1 Advocate for appropriate and effective integrated and flexible approaches to both funding and project types for statewide and regional infrastructure efforts including stormwater management, transportation, affordable housing, and both climate action and adaptation (resiliency).

***Policy #5 - Support lowering the 2/3rd super majority vote for local special purpose taxes and fees.***

- 5.1 Support constitutional amendments that reduce the vote requirements for special purpose taxes and fees.

5.2 Oppose bills that impose restrictions on the expenditures, thereby reducing flexibility, for special taxes category.

5.3 Oppose constitutional amendments that increase the threshold for voter approval requirements for revenue measures or that impose burdensome restrictions on state and local government's ability to raise revenues.

***Policy #6 - Protect and support transportation funding and policies aligned with C/CAG's priorities.***

5.16.1 Maximize the Bay Area's and San Mateo County's fair share of overall~~share of any~~ State revenue and any State General Fund surplus revenue invested in local/regional transportation.

5.26.2 Support efforts that protect transportation revenues from being pledged, transferred, or used for non-transportation purposes.

5.36.3 Support the implementation of AB 102 and SB 125 (Transit Recovery), SB 1 (Road Repair and Accountability Act of 2017) programs and monitor the implementation of Executive Order N-19-19, N-79-20, and the Climate Action Plan for Transportation Infrastructure

(CAPTI), which call for aligning transportation spending with the state's climate goals.

5.46.4 Monitor and engage in the planning for and potential implementation of new transportation funding sources, including identifying viable alternatives to the gas tax; and regional proposals to study congestion pricing.

5.56.5 Monitor legislation related to the California high-speed rail project as it affects our San Mateo County region.

5.66.6 Support legislation that identifies funding for active transportation, complete streets, and bike/pedestrian infrastructure projects, including multi-benefit projects that integrate transportation improvements with green stormwater infrastructure.

5.76.7 Support efforts to secure the appropriation and allocation of "cap and trade" revenues for investment in housing and sustainable communities, clean transportation, urban greening, and clean energy projects withinto support San Mateo County ~~needs~~.

5.86.8 Support or sponsor efforts that finance and/ or facilitate operational improvements on the state highway system and highway corridors in San Mateo County, including the 101 Express Lanes project and the 101/92 Interchange.

5.96.9 Support alternative contracting and project delivery methods, such as Public Private Partnerships, design-build, and job-order contracting that could result in project cost savings, such as accelerated deployment of technology including fiber optic cable for connected vehicle deployment, access to broadband capabilities, and more cost effective distributed green infrastructure for stormwater management.

5.106.10 Monitor the implementation of the new bridge toll program (Regional Measure 3) and advocate for an appropriate share of new revenues for projects in San Mateo County and for the funding identified in RM3 forand ~~previously committed to~~ projects in San Mateo County the funding identified in RM3 for projects in San Mateo County.

5.116.11 Monitor and engage in the effort to seek authorizing legislation and voter approval for a regional funding measure for transportation.

5.126.12 Support efforts that incentivize ridership and improve integration & connectivity among Bay Area transit systems. Monitor legislation that promotes transit-oriented development.

5.136.13 Support policies, including expanding community broadband access and technological advancements to encourage telecommuting, and others aimed at reducing vehicle miles traveled and associated traffic congestion by reducing the share of commuting by single- occupant vehicles.

5.146.14 Support efforts to improve the performance of high-occupancy vehicle (HOV) and express lanes.

5.156.15 Monitor or support legislation improving bicycle and pedestrian safety. In particular, support the implementation of AB 43 and authorization of automated speed enforcement technology to enforce speed limits and other elements of Vision Zero.

~~5.166.16~~ Support legislation that would amend Government Code Section 65089.20 to increase the maximum voter-approved vehicle license fee from its existing \$10 to enhance revenue for congestion and pollution mitigation programs.

~~5.176.17~~ Support efforts to create local VMT/GHG mitigation programs to assist in reaching SB 375 GHG reduction goals.

~~5.186.18~~ Monitor legislation and funding opportunities for integration of autonomous vehicles and infrastructure.

~~5.196.19~~ Support and monitor efforts to facilitate the deployment of transformative transportation technologies with the goal of accelerating safety, mobility, environmental, equity and economic benefits associated with new mobility technologies. Additionally, ensure strong federal vehicle safety standards while also preserving the ability of state and local agencies to continue to set policies governing the operation of vehicles on highways and local roads, regardless of whether they are driven autonomously or manually.

~~5.206.20~~ Support legislation that streamlines project delivery, including simplifying grant applications, streamlining CEQA, and accelerating project permit approvals.

<p><b><i>Policy #7 - Support bold climate protection action, Greenhouse Gas reduction, and energy conservation and resilience legislation</i></b></p>
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~~6.17.1~~ Support incentive approaches toward implementing AB 32 (California Global Warming Solutions Act of 2006), SB 32 (extension of the target date and goals), and AB 398 (Cap and Trade), and legislation that supports electrification of infrastructure and the adoption of alternative fuel technologies.

~~6.27.2~~ Monitor climate legislation that would conflict with or override projects approved by the voters.

~~6.37.3~~ Support funding for both transportation and housing investments, which support the implementation of SB 375 (Sustainable Communities and Climate Protection Act of 2008), so that housing funds are not competing with transportation funds.

~~6.47.4~~ Support legislation requiring the state to survey and collect greenhouse gas and other emission data and publish emission inventories for local governments.

~~6.57.5~~ Monitor the regulatory process for implementing SB 743 (Evaluation of Transportation Impacts in CEQA) and impacts the new regulations may have on congestion management plans.

~~6.67.6~~ Support legislation that would require recording of vehicle miles of travel (VMT) as part of vehicle registration and initiatives to provide VMT and vehicle data from the DMV to evaluate trends in community greenhouse gas emissions and transit project outcomes.

~~6.77.7~~ Support efforts that ensure continued funding for ratepayer-funded local government

partnerships to foster energy efficiency, electrification, and resilience, or expand funding for generation and use of renewable and/ or clean energy sources (wind, solar, etc.).

~~6.87.8~~ Work to initiate legislation that provides new funding and incentives for building energy electrification, transition to electric vehicles, or other greenhouse gas reducing initiatives, in support of local government climate action plans and the Governor’s Executive Orders N-19-19 and N-79-20.

~~6.97.9~~ Support funding for electric vehicle and bike charging infrastructure, electric power storage capacity, and rebates for electric vehicle purchase.

~~6.107.10~~ Support legislation that supports Peninsula Clean Energy (PCE) objectives and oppose proposed legislation that impairs that effort.

~~6.117.11~~ Support legislation that provides local government access to data necessary for completing greenhouse gas emission inventories, or legislation that requires the State to provide emissions data and develop community-scale greenhouse gas emission inventories and make them publicly available.

~~6.127.12~~ Support efforts that will engage the business community in making contributions to community improvements associated with stormwater, transportation congestion relief and mobility options, affordable housing, greenhouse gas emissions reductions, electrification, and energy resilience.

~~6.137.13~~ Support legislative efforts to create a unified voice in San Mateo County and to manage integrated water issues including sea level rise, flooding, coastal erosion, and stormwater vulnerabilities.

~~6.147.14~~ Support legislation to provide funding and policy guidance on wildfire preparedness and emergency response to local jurisdictions.

7.15 Monitor efforts to address emergency preparedness and response activities by PG&E.

7.16 Support State, regional, and local grid reliability plans and efforts, and expanded communication with utility customers.

<b><i>Policy #8 - Protection of water user rights and access to sustainable water supply</i></b>
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~~7.18.1~~ Support the Bay Area Water Supply and Conservation Association (BAWSCA) efforts in the protection of water user rights for San Mateo County users.

~~7.28.2~~ Support legislation that provides funding for development of alternative sources of water supply, resources for municipal water supply conservation, and water capture initiatives.

<b><i>Policy #9 – Brown Act Policy</i></b>
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- 9.1 Monitor and Support Brown Act reforms that provide flexibility, facilitate public engagement, provide greater control over un-protected meeting interruption, and allow for transparent, accessible, and participatory remote public meetings; with the goals of increasing participation from board members, committee members, and the public; and reducing vehicle miles traveled.

***Policy #10 – Equity Policy***

- 10.1 Support/advocate for legislation that advances the goals in C/CAG’s Equity Assessment and Action Plan, and projects and programs in C/CAG’s Community Based Transportation Plans.
- 10.2 Support legislation that supports equity efforts to ensure that all households can participate in and benefit from the transition to clean energy.

## C/CAG AGENDA REPORT

Date: March 14, 2024

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 24-08 supporting the submittal of the Allocation Request for Regional Measure 3 Funding in the amount of \$19,277,000 with the Metropolitan Transportation Commission by the San Mateo County Transportation Authority for the Right-of-Way and Construction Phases of the US 101/SR 92 Interchange Area Improvement Project.

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

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### RECOMMENDATION

Review and approve Resolution 24-08 supporting the submittal of the Allocation Request for Regional Measure 3 Funding (RM3) in the amount of \$19,277,000 with the Metropolitan Transportation Commission (MTC) by the San Mateo County Transportation Authority (SMCTA) for the Right-of-Way (ROW) and Construction (CON) Phases of the US 101/SR 92 Interchange Area Improvement Project.

### FISCAL IMPACT

The submittal of the Allocation Request for RM3 Funding by SMCTA has no fiscal impact with C/CAG as Measure A funds will initially be used by SMCTA to fund the ROW and CON Phases of the Project, estimated at \$225,000 and \$44,000,000, respectively. Full funding for these phases is through a combination of Federal, State, RM3 and Measure A monies.

### SOURCE OF FUNDS

Federal Earmark - \$1,000,000, State Transportation Improvement Program Funds - \$1,685,000, Regional Measure 3 - \$19,277,000 and Measure A Highway Program Funds - \$22,263,000.

### BACKGROUND

The US 101/SR 92 Interchange (Interchange) is a major facility that serves both regional traffic and local street connections. During AM and PM peak traffic periods, motorists experience substantial delay and congestion at the Interchange and its vicinity, caused by heavy traffic volume, inadequate capacity, and inefficient weaving and merging at the ramp connectors.

On June 5, 2018, Bay Area voters approved Senate Bill (SB) 595 (Chapter 650, Statutes 2017), commonly referred to as Regional Measure 3. RM3 provides funding to eligible Bay Area transportation projects that are identified in the Regional Measure 3 Expenditure Plan. There is \$50 million for improvements to the US 101/SR 92 Interchange that can be used for the US101/SR 92 Interchange Area Improvement Project and/or the US101/SR 92 Interchange Direct Connector Project.

MTC has increased bridge tolls to fund the RM3 Expenditure Plan. Unfortunately, RM3 was previously held up in litigation so all collected toll revenues were deposited in an escrow account for future allocation. Since then, the court has ruled in favor of RM3, paving the way for the use of the collected funds towards projects listed in the RM3 Expenditure Plan. An Allocation Request is required by MTC, from the sponsor agency/ies, in order to access the funds. MTC also requires that the project sponsors' Governing Board adopt a resolution (in strict MTC format) authorizing the submittal of an Allocation Request for specific project phase(s). It should include the amount of RM3 funds to be reimbursed, and the committed fund source to be pay for the entire project phase.

C/CAG is a co-sponsor of the US101/SR 92 Interchange Area Improvement Project (Project), along with SMCTA, so C/CAG Board needs to adopt a resolution supporting the submittal of the allocation request. Similarly, SMCTA Board will consider authorizing the submittal of the Allocation Request at its April 4<sup>th</sup> SMCTA Board meeting. The Allocation Request for RM3 funds is for the ROW and CON Phases amounting to \$19,277,000.

Caltrans is the Implementing Agency for the Project ROW and CON Phases. Construction is anticipated to begin during the latter half of 2024 and scheduled to be completed in 2026.

### **Equity Impacts and Considerations**

The Project is regionally significant and will help improve mobility throughout the region by reducing congestion, eliminating inefficient weaving and merging, and increase traffic safety at the Interchange and its vicinity, it will also improve local street connections. These benefit all road users, especially motorists who spend a larger portion of their income or time on transportation.

Additionally, the Project includes a multi-modal (bike and pedestrian) facility improvement component that includes the installation of new bike lanes and a transit hub that will encourage the use of public transportation and have positive impacts for non-motorists and other vulnerable populations.

### **ATTACHMENTS**

1. Resolution 24-08



**RESOLUTION 24-08**  
**A RESOLUTION BY THE BOARD OF DIRECTORS OF THE**  
**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO**  
**COUNTY (C/CAG) SUPPORTING THE SUBMITTAL OF THE**  
**ALLOCATION REQUEST FOR REGIONAL MEASURE 3 FUNDING WITH**  
**THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE**  
**RIGHT OF WAY AND CONSTRUCTION PHASES OF THE US 101/SR 92**  
**INTERCHANGE AREA IMPROVEMENT PROJECT.**

**RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG); that,

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

WHEREAS, the City/County Association of Governments of San Mateo County (C/CAG), together with the San Mateo County Transportation Authority (SMCTA) (hereinafter, referred together as "Project Co-sponsors") are eligible sponsors of transportation projects in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the US 101/SR 92 Interchange Area Improvement Project (hereinafter, "PROJECT") is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Project Co-sponsors are requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

**RESOLVED**, that Project Co-sponsors, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

**RESOLVED**, that Project Co-sponsors certifies that the PROJECT is consistent with the Regional Transportation Plan (RTP); and be it further

**RESOLVED**, that the PROJECT has obtained environmental clearance and permitting approval; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that C/CAG, as co-sponsor of the PROJECT, approves the allocation request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that C/CAGs approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that C/CAG has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that C/CAG is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Project Co-sponsors is authorized to submit an application for Regional Measure 3 funds for the PROJECT in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that Project Co-sponsors certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to C/CAG making allocation requests for Regional Measure 3 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of C/CAG, to deliver such project; and be it further

RESOLVED, that C/CAG, indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of C/CAG, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. C/CAG agrees, at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that C/CAG, shall, if any revenues or profits from any non-governmental use of property, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital

improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the PROJECT; and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that Project Co-sponsors shall post on both ends of the construction site(s) at least two signs visible to the public stating that the PROJECT is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that C/CAG Board authorizes its Executive Directors, or it's designee, to execute and submit an allocation request for the ROW and CON Phases with MTC for Regional Measure 3 funds in the amount of Nineteen Million Two Hundred Seventy-Seven Thousand Dollars (\$19,277,000.00), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director of C/CAG, or his designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Project Co-sponsors' application referenced herein.

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Board supports the submittal of the Allocation Request for RM3 funding with the Metropolitan Transportation Commission for the Right-of-Way and Construction Phases of the US 101/SR 92 Interchange Area Improvement Project in the amount of \$19,277,000.

**PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF MARCH 2024.**

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*Davina Hurt, Chair*

## C/CAG AGENDA REPORT

Date: March 14, 2024

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 24-9 authorizing a waiver of the Request for Proposals process and further authorizing the C/CAG Executive Director to execute an agreement with Fehr & Peers in the amount not to exceed \$15,000 for maintenance services for the San Mateo Countywide Vehicle Miles Traveled (VMT) Estimation Tool.

(For further information or questions, contact Jeff Lacap at [jlacap@smgov.org](mailto:jlacap@smgov.org))

### RECOMMENDATION

That the C/CAG Board review and approve Resolution 24-9 authorizing the C/CAG Executive Director to execute an agreement with Fehr & Peers in the amount not to exceed \$15,000 for maintenance services for the San Mateo Countywide Vehicle Miles Traveled (VMT) Estimation Tool waiving the RFP process due to specialized knowledge of countywide travel forecasting.

### FISCAL IMPACT

The cost of providing maintenance services for the VMT estimation tool is not to exceed \$15,000.

### SOURCE OF FUNDS

Funding for this agreement will come from the C/CAG Congestion Relief Funds.

### BACKGROUND

#### *Senate Bill (SB) 743*

In September 2013, the State Legislature passed, and the governor signed into law SB 743, which required agencies to change the significance metric used to assess the transportation impacts of land use and transportation projects under CEQA (California Environmental Quality Act) from LOS (automobile delay, Level of Service) to VMT (Vehicle Miles Traveled). The intent is that the new metric will better align with other statewide goals, such as greenhouse gas emissions reduction and Sustainable Communities Strategies (SCS) that encourage multimodal development and promote infill opportunities in dense urban areas.

OPR (Governor's Office of Planning Research) was the lead in developing guidelines to implement SB 743. Since early 2014, OPR has worked with numerous stakeholders across the state in developing guidelines for evaluation of the transportation impacts of proposed residential, mixed use, commercial developments, and transportation projects under CEQA. C/CAG has provided comments to OPR on previous draft and final guidelines. Statewide application of the new metric began on July

1, 2020.

As local agencies begin implement SB 743, one of the decisions they need to make is what tool they will use to estimate VMT for land use projects and plans in their CEQA documents. OPR provided some general guidance on estimating project VMT in their Technical Advisory, but has left much of the discretion to lead agencies to select a tool. Based on some of the Bay Area agencies that have made the switch from LOS to VMT so far, it appears that land use project evaluation will involve a combination of: (a) "screening out" projects that meet certain criteria so their VMT does not need to be quantified; (b) running a travel demand model for larger or more unique projects; and (c) using a spreadsheet or web-based "sketch/estimation tool" for more routine projects.

At the November 19, 2019 meeting, the C/CAG Board approved Resolution 19-75, which authorized C/CAG to enter into a contract with Fehr & Peers to develop a VMT Estimation Tool for San Mateo County in an amount not to exceed \$241,000.

C/CAG has developed a countywide, web and Geographic Information Systems (GIS)-based tool, called the San Mateo Countywide VMT Evaluation Tool that local agencies will be able to perform the following to assist with determining the significance of a project's transportation impacts under CEQA and was launched in late 2021.

Currently, the tool needs to be upgraded to a new GIS server to be fully functional. Fehr & Peers has requisite experience and qualifications providing VMT estimation tools and SB 743 outreach to agencies. Given that the tool was developed and created by Fehr & Peers, staff recommends entering into an agreement with Fehr & Peers to perform the maintenance services; the added time required for another firm and/or individual to acquire this knowledge base would create an unacceptable delay in the delivery of the service or not result in significant cost savings. Therefore, in accordance with the adopted C/CAG Procurement Policy, Section 9a, staff recommends waiving the Request for Proposals process and entering into an agreement with Fehr & Peers to provide maintenance services for the San Mateo Countywide VMT Tool.

## **EQUITY IMPACTS AND CONSIDERATIONS**

When OPR (Governor's Office of Planning Research) developed the guidelines for local jurisdictions to implement SB 743, the agency left much of the discretion to lead agencies to select a tool to estimate VMT. Rather than each jurisdiction be left to develop their estimation tool, the San Mateo Countywide VMT Estimation Tool provides all jurisdictions in San Mateo County a consistent countywide approach in estimating VMT.

## **ATTACHMENTS**

1. Resolution 24-9

*The following attachments are available on the C/CAG website (See "Additional Agenda Materials") at: <https://ccag.ca.gov/committees/board-of-directors-2/>*

2. Draft Agreement Between Fehr & Peers and C/CAG

## RESOLUTION 24-9

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AN AGREEMENT WITH FEHR & PEERS IN AN AMOUNT NOT TO EXCEED \$15,000 FOR MAINTENANCE SERVICES FOR THE SAN MATEO COUNTYWIDE VEHICLE MILES TRAVELED (VMT) ESTIMATION TOOL WAIVING THE COMPETITIVE PROCUREMENT PROCESS DUE TO SPECIALIZED KNOWLEDGE OF COUNTYWIDE TRAVEL FORECASTING.**

**RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

**WHEREAS**, C/CAG is the Congestion Management Agency for San Mateo County; and

**WHEREAS**, Senate Bill (SB) 743 was signed into law in 2013 and application of the metric began in 2020, which requires agencies to change the significance metric used to assess the transportation impacts of land use and transportation projects under CEQA (California Environmental Quality Act) from LOS (automobile delay, Level of Service) to VMT (Vehicle Miles Traveled); and

**WHEREAS**, land use project VMT evaluation will involve a combination of: (a) "screening out" projects that meet certain criteria so their VMT does not need to be quantified; (b) running a travel demand model for larger or more unique projects; and (c) using a spreadsheet or web-based "sketch/estimation tool" for more routine projects; and

**WHEREAS**, the C/CAG Board approved Resolution 19-75 in 2019, which authorized C/CAG to enter into a contract with Fehr & Peers ("Consultant") to develop a VMT Estimation Tool for San Mateo County and launched in late 2021; and

**WHEREAS**, the tool needs to be upgraded to a new GIS server in order to be fully functional; and

**WHEREAS**, there is a need to for maintenance services for the VMT Estimation tool that the Consultant created; and

**WHEREAS**, staff recommends waiving the Request for Proposals process pursuant to Section 9a of the C/CAG Procurement Policy due to the Consultant's specialized knowledge and the added time required for another firm and/or individual to acquire this knowledge base would create an unacceptable delay in the delivery of the service or not result in significant cost savings; and

**WHEREAS**, for the reasons identified above, waiver of the competitive process in this case is in the best interests of C/CAG; and

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County authorizes a waiver of the Request for Proposal process and authorizes the C/CAG Executive Director to execute an agreement with Fehr & Peers in the amount not to exceed \$15,000. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said agreement prior to its execution by the C/CAG Executive Director, subject to approval as to form by C/CAG Legal Counsel.

**PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF MARCH 2024.**

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**Davina Hurt, Chair**

## C/CAG AGENDA REPORT

Date: March 14, 2024

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 24-10 determining that a proposed amendment to the Millbrae General Plan to modify allowable uses within the General Commercial Land Use Designation to add life science and related biotechnology-type uses, including Biosafety Levels 1, 2 or 3, on properties located east of US 101 within Safety Compatibility Zone 3, is inconsistent with the Safety Compatibility Policies of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

(For further information please contact Susy Kalkin at [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

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### RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, approve Resolution 24-10 determining that a proposed amendment to the Millbrae General Plan to modify allowable uses within the General Commercial Land Use Designation to add life science and related biotechnology-type uses, including Biosafety Levels 1, 2 or 3, on properties located east of US 101 within Safety Compatibility Zone 3, is inconsistent with the Safety Compatibility Policies of the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP).

### BACKGROUND/PROPOSAL

The City of Millbrae completed an update to its General Plan in 2022 which was reviewed at the time by the ALUC and determined to be conditionally compatible with the SFO ALUCP. The City has subsequently proposed an amendment to the allowable uses in the General Commercial Land Use category that would apply only to properties so designated that are located east of US 101, as follows:

“This designation provides for a full range of commercial uses including apparel and accessory stores, food stores, banks, personal and professional services, hospitals, offices including life sciences, laboratory, technology, biotechnology, or research and development uses, large format retail stores, and eating and drinking establishments. Other uses may include multi-family residential, hotels and outdoor sales. Life sciences, laboratory, technology, biotechnology, or research and development uses in the General Commercial classification are limited to properties located east of U.S. 101 and may contain Biosafety Levels 1, 2, or 3 only. Any use containing Biosafety Levels 2 or 3 is subject to review and approval of a Conditional Use Permit.”



As shown in the attached application materials, **Attachment 2**, the proposal would impact three parcels located at 1 Old Bayshore Rd. and 401 E. Millbrae Ave. The affected properties are located within Airport Influence Area (AIA) B for San Francisco International Airport, the area subject to formal CCAG/ALUC review. In accordance with the requirements of California Public Utilities Code Section 21676(b), the City of Millbrae has referred the proposal to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

## DISCUSSION

### *SFO ALUCP Consistency Evaluation*

The SFO ALUCP includes policies regarding establishment of: A) an Airport Influence Area, with related real estate disclosure requirements and Airport Land Use Commission review authority; B) noise compatibility policies and criteria; C) safety policies and criteria; and D) airspace protection policies. As the proposed Amendment does not involve noise sensitive uses and does not alter development standards, this review will focus on Safety Compatibility issues only.

**Safety Policy Consistency Analysis** – The overall objective of safety compatibility guidelines is to minimize the risks associated with potential aircraft accidents. The most fundamental safety compatibility component is to provide for the safety of people and property on the ground in the event of an aircraft accident near an airport.

The SFO ALUCP includes five sets of safety zones and identifies land uses which are either incompatible or should be avoided within each of these zones. As shown on **Attachment 3**, the southern half of the property impacted by the proposed amendment lies within Safety Zone 3, the Inner Turning Zone (ITZ), while the northern half of the property is not located within a Safety Zone. Per the *California Airport Land Use Planning Handbook*, the relative risk level in Safety Zone 3 is considered moderate to high.

- Biosafety Level 3 Use

Per the SFO ALUCP, the compatibility criteria for safety are established in Table IV-2, included as **Attachment 4**. As shown, *Biosafety Level 3 uses* are listed as incompatible within Safety Zone 3. The ALUCP identifies the various Biosafety Levels as follows<sup>1</sup>:

***“D. Medical and biological research facilities handling highly toxic or infectious agents***

*These facilities are classified by “Biosafety Levels.” Biosafety Level 1 does not involve hazardous materials and is not subject to the restrictions on hazardous uses in Table IV-2.*

*Definitions of the other three biosafety levels are quoted from Biosafety in Microbiological and Biomedical Laboratories, below.*

- a. Biosafety Level 2 practices, equipment, and facility design and construction are applicable to clinical, diagnostic, teaching, and other laboratories in which work is done with the*

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<sup>1</sup> Per *Biosafety in Microbiological and Biomedical Laboratories*, 5<sup>th</sup> Edition, 2009, published by the U.S. Department of Health and Human Services in concert with the Public Health Service, Centers for Disease Control and Prevention, and the National Institutes of Health, or any successor publication.

*broad spectrum of indigenous moderate-risk agents that are present in the community and associated with human disease of varying severity.*

- b. Biosafety Level 3 practices, safety equipment, and facility design and construction are applicable to clinical, diagnostic, teaching, research, or production facilities in which work is done with indigenous or exotic agents with a potential for respiratory transmission, and which may cause serious and potentially lethal infection.*
- c. Biosafety Level 4 practices, safety equipment, and facility design and construction are applicable for work with dangerous and exotic agents that pose a high individual risk of life-threatening disease, which may be transmitted via the aerosol route and for which there is no available vaccine or therapy.”*

As noted in the Proposal, the amendment would specifically enable the establishment of Biosafety Level 3 use within Safety Compatibility Zone 3, in direct conflict with the Safety Compatibility Policies of the SFO ALUCP, and is therefore inconsistent with these policies. Note that such use would not be restricted per the SFO ALUCP on the northerly portion of the site that is not located within a Safety Compatibility Zone.

- Biosafety Level 2 Use

Per SFO ALUCP Table IV-2, Safety Compatibility Criteria, Biosafety Level 2 Uses within Safety Compatibility Zone 3 are listed as a use that should be avoided, noting that the “Use is not fully compatible and should not be permitted unless no feasible alternative is available. Where use is allowed, habitable structures shall be provided with at least 50% more exits than required by applicable codes. Where the 50% factor results in a fraction, the number of additional exits shall be rounded to the next highest whole number.” Should Millbrae approve an amendment to allow Biosafety Level 2 uses within Safety Zone 3, the following provisions are recommended:

- *Prior to approval, the final land use decision-making body for the project (Millbrae City Council, Planning Commission, etc.) shall make specific findings that there is no feasible land use alternative for the site.*
- *The City of Millbrae shall ensure that any structure within the project that is located within Safety Zone 3 and that contains a use classified as biosafety level 2 shall be provided with at least 50% more exits than required by applicable codes.*

## **II. Requirements for Override of Determination of Inconsistency with ALUCP**

PUC Section 21675.1(d) provides that local agencies may override airport land use commission determinations. The override process has three steps:

1. The local agency must hold a public hearing on the proposed override action;
2. The local agency’s governing body must make specific findings that the proposed local action is consistent with the purposes of the airport land use commission statutes;

3. The local agency's governing body must approve the override action by a two-thirds vote; the override action must include adoption of the specific findings identified in Step 2, above.

A local agency override of an airport land use commission determination of inconsistency has two consequences:

1. The proposed land use action may proceed, subject to local agency review and permitting processes, as if it had been found consistent with the SFO ALUCP by the Board.
2. If a city or county overrides a decision of the airport land use commission relating to a publicly owned airport that is not operated by that city or county, the agency operating the airport "shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to override the commission's action or recommendation."

### ***San Francisco International Airport (SFO) Staff Comments***

Pursuant to standard practice, the project was referred to SFO Planning and Environmental Affairs staff for review, who provided detailed comments, included as **Attachment 5**. In summary, they note objection to the amendment as inconsistent with both the SFO ALUCP Safety Policies and the guidance provided in the *California Airport Land Use Planning Handbook*, note that there is no evidence provided to demonstrate that allowing such facilities within Safety Zone 3 would not pose an unacceptable risk to public safety by exposing residents and businesses in Millbrae to greater harm in the event of an aircraft emergency, and recommend that the ALUC determine that the proposed amendments are incompatible with the SFO ALUCP.

### ***Airport Land Use Committee Meeting***

The Airport Land Use Committee considered this request at its February 22, 2024 meeting, and recommended that it be determined inconsistent with the safety compatibility policies of the SFO ALUCP, based on the factor discussed above.

## **EQUITY IMPACTS AND CONSIDERATIONS**

The C/CAG Board of Directors is the designated Airport Land Use Commission for San Mateo County, which is mandated by State law to develop and administer ALUCPs for each airport in its jurisdiction. The overall purpose of developing ALUCP policies and procedures, and the companion ALUCP consistency review process, is to minimize the public's exposure to excessive noise and safety hazards while providing for the orderly expansion of airports. This planning effort is applied to all areas located within a geographic sphere known as the Airport Influence Area (AIA).

## **ATTACHMENTS**

1. Resolution 24-10

*The following attachments are available on the C/CAG website (See "Additional Agenda Materials") at: <https://ccag.ca.gov/committees/board-of-directors-2/>*

2. Application Materials
3. SFO ALUCP Exh. IV-9 Safety Compatibility Zones
4. SFO ALUCP Table IV-2 Safety Compatibility Criteria
5. SFO ALUCP Policy SP-3 Hazardous Uses
6. Comment letter from SFO Planning dated February 1, 2024

## RESOLUTION 24-10

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT A PROPOSED AMENDMENT TO THE MILLBRAE GENERAL PLAN TO MODIFY ALLOWABLE USES WITHIN THE GENERAL COMMERCIAL LAND USE DESIGNATION TO ADD LIFE SCIENCE AND RELATED BIOTECHNOLOGY-TYPE USES, INCLUDING BIOSAFETY LEVELS 1, 2 OR 3, ON PROPERTIES LOCATED EAST OF US 101 WITHIN SAFETY COMPATIBILITY ZONE 3, IS INCONSISTENT WITH THE SAFETY COMPATIBILITY POLICIES OF THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN FRANCISCO INTERNATIONAL AIRPORT.**

**RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), in its capacity as the San Mateo County Airport Land Use Commission, that,

**WHEREAS**, in accordance with the requirements of California Public Utilities Code Section 21676(b) a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP); and

**WHEREAS**, in 2022, the City of Millbrae submitted an update to its General Plan to the ALUC for a determination of consistency, and which was determined to be conditionally compatible with the SFO ALUCP; and

**WHEREAS**, the City of Millbrae is now considering an amendment to the General Plan Commercial Land Use category to modify allowable uses to add life science and related biotechnology-type uses, including those categorized as Biosafety Levels 1, 2 or 3, on properties located east of US 101, which are located within Safety Compatibility Zone 3 of the SFO ALUCP; and

**WHEREAS**, the affected parcels encompassed by the proposed amendment lie within Airport Influence Area (AIA) B for San Francisco International Airport, the area subject to formal CCAG/ALUC review, and accordingly, the City of Millbrae has referred the amendment to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP; and

**WHEREAS**, this airport land use plan consistency review is focused on safety compatibility issues since the proposed amendment does not address noise sensitive land uses nor change any development standards in the General Plan which were previously reviewed by the ALUC in 2022. Compatibility with the relevant safety compatibility policies is discussed below:

- a. The SFO ALUCP includes five sets of safety zones and identifies specific land uses which are either incompatible or should be avoided within each of these zones.
- b. Much of the property impacted by the proposed General Plan Amendment lies within Safety Compatibility Zone 3, the Inner Turning Zone (ITZ).
- c. The proposed amendment would allow establishment of Biosafety Level 2 and Biosafety

Level 3 uses within Safety Compatibility Zone 3.

- d. The compatibility criteria for safety are established in Table IV-2 of the SFO ALUCP:
  - 1) Biosafety Level 3 use is listed as incompatible within Safety Zone 3;
  - 2) Biosafety Level 2 use is listed as a use to avoid unless a determination is made that no feasible alternative is available, and only if defined structural mitigation measures are included.
- e. The General Plan Amendment authorizing Biosafety Level 3 use in Safety Zone 3 is in direct conflict with the Safety Policies of the SFO ALUCP and is therefore not consistent with these policies;  
and,

**WHEREAS**, at its February 22, 2024 meeting, based on the factors listed above, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the proposed amendment to Millbrae's General Plan be found inconsistent with the safety compatibility policies of the SFO ALUCP.

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that the proposed amendment to the Millbrae General Plan to modify allowable uses within the General Commercial Land Use Designation to add life science and related biotechnology-type uses, including Biosafety Levels 1, 2 or 3, on properties located east of US 101 within Safety Compatibility Zone 3 is inconsistent with the Safety Compatibility policies and criteria contained in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*.

**PASSED, APPROVED, AND ADOPTED, THIS 14<sup>TH</sup> DAY OF MARCH 2024.**

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*Davina Hurt, Chair*

## C/CAG AGENDA REPORT

Date: March 14, 2024

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 24-11 determining that proposed General Plan and Zoning Amendments related to four potential housing sites identified in the San Bruno Draft 2023-2031 Housing Element, situated within or adjacent to the Tanforan Shopping Center in San Bruno, are inconsistent with the Noise Compatibility Policies of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

(For further information please contact Susy Kalkin at [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

### RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, approve Resolution 24-11 determining that proposed General Plan and Zoning Amendments related to four potential housing sites identified in the San Bruno Draft 2023-2031 Housing Element, situated within or adjacent to the Tanforan Shopping Center in San Bruno, are inconsistent with the Noise Compatibility Policies of the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*.

### BACKGROUND/PROJECT DESCRIPTION

In November 2022, the ALUC reviewed the City of San Bruno Draft 2023-2031 Housing Element Update (Draft Housing Element) and adopted a resolution determining it to be inconsistent with the noise compatibility policies of the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP) due to its inclusion of housing opportunity sites located within the CNEL 70 dB aircraft noise contour, in direct conflict with SFO ALUCP noise compatibility policies. In January 2023, the City of San Bruno adopted a resolution overriding the ALUC determination.

The City of San Bruno continues in the process of updating its Housing Element for 2023 – 2031 planning period. Drafts of the Housing Element have been reviewed by the State Department of Housing and Community Development (HCD), with a third review pending. The Draft Housing Element identifies goals, policies, and programs to address existing and projected housing needs and includes a list of housing opportunity sites. The sites inventory included in the document, indicates how the city intends to accommodate the housing units, and includes adding a minimum of 1,050 housing units at the Tanforan sites (A.K.A. The Shops at Tanforan) located at 1150 El Camino Real and 1292 Huntington Ave., adding a minimum of 60 housing units at the San Bruno Pet Hospital site located at 1151 El Camino Real, and adding a minimum of 40 housing units at the dental office site

located at 1101 El Camino Real. All of the sites require a combination of either rezoning, a Specific Plan amendment, or amendments to a Planned Development District. The General Plan will also be amended to effectuate housing on these sites. The same sites were planned for housing in San Bruno's draft 2023-2031 Housing Element which was reviewed by the ALUC in November 2022. San Bruno is now proposing to change the general plan and zoning designations on these four sites to accommodate the identified housing units. All four sites are located within the CNEL 70dB Aircraft Noise Contour.

Site Address	Existing Land Use	Existing GP Land Use Designation	Proposed GP Land Use Designation	Existing Zoning and Height Limit	Proposed Zoning and Height Limit
1150 El Camino Real	Tanforan	Regional Commercial	Transit-Oriented Development	P-D 85 feet	P-D 85 feet
1292 Huntington Ave.	Tanforan	Transit-Oriented Development	Transit-Oriented Development	TOD-1 65 feet	P-D 85 feet
1151 El Camino Real	San Bruno Pet Hospital	Neighborhood Commercial	Transit-Oriented Development	C-N 35 feet	TOD 50 feet
1101 El Camino Real	Dental Office	High-Density Residential	Transit-Oriented Development	P-D 70 feet	P-D 70 feet

The City of San Bruno has referred these proposed amendments to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the SFO ALUCP, pursuant to California Public Utilities Code (PUC) Section 21676(b).

## DISCUSSION

### I. SFO ALUCP Consistency Evaluation

Three airport / land use compatibility factors are addressed in the SFO ALUCP that relate to the proposed general plan and zoning amendments. These include policies for: (a) noise compatibility, (b) safety compatibility, and (c) airspace compatibility. The following sections address each factor.

#### (a) Noise Compatibility

**Attachment 2a** shows that the four sites identified in the proposed amendments as being redesignated/rezoned to allow for residential use lie wholly within the CNEL 70 dB aircraft noise contour.

As outlined in SFO ALUCP Table IV-1 - *Noise/Land Use Compatibility Criteria*, **Attachment 3**, with a limited exception, residential land use is deemed “not compatible” in the CNEL 70-75 dB noise exposure contour range. [The exception applies to existing lots of record zoned for residential



use as of the effective date of the SFO ALUCP (November 8, 2012), which does not apply to the subject proposal.] In addition, SFO ALUCP Policy NP-4.4 clearly states: “The rezoning of land for residential use within the CNEL 70 dB contour shall be considered incompatible and inconsistent with this ALUCP.”

The proposed amendments are therefore incompatible and inconsistent with the SFO ALUCP noise compatibility policies.

### **(b) Safety Compatibility**

The SFO ALUCP includes safety zones and related land use compatibility policies and criteria.

**Attachment 2b** shows the subject parcels in relation to the safety compatibility zones. Sites 1 and 2 are located within Safety Zone 4 (Outer Approach / Departure Zone), and Sites 3 and 4 are not located within a safety zone. Per SFO ALUCP Table IV-2, *Safety Compatibility Criteria*, housing is a compatible use in Safety Zone 4. Therefore, the proposed amendments are consistent with the SFO ALUCP safety policies.

### **(c) Airspace Compatibility**

The SFO ALUCP airspace policies establish maximum heights for the compatibility of new structures, the need for compliance with federal regulations requiring notification of the Federal Aviation Administration (FAA) of certain proposed construction or alterations of structures, and address other incompatible site characteristics, especially as they pertain to building materials or features that reflect and create bright lights or glare or which may attract wildlife (ex. large flocks of birds), which can pose serious safety hazard to pilots and aircraft.

#### Structure Heights

Per SFO ALUCP Airspace Policy AP-3, in order to be consistent, the maximum height of a structure must be the lower of (1) the height shown on the critical aeronautical surfaces map (Exhibits IV-17 & IV 18), or (2) the maximum height determined by the FAA not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

As shown on Exhibit IV-17 of the SFO ALUCP, **Attachment 4**, the elevations of the critical aeronautical surfaces at the subject development sites range from approximately 125 to 145 feet above mean sea level (AMSL). Utilizing SFO’s online airspace tool it appears the allowable heights on the sites would not exceed the critical aeronautical surfaces, see **Attachment 5**. Additionally, per Exhibit IV-11, **Attachment 6**, development projects on any of these sites would require the filing of Form 7460-1 with the FAA and subsequent issuance of a Determination of No Hazard to Air Navigation.

#### Other Hazards

Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per Airspace Protection Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. As noted in the comment letter provided by SFO Planning staff due to the proximity of the subject development sites to the Airport, Airspace Protection Policies AP-1 through AP-4 of the SFO ALUCP are attached as reminders of incompatible site characteristics, especially as they pertain to building materials or features that reflect and create bright lights or glare, which can pose serious

safety hazard to pilots and aircraft. If any projects are constructed on the subject development sites, building materials and lighting should be selected and designed to minimize visual hazards to pilots.

Since San Bruno has not yet brought its General Plan and Zoning Ordinance into consistency with the SFO ALUCP, in accordance with ALUCP Policy GP-10.1, the city is required to submit all proposed development and land use policy actions that affect property within AIA B to the ALUC for a consistency determination before issuing any permits. Adherence to this requirement will ensure that future projects will comply with applicable Airspace Protection policies.

## **II. Requirements for Override of Determination of Inconsistency with ALUCP**

PUC Section 21675.1(d) provides that local agencies may override airport land use commission determinations. The override process has three steps:

1. The local agency must hold a public hearing on the proposed override action;
2. The local agency's governing body must make specific findings that the proposed local action is consistent with the purposes of the airport land use commission statutes;
3. The local agency's governing body must approve the override action by a two-thirds vote; the override action must include adoption of the specific findings identified in Step 2, above.

A local agency override of an airport land use commission determination of inconsistency has two consequences:

1. The proposed land use action may proceed, subject to local agency review and permitting processes, as if it had been found consistent with the SFO ALUCP by the Board.
2. If a city or county overrides a decision of the airport land use commission relating to a publicly owned airport that is not operated by that city or county, the agency operating the airport "shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to override the commission's action or recommendation."

## **III. Mitigation in Case of City of San Bruno Override**

If the City overrides the Board determination of inconsistency with the SFO ALUCP, it is recommended that the City of San Bruno require compliance with the following language in Table IV-1, Noise/Land Use Compatibility Criteria, footnote (a), of the SFO ALUCP:

Use must be sound insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources. The property owners shall grant an avigation easement to the City and County of San Francisco prior to issuance of a building permit for the proposed building or structure.

## San Francisco International Airport (SFO) Staff Comment Letter

SFO Planning and Environmental Affairs staff provided comments on the proposed amendments, included as **Attachment 5**. They note the airport does not support the proposed amendments/rezonings and urge San Bruno to abandon plans to introduce housing within the CNEL 70 dB contour, noting “Developing residential uses within the CNEL 70 dBA contour would expose residents to extreme and persistent noise from aircraft operations. Such exposure can result in adverse health effects including stress-related illnesses, high blood pressure, hearing loss, and sleep disruption.<sup>1</sup> This noise exposure is not mitigable for residential uses due to the nature of that development type, which is characterized by operable windows, access to open space, and other design elements which preclude effective mitigation.”

### Airport Land Use Committee

The Airport Land Use Committee discussed this item at its February 22, 2024 meeting, and recommended that it be determined inconsistent with the Noise Compatibility policies of the SFO ALUCP.

### EQUITY IMPACTS AND CONSIDERATIONS

The C/CAG Board of Directors is the designated Airport Land Use Commission for San Mateo County, which is mandated by State law to develop and administer ALUCPs for each airport in its jurisdiction. The overall purpose of developing ALUCP policies and procedures, and the companion ALUCP consistency review process, is to minimize the public’s exposure to excessive noise and safety hazards while providing for the orderly expansion of airports. This planning effort is applied to all areas located within a geographic sphere known as the Airport Influence Area (AIA).

### ATTACHMENTS

1. Resolution 24-11

*The following attachments are available on the C/CAG website (See “Additional Agenda Materials”) at: <https://ccag.ca.gov/committees/board-of-directors-2/>*

2. Application Materials
  - a. Proposed Housing Sites and SFO ALUCP Noise Exposure Contours
  - b. Proposed Housing Sites and SFO ALUCP Safety Zones
3. SFO ALUCP Table IV-1 – Noise/Land Use Compatibility Criteria
4. SFO ALUCP Exhibit IV-17 – Critical Aeronautical Surfaces
5. IALP Readouts – Airspace Protection
6. SFO Comment letter dated February 12, 2024

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<sup>1</sup> United States Environmental Protection Agency, Clean Air Act Title IV – Noise Pollution. Available online at <https://www.epa.gov/clean-air-act-overview/clean-air-act-title-iv-noise-pollution> .

## RESOLUTION 24-11

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT PROPOSED GENERAL PLAN AND ZONING AMENDMENTS RELATED TO FOUR POTENTIAL HOUSING SITES IDENTIFIED IN THE SAN BRUNO DRAFT 2023-2031 HOUSING ELEMENT SITUATED WITHIN OR ADJACENT TO THE TANFORAN SHOPPING CENTER IN SAN BRUNO ARE INCONSISTENT WITH NOISE COMPATIBILITY POLICIES OF THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN FRANCISCO INTERNATIONAL AIRPORT.**

**RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), in its capacity as the San Mateo County Airport Land Use Commission, that,

**WHEREAS**, in accordance with the requirements of California Public Utilities Code Section 21676(b) a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan; and

**WHEREAS**, in November 2022, the City of San Bruno referred its Draft 2023-2032 Housing Element Update to the C/CAG, acting as the Airport Land Use Commission (ALUC), for a determination of consistency with the relevant airport/land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP); and

**WHEREAS**, due to inclusion of housing opportunity sites within the CNEL 70 dB noise contour, in conflict with SFO ALUCP noise compatibility policies, the ALUC adopted Resolution 22-96, determining the Draft Housing Element to be incompatible with the SFO ALUCP; and

**WHEREAS**, San Bruno has now proposed amendments to change the general plan and zoning designations on four sites located within or adjacent to the Tanforan Shopping Center to accommodate the number of housing units identified in the draft Housing Element, and has referred the proposal to the ALUC for a determination of consistency with the SFO ALUCP; and

**WHEREAS**, three airport/land use compatibility factors are addressed in the SFO ALUCP that relate to the proposed general plan housing element amendment. These include policies for: (a) noise compatibility, (b) safety compatibility, and (c) airspace compatibility, as discussed below:

- a. Noise Compatibility - The four sites identified in the proposed amendments for redesignation/rezoning to allow for residential use lie wholly within the CNEL 70 dB aircraft noise contour. As outlined in SFO ALUCP Table IV-1 - Noise/Land Use Compatibility Criteria, with a limited exception, residential land use is deemed “not compatible” in the CNEL 70-75 dB noise exposure contour range. [The exception applies to existing lots of record zoned for residential use as of the effective date of the SFO ALUCP (November 8, 2012), which does not apply to the subject proposal.] In addition, SFO ALUCP Policy NP-4.4 states: “The rezoning of land for residential use within the CNEL 70 dB contour shall be considered incompatible and inconsistent with this ALUCP.”

The proposed amendments are therefore incompatible and inconsistent with the SFO ALUCP noise compatibility policies.

- b. Safety Compatibility - The SFO ALUCP includes safety zones and related land use compatibility policies and criteria. Sites 1 and 2, are located within Safety Zone 4 (Outer Approach / Departure Zone) and Sites 3 and 4 are not located within a Safety Zone. Per SFO ALUCP Table IV-2, *Safety Compatibility Criteria*, housing is a compatible use in Safety Zone 4. Therefore, the proposed amendments are consistent with the SFO ALUCP safety policies
- c. Airspace Compatibility - The SFO ALUCP airspace policies establish maximum heights for the compatibility of new structures, the need for compliance with federal regulations requiring notification of the Federal Aviation Administration (FAA) of certain proposed construction or alterations of structures, and address other incompatible site characteristics, especially as they pertain to building materials or features that reflect and create bright lights or glare or which may attract wildlife (ex. large flocks of birds), which can pose serious safety hazard to pilots and aircraft.

The elevations of the critical aeronautical surfaces at the subject development sites range from approximately 125 to 145 feet above mean sea level (AMSL). Utilizing SFO's online airspace tool it appears the allowable heights on the sites would not exceed the critical aeronautical surfaces. Additionally, per SFO ALUCP Exhibit IV-11, development projects on any of these sites would require the filing of Form 7460-1 with the FAA and subsequent issuance of a Determination of No Hazard to Air Navigation. Also, since San Bruno has not yet brought its General Plan and Zoning Ordinance into consistency with the SFO ALUCP, in accordance with SFO ALUCP Policy GP-10.1, the city is required to submit all proposed development and land use policy actions that affect property within AIA B to the ALUC for a consistency determination before issuing any permits, which will ensure that future projects will comply with applicable Airspace Protection policies.

**WHEREAS**, at its February 22, 2024 meeting, based on the factors listed above, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the proposed amendments be found inconsistent with the noise compatibility policies of the SFO ALUCP; and,

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that the proposed General Plan and Zoning Amendments related to four potential housing sites identified in the San Bruno Draft 2023-2031 Housing Element, situated within or adjacent to the Tanforan Shopping Center in San Bruno, are inconsistent with Noise Compatibility Policies of the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*.

**PASSED, APPROVED, AND ADOPTED, THIS 14<sup>TH</sup> DAY OF MARCH 2024.**

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*Davina Hurt, Chair*

## C/CAG AGENDA REPORT

Date: March 14, 2024

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and accept the C/CAG Single Audit Report for the Year Ended June 30, 2023

(For further information, contact Sean Charpentier at [scharpentier@smcgov.org](mailto:scharpentier@smcgov.org))

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### RECOMMENDATION

That the C/CAG Board review and accept the C/CAG Single Audit Report for the Year Ended June 30, 2023.

### FISCAL IMPACT

None.

### SOURCE OF FUNDS

Federal transportation funds.

### BACKGROUND

An independent Single Audit Report was performed on C/CAG for the year ended June 30, 2023. The Single Audit is specifically for the federal funds received. A Single Audit is required when an agency received \$750,000 or more in federal grant. In fiscal year 2023, C/CAG expended a total of \$2,548,489 in federal funds.

The auditor provided an opinion affirming that C/CAG complied, in all material respects, with the specified compliance requirements that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2023. The audit did not identify any deficiencies in internal control, or any significant deficiencies, or material weaknesses or instances of noncompliance material to the basic financial statements.

However, the auditor identified the following significant deficiency with subrecipient communication:

“Communication with the subrecipient includes the grant name and the total funds committed to the subrecipient, but does not disclose the portion that is federal funds, the federal awarding agency, or the assistance listing number and title.”

The relevant subrecipient agreement is the Safe Routes to School One Bay Area Grant Cycle 2 Agreement with the San Mateo County Office of Education (SMCOE).

Management's response is:

1. C/CAG has used the same language in the past agreements.
2. The language referenced the Federal funds.
3. To improve the communication on the nature of the federal funding and its associated requirements, C/CAG will ensure that future federal pass-through grant agreements include the following information and language:
  - a) The specific portion of funding that is federal funds, the Federal Awarding Agency, full funding amount and applicable Federal Project Number, listing number and title.
  - b) A portion of the funds included are federal funds, and the recipient is responsible for compliance with all relevant Federal requirements, including, but not limited to § 200.501 Audit requirements and 2 CFR § 200.332 Requirements for pass-through entities.

See page 10 of the audit for more details.

In addition to using the above language in future subrecipient agreements, C/CAG will include the above language in an amendment to the current Fiscal Year subrecipient agreement with the SMCOE.

The C/CAG Finance Committee reviewed the Single Audit report at their February 14, 2024 meeting. The Committee did not meet quorum to any take action. However, the Committee Members that attended had no issues with management's response.

#### **EQUITY IMPACTS AND CONSIDERATIONS**

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

#### **ATTACHMENT**

1. Single Audit Report for Year Ended June 30, 2023 (*The document is available on the C/CAG website (See "Additional Agenda Materials") at: <https://ccag.ca.gov/committees/board-of-directors-2/>*).

## C/CAG AGENDA REPORT

Date: March 14, 2024

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and approval of recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of December 31, 2023.

(For further information contact Kim Wever at [kwever@smcgov.org](mailto:kwever@smcgov.org))

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### RECOMMENDATION

That the C/CAG Board review and approve the recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of December 31, 2023.

### FISCAL IMPACT

Potential for higher or lower yields and risk associated with C/CAG investments.

### SOURCE OF FUNDS

The Investment portfolio includes all C/CAG funds held by the C/CAG Financial Agent (City of San Carlos).

### BACKGROUND

According to the C/CAG Investment Policy adopted on September 10, 2020:

*“The portfolio should be analyzed not less than quarterly by the C/CAG Finance Committee, and modified as appropriate periodically as recommended by the Finance Committee and approved by the C/CAG Board, to respond to changing circumstances in order to achieve the Safety of Principal.”*

The Finance Committee will seek to provide a balance between the various investments and maturities in order to give C/CAG the optimum combination of Safety of Principal, necessary liquidity, and optimal yield based on cash flow projections.

The LAIF Quarter Ending 12/31/23 net interest earning rate is 3.81%  
 San Mateo County Pool Quarter Ending 12/31/23 net interest earning rate is 3.44%

The LAIF’s average life is 230 days, or 0.63 of a year. San Mateo County Pool’s current average maturity of the portfolio is 1.60 years with an average duration of 1.46 years.



On November 14, 2013 the C/CAG Board approved the following C/CAG investment portfolio parameters:

Local Agency Investment Fund (LAIF)	50% to 70%
San Mateo County Investment Pool (COPOOL)	30% to 50%

On December 2, 2020, the Finance Committee reviewed the investment portfolio and noted the increasing gap between the quarterly interest rate and the net of administrative fees of the LAIF and the COPOOL, with LAIF lagging behind the COPOOL. The Finance Committee recommended no change to the investment portfolio, but guided staff to target LAIF investments to 60% allocation and increase COPOOL investments to 40% allocation dependent upon the changes of the interest rate. On December 10, 2020, the C/CAG Board approved of no change to the range of limits to the C/CAG investment portfolio and approved the Finance Committee's recommendation for staff to target LAIF investments to 60% allocation and increase COPOOL investments to 40% allocation dependent upon the changes of the interest rate.

**Investment allocation between LAIF and COPOOL:**

	C/CAG BOARD APPROVED IN 2013	FINANCE COMMITTEE GUIDANCE ON 12/2/2020
LAIF	50% to 70%	60%
COPOOL	30% to 50%	40%

On February 14, 2024, the Finance Committee reviewed the investment portfolio. The Committee did not meet quorum and did not take any action. However, the Committee Members that attended agreed that no change was needed to the investment portfolio.

The investment portfolio as of December 31, 2023 is as follows:

	9/30/2023		12/31/2023	
	Amount	Percent	Amount	Percent
LAIF	\$16,787,787	60%	\$15,478,855	60%
COPOOL	\$11,204,132	40%	\$10,341,684	40%
Total	\$27,991,919	100%	\$25,820,539	100%

Staff recommends the C/CAG Board to review and approve the recommendation of no change to the investment portfolio and accept the Quarterly Investment Reports as of December 31, 2023 (Attachment 1). Attachment 2 is an information only summary report that provides an overview on the market and investment statements.

## **EQUITY IMPACTS AND CONSIDERATIONS**

C/CAG Investment Policy supports investment in authorized issuers that display adherence to strong environmental, social and governance (ESG) principles, including but not limited to, environmental sustainability, social and economic justice, and good corporate governance.

**ATTACHMENT**

1. Quarterly Investment Report as of December 31, 2023 from San Carlos Financial Services Manager
2. C/CAG Investment Portfolio Performance and Composition 4Q 2023

**C/CAG**  
**CITY/COUNTY ASSOCIATION OF GOVERNMENTS**  
 Of San Mateo County

## Board of Directors Agenda Report

**To: Sean Charpentier, Executive Director**  
**From: Paul Harris, Financial Services Manager**  
**Date: January 31, 2023**

**SUBJECT: Quarterly Investment Report as of December 31, 2023**

**RECOMMENDATION:**

It is recommended that the C/CAG Board review and accept the Quarterly Investment Report.

**ANALYSIS:**

The attached investment report (Attachment 1) indicates that on December 31 2023, funds in the amount of \$25,820,539 were invested producing a weighted average yield of 3.66%. Of the total investment portfolio, 60.0% of funds were invested in the Local Agency Investment Fund (LAIF) and 40.0% in the San Mateo County Investment Pool (COPool). On December 2, 2020, the Finance Committee reviewed the investment portfolio and noted the increasing gap between the quarterly interest rate, net of administrative fees, of LAIF and the COPool, with LAIF lagging behind the COPool. The Finance Committee recommended no change to the investment portfolio, but guided Staff to target LAIF investments to 60% allocation and increase COPool investments to 40% allocation dependent upon the changes of the interest rate. These percentages are within the range specified by the C/CAG Board. The portfolio mix reflects the Board approved percentage invested in the County Investment Pool and LAIF. Accrued interest earnings for this quarter totaled \$263,216.

Below is a summary of the changes from the prior quarter:

	<b>Qtr Ended 12/31/2023</b>	<b>Qtr Ended 9/30/2023</b>	<b>Increase (Decrease)</b>
Total Portfolio	\$ 25,820,539	\$ 27,991,919	\$ (2,171,380)
Weighted Average Yield	3.66%	3.34%	0.32%
Accrued Interest Earnings	\$ 263,216	\$ 228,620	\$ 34,596

There was a decrease of \$2.2 million in the portfolio balance at the end of this quarter compared to the previous quarter mainly due to the timing of cash receipts offset by expenses for Measure M, Bay Area Air Quality, Congestion Relief and Management, Express Lane and Smart Corridor. The higher quarterly interest rate resulted in higher interest earnings.

Historical cash flow trends are compared to current cash flow requirements on an ongoing basis to ensure that C/CAG's investment portfolio will remain sufficiently liquid to meet all reasonably anticipated operating requirements. As of December 31, 2023, the portfolio contains sufficient liquidity to meet the next six months of expected expenditures by C/CAG. All investments are in compliance with the Investment Policy. Attachment 2 shows a historical comparison of the portfolio for the past nine quarters.

The primary objective of the investment policy of C/CAG remains to be SAFETY OF PRINCIPAL. The permitted investments section of the investment policy also states:

*Local Agency Investment Fund (LAIF) which is a State of California managed investment pool, and San Mateo County Investment pool, may be used up to the maximum permitted by California State Law. A review of the pool/fund is required when they are part of the list of authorized investments.*

The Investment Advisory Committee has reviewed and approved the attached Investment Report.

Attachments

- 1 – Investment Portfolio Summary for the Quarter December 31, 2023
- 2 – Historical Summary of Investment Portfolio

## CITY &amp; COUNTY ASSOCIATION OF GOVERNMENTS

SUMMARY OF ALL INVESTMENTS  
For Quarter Ending December 31, 2023

Category	Quarterly Interest Rate**	Historical Book Value	% of Portfolio	GASB 31 ADJ Market Value
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**Liquid Investments:**

Local Agency Investment Fund (LAIF)	3.81%	15,478,855	60%	15,378,910
San Mateo County Investment Pool (COPOOL)	3.44%	10,341,684	40%	10,211,068

**Agency Securities**

none

<b>Total - Investments</b>	<b>3.66%</b>	<b>25,820,539</b>	<b>100%</b>	<b>25,589,978</b>
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<b>GRAND TOTAL OF PORTFOLIO</b>	<b>3.66%</b>	<b>\$ 25,820,539</b>	<b>100%</b>	<b>\$ 25,589,978</b>
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<b>Total Interest Earned This Quarter</b>	<b>263,216</b>
<b>Total Interest Earned (Loss) Fiscal Year-to-Date</b>	<b>491,836</b>

**Note: CCAG Board approved the following investment portfolio mix at its November 14, 2013 meeting:**

LAIF - 50% to 70%

COPOOL - 30% to 50%

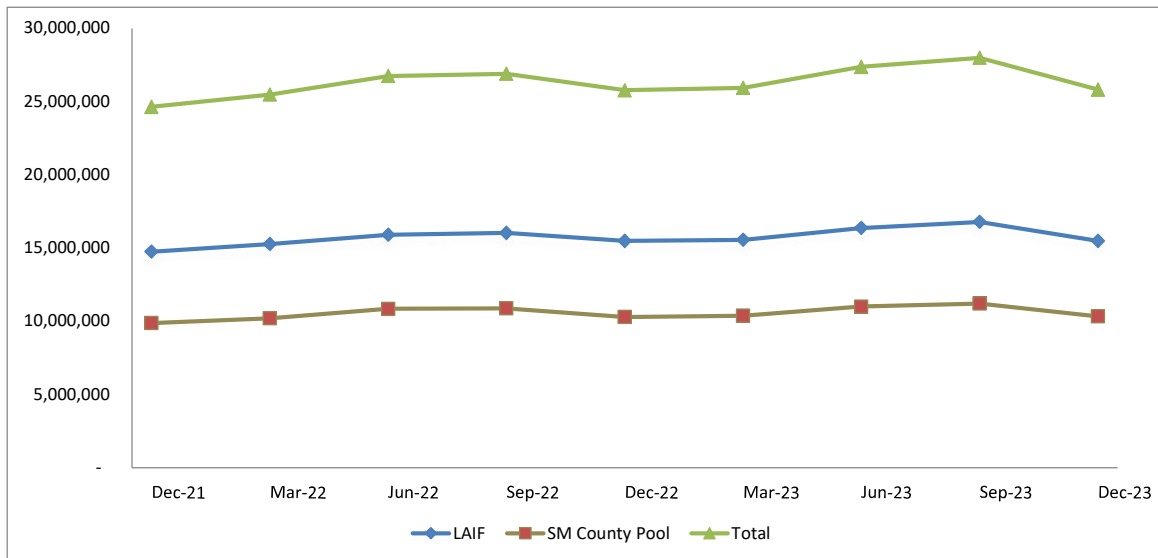
On December 2, 2020, the Finance Committee reviewed the investment portfolio and noted the increasing gap between the quarterly interest rate, net of administrative fees, of LAIF and the COPOOL, with LAIF lagging behind the COPOOL.

The Finance Committee recommended no change to the investment portfolio, but guided Staff to target LAIF investments to 60% allocation and increase COPOOL investments to 40% allocation dependent upon the changes of the interest rate.

\*Difference in value between Historical Value and Market Value may be due to timing of purchase. Investments in the investment pools may have been purchased when interest rates were lower or higher than the end date of this report. As interest rates increase or decrease, the value of the investment pools will decrease or increase accordingly. However, interest rate fluctuations does not have any impact to CCAG's balance in the investment pools. The market values are presented as a reference only.

\*\*Presented net of administrative fees

**City and County Association of Governments**  
**Historical Summary of Investment Portfolio**  
**December 31, 2023**



*Note: The chart type has been changed from Column to Line after receiving feedback from CCAG's Finance Committee*

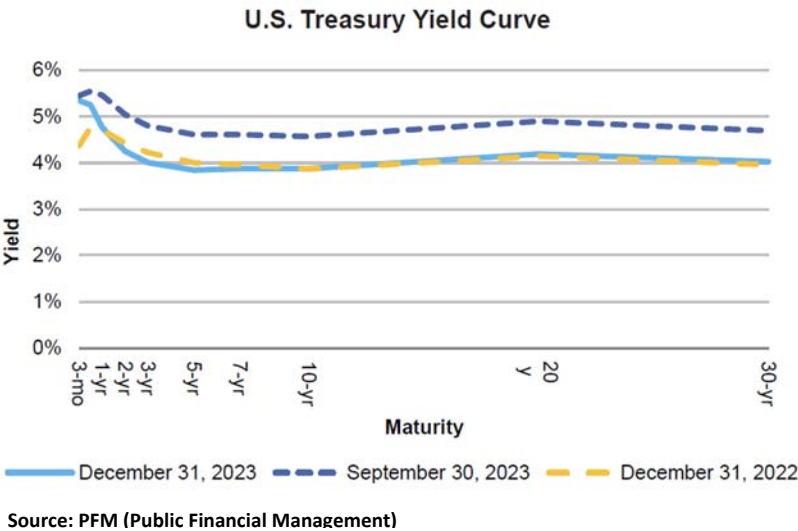
**City/County Association of Governments Investment Portfolio**

	<b>Dec-21</b>	<b>Mar-22</b>	<b>Jun-22</b>	<b>Sep-22</b>	<b>Dec-22</b>	<b>Mar-23</b>	<b>Jun-23</b>	<b>Sep-23</b>	<b>Dec-23</b>
LAIF	14,754,699	15,263,178	15,900,010	16,028,660	15,480,103	15,558,262	16,365,013	16,787,787	15,478,855
SM County Pool	9,881,668	10,203,262	10,849,975	10,877,624	10,288,794	10,384,089	10,997,275	11,204,132	10,341,684
Total	24,636,367	25,466,440	26,749,985	26,906,284	25,768,897	25,942,350	27,362,289	27,991,919	25,820,539

C/CAG Investment Portfolio Performance and Composition 4Q 2023  
Report Created for Finance Committee Meeting February 14, 2024

Capital Markets Summary 4Q 2023

Following on a volatile 2022, with the Federal Reserve working to stem inflation, 2023 reversed course as the Fed moved to a less restrictive policy. The bright outlook came as inflation slowed, labor markets were stable and consumer confidence improved. The S&P 500 rallied up 11.7% in the fourth quarter buoyed by the prospect of a soft economic landing and slight declined in interest rates. The market was led by financials and the technology sector as prospects for artificial intelligence interested investors. For the year, domestic stocks were up 24.2% and outpaced international equity markets. Bond markets were stable.

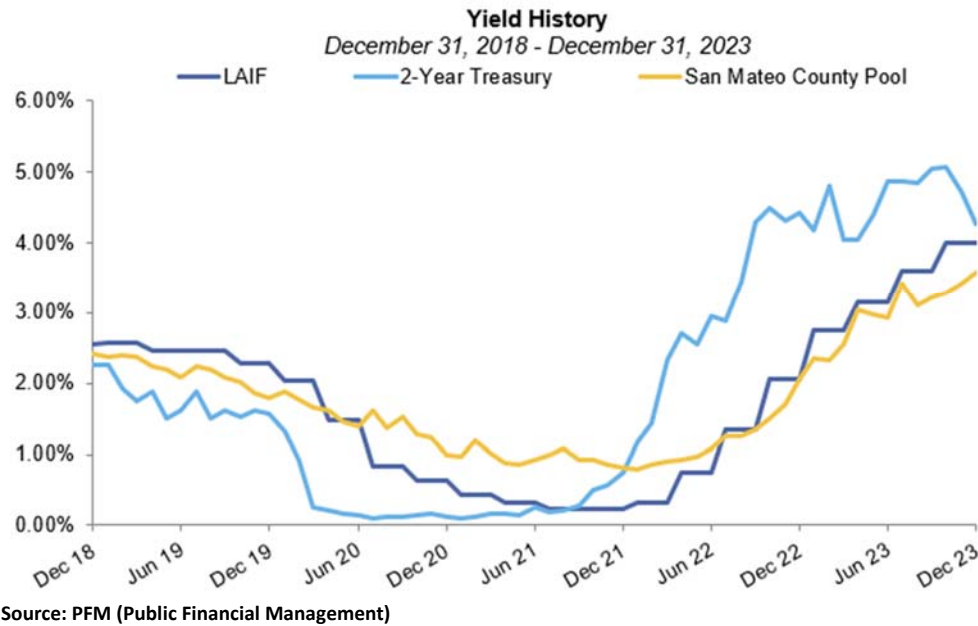


U.S. Treasury Yields					
Maturity	Dec '23	Sep '23	Change over Quarter	Dec '22	Change over Year
3-Month	5.34%	5.45%	(0.11%)	4.37%	0.97%
1-Year	4.77%	5.46%	(0.69%)	4.71%	0.06%
2-Year	4.25%	5.05%	(0.80%)	4.43%	(0.18%)
5-Year	3.85%	4.61%	(0.76%)	4.01%	(0.16%)
10-Year	3.88%	4.57%	(0.69%)	3.88%	0.00%
30-Year	4.03%	4.70%	(0.67%)	3.97%	0.06%

Source: Bloomberg.

US Treasury Yield Curve & US Treasury Yields Over Time

Throughout 2023, the yield on the benchmark 10-Year Treasury note traded in a tight range of between 3.31% in April to 4.99% in October. There was a strong rally in the last ten weeks of the year, this left the yield curve relatively unchanged for the year. This rally was so strong that the Bloomberg US Aggregate Bond Index rose 8.9% in the short time. The yield curve also remained inverted with short-term Treasury bonds of under 2 years significantly higher than the longer-term securities. The yields of LAIF and Co-pool also converged closer at the end of the year. The 2-Year Treasury concluded the year at 4.25%.



Portfolio Performance 4Q 2023

The C/CAG investment portfolio returns for the fourth quarter of 2023 were nearly identical with 3.81% for LAIF and 3.44% for the CoPool Fund. This is a result of the convergence of the effectively monthly yields. The LAIF pool’s slightly shorter duration compared the CoPool tipped the overall return in their direction. The total C/CAG portfolio asset allocation at the end of the third quarter was 60% to LAIF and 40% to the CoPool Fund, which is within the stated investment policy allocation ranges.

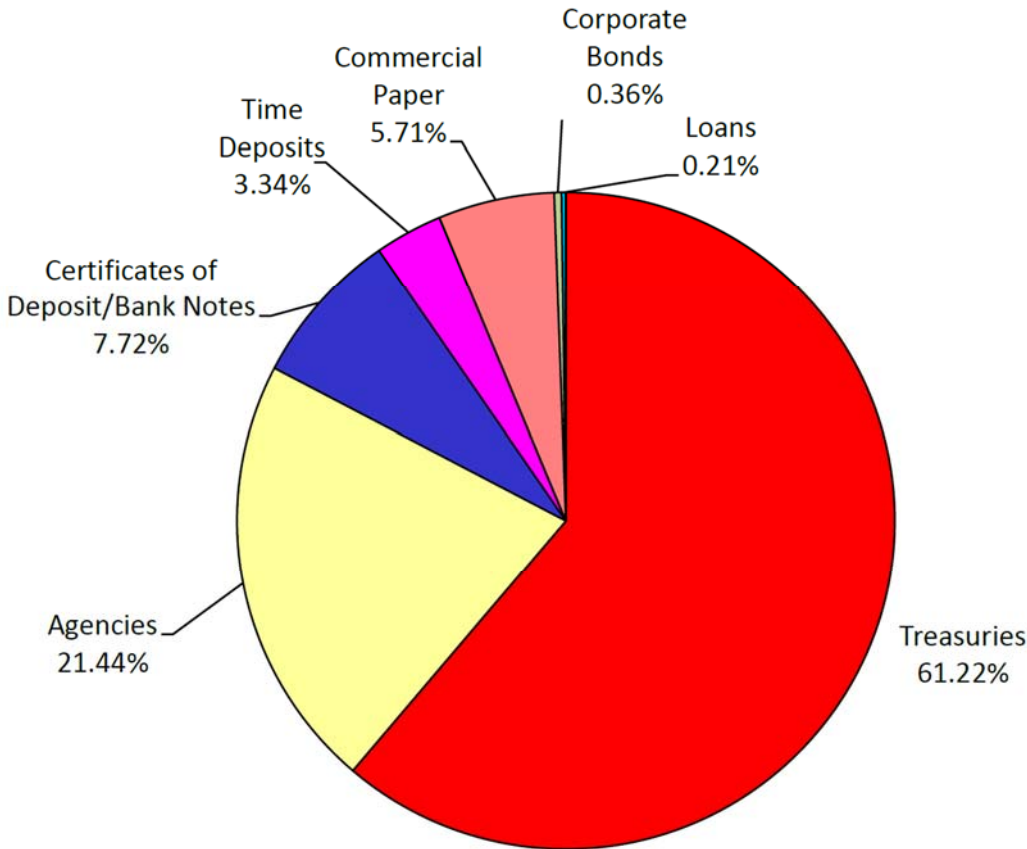
LAIF

PMIA Average Monthly Effective Yields:

October 2023	3.670
November 2023	3.843
December 2023	3.929

PMIA Quarter to Date: 3.81%                      PMIA Average Life: 230 days or 0.63 years

Portfolio Composition Pie Chart:



Source: PMIA/LAIF Performance Report as of 1/17/2024

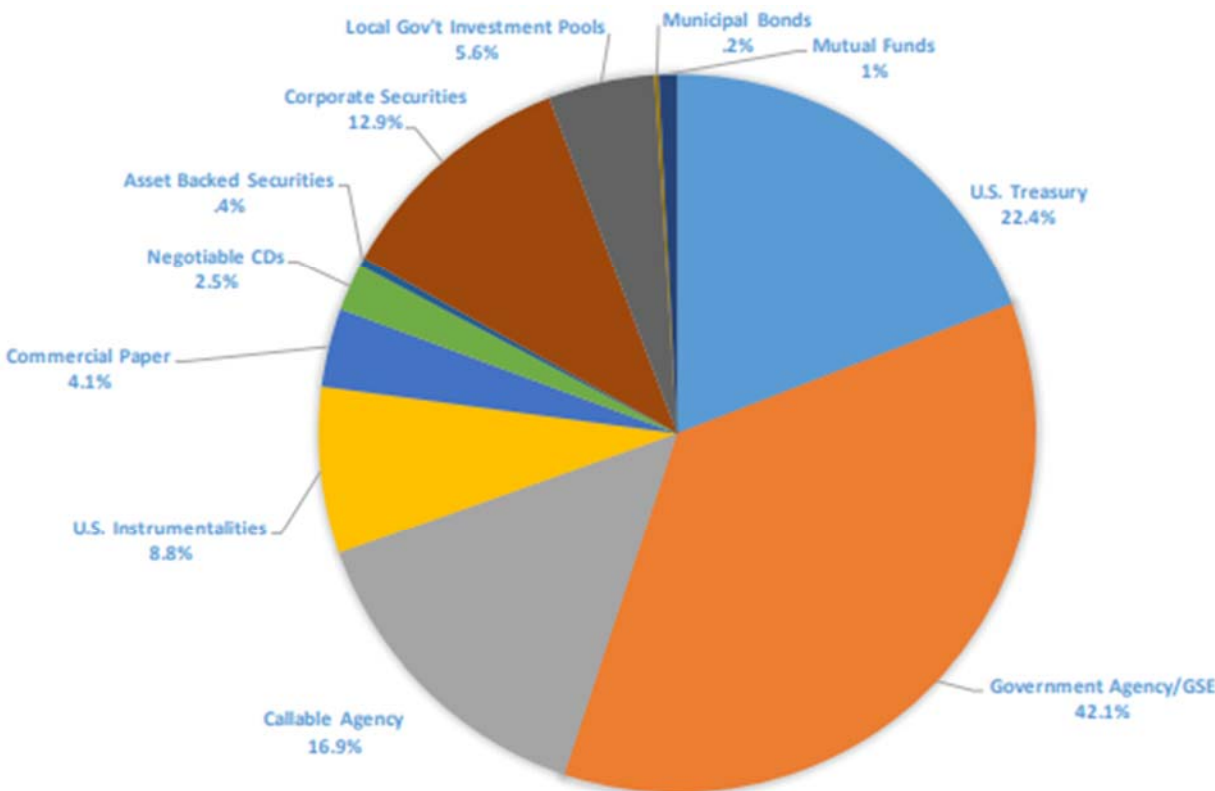
COPOOL

PMIA Average Monthly Effective Yields:

October 2023	3.283
November 2023	3.417
December 2023	3.577

PMIA Quarter to Date: 3.435%                      PMIA Average Duration: 1.46 years

Portfolio Composition Pie Chart:



Source: San Mateo County Investment Portfolio Compliance Report December 2023



## C/CAG AGENDA REPORT

Date: March 14, 2024

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 24-12 authorizing the approval of Fiscal Year 2024/25 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund

(For further information, contact Kim Wever at [kwever@smcgov.org](mailto:kwever@smcgov.org))

### RECOMMENDATION

That the C/CAG Board reviews and approves Resolution 24-12 authorizing the approval of Fiscal Year 2024/25 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund for San Mateo County.

### FISCAL IMPACT

The total estimated funding amount is \$1,692,481. Of the \$1.69M, an estimated amount of \$52,481 will be used for program administration, and approximately \$1,640,000 can be allocated to projects.

### SOURCE OF FUNDS

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety Code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the Transportation Fund for Clean Air (TFCA) funds. They are used to implement projects that reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds. For San Mateo County, C/CAG has been designated as the administrating agency to receive the funds.

### BACKGROUND

The Air District had issued a TFCA 40% Fund Expenditure Plan Guidance (Guidance) for the funding covering Fiscal Year 2024/25. Cost Effectiveness (C-E), as defined in the Guidance, is used as screening criteria for all projects considered for allocation under the TFCA program. For instance, ridesharing projects must result in a C-E of less than \$150,000 per weighted ton of reduced emissions. Existing First and Last Mile Connection (Shuttles) must show a C-E of less than \$200,000 per weighted ton of reduced emissions.

For the past several years, C/CAG has allocated the TFCA funds to projects implemented by Commute.org. Historically, funds were provided to Commute.org to help fund the BART Shuttle Program, which provide peak commute period shuttle service from BART stations to employment

sites in San Mateo County. In addition to the BART Shuttle Program, funds were provided to Commute.org cover costs associated with the Countywide Voluntary Trip Reduction Program. The program aims to reduce single occupant vehicle trips and provides funding for the countywide Guaranteed Ride Home program.

In March 2023, the C/CAG Board adopted Resolution 23-26 approving the FY 2023/24 Expenditure Plan, which funded the Commute.org’s Countywide Voluntary Trip Reduction Program and BART Shuttle Program, C/CAG’s Shared Micromobility Pilots, and City of Pacifica’s Sharp Park Priority Development Area Pedestrian Improvement Project. In November 2023, City of Pacifica staff prepared the Sharp Park Project cost-effective (C-E) worksheet and found that the Project’s C-E ratio did not meet the Air District’s required threshold of \$500,000 per weighted ton of reduced emission. As a result, the Sharp Park Project is not eligible for TFCA funds. In December 2023, the C/CAG Board adopted 23-106 terminating the TFCA Agreement with the City of Pacifica, and replacing the TFCA grant funds of \$358,247 with Measure M Safe Routes to School funds. The FY 2023/24 Expenditure Plan is summarized in the table below.

	<b>FY 2023/24 TFCA Funds</b>
Administration	\$65,364
Commute.org - Countywide Voluntary Trip Reduction Program	\$600,000
Commute.org - BART Shuttle	\$46,400
C/CAG – Shared Micromobility Pilots	\$300,000
City of Pacifica – Sharp Park Priority Development Area Pedestrian Improvement Project ( <i>Canceled</i> )	\$358,247
Total	\$1,370,011

***FY 2024/25 Funding Recommendations***

For FY 2024/25, the Air District estimated that San Mateo County will receive a total of \$1,692,481 in TFCA funding (\$1.04M in new funds and \$0.65M from the reprogramming of underbudgeted and canceled projects) . An amount of \$52,481 is budgeted for grant administration purpose, with the remaining \$1,640,000 available for projects.

For this cycle, staff recommends continuing to fund Commute.org programs based on its countywide reach and effective collaboration with employers and stakeholders to offer alternative commute options. It is recommended that Commute.org receives an allocation up to \$600,000 for the Countywide Trip Reduction Program. Staff also proposes directing up to \$40,000 for the BART Shuttle Program to offer employees a convenient way to get to job sites from transit hubs. Commute.org anticipates additional contribution from private employers to fully fund the shuttle program. Both projects are expected to meet the Air District’s cost effectiveness ratio.

For the remaining \$1M, staff recommends allocating the funds to projects with a focus on active transportation and/or first and last mile innovative solutions. Staff is currently exploring the following options:

- Leverage the grant funds as local match for a USDOT Safe Streets for All (SS4A) grant application to implement safety countermeasure projects and strategies that have been identified in the San Mateo Countywide Local Roadway Safety Plan (LRSP). Although the plan is currently in its draft form, staff would like to discuss potential strategies on how to structure a countywide application including all eligible/interested jurisdictions given the fast-approaching due date of grant proposals this summer.
- Fund the top two to three eligible projects identified in the San Mateo Countywide Local Roadway Safety Plan (LRSP).
- Conduct a limited Call for Projects.

A summary of the current Fiscal Year 2024/25 TFCA 40% fund recommendation is shown below:

	Estimated <b>FY 2024/25</b> TFCA Funds
Administration	\$52,481
Commute.org - Countywide Voluntary Trip Reduction Program	\$600,000
Commute.org - BART Shuttle	\$40,000
Other Projects to be determined	\$1,000,000
Total	\$1,692,481

These funding recommendations are subject to the submission of an acceptable work plan and C-E calculations worksheet.

The recommended Fiscal Year 2024/25 Expenditure Plan for TFCA County Program Manager Fund was brought to the Congestion Management Program Technical Advisory Committee (TAC) and the Congestion Management and Environmental Quality Committee (CMEQ). At their February 15, 2024 meeting, the TAC reviewed the funding proposal, and recommended approval of the Fiscal Year 2024/25 Expenditure Plan. At their February 26, 2024 meeting, the CMEQ Committee did not have quorum and did not take action. However, the present CMEQ Committee Members did not have issues on the recommended Fiscal Year 2024/25 Expenditure Plan. Both Committees also reviewed and provided feedback on the options for “Other Projects to be determined”. Project sponsors and staff will prepare detailed project scope(s) in the next couple months, and project concepts will be brought back to the Committees and then the C/CAG Board for approval.

Staff requests that the C/CAG Board reviews and approves the Fiscal Year 2024/25 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund.

## **EQUITY IMPACTS AND CONSIDERATIONS**

Funding allocated through this program serves to benefit all community members by facilitating the implementation of projects aimed at reducing air pollution from motor vehicles. Among the options being considered within the “other projects to be determined” category is the San Mateo Countywide LRSP. The comprehensive Plan encompasses various locations within an MTC Equity Priority Community and the C/CAG Equity Focus Areas.

## **ATTACHMENTS**

1. Resolution 24-12

## RESOLUTION 24-12

### **A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE APPROVAL OF THE FISCAL YEAR 2024/25 EXPENDITURE PLAN FOR THE TRANSPORTATION FUND FOR CLEAN AIR (TFCA) 40% FUND FOR SAN MATEO COUNTY**

**WHEREAS**, the City/County Association of Governments has been designated the Transportation Fund for Clean Air (TFCA) Program Manager for San Mateo County; and

**WHEREAS**, the Board of Directors of the City/County Association of Governments has approved certain projects and programs for funding through San Mateo County's 40 percent local share of Transportation Fund for Clean Air (TFCA) revenues; and

**WHEREAS**, the total TFCA funds available from the Bay Area Quality Management District in Fiscal Year 2024/25 for San Mateo County is \$1,692,481, including an amount of \$52,481 for program administration purposes; and

**WHEREAS**, C/CAG will act as the Program Manager for \$1,640,00 of TFCA funds; and

**WHEREAS**, C/CAG plans to allocate up to \$600,000 of TFCA 40 percent funds to the Peninsula Traffic Congestion Relief Alliance (Commute.org) for the Countywide Voluntary Trip Reduction Program; and

**WHEREAS**, C/CAG plans to allocate up to \$40,000 of TFCA 40 percent funds to the Peninsula Traffic Congestion Relief Alliance (Commute.org) for the BART Shuttle Program; and

**WHEREAS**, C/CAG plans to allocate remaining \$1,000,000 of TFCA 40 percent funds for other projects. Project scopes may include, but not limited to, those that focus on active transportation. Detailed project scopes will be defined further and brought back to the Board for approval;

**WHEREAS**, the projects included in this expenditure plan will be evaluated using the cost-effectiveness worksheet provided by the Bay Area Air Quality Management District to determine whether or not they meet the required cost-effectiveness threshold. All proposed expenditures will be consistent with the *Clean Air Plan* and Section 44241(b) of the California Health and Safety Code.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Executive Director is authorized to certify and submit the Fiscal Year 2024/25 Expenditure Plan for the TFCA 40 percent Fund for San Mateo County to the Bay Area Air Quality Management District.

**PASSED, APPROVED, AND ADOPTED THIS 14<sup>th</sup> DAY OF MARCH 2024.**

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*Davina Hurt, Chair*

## C/CAG AGENDA REPORT

**DATE:** March 14, 2024

**TO:** City/County Association of Governments of San Mateo County Board of Directors

**FROM:** Sean Charpentier, Executive Director

**SUBJECT:** Election of a C/CAG Chairperson and a C/CAG Vice Chairperson

(For further information, contact Sean Charpentier at [scharpentier@smcgov.org](mailto:scharpentier@smcgov.org))

---

### RECOMMENDATION:

That the C/CAG Board of Directors elect a Chairperson and a Vice Chairperson.

### FISCAL IMPACT:

None.

### BACKGROUND/DISCUSSION:

In accordance with C/CAG bylaws, officers of the Board of Directors shall consist of a Chairperson, and a Vice Chairperson. The Chairperson and Vice Chairperson shall be elected from among the nominees by the Board of Directors at the March meeting to serve for a term of twelve (12) months commencing on April 1. There shall be a two-term limit for each office. That is, a member may not serve more than two consecutive terms as the Chairperson, and not more than two consecutive terms as Vice Chairperson.

In accordance with C/CAG bylaws, there shall be a two-term limit for each office. That is, a member may not serve more than two consecutive terms as the Chairperson, and not more than two consecutive terms as Vice Chairperson.

The bylaws further states that nomination of officers of the Board of Directors shall be made from the floor only at the regular February Board meeting. Nominations shall be made only by voting members of the Board of Directors. This procedure is to allow time for the candidates to provide the Board Members with background information to assist them in casting their votes.

At the February 8, 2024 Board meeting, Board member Adam Rak was nominated for Chairperson; Board member Michael Salazar was nominated for Vice Chairperson.

Election of the Chairperson shall precede election of the Vice Chairperson. The voting shall be public. The April C/CAG Board packet will include a proclamation recognizing Davina Hurt's service as the Chair.

### EQUITY IMPACTS AND CONSIDERATIONS

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

**ATTACHMENTS:**

Attachment 1: Background information for Board member Adam Rak, City of San Carlos

Attachment 2: Background information for Board member Michael Salazar, City of San Bruno

CITY OF SAN CARLOS  
CITY COUNCIL



600 ELM STREET  
SAN CARLOS, CA 94070  
(650) 802-4219  
CITYOFSANCARLOS.ORG

C/CAG of San Mateo County  
c/o Mima Crume  
555 County Center Fifth Floor  
Redwood City, CA 94063

February 26, 2024

Dear C/CAG Board of Directors:

I am writing to submit this letter as a formal indication of my interest in the position of Chair of the C/CAG Board of Directors.

I am currently in my sixth year as a member of the Board and have worked with my colleagues to support the important mission of C/CAG. I am an active member, currently serving as Chair of the Legislative Committee and Vice Chair of the Finance Committee. I have also served on the Airport Land Use Commission. C/CAG's mission to improve quality of life for our residents through its work on transportation, air quality, stormwater runoff, airport land use compatibility, and hazardous waste is critical to the future of San Mateo County. In addition to my service on C/CAG, I chair the South Bayside Waste Management Authority Board and also serve on the One Shoreline Board.

I am excited about our strategic planning efforts currently underway and look forward to working with all of you to ensure that C/CAG can continue to have a positive impact on the people and the businesses of San Mateo County.

Thank you for your support and I would be honored to earn your vote for the position of Chair. We have a strong board and an excellent staff and together we can ensure the success of our organization.

Regards,

Adam Rak  
Legislative Chair, C/CAG  
City of San Carlos Council Member





## CITY OF SAN BRUNO

Michael Salazar  
Vice Mayor

March 1, 2024

C/CAG of San Mateo County  
c/o Mima Guilles  
555 County Center Fifth Floor  
Redwood City, CA 94063

Re: Letter Seeking Appointment to Vice Chair of C/CAG Board

Honorable C/CAG Directors:

It is my pleasure to submit this letter of interest accepting my nomination to the Vice Chair position of City/County Association of Governments of San Mateo County (C/CAG). I am truly humbled and honored by your support.

Over the past few years, I have enjoyed working and learning from all of my colleagues on the C/CAG board. I am committed to preserving our environment of collaboration and partnership. I will also remain committed to the principles we have collectively developed as we continue our work of making our region the best it can be.

I have served my community in San Bruno for 12 years and represented my city on the C/CAG board for 4 years. During my time as the C/CAG representative, I have also served on the Legislative Committee and the Express Lanes Joint Powers Authority Board. I hope to continue my service to our community and respectfully ask for your support in electing me to the position of Vice Chair.

Sincerely,

Michael Salazar  
Vice Mayor  
City of San Bruno

## C/CAG AGENDA REPORT

Date: March 14, 2024

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sean Charpentier, Executive Director

Subject: Presentation on C/CAG Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program.

(For further information or response to questions, contact Kim Springer [kspringer@smcgov.org](mailto:kspringer@smcgov.org))

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### RECOMMENDATION

That the C/CAG Board receive a presentation on C/CAG Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program for discussion and comment.

### FISCAL IMPACT

\$531,180 with a local match in the amount of \$68,820.

### SOURCE OF FUNDS

Funds in the amount of \$531,180 come from an existing FY2022-23 Sustainable Communities Planning Grant from Caltrans. Matching funds are provided through staff time provided in the development of the C/CAG Vehicle Miles Traveled/Greenhouse Gas Model Mitigation Program project.

### BACKGROUND

Senate Bill 743 (SB 743), and other legislation, altered transportation impact analysis under the California Environmental Quality Act (CEQA). This change shifted the definition of a transportation impact from traffic congestion (often measured by intersection level of service, or LOS) to the overall amount of travel occurring by private automobile (measured by VMT). When transportation impacts are measured by congestion and LOS, typical mitigation measures aim to reduce congestion through physical roadway improvements such as adding roadway widening, or through operational improvements, such as adding new traffic signals or turn lanes.

In contrast, mitigation measures for VMT impacts involve reducing the number and/or the length of automobile trips, often through encouraging the use of other modes by improving the bicycle and pedestrian network, expanding transit services, offering financial incentives for using non-automobile modes, or changing land use patterns to promote walkability.

In response to these CEQA changes, C/CAG initiated a few projects to support San Mateo County cities and project developers/sponsors. The first was the development of C/CAG's VMT Estimation

Tool<sup>1</sup> for cities to help estimate the VMT generated by land use projects and the effectiveness of TDM measures as VMT mitigation. The VMT Tool was supplemented with a white paper providing guidance on how to establish local CEQA requirements that are consistent with SB 743, including policies related to VMT mitigation.<sup>2</sup> The second response was to seek out funding to create a model mitigation program that provides cities guidance on how to establish a legally defensible local VMT/GHG mitigation program. This model program would include example mitigation actions and data supporting their effectiveness at reducing VMT/GHG, their cost, and implementation considerations in San Mateo County. After two consecutive proposals from C/CAG to Caltrans for funds to develop a Model, under the Caltrans Sustainable Communities Planning Grant, C/CAG was awarded funds for the project.

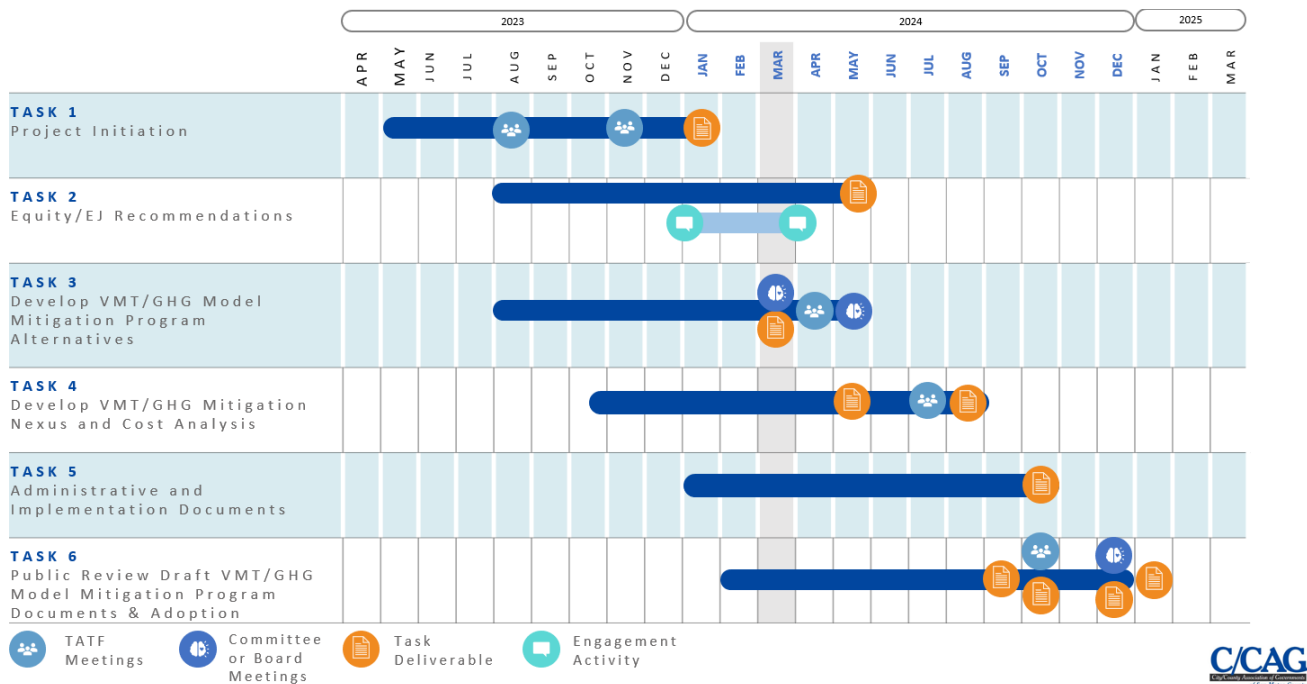
On May 12, 2022, the C/CAG Board adopted Resolution 22-29 authorizing the C/CAG Executive Director to execute an agreement between C/CAG and Caltrans for the FY2022-23 Sustainable Communities Planning Grant for the development of a Vehicle Mile Traveled/Greenhouse Gas Model Mitigation Program in the amount of \$531,180. After a procurement process to contract a consultant to support the project, the C/CAG Board adopted Resolution 23-27 authorizing the C/CAG Executive Director to execute an agreement between C/CAG and Fehr & Peers for consulting services for a VMT/GHG Mitigation Model Program project for an amount not to exceed \$531,180 through February 28, 2025 and establish a contingency as well.

The project launched in May of 2023 and will be completed in December or January 2024. The project will provide context, VMT mitigation project alternatives and cost analysis, and model program implementation documents for San Mateo County cities and developers. The project is informed by multiple stakeholders, including a Technical Advisory Task Force (TATF) made up of State, regional, and local (cities and transit) agency staff, and a direct input from Community-based Organizations through 20 individual interviews. Specific meetings with the County of San Mateo and City of Half Moon Bay staff have been completed to attain additional coastside input and with agency staff and consultants working on significant highway projects in San Mateo County to ensure the program is applicable for countywide highway projects. The following graphic provides further details and the general tasks, critical dates, and timeline of the project.

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1 [https://gis.smcgov.org/apps/CCAG\\_VMT\\_EstimationTool/](https://gis.smcgov.org/apps/CCAG_VMT_EstimationTool/)

2 <https://ccag.ca.gov/sb-743-los-to-vmt/>



Staff, along with Matt Goynes, Principal at Fehr & Peers, will provide a presentation to update the C/CAG Board on this project, and ask for comments or questions from the C/CAG Board. Specifically, staff would like feedback on the list of Project Types being evaluated for their potential VMT mitigation. The list is included as an attachment to this staff report.

## EQUITY IMPACTS AND CONSIDERATIONS

The Caltrans 2022-23 Sustainable Communities Planning Grant specifically requested that grant proposals address equity. C/CAG staff developed a grant proposal with the concept that a Model VMT/GHG Mitigation Program may be able to direct mitigation dollars from projects to Equity Focus Area or Equity Priority communities in San Mateo County. In addition, the project scope includes the development of Equity and Environmental Justice Recommendations. The recommendations are informed by a series of 20 in-person interviews with Community-based Organizations and community leaders. The interviewees include a broad list of focus communities, including: community resources, youth, disability, multiple ethnicities, low-income, farmworkers, children-family-seniors, and others.

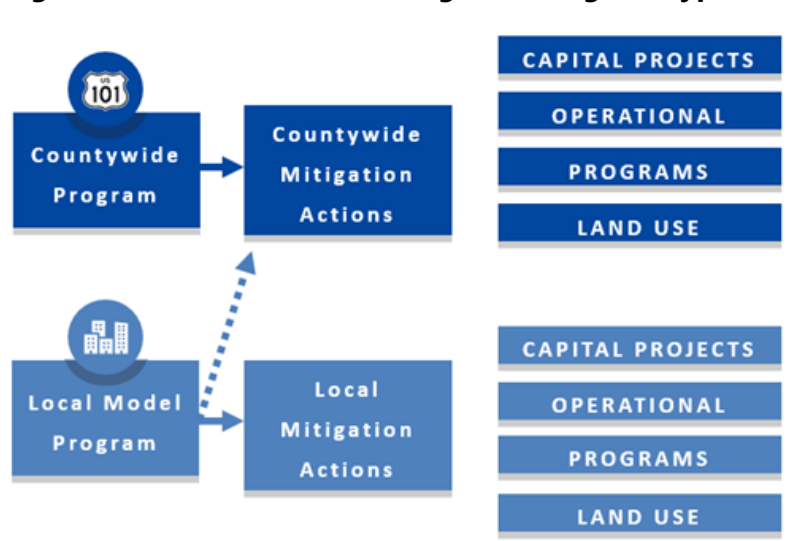
The Equity and Environmental Justice document will be provided to cities, project sponsors, and developers, along with the other tools developed through this project, and is intended to provide sensitivity, awareness, and best practices to those that may implement the project types, provided in the attachment, in communities.

## ATTACHMENT

1. Draft list of Mitigation Program Types being evaluated for VMT Mitigation




This VMT/GHG Model Mitigation Program study has analyzed two potential mitigation program types: one implemented on a countywide basis and another that would provide local jurisdictions in San Mateo County with a local program option. The countywide program would be used by C/CAG or the San Mateo County Transportation Authority (SMCTA) to mitigate impacts from VMT/GHG-inducing countywide/regional transportation projects, such as highway capacity enhancements. The local model program would serve as an optional tool for local municipalities to mitigate VMT/GHG impacts from land use projects within their jurisdictions. As presented in **Figure 1**, the models at both scales will contain a suite of mitigation actions which project applications could choose from, and there will be the option for local jurisdictions to direct local land use mitigation funding towards select countywide mitigation actions, as these larger scale improvements can have a larger potential to reduce VMT/GHG impacts.





**Figure 1: VMT/GHG Model Mitigation Program Types**



**Figure 2** presents the draft mitigation action categories that could be used at the countywide scale (indicated by dark blue), the local program scale (indicated by light blue), or at either program scale (indicated by split colors). Additional detail on the draft 14 mitigation actions within these categories are presented in **Table 1**. These were selected for analysis based on input from C/CAG staff and the TATF with a focus on measures that are best supported by defensible research for use in a CEQA VMT/GHG mitigation program. One additional mitigation action may be selected based on engagement for a total of 15 mitigation actions. These actions represent a variety of proposed initiatives at both the countywide and local levels, including capital projects, programmatic measures, and operational investments.

**Figure 2: VMT/GHG Model Mitigation Program Mitigation Actions by Program Type****Table 1: TATF Suggested VMT/GHG Mitigation Actions**

Type of Mitigation Action	Description	VMT/GHG Reduction Efficacy <sup>1</sup>	Additional Information
<b>Regional Program – Mitigation actions that would address the impacts of regional transportation projects</b>			
	Caltrain Service Expansion	Low to High	<a href="#">Caltrain 2040 Business Plan</a> . Calculate based on the stations for entire Caltrain corridor. Alternatively, the benefit could be limited the VMT benefits to San Mateo County.
	Enhance Local Transit Operations (Frequency, Capacity, and Reliability)	Low to High	Increase El Camino Real SamTrans service through planned increases in the <a href="#">El Camino Real Bus Speed and Reliability study</a> .
	Capital Transit Priority Projects on Major Corridors	Low to High	Create bus only lanes, transit signal priority, and other bus rapid transit features on El Camino Real per the <a href="#">El Camino Real Bus Speed and Reliability study</a> .
<b>Regional or Local Programs – Mitigation actions that could be funded through regional or local programs</b>			
	Fund the development of affordable housing	High	Local gap financing
	Subsidize regional transit passes through Clipper Start / Bay Pass programs	High	Countywide roll out of <a href="#">Clipper® BayPass</a> or similar program.
	Countywide E-Bike Rebate Program	TBD	Expansion of <a href="#">Peninsula Clean Energy E-Bikes for Everyone Program</a> . Evidence for <a href="#">Impacts of e-bike ownership on travel behavior: Evidence from three northern California rebate programs</a> .

Type of Mitigation Action	Description	VMT/GHG Reduction Efficacy <sup>1</sup>	Additional Information
	Provide TDM and travel planning services for existing residents	TBD	Similar to a project level TDM program (example: <a href="#">CCAG TDM Program M2 - Orientation, Education, Promotional Programs and/or Materials</a> ), this would provide funding for affordable housing providers or CBO's to provide travel assistance to connect residents with travel opportunities.
	Capital Implementation of MTC's Mobility hub program	TBD	<a href="#">MTC Mobility Hubs with</a> carshare, bikeshare, and scooter share, EV charging.
	First/Last Mile Micromobility Service	Low	Last mile services to serve entire local communities (based on a percent of coverage of a community)
	Microtransit and Shuttle Services	Low	Same as micromobility service.
	EV charging facilities	TBD	GHG measure only
<b>Local Programs – Mitigation Actions that would address impacts associated with local land use projects, which will require adoption of a program by a local jurisdiction</b>			
	Construction of new bicycle lanes and pathways	Low	Implementation of local or regional bikeways, similar to <a href="#">San Mateo County Comprehensive Bicycle and Pedestrian Plan 2021</a>
	Construction of sidewalks or other pedestrian safety projects	Low	Implementation of local or regional walkways, similar to <a href="#">San Mateo County Comprehensive Bicycle and Pedestrian Plan 2021</a>
	Paid parking and curb management programs reduce circling for parking and allow for managing parking supply	High	Example: <a href="#">SFpark Pilot Program</a>

Notes:

1. Based on the CAPCOA 2021 Handbook or other resources.

Source: Fehr &amp; Peers

**C/CAG AGENDA REPORT**

Date: March 14, 2024

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

(For further information, contact Kim Springer at [kspringer@smcgov.org](mailto:kspringer@smcgov.org))

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**RECOMMENDATION**

C/CAG staff recommend that the C/CAG Board of Directors review the legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

**FISCAL IMPACT**

N/A

**SOURCE OF FUNDS**

N/A

**BACKGROUND**

The C/CAG Legislative Committee receives monthly written reports and oral briefings from C/CAG's State legislative advocate, Shaw Yoder Antwih Schmelzer & Lange (Consultant). Important or interesting issues, and votes on positions taken by the Committee, or that arise out of the Committee meetings, are reported to the full C/CAG Board through this item.

The attached report (Attachment 1) from the Consultant may include various updates from Sacramento with respect to the legislative timelines, State Budget, changes in leadership, State grant programs, recent committee hearings, and bill progress of interest to C/CAG since the Committee and Board last met. The 2024 Legislative Session began when the legislature reconvened on January 3, 2024. Remaining two-year bills needed to pass to the opposite house by the end of January to move forward. The deadline for new bills was February 16, 2024. There were 1,505 bills introduced in the Assembly and 619 bills introduced in the Senate, many of them "spot" bills. The 2024 Legislative Calendar can be found here: [2024 Legislative Calendar](#).



At the Legislative Committee meeting, held prior to the Board meeting, the Committee will mainly receive updates from the Consultant on State budget updates, and any additional information from Sacramento on bills discussed in the attached C/CAG Legislative Update. In addition, the consultant may discuss transportation funding and potential efforts to consolidate transportation agencies, and changes in legislative leadership and committee assignments.

At the February 8, 2024 C/CAG Legislative Committee meeting, C/CAG's legislative consultant provided information on the State budget, including concerns for reductions in REAP and ATP funds. Staff is recommending that the C/CAG Legislative Committee consider sending a letter opposing and reductions in these funding resources. A draft letter for the Committee's consideration is provided as Attachment 2 to this staff report.

In addition, at the February 8, 2024 meeting, the Legislative Committee and Board voted on two bills: AB 1798 (Papan) Support – Stormwater contamination pilot, and SB 532 (Weiner) Oppose – Tolls increases to support transit. The letter for AB 1798 has been composed, signed, and sent. However, staff and the consultant recommend C/CAG not send the letter of opposition for SB 532 at this time.

Senator Weiner's staff have communicated that, at this time, SB 532 is not moving forward as a bridge toll increase. Therefore, staff recommend not sending the "oppose" letter given that the bill is not advancing. In the unlikely case that SB 532 (or another materially similar bill ) moves forward, staff and the Consultant will communicate C/CAG's opposition.

Finally, SB 960 (Wiener), which would require all transportation projects funded or overseen by Caltrans to provide "comfortable, convenient, and connected complete streets facilities" unless exempt pursuant to the bill and would require the State Highway Operation and Protection Program (SHOPP) asset management plan to prioritize the implementation of "comfortable, convenient, and connected facilities" for pedestrians, bicyclists, and transit users on all projects in the program. The Caltrans SHOPP program is used to fund a variety of projects in San Mateo County, including bicycle facilities on El Camino Real and bridge rehabilitation and major damage restoration repairs throughout the County. The SHOPP list for San Mateo County is included with this staff report as Attachment 3.

Staff is concerned that SB 960, as written, might reduce Caltrans's flexibility to address the diversity of SHOPP projects in San Mateo County, in particular along State Highways in the Santa Cruz mountains or along the Coast where a Complete Streets approach might not be feasible because of Right of Way or environmental complications. Staff anticipates that the bill will be amended and recommends a "monitor" position at this time. Staff will update the Committee at the April meeting.

## **EQUITY IMPACTS AND CONSIDERATIONS**

The C/CAG Legislative Committee considers equity in its positions on legislation and has included equity language in the annual Legislative Priorities document for C/CAG Board review and approval. Decisions made in relation to transportation, housing, stormwater, and climate resilience have the potential to impact our most vulnerable communities in San Mateo County.

### **Additional Information**

For additional information with respect to what the Metropolitan Transportation Commission/Association of Bay Area Governments Joint Legislative Committee, California League

of Cities, California State Association of Counties (CSAC), and California Association of Councils of Government (CALCOG) are tracking, staff has included informational links to the relevant bill tracking websites, as well as the full legislative information for the State Legislature and the 2024 calendar of legislative deadlines. Lastly, staff have also included links to the 2024 legislation websites for the San Mateo County delegates for information only.

Committee members may view the bills being tracked at the following link provided by SYASL:

[C/CAG Bill Tracking](#)

#### **ATTACHMENTS**

1. C/CAG Legislative Update, March 1, 2024 from Shaw Yoder Antwih Schmelzer & Lange
2. Draft Letter opposing funding reductions to REAP and ATP
3. Caltrans 2024 SHOPP list for San Mateo County

Below are informational links:

4. [Recent Joint ABAG MTC Legislation Committee Agendas](#)
5. [California State Association of Counties \(CSAC\) bill positions and tracking](#)
6. [California Associations of Councils of Government \(CALCOG\) bill tracking](#)
7. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>
8. [2024 California State Calendar of Legislative Deadlines](#)
9. San Mateo County Delegation
  - [Legislation from Assemblymember Marc Berman](#)
  - [Assemblymember Diane Papan](#)
  - [Legislation from Assemblymember Phil Ting](#)
  - [Legislation from Senator Josh Becker](#)
  - [Legislation Senator Scott Wiener](#)
10. Bill Tracker for C/CAG by SYASL: [C/CAG Bill Tracking](#)
11. Current client roster for Shaw Yoder Antwih Schmelzer & Lange - <https://syaslparters.com/clients/>



March 1, 2024

Item 4.3 – Attachment 1

To: Board of Directors  
City/County Association of Governments of San Mateo County

From: Matt Robinson, Andrew Antwih and Silvia Solis Shaw  
Shaw Yoder Antwih Schmelzer & Lange

Re: **STATE LEGISLATIVE UPDATE – March 2024**

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### ***Legislative Update***

January 31 marked the two-year bill deadline for the Legislature, meaning bills introduced in the first year of the two-year session had to move from the first house to the second house by the deadline. For new bills for consideration in 2024, legislators had until February 16 to introduce them. In total, there were 1,505 bills introduced in the Assembly and 619 bills introduced in the Senate, many of them “spot” bills. Spot bills will have to become substantive by the end of March. Policy committees, as well as budget subcommittees, should pick up steam in mid-March. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

### ***New Leader in State Senate***

On February 5, 2024, a new leader in the California State Senate was sworn in. Senate President pro Tempore Mike McGuire (D-Healdsburg) took the gavel from then-current Senate President pro Tempore Toni Atkins (D-San Diego) during the day’s floor session. Shortly after taking over as pro Tem, Senator McGuire announced his leadership team and committee chairs. We note several relevant appointments below:

- Senate Majority Leader - Senator Lena A. Gonzalez (D-Long Beach)
- Senate Transportation Committee Chair - Senator Dave Cortese (D-San Jose)
- Senate Appropriations Committee Chair - Senator Anna M. Caballero (D-Merced)
- Senate Budget and Fiscal Review Committee Chair - Senator Scott D. Wiener (D-San Francisco)
- Senate Budget Subcommittee #2 on Resources, Environmental Protection and Energy Chair Senator Josh Becker (D-Menlo Park)
- Senate Budget Subcommittee #5 on Corrections, Public Safety, Judiciary, Labor and Transportation Chair Senator Aisha Wahab (D-Hayward)
- Senate Local Government Committee (New Committee) Chair - Senator María Elena Durazo (D-Los Angeles)

The full list of leadership appointments, committee chairs, and committee rosters is available [here](#).

### ***Transit Transformation Task Force***

As we previously reported, on December 19, 2023, CalSTA convened the [Transit Transformation Task Force](#) for its kick-off meeting. The meeting, which was open to the public and industry stakeholders, featured member introductions, an update on Task Force structure and schedule, and public comment. The Task Force subsequently convened on February 29, 2024 to receive an overview of the Task Force's charter and objectives, discuss Task Force members' priorities, and review next steps. The Task Force is charged with delivering a report of findings and recommendations to the Legislature by October 31, 2025. The Task Force is subject to the state's open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials will be available on [CalSTA's website](#).

### ***Bills of Interest***

#### **SB 450 (Atkins) Updates to Ministerial Approvals for Parcel Subdivisions (SB 9) – C/CAG OPPOSE**

This bill would make several changes to the ministerial approval process created by SB 9 for a housing development of no more than two units in a single-family zone (duplex), the subdivision of a parcel zoned for residential use into two parcels (lot split), or both by requiring that that an application for a duplex or a lot split shall be considered and approved or denied within 60 days from the date the local agency receives a completed application. If the local agency has not approved or denied the application in that timeframe, it shall be approved. This bill also states that if a local agency denies an application for a duplex or lot split, the permitting agency shall return in writing a full set of comments to the application with a list of deficient items and a description of how the application can be remedied by the applicant. This bill would also prohibit a local agency from imposing objective zoning standards, objective subdivision standards, and objective design standards that do not apply uniformly to developments within the underlying zone.

#### **SB 532 (Wiener) Bridge Toll Increase – C/CAG OPPOSE**

This bill would increase the toll for vehicles for crossing toll bridges in the San Francisco Bay area by \$1.50 until December 31, 2028, and require the revenues collected from this toll to be used by MTC for allocation to transit operators that provide service within the San Francisco Bay area and experiencing an operations funding challenge. Any transit operator seeking an allocation would be required to submit a 5-year projection of its operating need.

#### **SB 903 (Skinner) – PFAS Ban**

This bill would state the intent of the Legislature to enact subsequent legislation to phase out the sale of products with avoidable perfluoroalkyl and polyfluoroalkyl substances.

#### **SB 925 (Wiener) Bay Area Regional Measure**

This bill, which is a "spot" bill for the nine-county regional transportation measure, would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public transportation system, as well as other transportation improvements. **The author is currently sharing draft substantive language with Bay Area transportation agencies.**

**SB 926 (Wahab) Bay Area Transit Consolidation**

This bill would require the California State Transportation Agency to develop a plan to consolidate all transit agencies that are located within the geographic jurisdiction of the Metropolitan Transportation Commission.

**SB 960 (Wiener) Complete Streets Projects on the State Highway System**

This bill would require all transportation projects funded or overseen by Caltrans to provide “comfortable, convenient, and connected complete streets facilities” unless exempt pursuant to the bill and would require the SHOPP asset management plan to prioritize the implementation of “comfortable, convenient, and connected facilities” for pedestrians, bicyclists, and transit users on all projects in the program. The bill would require the CTC to adopt 4-year and 10-year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system. The bill would require Caltrans and CTC to use the updated asset management plan and to guide the selection of transit priority projects for the SHOPP.

This bill would define “transit priority project” as a roadway design, operations, and enforcement action, treatment, or project that helps transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably. The bill would require Caltrans to adopt a policy on transit priority projects for state and local highways and require Caltrans to take certain actions to streamline the approval of transit priority projects. The bill would require Caltrans to establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways. Finally, this bill would require the Caltrans to establish a process to streamline the approval of pedestrian facilities, traffic calming improvements, bicycle facilities, and transit priority projects at locations where a local highway is above, below, or otherwise intersects with, a conventional state highway. ***We recommend C/CAG Monitor this bill.***

**AB 817 (Pacheco) Brown Act – Advisory Bodies – C/CAG SUPPORT**

This bill provides a narrow exemption under the Brown Act for non-decision-making legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location. ***This bill passed the Assembly and is in the Senate.***

**AB 1379 (Papan) Brown Act - Remote Meeting Flexibility – C/CAG SUPPORT**

This bill also provides a broad interpretation of the Brown Act for all legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location, but would require a local agency to have a physical meeting location open to the public and follow certain notification procedures and meeting procedures. ***This bill failed the two-year deadline.***

**AB 1798 (Papan) Stormwater Runoff – C/CAG SUPPORT**

This bill would require Caltrans and the State Water Resources Control Board, the Department of Toxic Substances Control, and the Department of Fish and Wildlife, to develop a programmatic environmental review process to prevent toxic compounds generated from vehicle tires from entering salmon and steelhead trout bearing waters. The bill would require Caltrans’ process to include a pilot project at an

unspecified location to study the effectiveness and cost effectiveness of installing and maintaining bioretention and biofiltration systems.

**AB 1837 (Papan) Bay Area Transit Coordination**

This bill, which is a spot bill, would state the intent of the Legislature to enact subsequent legislation to encourage coordination and collaboration among transit agencies in the San Francisco Bay area.

**AB 1999 (Irwin) Electricity Rates**

Under existing law, the Public Utilities Commission is required to authorize a fixed charge for default residential rates established on an income basis so that low-income ratepayers in each baseline territory would realize a lower average monthly bill without making any changes in usage by July 1, 2024. This bill would repeal these provisions and instead permit the PUC to authorize specific fixed charges for low-income customers enrolled in the California Alternate Rates for Energy (CARE) program and for customers account not enrolled in the CARE program, adjusted for CPI. The bill essentially allows usage-based rates to continue, but limits additional fixed charges for certain customers. ***We recommend C/CAG Support this bill.***

For a full list of the bills we are tracking for C/CAG, please click [here](#).



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

March XX, 2024

Item 4.3 – Attachment 2

The Honorable Gavin Newsom  
Governor, State of California  
1021 O Street, Suite 9000  
Sacramento, CA  
*Transmitted via Electronic Mail*

**RE: Proposed FY 2024-25 Governor's Budget**

Dear Governor Newsom:

On behalf of the City/County Association of Governments of San Mateo County, I write to first thank you for your commitment to helping our state's transit operators maintain their important services and bring riders back to their systems by upholding the funding commitments that were made as part of the Fiscal Year (FY) 2023-24 State Budget. This funding will be critical to support San Mateo County's operators, especially our regional rail system, Caltrain.

While C/CAG understands the State is facing an extremely precarious fiscal position for the current year budget and looking ahead to FY 2024-25, we hope that your administration and the Legislature will maintain the \$200 million commitment to the state's Active Transportation Program (ATP), proposed to be eliminated. Active transportation (bicycle and pedestrian) improvements play a critical role in San Mateo County meeting the California Air Resources Board 2022 Scoping Plan, vehicle miles traveled reduction strategies, which will help improve congestion & air quality throughout California.

In addition to the proposed reduction in ATP funding, C/CAG is also concerned with the reversion of \$300 million (half of the committed total of \$600 million) in Regional Early Action Planning Grants 2.0 (REAP 2.0) funding. In the MTC region, this reduction would mean a loss of \$50 million, or half of the region's anticipated funding. Just recently, Housing and Community Development (HCD) approved the Bay Area's \$100 million spending plan for REAP 2.0, which included funding for housing preservation and transit improvements. This

reduction will have significant impacts on the implementation of the plan.

I understand the financial pressure the State's current fiscal position is putting on previously funded programs. C/CAG would appreciate any efforts to maintain the ATP and REAP funding commitments previously mentioned.

Thank you for your consideration and please contact Sean Charpentier, C/CAG Executive Director at [scharpentier@smcgov.org](mailto:scharpentier@smcgov.org) if you have any questions.

Sincerely,

Davina Hurt, Chair  
City/County Association of Governments of San Mateo County



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
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**MAJOR DAMAGE RESTORATION**

04-San Mateo-1 13.1 / 13.6 2916Q 0422000443	Near Pescadero, from 0.5 mile south of Pescadero Creek Road to Pescadero Creek Road. Realign roadway inland to address sea level rise and eroding bluff.	1Y180 2027-28	R/W: \$488 Con: \$15,829	PA&ED: \$1,980 PS&E: \$1,720 R/W Sup: \$360 Con Sup: \$3,360	Prior 25-26 25-26 27-28	PA&ED: 3/1/2026 R/W Cert: 3/1/2028 RTL: 4/1/2028 Begin Con: 11/1/2028
Carryover			Subtotal: \$16,317	\$7,420		
			<b>Total Project Cost:</b>	<b>\$23,737</b>		

**Program** 201.131 Major Damage (Permanent Restoration)

**Project Output(s)** 1.0 Location(s)

04-San Mateo-1 36.0 / 41.0 2917N 0420000334	In and near Pacifica, from 14th Street to Linda Mar Boulevard. Plant establishment mitigation for project EA 1123U.	1W150 2024-25	R/W: \$11,276 Con:	PA&ED: \$320 PS&E: \$532 R/W Sup: Con Sup:	Prior Prior	PA&ED: N/A R/W Cert: 9/1/2024 RTL: 10/1/2024 Begin Con: 11/1/2024
Carryover			Subtotal: \$11,276	\$852		
			<b>Total Project Cost:</b>	<b>\$12,128</b>		

**Program** 201.131 Major Damage (Permanent Restoration)

**Project Output(s)** 1.0 Location(s)

**V4.0 2024 SHOPP Project List**  
**San Mateo**  
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
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**COLLISION REDUCTION**

04-San Mateo-9	In San Mateo and Santa Clara Counties, on various routes at various locations. Replace or install curve warning signs.	3AC00 2025-26	R/W: \$163 Con: \$6,076	PA&ED: \$1,730 PS&E: \$1,829 R/W Sup: \$25 Con Sup: \$2,183	Prior Prior Prior 25-26	PA&ED: 4/1/2024 R/W Cert: 11/1/2024 RTL: 12/1/2025 Begin Con: 7/1/2026
2034K 0420000126						
Carryover			Subtotal: \$6,239	\$5,767		
			<b>Total Project Cost:</b>	<b>\$12,006</b>		

**Program** 201.015 Collision Severity Reduction

**Project Output(s)** 0.14 Annual fatal and serious injury collision(s)

**BRIDGE PRESERVATION**

04-San Mateo-101 6.7 /7.6 2916W 0423000062	In Redwood City, from 0.4 mile south to 0.5 mile north of Cordilleras Creek Bridge No. 35-0019. Biological monitoring for bridge replacement project EA 2J730.	2J73A 2024-25	R/W: Con:	PA&ED: PS&E: R/W Sup: Con Sup: \$850	24-25	PA&ED: N/A R/W Cert: N/A RTL: N/A Begin Con: N/A
Carryover			Subtotal:	\$850		
			<b>Total Project Cost:</b>	<b>\$850</b>		

**Program** 201.110 Bridge Rehabilitation and Replacement

**Project Output(s)** 0 Bridge(s)

**V4.0 2024 SHOPP Project List**  
**San Mateo**  
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
04-San Mateo-101 21.92 2910K 0422000044	In South San Francisco, at South San Francisco Overhead Bridge No. 35 -0094L/R. Overlay bridge decks with polyester concrete.	3W820 2026-27	R/W: \$77 Con: \$6,410	PA&ED: \$892 PS&E: \$1,372 R/W Sup: \$116 Con Sup: \$1,887	24-25 25-26 25-26 26-27	PA&ED: 9/1/2025 R/W Cert: 11/1/2026 RTL: 12/31/2026 Begin Con: 4/1/2027
New			Subtotal: \$6,487	\$4,267		
			<b>Total Project Cost:</b>	<b>\$10,754</b>		

**Program** 201.110 Bridge Rehabilitation and Replacement

**Project Output(s)** 2 Bridge(s)

**Primary Asset**

(Bridge Health)	Good	Fair	Poor	Quantity	Unit
Existing Condition	0.0	0.0	89,556.0	89,556.0	Square feet
Post Condition	89,556.0	0.0	0.0	89,556.0	Square feet

**Bridge Health**

**Existing Condition Post Condition**

Bridge No. 35-0094L	Poor	Good
Bridge No. 35-0094R	Poor	Good

04-San Mateo-380 5.73 2914C 0422000144	In San Bruno, at Huntington Avenue Overhead (OH) Bridge No. 35-0253. Overlay bridge deck with polyester concrete and install pipe seat extenders at hinges.	4W380 2027-28	R/W: \$393 Con: \$7,548	PA&ED: \$897 PS&E: \$1,595 R/W Sup: \$306 Con Sup: \$3,007	24-25 25-26 25-26 27-28	PA&ED: 3/2/2026 R/W Cert: 9/1/2027 RTL: 10/1/2027 Begin Con: 4/3/2028
New			Subtotal: \$7,941	\$5,805		
			<b>Total Project Cost:</b>	<b>\$13,746</b>		

**Program** 201.110 Bridge Rehabilitation and Replacement

**Project Output(s)** 1 Bridge(s)

**Primary Asset**

(Bridge Health)	Good	Fair	Poor	Quantity	Unit
Existing Condition	0.0	213,125.0	0.0	213,125.0	Square feet
Post Condition	213,125.0	0.0	0.0	213,125.0	Square feet

**Bridge Health**

**Existing Condition Post Condition**

Bridge No. 35-0253	Fair	Good
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**V4.0 2024 SHOPP Project List**  
**San Mateo**  
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
04-San Mateo-1 17.9 / 18.0 2021J 0418000035	Near San Gregorio, at San Gregorio Creek Bridge No. 35-0030. Bridge seismic retrofit and upgrade bridge rails.	0Q010 2025-26	R/W: \$438 Con: \$12,280	PA&ED: \$2,866 PS&E: \$2,932 R/W Sup: \$183 Con Sup: \$3,160	Prior Prior Prior 25-26	PA&ED: 9/30/2024 R/W Cert: 4/10/2026 RTL: 6/30/2026 Begin Con: 3/1/2027
Carryover			Subtotal: \$12,718 <b>Total Project Cost:</b>	\$9,141 <b>\$21,859</b>		

**Program** 201.113 Bridge Seismic Restoration

**Project Output(s)** 1 Bridge(s)

**Primary Asset**  
**(Seismic)**

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	0.0	0.0	8,439.0	8,439.0	Square feet
Post Condition	13,515.0	0.0	0.0	13,515.0	Square feet

**Bridge Health**

**Existing Condition Post Condition**

Bridge No. 35-0030      Poor      Good

04-San Mateo-280 R0.05 1498R 0420000181	Near Menlo Park, at Alpine Road Undercrossing No. 35-0009L/R. Plant establishment, creek monitoring and biological monitoring work for EA 4J850.	4J85A 2024-25	R/W: Con: \$520	PA&ED: PS&E: \$258 R/W Sup: \$10 Con Sup: \$507	Prior Prior 24-25	PA&ED: N/A R/W Cert: 11/11/2024 RTL: 1/17/2025 Begin Con: 7/12/2025
Carryover			Subtotal: \$520 <b>Total Project Cost:</b>	\$775 <b>\$1,295</b>		

**Program** 201.113 Bridge Seismic Restoration

**Project Output(s)** 0 Bridge(s)

**V4.0 2024 SHOPP Project List**  
**San Mateo**  
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
04-San Mateo-280 R25.3 2024H 0418000311	In Daly City, at northbound Route 280 to southbound Route 1 Connector No. 35-0179G. Seismic retrofit.	1Q640 2025-26	R/W: \$7 Con: \$1,689	PA&ED: \$651 PS&E: \$1,266 R/W Sup: \$48 Con Sup: \$1,298	Prior Prior Prior 25-26	PA&ED: 3/1/2024 R/W Cert: 10/1/2025 RTL: 2/2/2026 Begin Con: 9/1/2026
			Subtotal: \$1,696	\$3,263		
Carryover			<b>Total Project Cost:</b>	<b>\$4,959</b>		

**Program** 201.113 Bridge Seismic Restoration

**Project Output(s)** 1 Bridge(s)

**Primary Asset**  
**(Seismic)**

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	0.0	0.0	17,943.0	17,943.0	Square feet
Post Condition	17,943.0	0.0	0.0	17,943.0	Square feet

**Bridge Health**

**Existing Condition Post Condition**

Bridge No. 35-0179G Fair Fair

**ROADWAY PRESERVATION**

04-San Mateo-35 L22.761 /31.537 2032D 0419000460	In and near San Bruno, Pacifica, South San Francisco, and Daly City, from 1.6 miles south of San Bruno Avenue to 0.7 mile north of John Daly Boulevard. Rehabilitate pavement, upgrade guardrail, and replace loop detector.	0AA29 2027-28	R/W: \$132 Con: \$28,746	PA&ED: \$2,619 PS&E: \$4,128 R/W Sup: \$465 Con Sup: \$6,554	24-25 25-26 25-26 27-28	PA&ED: 7/1/2026 R/W Cert: 3/1/2028 RTL: 5/1/2028 Begin Con: 12/1/2028
New			Subtotal: \$28,878	\$13,766		
			<b>Total Project Cost:</b>	<b>\$42,644</b>		

**Program** 201.121 Pavement Preservation (CAPM)

**Project Output(s)** 29.1 Lane mile(s)

**Primary Asset**

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	0.0	29.1	0.0	29.1	Lane mile(s)
Post Condition	29.1	0.0	0.0	29.1	Lane mile(s)

**V4.0 2024 SHOPP Project List**  
**San Mateo**  
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
04-San Mateo-82 8.6 /12.3 2915H 0422000186	In San Mateo, from 43rd Avenue to East Santa Inez Avenue. Rehabilitate pavement, install bike lanes, upgrade pedestrian facilities to Americans with Disability Act (ADA), and modify traffic signals.	4W730 2027-28	R/W: \$426 Con: \$26,974	PA&ED: \$1,230 PS&E: \$2,120 R/W Sup: \$540 Con Sup: \$3,370	24-25 25-26 25-26 27-28	PA&ED: 4/1/2026 R/W Cert: 1/3/2028 RTL: 3/30/2028 Begin Con: 11/1/2028
New			Subtotal: \$27,400 <b>Total Project Cost:</b>	\$7,260 <b>\$34,660</b>		

**Program** 201.121 Pavement Preservation (CAPM)

**Project Output(s)** 20.4 Lane mile(s)

**Primary Asset**

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	0.0	20.4	0.0	20.4	Lane mile(s)
Post Condition	20.4	0.0	0.0	20.4	Lane mile(s)

04-San Mateo-82 15.8 /20.8 2913D 0419000463	In Burlingame, Millbrae, San Bruno, and South San Francisco, from Murchison Drive to Arroyo Drive. Rehabilitate pavement and improve pedestrian infrastructure.	0AA32 2027-28	R/W: \$2,755 Con: \$34,330	PA&ED: \$1,814 PS&E: \$3,590 R/W Sup: \$1,507 Con Sup: \$3,230	24-25 25-26 25-26 27-28	PA&ED: 12/1/2025 R/W Cert: 10/1/2027 RTL: 11/1/2027 Begin Con: 4/1/2028
New			Subtotal: \$37,085 <b>Total Project Cost:</b>	\$10,141 <b>\$47,226</b>		

**Program** 201.121 Pavement Preservation (CAPM)

**Project Output(s)** 30.0 Lane mile(s)

**Primary Asset**

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	0.0	30.0	0.0	30.0	Lane mile(s)
Post Condition	30.0	0.0	0.0	30.0	Lane mile(s)

**V4.0 2024 SHOPP Project List**  
**San Mateo**  
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
04-San Mateo-82 20.8 /25.15 2026F 0418000046	In and near South San Francisco, Colma, and Daly City, from Arroyo Drive to Route 280. Rehabilitate pavement, upgrade facilities to Americans with Disabilities Act (ADA)	0Q140 2025-26	R/W: \$1,804 Con: \$23,972	PA&ED: \$2,550 PS&E: \$3,307 R/W Sup: \$399 Con Sup: \$5,676	Prior Prior Prior 25-26	PA&ED: 3/27/2024 R/W Cert: 3/2/2026 RTL: 3/31/2026 Begin Con: 10/21/2026
Carryover	standards, install bike lanes and separated bikeways, and upgrade guardrail.		Subtotal: \$25,776 <b>Total Project Cost:</b>	\$11,932 <b>\$37,708</b>		

**Program** 201.121 Pavement Preservation (CAPM)

**Project Output(s)** 25.9 Lane mile(s)

**Primary Asset**

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	0.5	24.0	1.4	25.9	Lane mile(s)
Post Condition	25.9	0.0	0.0	25.9	Lane mile(s)

04-San Mateo-92 R7.3 /R14.443 2915D 0422000112	In and near the cities of San Mateo and Foster City, from Route 280 to 0.8 mile east of Foster City Boulevard. Rehabilitate pavement, upgrade curb ramps to Americans with Disabilities Act (ADA) standards,	4W100 2026-27	R/W: \$137 Con: \$33,191	PA&ED: \$2,169 PS&E: \$3,909 R/W Sup: \$228 Con Sup: \$4,874	24-25 25-26 25-26 26-27	PA&ED: 11/3/2025 R/W Cert: 4/1/2027 RTL: 5/1/2027 Begin Con: 2/1/2028
New	construct concrete barrier, and replace bridge deck overlay.		Subtotal: \$33,328 <b>Total Project Cost:</b>	\$11,180 <b>\$44,508</b>		

**Program** 201.121 Pavement Preservation (CAPM)

**Project Output(s)** 29.0 Lane mile(s)

**Primary Asset**

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	6.6	22.4	0.0	29.0	Lane mile(s)
Post Condition	29.0	0.0	0.0	29.0	Lane mile(s)

**V4.0 2024 SHOPP Project List**  
**San Mateo**  
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
04-San Mateo-84 R28.0 2917B 0422000113	In Menlo Park, at 0.2 mile south of Route 109. Rehabilitate pump plant.	4W110 2027-28	R/W: Con: \$4,040	PA&ED: \$785 PS&E: \$1,621 R/W Sup: Con Sup: \$2,489	24-25 25-26 27-28	PA&ED: 6/1/2026 R/W Cert: 2/1/2028 RTL: 3/1/2028 Begin Con: 9/1/2028
New			Subtotal: \$4,040	\$4,895		
			<b>Total Project Cost:</b>	<b>\$8,935</b>		

**Program** 201.151 Drainage System Restoration

**Project Output(s)** 1 Pump plant(s) (ea)

**Supplementary**

<u>Asset</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	0.0	0.0	1.0	1.0	Pump Plant(s) (ea)
Post Condition	1.0	0.0	0.0	1.0	Pump Plant(s) (ea)

04-San Mateo-280 9.42 1499E 0416000258	Near Woodside, at 2.8 miles north of Edgewood Road (PM 9.42); also on Route 280 at 0.5 mile south of Route 92 (PM 10.25); also on Route 92 at 0.2 mile east of Canada Road (PM R7.41). Upgrade existing pump plants.	1K530 2027-28	R/W: \$68 Con: \$4,975	PA&ED: \$1,034 PS&E: \$1,294 R/W Sup: \$202 Con Sup: \$966	25-26 25-26 25-26 27-28	PA&ED: 3/20/2026 R/W Cert: 10/1/2027 RTL: 10/1/2027 Begin Con: 4/20/2028
New			Subtotal: \$5,043	\$3,496		
			<b>Total Project Cost:</b>	<b>\$8,539</b>		

**Program** 201.151 Drainage System Restoration

**Project Output(s)** 2 Pump plant(s) (ea)

**Supplementary**

<u>Asset</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	0.0	0.0	2.0	2.0	Pump Plant(s) (ea)
Post Condition	2.0	0.0	0.0	2.0	Pump Plant(s) (ea)



**V4.0 2024 SHOPP Project List**  
**San Mateo**  
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
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San Mateo County						
			R/W:	\$18,164	PA&ED:	\$21,537
			Const:	\$206,580	PS&E:	\$31,473
					R/W Sup:	\$4,389
					Con Sup:	\$43,411
			Subtotal:	\$224,744		\$100,810
			<b>Total (Capital + Support):</b>			<b>\$325,554</b>

## C/CAG AGENDA REPORT

Date: March 14, 2024

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sean Charpentier, Executive Director

Subject: Written Communications - Information Only (6 Letters)

(For further information, please contact Mima Crume at [mcrume@smcgov.org](mailto:mcrume@smcgov.org))

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### BACKGROUND

This item is for information only and is available for review as attachments at the link provided below.

There are six letters:

1. **2/8/2024** – to The Honorable Pete Buttigieg, Secretary of Transportation – City of Burlingame’s FY2024 RAISE Planning Grant Application for Old Bayshore Complete Streets Project.
2. **2/12/2024** – to the Grant Coordinator, Business Operations Division, JOINT LETTER OF COLLABORATION: Implementing OneWatershed Climate Resilience Infrastructure in San Mateo County, California.
3. **2/15/2024** – to The Honorable Pete Buttigieg, United States Department of Transportation – 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program Request for State Route 84 - United States 101 Interchange Reimagined (Project).
4. **2/26/2024** – to The Honorable Lori Wilson, Chair – Assembly Transportation Committee Letter of Support for AB 1798 (Papan) – Stormwater Runoff.
5. **2/28/2024** – to The Honorable Pete Buttigieg, Secretary of Transportation - City of Burlingame’s FY2024 RAISE Planning Grant Application for Old Bayshore Complete Streets Project.
6. **3/6/2024** – to The Honorable Laphonza Butler, U.S. State Senate, The Honorable Kevin Mullin, United States House of Representatives, The Honorable Alex Padilla, United States Senate – Letter of Support for Congressionally Directed Spending Request for SamTrans Bus Stop Amenity Improvements.

### ATTACHMENTS

1. The written communications are available on the *C/CAG website* (See “Additional Agenda Materials”) at: <https://ccag.ca.gov/committees/board-of-directors-2/>