

# C/CAG

## 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

Meeting No. 377

<p><b>Date:</b> Thursday, October 10, 2024</p> <p><b>Time:</b> 6:30 p.m.</p> <p><b>Primary Location:</b> 455 County Center 1<sup>st</sup> Floor, Room 101 Redwood City, CA 94063</p> <p><b>Teleconference Location (Alternate Public Access):</b> 675 Townsend Avenue, #118 New Haven, CT 06512</p>	<p><b>Join by Webinar:</b> <a href="https://us02web.zoom.us/j/83572422833?pwd=miDv3mpZMnma8RUXYyaBomSWtbE0nJ0.1">https://us02web.zoom.us/j/83572422833?pwd=miDv3mpZMnma8RUXYyaBomSWtbE0nJ0.1</a></p> <p><b>Webinar ID:</b> 835 7242 2833</p> <p><b>Password:</b> 101024</p> <p><b>Join by Phone:</b> (669) 900-6833</p>
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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 None

#### 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. 376 dated September 12, 2024.  
ACTION p. 1
- 3.2 Review and approval of Resolution 24-66 awarding an aggregate total of \$1,000,000 in Fiscal Year 2024/25 Transportation Fund for Clean Air Funds for San Bruno's Public Works Corporation Yard Electrification and San Mateo's Battery Electric Street Sweeper projects, and further authorize the C/CAG Executive Director to execute associated funding agreements with project sponsors.  
ACTION p. 9
- 3.3 Review and approval of Resolution 24-67 authorizing the C/CAG Executive Director to execute Amendment No. 2 to the Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) Funding Agreement with City of Millbrae for the Millbrae Smart City Traffic Signal Project, extending project completion date to March 31, 2025, at no additional cost.  
ACTION p. 16
- 3.4 Review and approval of Resolutions 24-69 and 24-73 to allocate \$250,000 of Fiscal Year 2024/2025 Transportation Development Act (TDA) Article 3 funding for the San Mateo Countywide Comprehensive Bicycle and Pedestrian Plan update, and to adopt the San Mateo County TDA Article 3 Program for Fiscal Year 2024/2025 totaling \$2,512,217.  
ACTION p. 21

#### 4.0 **REGULAR AGENDA**

- 4.1 Review and approval of Resolution 24-70 adopting the first C/CAG Strategic Plan.  
ACTION p. 35
- 4.2 Receive a presentation of C/CAG VMT/GHG Model Mitigation Program draft report for public review and comment.  
INFORMATION p. 55
- 4.3 Review and approval of Resolution 24-71 authorizing the C/CAG Executive Director to execute a funding agreement with Metropolitan Transportation Commission (MTC) in an amount up to \$200,000 to expand and operate the Bay Wheels Bikeshare program to the City of Daly City.  
ACTION p. 59
- 4.4 Receive a presentation on the recruitment process for two Board of Director seats on the San Mateo County Express Lane Joint Powers Authority (SMCEL-JPA).  
INFORMATION p. 63
- 4.5 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. 66
- 4.6 Review and approval of Resolution 24-72 requesting the transfer of project sponsorship

of the OBAG 3 Bay Road Complete Street Rehabilitation Project from County of San Mateo to Redwood City and support of flexibility for the City of Daly City in meeting the Housing Incentive Pool (HIP) grant program Housing Element requirements.

ACTION p. 78

## 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 – 3 Letters

p. 84

## 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 November 14, 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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### C/CAG BOARD MEETING and SAN MATEO COUNTY AIRPORT LAND USE COMMISSION NOTICE

#### MINUTES

Meeting No. 376  
September 12, 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 Adam Rak called the meeting to order at 6:30p.m. Roll call was taken.

AGENCY:	IN-PERSON:	ABSENT:	REMOTE AB 2449	REMOTE Publicly Accessible Teleconference Location:
Atherton		Absent		
Belmont		Absent		
Brisbane	Karen Cunningham			
Burlingame	Peter Stevenson			
Colma		Absent		
Daly City	Julyn Manalo			
East Palo Alto	Lisa Gauthier			
Foster City	Stacy Jimenez			
Half Moon Bay		Absent		
Hillsborough	Christine Krolik			
Menlo Park		Absent		
Millbrae	Anders Fung			
Pacifica	Tygaras Bigstyck			
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		*See below		
SMCDT		Absent		

<b>C/CAG Staff Present (In-Person):</b>	<b>Members of the Public (Remote):</b>
Sean Charpentier – Executive Director	*Rico Medina – San Bruno/Transportation Authority
Melissa Andrikopoulos – Legal Counsel	Mike Swire
Mima Crume – Clerk of the Board	Drew Corbett
Audrey Shiramizu	
Eva Gaye	<b>Members of the Public (In-Person):</b>
Jeff Lacap	John Ford – Commute.org
Kaki Cheung	Carmen Chen – Commute.org
Kim Springer	
Susy Kalkin	
<b>C/CAG Staff Present (Remote):</b>	
Kim Wever	
Reid Bogert	
Van Ocampo	

Board Member Fung MOVED to approve Board Member Aguirre’s request to participate remotely under AB 2449 for emergency circumstances. Board Member Hedges SECONDED. **MOTION CARRIED 13-0-0**

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

## 2.0 PRESENTATIONS / ANNOUNCEMENTS

### 2.1 Receive a Presentation on the performance of San Mateo County Highway 101 Express Lanes Program. INFORMATION

The Board received a presentation on the performance of the San Mateo County Highway 101 Express Lanes Program, covering the first full year of operation. The report highlighted steady usage and revenue growth, with daily trips increasing from 52,000 to 56,000 and a total of 7.28 million trips from 900,000 unique vehicles over six months. Quarterly revenue averaged \$7 million, reaching \$15.1 million for the fiscal year, alongside a reduction in toll violations.

Express lanes maintained speeds 10-11 mph faster than general-purpose lanes, while ongoing projects are addressing congestion hotspots, particularly near the 92/101 interchange.

The Community Transportation Benefits Program has increased its benefit to \$200, with a focus on expanding outreach to equity priority areas.

Board members requested additional information on express lane operations. Public concerns raised included congestion for non-users and air pollution impacts.

- 2.2 Receive a presentation from Commute.org on countywide trip reduction efforts.

INFORMATION

The Board received a presentation from Commute.org on trip reduction initiatives, outlining programs for fiscal year 2025 aimed at reducing vehicle miles traveled (VMT) and easing congestion.

Commute.org runs three core programs: commuter education, employer engagement, and shuttle services. The agency also launched new initiatives, including a grant program, expanded bike education, and a commute planning app.

Under the 2022 TDM Policy, developers of projects generating over 100 daily trips must implement TDM measures. Commute.org will monitor compliance two years after occupancy using the OneCommute platform.

Board members expressed concerns about missing compliance checklists and emphasized the need for greater outreach. A letter will be sent to Board members to encourage collaboration with city managers on compliance efforts.

### 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. 375 dated June 13, 2024.

APPROVED

- 3.2 Biennial review and approval of the C/CAG Conflict of Interest Code.

APPROVED

- 3.3 Review and approval of the appointment of Marie Chuang, Councilmember, Town of Hillsborough to the C/CAG Finance Committee to fill one vacancy.

APPROVED

- 3.4 Review and approval of Resolutions 24-49 to 24-52 supporting submittal of applications for San Mateo County Transportation Authority Cycle 7 Pedestrian and Bicycle and the Cycle 2 Alternative Congestion Relief/Transportation Demand Management Programs and authorizing local match:

- 3.4.1 Review and approval of Resolution 24-49 to support a joint application for Measure A Alternative Congestion Relief and Measure W Transportation Demand Management program funding to prepare a Shared Automated Vehicle Feasibility Study, in partnership with the San Mateo County Transportation Authority, and authorize a local match of \$20,000.

APPROVED

- 3.4.2 Review and approval of Resolution 24-50 to support an application for Measure A Alternative Congestion Relief and Measure W Transportation Demand Management program funding to develop a Smart Corridor Incident Response Timing Plan for the northern cities (Daly City/Colma & Brisbane) and authorize a

match of \$20,000; and authorize a match of \$10,000 to support South San Francisco's application for a Smart Corridor Incident Response Timing Plan.

APPROVED

3.4.3 Review and approval of Resolution 24-51 to support an application for Measure A Alternative Congestion Relief and Measure W Transportation Demand Management program funding for sidewalk data procurement for the San Mateo County Comprehensive Bicycle and Pedestrian Plan Update, and authorize a local match of \$20,000.

APPROVED

3.4.4 Review and approval of Resolution 24-52 to support an application for Measure A & W Cycle 7 Pedestrian and Bicycle Program funding to launch a San Mateo County Bikeshare and Scooter-share Education and Marketing Campaign and authorize a local match of \$10,000.

APPROVED

3.5 Review and approval of Resolution 24-53 authorizing the C/CAG Executive Director to execute the Amended and Restated Memorandum of Understanding with San Mateo County Transportation Authority and all other documents necessary to complete the Project Approval & Environmental Document Phase of the US 101 Managed Lane Project, North of I-380.

APPROVED

3.6 Review and approval of recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of June 30, 2024.

APPROVED

3.7 Review and approval of Resolution 24-54 adopting the C/CAG Investment Policy Update.

APPROVED

3.8 Review and approval of Resolution 24-55 amending the Congestion Management Program Technical Advisory Committee and the Stormwater Committee guidelines by designating the Director of Engineering and Transportation as the primary representative for the City of Redwood City.

APPROVED

3.9 Review and approval of Resolution 24-56 authorizing the C/CAG Executive Director to send a letter to the County of San Mateo and CalRecycle summarizing C/CAG's review of the Countywide Integrated Waste Management Plan as the Local Task Force in San Mateo County.

APPROVED

3.10 Review and approval of Resolution 24-57 determining that the Daly City Draft 2023-2031 Housing Element and related general plan and zoning amendments are conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

APPROVED

3.11 Review and approval of Resolution 24-58 authorizing the C/CAG Executive Director to negotiate, subject to legal counsel approval, and execute Amendment No. 2 to the funding agreement with the City of Pacifica for the Sharp Park Priority Development Area Pedestrian Improvement Project to extend the agreement to December 31, 2025.

APPROVED

3.12 Receive a copy of Amendment No. 1 to the agreement with MIG to prepare a C/CAG Strategic Plan, extending the period of performance to October 30, 2024.

INFORMATION



- 3.13 Review and approval of Resolution 24-59 authorizing the C/CAG Executive Director to execute a Memorandum of Understanding (MOU) between C/CAG and the San Mateo County Transportation Authority (SMCTA) for the Countywide Transportation Plan update. APPROVED
- 3.14 Review and approval of Resolution 24-60 authorizing the C/CAG Executive Director to execute the First Amendment to the Memorandum of Understanding (MOU) between the San Mateo County Transportation Authority (SMCTA) and C/CAG for the US 101 SR 92 Interchange Area Improvement Project. APPROVED
- 3.15 Review and approval of appointment of Councilmember Betsy Nash of Menlo Park, to fill a vacant elected official seat on the Resource Management and Climate Protection Committee. APPROVED

Board Member Fung MOVED to approve the consent agenda items 3.1 through 3.15.  
 Board Member Manalo SECONDED. **MOTION CARRIED 14-0-0**

#### 4.0 REGULAR AGENDA

- 4.1 Review and approval of Resolutions 24-61 through 24-62 authorizing the C/CAG Executive Director to execute amendments to the Daly City/Colma construction funding agreement and the Caltrans construction cooperative agreement for the construction phase of the Northern Cities Smart Corridor Expansion project. APPROVED

The Board received a presentation on the Smart Corridor project and related funding agreement amendments.

The Smart Corridor project utilizes Intelligent Transportation Systems (ITS), including CCTV cameras, changeable message signs, and fiber optic communications, to manage congestion on major corridors like Highway 101 and 280.

C/CAG proposed adding \$1.038 million to the Daly City/Colma agreement due to higher-than-expected construction bids, bringing the total to \$6.83 million. Brisbane’s agreement remains unchanged.

The Board discussed the cost estimate process, noting Daly City had to rebid the project. The amendments were considered urgent to prevent losing \$10.3 million in state funding.

Board Member Hedges MOVED approval of item 4.1. Board Member Gauthier SECONDED. **MOTION CARRIED 14-0-0**

- 4.2 Review and approval of Resolution 24-63 adopting the amended C/CAG Program Budget for Fiscal Year 2024-25. (*Special Voting Procedure Apply*) APPROVED

The Board received a presentation regarding amendments to the agency budget.

The proposal included transferring \$350,000 from the C/CAG Measure M Fund to the Smart Corridor Program to prevent the loss of state funding and ensure project completion.

Additionally, it was recommended to shift \$230,000 in consultant expenditures from federal funds to the Local Congestion Relief Program due to flat federal funding. This shift would support the countywide transportation plan and slow the use of federal funds. Another request was made to set aside \$70,000 as a local match for grant applications to the Transportation Authority's (TA) Bike Ped and Congestion Relief programs.

Board Member Hedges MOVED to approve item 4.2. Vice Chair Salazar SECONDED.

A Special Voting Procedure was taken by roll call. **MOTION CARRIED 14-0-0.** Results: 14 Agencies approving. This represents 67% of the agencies, representing 80% of the population.

<b>Ayes:</b>	<b>Noes:</b>	<b>Absent:</b>
Brisbane		Atherton
Burlingame		Belmont
Daly City		Colma
East Palo Alto		Half Moon Bay
Foster City		Menlo Park
Hillsborough		Woodside
Millbrae		San Mateo County
Pacifica		
Portola Valley		
Redwood City		
San Bruno		
San Carlos		
San Mateo		
South San Francisco		

- 4.3 Action on Compensation Adjustment for Executive Director and review and approval of Resolution 24-64 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement between C/CAG and Executive Director. APPROVED

Chair Rak informed that item 4.3 concerns amendments to Executive Director Sean Charpentier's contract. As required by the Brown Act, an oral report on the recommended salary is provided. If approved, the amendment raises the Executive Director's salary to \$265,732 with no other changes to compensation or benefits.

Ms. Andrikopoulos, Legal Counsel, confirmed the salary increase at 6% and the Board has recommended implementing a more formal 360-degree review process in the future.

Board Member Hedges MOVED approval of the 4.3. Board Member Gauthier SECONDED. **MOTION CARRIED 14-0-0**

- 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 Legislative Committee staff, Kim Springer, provided an overview of topics discussed earlier in the evening at the C/CAG Legislative Committee meeting. The overview included bills on the Governor's desk for signature and both the deadline for

signature and the upcoming recess and next legislative session. Concerns about a budget bill threatening future funding of energy efficiency programs, earlier in the current session, were continued to discussions in the next session. Staff mentioned Proposition 4 and 5 and the fact that there will be no housing bond on the ballot in November. The board was informed about three veto request letters sent to the Governor: SB 1037 (Wiener) – Housing Element Enforcement, SB 450 (Atkins) Updates to Ministerial Approvals for Parcel Subdivisions, and AB 3093 (Ward) – Housing Element, had been sent. Executive Director, Sean Charpentier requested that the Board ratify the AB 3093 (Ward) veto letter to the Governor.

The Board voted to ratify the letter with a motion from Board Member Hedges, seconded by Board Member Cunningham. **MOTION CARRIED 14-0-0.** Executive Director, Sean Charpentier led a brief discussion on the current standing of a regional transportation measure by MTC to be submitted as a bill for the 2025 session by February 2025.

## 5.0 COMMITTEE REPORTS

### 5.1 Chairperson’s Report

None.

### 5.2 Board Members Report/Communication

Board Member Bigstycyk announced two upcoming events: a climate change and sea level rise discussion at Skyline College on September 25, featuring Assemblymember Papan, and Pacifica's Fog Fest on September 28-29.

Board Member Manalo invited everyone to Daly City’s inaugural Top of the Hill Festival, highlighting its convenient location near BART and SamTrans. The festival is scheduled for Saturday, October 19, from 11 AM to 5 PM.

Board Member Flores invited everyone to the ribbon-cutting ceremony for the Karyl Matsumoto Caltrain Plaza in South San Francisco on September 21<sup>st</sup> at 9am.

Board Member Aguirre invited the Board to the annual Fiesta Patrias in Redwood City on September 15<sup>th</sup> 3pm-8pm, celebrating Central American Independence Day with cultural performances.

## 6.0 EXECUTIVE DIRECTOR’S REPORT

Mr. Charpentier expressed appreciation for the Board's support and acknowledged the C/CAG team's efforts. A new staff member, Dan Sternkopf, has joined as Senior Program Specialist in the stormwater program.

Although the \$60 million NOAA grant application was not awarded, smaller projects will proceed. The Board was also informed about a \$500,000 Safe Streets For All Application to implement the recently adopted Countywide Vision Zero/Local Streets and Roads Plan, and that Half Moon Bay recently adopted its Vision Zero Policy, which was supported by the C/CAG Plan.

The e-bike shared micromobility pilot in Daly City and Redwood City is advancing, with MTC recommending Bay Wheels expansion in Daly City.

Audrey Shiramuzu presented to the ITS Board on the joint C/CAG and TA AV strategy, which will come to the Board for adoption in the fall.

The October Board meeting will be moved to 455 County Center, Room 101, due to venue unavailability.

7.0 **COMMUNICATIONS** - Information Only

7.1 Written Communication – 13 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.

Public member Mike Swire announced a presentation on San Mateo County highway widenings by Sustainable San Mateo County on the 16th and encouraged participation. He also urged the Board to consider countywide micromobility guidelines, citing Burlingame's reconsideration of an e-bike ban and stressing the need for a regional approach to avoid inconsistent rules, especially on the Bay Trail.

9.0 **ADJOURNMENT** – 8:37 pm

Next scheduled meeting October 10, 2024

## C/CAG AGENDA REPORT

Date: October 10, 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 24-66 awarding an aggregate total of \$1,000,000 in Fiscal Year 2024/25 Transportation Fund for Clean Air Funds for San Bruno's Public Works Corporation Yard Electrification and San Mateo's Battery Electric Street Sweeper projects, and further authorize the C/CAG Executive Director to execute associated funding agreements with project sponsors.

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

### RECOMMENDATION

That the C/CAG Board reviews and approves Resolution 24-66 awarding an aggregate total of \$1,000,000 in Fiscal Year 2024/25 Transportation Fund for Clean Air Funds for San Bruno's Public Works Corporation Yard Electrification and San Mateo's Battery Electric Street Sweeper projects, and further authorize the C/CAG Executive Director to execute associated funding agreements with project sponsors.

### FISCAL IMPACT

The total available TFCA 40% Funds for Fiscal Year 2024/25 is \$1,000,000.

### 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

In March 2024, the C/CAG Board approved the recommended TFCA 40% Fund Expenditure Plan for Fiscal Year 2024/25. The Expenditure Plan estimates that San Mateo County will receive a total of \$1,686,637 (\$1.04M in new funds and \$0.65M from the reprogramming of underbudgeted and canceled projects). An amount of \$46,637 is budgeted for grant administration purpose, with the remaining \$1,640,000 available for projects.

A summary of the approved Fiscal Year 2024/25 TFCA 40% fund expenditure plan is shown below:

	Estimated <b>FY 2024/25</b> TFCA Funds
Administration	\$46,637
Commute.org - Countywide Voluntary Trip Reduction Program	\$600,000
Commute.org - BART Shuttle	\$40,000
Other Projects to be determined	\$1,000,000
<b>Total</b>	<b>\$1,686,637</b>

At the February Congestion Management Program Technical Advisory Committee (TAC) and the Congestion Management and Environmental Quality (CMEQ) Committee Meetings, staff presented possible options for the “Other Projects to be determined” category, which included:

- 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).
- Fund the highest-ranking eligible projects identified in the San Mateo Countywide Local Roadway Safety Plan (LRSP).
- Conduct a limited Call for Projects.

At the May 2024 Congestion Management Program Technical Advisory Committee (TAC) meeting, staff recommended proceeding with conducting a limited call for projects due to the stringent TFCA’s cost-effectiveness requirement and limited timing. A cost-effectiveness (\$/weighted ton) ratio evaluates how efficiently a project reduces air pollution relative to its costs. The TAC reviewed and recommended approval of the call for projects pertaining to \$1,000,000 in TFCA Funds, alongside the grant application schedule.

***Key Information from the Limited Call for Projects***

On May 29, 2024, C/CAG released the one-time limited call for projects for the available \$1,000,000 in TFCA funds, using the [TFCA 40% Fund Expenditure Plan Guidance](#) (Guidance) issued by the Air District.

**Eligible Projects** include the following:

1. **Clean air vehicles and electric and hydrogen recharging stations:** includes alternative fuel and plug-in hybrid-electric vehicles, scrapping old vehicles, and alternative fuel infrastructure.
2. **Ridesharing/First-Last Mile Connections:** includes shuttle, vanpool, carpool, transit, rail-bus, and smart growth projects.
3. **Bicycle Facilities:** includes installation of new bicycle paths/lanes/routes and secure bike parking, such as lockers and racks,

4. **Infrastructure Improvement for Trip Reduction:** includes traffic-calming and construction of facilities that expand access to mass transit, such as a new ferry terminal or bus-rapid-transit lane.

### ***Evaluation***

C/CAG received a total of four (4) project proposals by the August 14, 2024 deadline. Staff formed an evaluation panel, which consisted of two C/CAG staff, Kim Wever and Kim Springer; Matthew Petrofsky with San Mateo County Office of Sustainability; and Corinne Dutra-Roberts with Advanced Mobility Group representing Contra Costa Transportation Authority. The evaluation panel scored the projects based on the following criteria: cost-effectiveness results, project readiness and timely use of funds, community support and equity, local match, and innovation. For bicycle and pedestrian projects, two additional factors are considered, including safety and countywide plans/consistency.

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, Clean air vehicles and electric and hydrogen recharging stations must result in a C-E of less than \$500,000 per weighted ton of reduced emissions. Existing First and Last Mile Connection must show a C-E of less than \$200,000 per weighted ton of reduced emissions. All project proposals met the C-E threshold.

### ***Recommendation***

Attachment 1 summarizes all the applications received. In Attachment 1, projects are ranked from the highest to lowest scores. Based on the current available funding, the evaluation panel recommended fully funding the highest rated project and partially fund the second highest project. Based on initial discussion with the sponsor of the second highest ranked project, partial funding award is acceptable. The highest rated project is the City of San Bruno's Public Works Corporation Yard Electrification, which will be using TFCA funds to purchase, construct, and install electric vehicle infrastructure for 23 charging ports. The second highest ranked project is City of San Mateo's Battery Electric Street Sweeper. The TFCA funds will be used to purchase a battery electric street sweeper to replace an existing diesel engine street sweeper.

Both the Congestion Management Program Technical Advisory Committee (TAC) and the Congestion Management and Environmental Quality (CMEQ) Committee reviewed and recommended Board approval of the projects at their September 19<sup>th</sup> and September 30<sup>th</sup> meetings, respectively.

Staff requests that the C/CAG Board reviews and approves Resolution 24-66, awarding an aggregate total of \$1,000,000 in Fiscal Year 2024/25 Transportation Fund for Clean Air Funds for San Bruno's Public Works Corporation Yard Electrification and San Mateo's Battery Electric Street Sweeper projects, and further authorize the C/CAG Executive Director to execute associated funding agreements with project sponsors.

### **EQUITY IMPACTS AND CONSIDERATIONS**

This program's funding aims to benefit the entire community by supporting projects that reduce motor vehicle air pollutions. Additionally, the evaluation process placed additional emphasis for projects located within an MTC Equity Priority Community, CalEnviroScreen 4.0 census tract, and the C/CAG

Equity Focus Areas. The projects in an Equity Focus Area with a score of 8-10 and in an MTC Equity Priority Community or CalEnviroscreen high risk census tract (top 25%) received 5 points.

**ATTACHMENT**

1. Resolution 24-66
2. FYE2025 Transportation Fund for Clean Air (TFCA) Projects Ranking

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

3. Draft Funding Agreement between C/CAG and San Bruno for the Public Works Corporation Yard Electrification project
4. Draft Funding Agreement between C/CAG and San Mateo for the Battery Electric Street Sweeper project



**RESOLUTION 24-66**

**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 INDIVIDUAL FUNDING AGREEMENTS IN THE AGGREGATE TOTAL AMOUNT OF \$1,000,000 UNDER THE FISCAL YEAR 2024/25 TRANSPORTATION FUND FOR CLEAN AIR FUNDS FOR SAN BRUNO'S PUBLIC WORKS CORPORATION YARD ELECTRIFICATION AND SAN MATEO'S BATTERY ELECTRIC STREET SWEEPER PROJECTS**

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

**WHEREAS**, The Bay Area Air Quality Management District (BAAQMD) is authorized to levy a fee on motor vehicles. Funds generated by the fee are referred to as the Transportation Fund for Clean Air (TFCA) funds. 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; and

**WHEREAS**, the Board of Directors of the City/County Association of Governments, at its March 14, 2024 meeting, approved certain projects and programs for funding through San Mateo County's local share of Transportation Fund for Clean Air (TFCA) revenues, including \$1,000,000 for "other projects to be determined" at a later time; and

**WHEREAS**, C/CAG invited local agencies to submit project proposals for this grant program and received four projects. The evaluation panel, the Congestion Management Technical Advisory Committee (TAC), as well as the Congestion Management & Environmental Quality (CMEQ) Committee recommended two projects to the Board of Directors for award; and

**WHEREAS**, City of San Bruno is recommended to receive up to \$745,706.67 of TFCA Funds for the Public Works Corporation Yard Electrification Project, and

**WHEREAS**, City of San Mateo is recommended to receive up to \$254,293.33 of TFCA Funds for the Battery Electric Street Sweeper Project, and

**WHEREAS**, the Board of Directors approved the project scopes and specific recommended grant amounts for the aforementioned projects; and

**WHEREAS**, it is necessary for C/CAG to enter into Project Sponsor agreements with the individual agencies receiving TFCA project funding, setting forth the responsibilities of each party.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the City/County Association of Governments of San Mateo County that the aforementioned two projects are

approved for TFCA funding and that the Executive Director is authorized to enter into funding agreements with the individual agencies receiving Fiscal Year 2024/25 Transportation Fund for Clean Air funding for an aggregate total amount of \$1,000,000. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said agreement prior to its execution, subject to approval as to form by C/CAG Legal Counsel.

**PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF OCTOBER 2024.**

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*Adam Rak, Chair*

FYE2025 Transportation Fund for Clean Air (TFCA) Projects Ranking

Ranking	Lead Applicant (Agency/Jurisdiction)	Project Title	Brief Description	Total Project Cost	TFCA Grant Amount Request	Recommended TFCA Grant Award	Score (Out of 100)
1	San Bruno	Public Works Corporation Yard Electrification	The project involves the procurement of 40 EVs and the installation of 23 charging ports. TFCA funds are being requested for the purchase, construction, and installation of EV infrastructure for the 23 charging ports.	\$ 1,262,671.67	\$ 745,706.67	\$ <b>745,706.67</b>	93.13
2	San Mateo	Battery Electric Street Sweeper	The project will replace 1 existing Diesel engine propelled and auxiliary diesel engine Street Sweeper with 1 Battery Electric (EV) Street sweeper.	\$ 900,000.00	\$ 258,862.43	\$ <b>254,293.33</b>	79.50
3	Hillsborough	Rapid Electric Vehicle Chargers	The project installs four (4) Level 3 Rapid Electric Vehicle Chargers at the Walnut Lot adjacent to Hillsborough Town Hall and the Hillsborough Public Works Corporation Yard.	\$ 612,120.00	\$ 306,060.00	\$ -	76.63
4	San Carlos	San Carlos Ave Asphalt Pathway Replacement and Brittan Ave Sidewalk Improvement Project	The project includes the installation of new sidewalk, curb and gutter in previously unimproved areas. The project will help fill the gaps between existing sidewalks, new buffered bicycle lanes, and new high visibility traffic striping.	\$ 5,078,800.00	\$ 500,000.00	\$ -	74.00
					\$ 1,810,629.10	\$ <b>1,000,000.00</b>	
					Total Requested	Total Available	

## C/CAG AGENDA REPORT

Date: October 10, 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 24-67 authorizing the C/CAG Executive Director to execute Amendment No. 2 to the Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) Funding Agreement with City of Millbrae for the Millbrae Smart City Traffic Signal Project, extending project completion date to March 31, 2025, at no additional cost.

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

### RECOMMENDATION

That the C/CAG Board reviews and approves Resolution 24-67 authorizing the C/CAG Executive Director to execute Amendment No. 2 to the Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) Funding Agreement with City of Millbrae for the Millbrae Smart City Traffic Signal Project, extending project completion date to March 31, 2024, at no additional cost.

### FISCAL IMPACT

There is not any financial impact. The original grant award to the City of Millbrae is \$174,240.

### 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

C/CAG is the Administrating Agency for the TFCA 40% Fund Program in San Mateo County. This program distributes funds to projects that aim to reduce air pollution, greenhouse gas emissions, and traffic congestion. At the October 14, 2021 meeting, C/CAG Board approved Resolution 21-71 authorizing the C/CAG Chair to execute a funding agreement with the Millbrae in an amount up to \$174,240 under the Fiscal Year 2021/22 TFCA program, for the Citywide Virtual Bicycle and Pedestrian Detection Project (also known as Millbrae Smart City Traffic Signal Project).

The project was set to be completed by October 31, 2023. C/CAG and City of Millbrae executed Amendment No. 1 to the original Agreement, extending the Project's completion date to October 31, 2024

for no additional cost. As of September 2024, the Project’s contractor needs additional time to implement for project’s software. City of Millbrae has requested a time extension to complete the Project. C/CAG staff supports the time extension, and requests that the C/CAG Board reviews and approves Resolution 24-67 authorizing the C/CAG Executive Director to execute Amendment No. 2 to the funding agreement. This amendment extends the project completion date to March 31, 2025 at no additional cost. Attachment 2 is the draft Amendment No. 2 to the funding agreement.

**EQUITY IMPACTS AND CONSIDERATIONS**

This program’s funding aims to benefit the entire community by supporting projects that reduce motor vehicle air pollutions.

**ATTACHMENTS**

1. Resolution 24-67
2. Draft Amendment No. 2 to the Fiscal Year 2021-2022 TFCA Agreement Between the City/County Association of Governments and City of Millbrae for the Millbrae Smart City Traffic Signal Project

**RESOLUTION 24-67**

**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 AMENDMENT NO. 2 TO THE FUNDING AGREEMENT WITH CITY OF MILLBRAE FOR THE MILLBRAE SMART CITY TRAFFIC SIGNAL PROJECT, EXTENDING THE PROJECT COMPLETION DATE TO MARCH 31, 2025 AT NO ADDITIONAL COST.**

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

**WHEREAS**, at its October 14, 2021 meeting, the Board of Directors of the City/County Association of Governments approved certain projects and programs for funding through San Mateo County’s local share of Transportation Fund for Clean Air (TFCA) revenues; and

**WHEREAS**, C/CAG approved Resolution 21-71 authorizing the C/CAG Chair to execute a funding agreement with City of Millbrae in the total amount up to \$174,240, under the Fiscal Year 2021/22 TFCA program, for the citywide virtual bicycle and pedestrian detection project (also known as Millbrae Smart City Traffic Signal Project); and

**WHEREAS**, the funding agreement was set to terminate on October 31, 2023; and

**WHEREAS**, in October 2023, C/CAG Executive Director executed a no-cost time extension for the program through October 31, 2024 due to City of Millbrae awarding the project to a contractor in September of 2023, and additional time is required to complete the work; and

**WHEREAS**, City of Millbrae requests an additional time extension to complete the Millbrae Smart City Traffic Signal Project due to the Project’s software implementation requiring additional time; and

**WHEREAS**, City of Millbrae is committed to complete the Millbrae Smart City Traffic Signal Project by March 31, 2025; and

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the City/County Association of Governments of San Mateo County that the Executive Director is authorized to execute Amendment No. 2 to the Fiscal Year 2021-2022 TFCA Agreement between the City/County Association of Governments and City of Millbrae for the Millbrae Smart City Traffic Signal Project. The amendment extends the project completion date to March 31, 2025 at no additional cost. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said amendment prior to its execution, subject to approval as to form by C/CAG Legal Counsel.

**PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF OCTOBER 2024.**

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*Adam Rak, Chair*

**AMENDMENT NO. 2 TO THE FISCAL YEAR 2021-2022 TFCA FUNDING AGREEMENT  
BETWEEN  
THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY  
AND  
CITY OF MILLBRAE**

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as “C/CAG”) and City of Millbrae (“City”) are parties to the Fiscal Year 2021-2022 Transportation Fund for Clean Air (TFCA) Funding Agreement (the “Agreement”), effective November 1, 2021; and

WHEREAS, the Agreement provides funds to City of Millbrae for the Citywide Virtual Bicycle and Pedestrian Detection Project, also known as the Millbrae Smart City Traffic Signal Project (“Project”); and

WHEREAS, the Project’s original completion date was scheduled for October 31, 2023; and

WHEREAS, C/CAG and City of Millbrae executed Amendment No. 1 to the original Agreement, extending the Project completion date to October 31, 2024 for no additional cost; and

WHEREAS, due to the additional time required for the Project’s software implementation, a time extension is necessary to ensure the completion of the full Project scope of work; and

WHEREAS, C/CAG and the City of Millbrae wish to extend the Project’s completion date to March 31, 2025; and

WHEREAS, C/CAG and the City of Millbrae desire to amend the Agreement as set forth herein.

NOW, THEREFORE, IT IS HEREBY AGREED by C/CAG and City of Millbrae that:

1. Section II, item 16, shall be replaced in its entirety and revised to read as follows: “Project Sponsor will complete the Project by March 31, 2025.”
2. Section III, item 2, shall be replaced in its entirety and revised to read as follows: “To reimburse costs incurred by Project Sponsor from the execution of this Agreement through March 31, 2025.”

Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect. This amendment shall take effect upon the date of execution by both parties.

Signatures on the following page

City/County Association of Governments  
(C/CAG)

City of Millbrae

\_\_\_\_\_  
Sean Charpentier, Executive Director  
C/CAG

\_\_\_\_\_  
Tom Williams, City Manager  
City of Millbrae

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Approved as to form:

Approved as to form:

\_\_\_\_\_  
Melissa Andrikopoulos, Legal Counsel  
C/CAG

\_\_\_\_\_  
<NAME>, Legal Counsel  
City of Millbrae

DRAFT



**C/CAG AGENDA REPORT**

Date: October 10, 2024

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolutions 24-69 and 24-73 to allocate \$250,000 of Fiscal Year 2024/2025 Transportation Development Act (TDA) Article 3 funding for the San Mateo Countywide Comprehensive Bicycle and Pedestrian Plan update, and to adopt the San Mateo County TDA Article 3 Program for Fiscal Year 2024/2025 totaling \$2,512,217.

(For further information or questions contact Audrey Shiramizu at ashiramizu@smcgov.org)

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**RECOMMENDATION**

That the C/CAG Board review and approve the following Resolutions:

1. Resolution 24-69, requesting an allocation of \$250,000 in Fiscal Year 2024/2025 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding from the Metropolitan Transportation Commission for the San Mateo Countywide Comprehensive Bicycle and Pedestrian Plan Update.
2. Resolution 24-73, adopting the San Mateo County Transportation Development Act Article 3 Program for Fiscal Year 2024/2025 for \$2,512,217.

**FISCAL IMPACT**

The budget for the FY 24/25 Cycle of the TDA Article 3 program was \$2,590,706. At the May 2024 Board meeting, the Board approved funding ten bicycle and pedestrian projects totaling \$2,262,217, leaving a balance of \$328,489. Staff is seeking the Board's approval to allocate \$250,000 from the remaining TDA 3 funds to update the C/CAG Countywide Bicycle and Pedestrian Plan. Staff is also seeking approval to adopt the revised San Mateo County Transportation Development Act Article 3 Program for FY 2024/2025 for a new total of \$2,512,217.

**SOURCE OF FUNDS**

TDA Article 3 funds are derived from the following sources:

- Local Transportation Funds (LTF), derived from a ¼ cent of the general sales tax collected statewide
- State Transit Assistance Fund (STA), derived from the statewide sales tax on gasoline and diesel fuel.

**BACKGROUND**

TDA Article 3 funds are distributed by the Metropolitan Transportation Commission (MTC) to C/CAG on a formula basis annually. C/CAG acts as the program administrator in San Mateo County and issues

a call for projects for eligible bicycle and pedestrian projects. This funding is available for bicycle and pedestrian projects in San Mateo County with the cities, the County of San Mateo and joint powers agencies (consisting of cities in San Mateo County and/or the County) being eligible applicants.

The budget for the FY 24/25 Cycle of the TDA Article 3 program was \$2,590,706. At the May 2024 C/CAG Board meeting, the Board approved funding ten TDA 3 projects for a total of \$2,262,217, leaving a balance of \$328,489. The May 2024 staff report also noted staff’s future recommendation to use remaining TDA 3 funds to support the update of the Countywide Comprehensive Bicycle and Pedestrian Plan.

As the Congestion Management Agency for the County of San Mateo, C/CAG prepares the Countywide Comprehensive Bicycle and Pedestrian Plan. The Plan is typically updated every five years to reflect changes in community needs, incorporate emerging technologies and trends, and support regional coordination. C/CAG completed the last Plan update in 2021 with the next Plan scheduled for completion by 2026. To fund the Plan update, C/CAG applied for several grants, including the US Department of Transportation’s Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant and Caltrans’ Sustainable Transportation Planning Grant. C/CAG also submitted applications for Congressional and Senate earmarks twice. Due to a highly competitive nature of these grant and earmark opportunities, C/CAG was not awarded funding. C/CAG is committed to updating the Comprehensive Bicycle and Pedestrian Plan, and has pursued funding and partnerships, including:

- Requesting financial support from the San Mateo County Transportation Authority (TA) to help fund the Plan update
- Applying to the TA’s Cycle 2 Alternative Congestion Relief/Transportation Demand Management Program (ACR/TDM) to acquire sidewalk inventory data; and
- Updating the C/CAG Equity Focus Areas as part of the upcoming County Transportation Plan.

The TA is considering contributing \$250,000 to the Plan update, contingent on a 100% match from C/CAG. Staff recommends allocating \$250,000 of the remaining FY24/25 TDA Article 3 Program funds to meet the match requirement. A summary of the funding sources for the Plan update is provided below in Table 1. C/CAG will bring a Memorandum of Understanding (MOU) between the TA and C/CAG for the TA’s \$250,000 contribution to the November 2024 Board meeting for approval.

Table 1: Proposed Funding Sources for the Comprehensive Bicycle and Pedestrian Plan Update

<b>Source</b>	<b>Amount</b>
TA Financial Contribution	\$250,000
C/CAG Share – TDA 3 funds	\$250,000*
TA ACR/TDM Grant (Sidewalk data procurement)	\$220,000**
Total	\$720,000

\*Pending C/CAG and TA Board approval.

\*\*Proposed funding amount and pending successful approval and grant award from the TA.

A draft scope, schedule, and cost estimate for the Comprehensive Bicycle and Pedestrian Plan update is provided in Attachment 3.

Upon approval by C/CAG Board, Staff will submit the Comprehensive Bicycle and Pedestrian Plan update project recommended for funding to MTC for allocation approval.

## **EQUITY IMPACTS AND CONSIDERATIONS**

The C/CAG Comprehensive Bicycle and Pedestrian Plan is crucial to identifying bicycle and pedestrian infrastructure gaps, prioritizing investments and improving access in traditionally underserved communities. The Plan includes innovative ideas like sidewalk data procurement and an e-bike strategy to enhance safety and promote longer-distance e-bike trips. By encouraging active transportation and reducing single-occupancy vehicle trips, the Plan supports greenhouse gas reductions, environmentally sustainable infrastructure, and expanded mobility options for people of all ages, genders, race, and income levels.

### **Attachments**

1. Resolution 24-69
2. Resolution 24-73

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

- 3 Draft scope, schedule, and cost estimate for the Comprehensive Bicycle and Pedestrian Plan update

## **RESOLUTION 24-69**

### **A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY REQUESTING AN ALLOCATION OF \$250,000 IN FISCAL YEAR 2024/2025 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING FROM THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE SAN MATEO COUNTYWIDE COMPREHENSIVE BICYCLE AND PEDESTRIAN PLAN UPDATE**

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

**WHEREAS**, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

**WHEREAS**, MTC Resolution No. 4108, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

**WHEREAS**, C/CAG desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists; now, therefore, be it

**RESOLVED**, that C/CAG declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and furthermore, be it

**RESOLVED**, that there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the C/CAG to carry out the project; and furthermore, be it

**RESOLVED**, that C/CAG attests to the accuracy of and approves the statements in Attachment A to this resolution; and furthermore, be it

**RESOLVED**, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be included for submission to MTC As part of the countywide coordinated TDA Article 3 claim.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the City/County Association of Governments of San Mateo County that the Board requests an allocation of \$250,000 in FY 2024/2025 Transportation Development Act (TDA) Article 3 Pedestrian/Bicycle project funding from the Metropolitan Transportation Commission for the San Mateo Countywide Comprehensive Bicycle and Pedestrian Plan Update.

**PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF OCTOBER 2024.**

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*Adam Rak, Chair*

Attachment A

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2024/2025 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding

**Findings**

Page 1 of 1

1. That C/CAG is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is C/CAG legally impeded from undertaking the project(s) described in “Attachment B” of this resolution.
2. That C/CAG has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or final design and engineering or quick build project; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic and/or Class IV separated bikeway; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by C/CAG within the prior five fiscal years.
8. That the project(s) described in Attachment B which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.) or responds to an immediate community need, such as a quick-build project.
9. That any project described in Attachment B bicycle project meets the mandatory minimum safety design criteria published in the California Highway Design Manual or is in a National Association of City and Transportation Officials (NACTO) guidance or similar best practices document.
10. That the project(s) described in Attachment B will be completed in the allocated time (fiscal year of allocation plus two additional fiscal years).

11. That C/CAG agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

Attachment B

**TDA Article 3 Project Application Form**

1. <b>Agency</b>	City/County Association of Governments of San Mateo County (C/CAG)		
2. <b>Primary Contact</b>	Audrey Shiramizu		
3. <b>Mailing Address</b>	555 County Center, 5th Floor, Redwood City, CA 94063		
4. <b>Email Address</b>	ashiramizu@smcgov.org	5. <b>Phone Number</b>	650-599-1996
6. <b>Secondary Contact</b> (in the event primary is not available)	Kaki Cheung		
7. <b>Mailing address</b> (if different)    N/A <input checked="" type="checkbox"/>			
8. <b>Email Address</b>	kcheung1@smcgov.org	9. <b>Phone Number</b>	650-363-4105
10. <b>Send allocation instructions to</b> (if different from above):			
11. <b>Project Title</b>	San Mateo Countywide Comprehensive Bicycle and Pedestrian Plan Update		
12. <b>Amount requested</b>	\$250,000	13. <b>Fiscal Year of Claim</b>	2024/2025

**14. Description of Overall Project:**

The Countywide Comprehensive Bicycle and Pedestrian Plan identifies bike and pedestrian infrastructure gaps and prioritizes investments and improvements, particularly in traditionally underserved communities. The plan update will reflect changes in community needs, incorporate emerging technologies, and support regional coordination.

**15. Project Scope Proposed for Funding:** (Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

The funding will be used to update the San Mateo Countywide Comprehensive Bicycle and Pedestrian Plan.

**16. Project Location:** A map of the project location is attached or a link to a online map of the project location is provided below:

See Attachment C.



**Project Relation to Regional Policies** (for information only)

17. Is the project in an [Equity Priority Community](#)?

Yes  No

18. Is this project in a [Priority Development Area](#) or a [Transit-Oriented Community](#)?

Yes  No

**19. Project Budget and Schedule**

Project Phase	TDA 3	Other Funds	Total Cost	Estimated Completion (month/year)
Bike/Ped Plan	\$250,000	\$470,000	\$720,000	June 2026
ENV		NA	NA	NA
PA&ED		NA	NA	NA
PS&E	NA	NA	NA	NA
ROW		NA	NA	NA
CON	NA	NA	NA	NA
Total Cost	\$250,000	\$470,000	\$720,000	NA

**Project Eligibility**

A. Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee?

Yes  No

If "YES," identify the date and provide a copy or link to the agenda.

September 26, 2024. Agenda: <https://ccag.ca.gov/wp-content/uploads/2024/09/BPAC-Agenda-9-26-24-packet-final.pdf>.

If "NO," provide an explanation).

B. Has the project been approved by the claimant's governing body?

Yes

No

If "NO," provide expected date: \_\_\_\_\_

C. Has this project previously received TDA Article 3 funding?

Yes  No

(If "YES," provide an explanation on a separate page)

D. For "bikeways," does the project meet Caltrans minimum safety design criteria

Yes  No

pursuant to [Chapter 1000 of the California Highway Design Manual](#)?

N/A

**E. 1.** Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c),  
Yes  No

Existing Facility?

**2.** If “NO” above, is the project is exempt from CEQA for another reason?  
Yes  No

Cite the basis for the exemption. \_\_\_\_\_

N/A

If the project is not exempt, please check “NO,” and provide environmental documentation, as appropriate.

**F.** Estimated Completion Date of project (month and year): June  
2026

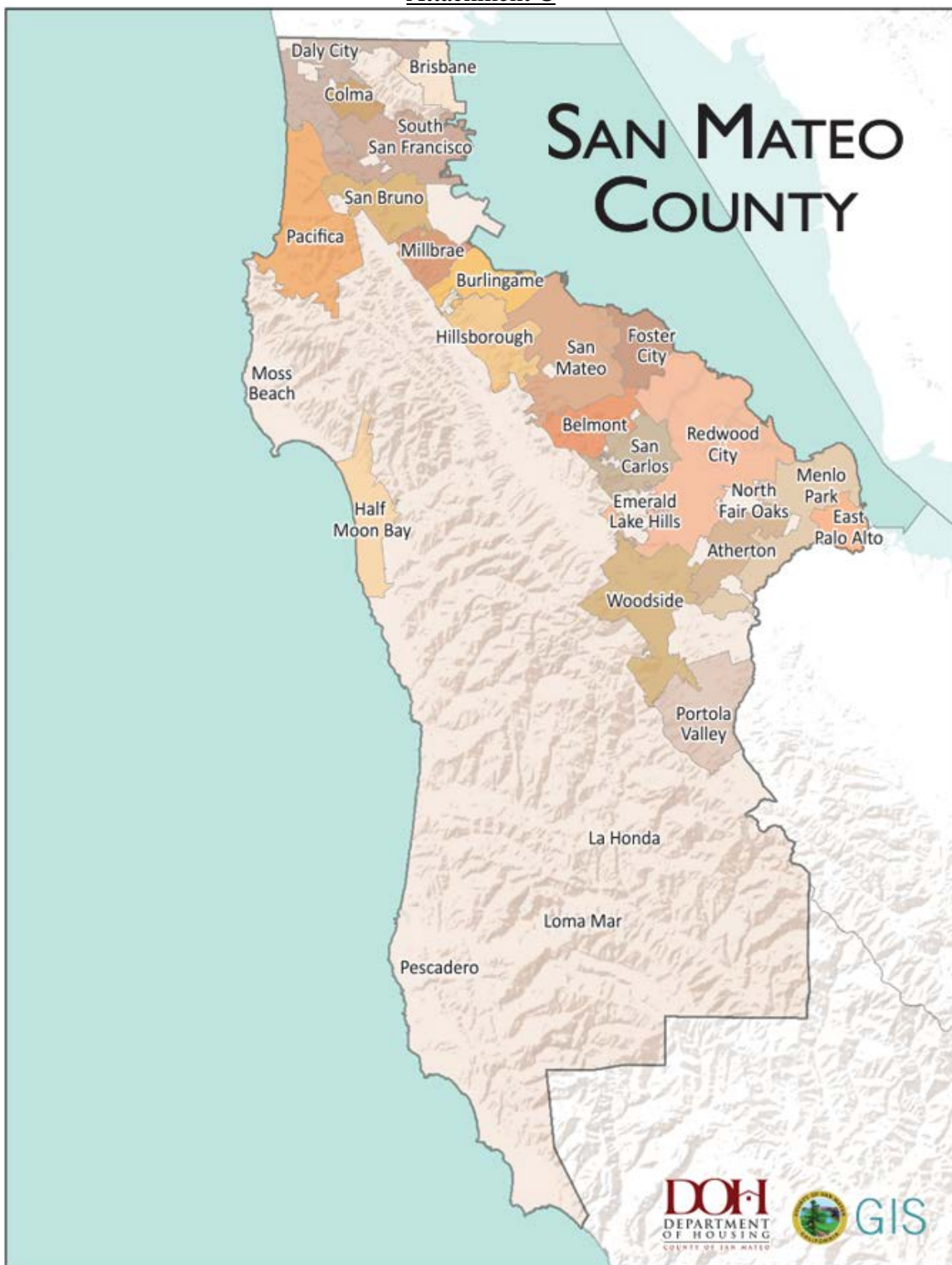
**G.** Have provisions been made by the claimant to maintain the project or facility, or has  
Yes  No

the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility, please identify below and provide the agreement.

**H.** Is a Complete Streets Checklist required for this project ?  
Yes  No

If the amount requested is over \$250,000 or if the total project phase or construction phase is over \$250,000, a Complete Streets checklist is likely required. Please attach the Complete Streets checklist or record of review, as applicable. More information and the form may be found here: <https://mtc.ca.gov/planning/transportation/complete-streets>

Attachment C



## **RESOLUTION 24-73**

### **A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ADOPTING THE SAN MATEO COUNTY TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PROGRAM FOR FISCAL YEAR 2024/2025 FOR \$2,512,217**

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

**WHEREAS**, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 *et seq.*, authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

**WHEREAS**, MTC Resolution No. 4108, Revised requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

**WHEREAS**, C/CAG has undertaken a process in compliance with MTC Resolution No. 4108, Revised for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in San Mateo County, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

**WHEREAS**, each claimant in San Mateo County whose project or projects have been prioritized for inclusion in the fiscal year 2024/2025 TDA Article 3 countywide coordinated claim, has forwarded to C/CAG a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it

**RESOLVED**, that C/CAG approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

**RESOLVED**, that C/CAG approves the submittal to MTC, of the San Mateo County fiscal year 2024/2025 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;
- C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;

- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;
- E. confirmation that each project meets Caltrans' minimum safety design criteria and is ready to implement within the next fiscal year.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the City/County Association of Governments of San Mateo County that the Board hereby adopts the San Mateo County Transportation Development Act (TDA) Article 3 Program, funding 11 Bicycle and Pedestrian project proposals for Fiscal Year 2024/2025 for \$2,512,217, as shown in the associated staff report.

**PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF OCTOBER 2024.**

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**Adam Rak, Chair**

ATTACHMENT A: TDA Article 3 FY 2024/2025 Project Summary

	<b>Applicant</b>	<b>Project Funding Requested</b>
<i>Planning Project Proposals</i>		
1	<b>Commute.org: San Mateo County Bicycle Education</b> <i>Matching funds for SMCTA grant to implement a Pedestrian and Bicycle Education Program.</i>	\$ 20,000
2	<b>Foster City: Bicycle &amp; Pedestrian Master Plan</b> <i>Plan to address bicycle and pedestrian safety and needs within the City.</i>	\$ 80,000
3	<b>Atherton: Updating the Town's Bicycle and Pedestrian Master Plan</b> <i>Plan update to improve bike and pedestrian infrastructure throughout the Town.</i>	\$ 100,000
4	<b>Hillsborough: Bicycle and Pedestrian Master Plan</b> <i>Create Master Plan to guide infrastructure implementation and identify future improvements.</i>	\$ 100,000
5	<b>C/CAG: San Mateo Countywide Comprehensive Bicycle and Pedestrian Plan Update</b> <i>Update Plan to prioritize bike and pedestrian improvement projects throughout the County.</i>	\$ 250,000
<i>Capital Project Proposals</i>		
1	<b>South San Francisco: Buffered Bike Lane Enhancement Project</b> <i>Quick build to construct/add bollards to existing buffered bike lanes.</i>	\$ 345,717
2	<b>San Bruno: Safe Routes to School High-Priority Improvements</b> <i>Implement high-priority recommendations at 10 schools in Safe Routes to School Plan.</i>	\$ 380,700
3	<b>East Palo Alto: Pulgas Avenue Mini-Roundabouts</b> <i>Install two mini-roundabouts at two intersections on Pulgas Ave.</i>	\$ 400,000
4	<b>Belmont Village Bicycle Improvements</b> <i>Install Class II bike facilities.</i>	\$ 330,000
5	<b>Colma: Lawndale Blvd. RRFB Mid-Block Crosswalk &amp; Bike Lane Improvement Project</b> <i>Install high-visibility mid-block crosswalk.</i>	\$ 252,000
6	<b>San Mateo Caltrain Station North Access Improvement Project</b> <i>Design new pedestrian and bicycle entrance to San Mateo Caltrain station.</i>	\$ 253,800
		\$ 2,512,217

## C/CAG AGENDA REPORT

Date: October 10, 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 24-70 adopting the first C/CAG Strategic Plan.

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

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### RECOMMENDATION

That the C/CAG Board review and approve Resolution 24-70 to adopt the first C/CAG Strategic Plan.

### FISCAL IMPACT

The total not to exceed amount for the development of C/CAG's first strategic plan is \$130,623.

### SOURCE OF FUNDS

Plan development is funded with a combination of general operation funds, Congestion Relief Program funds, and contributions from the Stormwater and Energy programs.

### BACKGROUND

With the successful completion of the Agency's Equity Assessment and Framework, and the significant policy and regulatory changes effecting the transportation, energy and stormwater fields, C/CAG started the process to develop its first Strategic Planning to cover the next three to five years. Through a competitive procurement process, MIG Inc. (MIG) was selected to perform this work.

The C/CAG Board has been engaged and involved throughout the planning process. The project team facilitated workshops and discussions with the Board to gather input on the draft strategic plan framework, the proposed mission, vision, core values, goals and objectives, and performance measures. Before drafting the Plan, the consultant attended a majority of the C/CAG Committee meetings to obtain further feedback. The draft Plan was released in early August and available for public comments for one month. Notifications were distributed to all elected officials in the County and C/CAG Committee members, along with community-based organizations and interested stakeholders.

By the conclusion of the public comment period, C/CAG received seven written submissions. Attachment 2 provides a summary of all the feedback received throughout the Plan's development, along with the project team's responses. Comments submitted during the public comment period are highlighted in the gray-shaded boxes. Where feasible, the project team incorporated changes to the Plan based on this input.

Staff recommends that the Board review and approve Resolution 24-70, adopting the C/CAG's first Strategic Plan. Following Plan adoption, staff will develop detailed action plans to implement the

identified strategic priorities. Progress on Plan implementation will be reported annually as part of the agency's budget adoption process.

## **EQUITY IMPACTS AND CONSIDERATIONS**

This item improves the administration/operations of C/CAG. C/CAG is currently implementing its Equity Assessment.

## **ATTACHMENTS**

1. Resolution 24-70
2. Strategic Plan comment response matrix

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

3. C/CAG Strategic Plan Presentation
4. Final C/CAG Strategic Plan



**RESOLUTION 24-70**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY APPROVING THE INAUGURAL C/CAG STRATEGIC PLAN**

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

**WHEREAS**, C/CAG is committed to fulfilling its mission of working on issues that affect the quality of life; and

**WHEREAS**, C/CAG recognizes the importance of strategic planning as a tool to set priorities, focus resources, and ensure that all stakeholders are working toward common goals; and

**WHEREAS**, the development of the Agency's first Strategic Plan has involved input from staff, Board members, Committee members, community partners and more to ensure that the plan reflects a shared vision for the future; and

**WHEREAS**, the Strategic Plan outlines key objectives, initiatives, and performance measures aimed at advancing the Agency's mission over the next three to five years; and

**WHEREAS**, the Strategic Plan provides a roadmap for addressing challenges, seizing opportunities, and delivering measurable results for the community; and

**WHEREAS**, the Board of Directors has reviewed and considered the Strategic Plan and believes it represents a sound framework for guiding the agency's future actions.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the City/County Association of Governments of San Mateo County hereby approves the Agency's first Strategic Plan; and **BE IT FURTHER RESOLVED** that the Executive Director or their designee is authorized and directed to implement the Strategic Plan and provide regular updates to the Board on its progress.

**PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF OCTOBER 2024.**

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*Adam Rak, Chair*










C/CAG Board and Committee Comments Provided on the Draft Strategic Plan

This document is a compilation of all comments on the draft Strategic Plan framework provided by C/CAG’s Board of Directors and select Standing Committees at their April-May meetings; it also includes feedback received during the public comment period in August.

- **Board of Directors** – April 11 and May 9, 2024
- **Resource Management and Climate Protection Committee (RMCP)** – May 15, 2024
- **Congestion Management Program Technical Advisory Committee (TAC)** – May 16, 2024
- **Stormwater Committee** – May 16, 2024
- **Congestion Management and Environmental Quality Committee (CMEQ)** – May 20, 2024
- **Finance Committee** – May 22, 2024
- **Airport Land Use Committee (ALUC)** – May 23, 2024
- **Bicycle and Pedestrian Advisory Committee (BPAC)** – May 23, 2024
- **Public Comment Period** – August 12 to September 6, 2024
  - **A total of 25 people accessed the document online, and four people submitted comments through other means.**

Comments are categorized by the Strategic Plan section, and each one is color coded to indicate the group/venue in which the comment was provided.

**Key:**

	Board of Directors
	Resource Management and Climate Protection Committee (RMCP)
	Congestion Management Program Technical Advisory Committee (TAC)
	Stormwater Committee
	Congestion Management and Environmental Quality Committee (CMEQ)
	Finance Committee
	Airport Land Use Committee
	Bicycle and Pedestrian Advisory Committee
	Public Comment Period

## List of Comments and Changes

Updated 9/19/24

## Major Challenges and Opportunities Facing San Mateo County:

Comment	Changes
● 1. Another key factor when it comes to mode shift is to provide options to the community. Redwood City is supportive of a regional or sub-regional shuttle or shared micromobility program.	Noted that one opportunity to increase mode shift is the forthcoming implementation of a micro-mobility (bikeshare/scooter share) pilot program in key areas of San Mateo County.
● 2. Not certain how you got this number: feels like a change from the past when SMC was a commuter suburb. Having higher % work in SMC means we need a more robust mass transit option, better micro mobility and BPAC options.	Data source added.
● 3. Driving my own car or motorcycle is easy, while our mass transit is not wide ranging and takes too much time. Micro mobility has arrived in Europe and is coming to SMC fast. Are we ready?? NO!	Implementation of a micro-mobility (bikeshare/scooter share) pilot program in key areas of San Mateo County is included as a short-term objective under Goal 1.
● 4. Make and keep it safe around SFO. Stop San Bruno from building 10 story buildings at the end of 26R & 26L.	No change was made.
● 5. I'll send Audrey the letter I wrote to SMC TA.	Letter received.
● 6. SMC is controlled by the well-heeled living in the hills. How can we get them engaged in others' plight?	No change was made.
● 7. We need more Foster City solutions on the Bayside, and Hwy 1 is in serious jeopardy already and needs to be moved in spots.	No change was made.
● 8. We are killing the human race. That's why we live in the hills on the ocean side with our natural AC. Buildings need insulation and lower cost heat/AC solutions. Infrastructure	No change was made.

	requires hardening as well.	
●	9. We are all in this together and need to gain support from the hills of SMC.	No change was made.

**Mission Statement:**

	<b>Comment</b>	<b>Changes</b>
●	10. "Congestion relief" is missing.	The phrasing "robust multi-modal transportation network" assumes inclusion of congestion relief strategies.
●	11. "Energy efficiency" is missing, should that be in the mission? Is that what C/CAG does?	This is included in "environmentally sustainable."
●	12. "Implement and maintain a robust multi-modal transportation network" makes it sound like we run the transit system.	C/CAG does implement and maintain some parts of the transportation system.
●	13. "Land use" is missing.	Land use is the responsibility of local jurisdictions. C/CAG only touches on land use in a limited way via the 21-Elements work and airport land use compatibility. "Environmentally sustainable" includes the balanced land use that C/CAG supports.
●	14. "Planning" is missing.	This is reflected in each goal area throughout the document.
●	15. "Promote climate resilience" is a broad phrase. Can we get more specific?	Added "environmentally sustainable."
●	16. C/CAG's mission is to work collaboratively with local jurisdictions. Be stronger about this.	This was added.
●	17. Keep "multi-modal."	No change was made.
●	18. Make it more positive, include characteristics that distinguish C/CAG from other regional groups. Mention how many cities we have around the table that are willing to work together towards common goals. The magic	Added this to the mission statement and added "innovative" to the vision statement in recognition of C/CAG's role in bringing innovative ideas to the region.

	of C/CAG is that we have been respectful and responsible, understanding that we must get where we're going together. We figure out how to make things work together. The language should reflect that.	
●	19. Transportation and climate resiliency are our focus areas, and those are there. Other concepts like jurisdictions and shared goals are good too.	Agreed.
●	20. Doesn't say anything about equitable distribution whereas the vision does.	Equity as an overarching priority is reflected throughout the document.
●	21. Consider "an accessible, robust, multi-modal transportation system."	Most of this language was added.
●	22. Make equity a central part of the mission.	This was added.
●	23. Emphasize accessibility.	This was added.
●	24. The mission and vision are inspirational and comprehensive.	Agreed.
●	25. Keep it short, fun, and fanciful if possible.	Every effort was made to keep the statements brief while making sure the language captures everything C/CAG does.
●	26. The specificity of the mission seems somewhat discordant with the breadth of the vision. Can the mission fly even higher?	Vision statements are intended to be broader and more aspirational than mission statements, which are meant to convey an organization's basic reason for being.
●	27. We all want a healthy community. Can the mission reflect this?	This will be reflected in the strategic plan narrative.
●	28. Nothing about stormwater or housing; feels too specific to transportation and climate resilience.	Stormwater is part of C/CAG's environmental quality and climate resilience work, and housing is outside C/CAG's purview, except for the 21-Elements work. The updated vision includes "environmentally sustainable, climate resilient future" which includes stormwater.
●	29. What about affordability?	C/CAG supports affordable housing through its 21-Elements support.

● 30. Mission overlooks stormwater work and feels heavily transportation focused.	Stormwater is part of C/CAG’s environmental quality and climate resilience work.
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**Vision Statement:**

Comment	Changes
● 31. Say “clean energy leaders” rather than “energy efficiency.”	“Clean energy” was added.
● 32. We don't need the comma after "outcomes."	Removed comma.
● 33. I like the vision better than the mission because it is more expansive.	Vision statements are intended to be broader and more aspirational than mission statements, which are meant to convey an organization’s basic reason for being.
● 34. Vision overlooks stormwater work; feels heavily transportation focused.	Stormwater is part of C/CAG’s environmental quality and climate resilience work and is described in Goal 2.
● 35. One person asked why "balanced land use" is there. Another person recommended keeping the language in.	“Balanced land use” reflects the local jurisdictions’ authority of land use and their role in identifying what is the appropriate balance of land uses for each jurisdiction. C/CAG supports the Countywide TDM policy and the 21-Elements effort that assist cities to achieve their balanced land use goals.
● 36. How far should C/CAG go in determining what land use looks like?	C/CAG only addresses land use through the 21-Elements work and airport land use compatibility. Land use is the responsibility of local jurisdictions.
● 37. Don't like "balanced land use" because "land use" implies something beyond C/CAG's purview.	See #26.

**Core Values:**

Comment	Changes
● 38. Frame equity more positively and forward looking.	The language was modified to reflect this.
● 39. Not enough representation of the environment. "Sustainability" isn't broad	“Environment” was mentioned more frequently in the proposed changes above.

	enough.	
●	40. Equity is missing inclusivity.	C/CAG’s Equity Assessment, Framework, and Action Plan describe this in more detail. The strategic plan will include links to these documents.
●	41. Speak to the forward-looking aspects of equity, not just the past.	The language was changed.
●	42. “Meeting the needs of the present” seems to need another noun like present communities or residents.	The language was changed.
●	43. Aspirations like these are great, however SMC has proved to be more self absorbed within the elected leaders and the wealthy. Getting real buy in will take some doing.	No change was made.

**Goal 1: Transportation:**

	<b>Comment</b>	<b>Changes</b>
●	44. Right now, only one performance measure has a specific number value. Identify clear targets for the timeframes.	Staff will develop more specific targets for each performance measure.
●	45. "Strengthening the implementation of the countywide CMP TDM policy" feels ambiguous. Get more detailed and actionable.	Staff will develop more specific targets for each performance measure.
●	46. Provide a target for each performance measure.	Staff will develop more specific targets for each performance measure.
●	47. In operations, clarify what is a regulatory mandate.	This will be explained in the strategic plan narrative.
●	48. Add an objective on legislative coordination and advocacy to get more funding for the county.	This is covered in Goal 5.
●	49. Consider a performance measure on how much money we get for the county as a whole from outside sources (either measured against percentage of regional funds or compared to other Bay Area counties).	Staff will develop more specific targets for each performance measure.
●	50. For mode share, is this all trips or just commute trips?	C/CAG measures both.
●	51. Be more specific and bolder on the safety performance measure (i.e., eliminate traffic deaths).	Staff will develop more specific targets for each performance measure.
●	52. Add a performance measure related to shuttles.	Shuttles typically require a performance metric when they apply for funding. The performance metrics might differ based on whether it is a commuter, community, or Lifeline Shuttle.
●	53. Where and how are we including seniors in the Equity Focus Areas? There should be more programming and support for senior	The Equity Focus Areas are those with many low-income households, people of color, households without access to a vehicle, and



	mobility given that seniors are 20% of the population.	households burdened by housing and transportation costs, compared to other areas in San Mateo County.
●	54. There are so many objectives. How will C/CAG prioritize so we can actually move the needle on some of these?	It is an ambitious plan and the different time frames reflect the priorities. Much of C/CAG's work is statutorily required or mandated.
●	55. Senior citizens aren't reflected.	Many of C/CAG's programs benefit seniors, including the shuttles and investment in pedestrian facilities.
●	56. These objectives seem focused on the built environment. Where are the behavior change strategies?	C/CAG focuses on building infrastructure with the hope that in time it will lead to behavior change. Vision Zero and Safe Routes to School work does include behavior change elements.
●	57. Cities' ability to implement these changes (e.g., mode shift, shuttles) depends on whether they have the resources to do so.	Increasing funding is a key component of the strategic plan.
●	58. Not all cities have Equity Focus Areas, but we still need funding.	Agreed. Staff have consistently noted that investment to meet our mobility goals is required throughout the County.
●	59. Encourage multi-benefit projects (i.e., whenever we do a transportation project, put in green stormwater infrastructure).	This is covered in Goal 2.
●	60. How much money won't go to active transportation if we invest in freeways? Many of the objectives are not aligned with mode shift and equity goals.	These are ongoing funding and policy decisions. It is not accurate to assume investments are fully fungible across all modes.
●	61. Safety should be the #1 goal.	Added this into the mission statement.
●	62. If we want to reduce driving and get people out of their cars, say this.	This is "mode shift."
●	63. Explore "no right turn on red light" policies in high injury areas.	This is an issue each jurisdiction can consider and/or it can be discussed as part of the C/CAG Vision Zero Advisory Committee.
●	64. The performance measures should align better with the mission statement.	The final set of performance measures and their related targets will be aligned with the

	mission statement.
● 65. Climate resilience is not the same thing as climate change prevention.	The mission statement was adjusted.
● 66. If we want to focus on equity, don't just measure grant allocations, prevent doing harm in the first place by protecting the environment and safety of vulnerable communities. Include air quality, injury prevention, and climate justice as components of equity.	C/CAG just approved the first Countywide Vision Zero Policy. Also, many of these criteria are part of the environmental assessment of all projects.
● 67. Can we look at other county/city examples for how to achieve equitable outcomes better?	C/CAG's Equity Assessment, Framework, and Action Plan describe this in more detail, including case studies.
● 68. Enforcement is an equity issue. Explore alternatives to law enforcement for traffic stops.	This is an issue each jurisdiction can consider.
● 69. Include noise pollution in equity maps.	Noise is a CEQA issue that is analyzed as part of the environmental review process.
● 70. Move towards electric buses.	SamTrans is working on this.
● 71. Add technical assistance – support and stay up to date on modeling and VMT analysis topics. Local agencies do not have staff that are expert in this topic.	The language was added.
● 72. We need a regional agency that is responsible for operation of TDM programs that does not fall under SamTrans responsibilities; thinking about a sub-regional shuttle program that support 2-3 adjacent jurisdictions.	This is an issue for further consideration.
● 73. Please ensure that new technologies deployed are interoperable with San Mateo County Transit District's plan for a centralized cloud-based TSP system.	Language on coordinating with transit and shuttle providers was added.
● 74. Please coordinate with El Camino Real	C/CAG staff will coordinate with SamTrans on this.

	Corridor Manager on implementation to ensure bike lanes are integrated with transit priority improvements.	
●	75. More Measure A and Measure W dollars should be allocated to pedestrian and bicycle safety.	C/CAG does not control Measure A and Measure W spending. The Strategic Plan emphasizes the need to invest in pedestrian and bicycle safety across the county.
●	76. Clarify roles and responsibilities of regional and local agencies (e.g., C/CAG vs. SMCTD roles).	Language was added to reflect the importance of working in partnership with other agencies.
●	77. Is there an opportunity for C/CAG to support further coordination with Caltrans on SHOPP projects (e.g., augmenting Caltrans SHOPP project with local jurisdiction needs) or is this more of a role for the TA?	No change was made; C/CAG staff can explore this further.
●	78. Continue to support education around various transportation resources and coordination with MTC on the TIP.	Language was added.
●	79. Strategic planning and coordination for larger, federal grants for regional investments (what was being planned for the LRSP and applying for SS4A grant).	Language was added.
●	80. Regional data gathering and analysis (e.g., could C/CAG support annual bike/ped counts or consider another big data subscription?).	Language was added.
●	81. SMC needs a Class 1 Bike/Ped network to allow greater personal transport, micro mobility needs to be incorporated, and mass transit needs to become an option rather than by necessity.	No change was made as this comment already aligns with the Strategic Plan objectives.
●	82. Automated vehicle plan: can't get beyond the first line of the Exec Summary. Sacramento needs to be engaged and made to focus on user rather than corporate needs.	No change was made.

● 83. Express lanes project is not popular... lost opportunity.	No change was made.
● 84. 2050 for Vision Zero generates zero interest. Get 'er done sooner!	No change was made.

**Goal 2: Stormwater Management:**

<b>Comment</b>	<b>Changes</b>
● 85. On objective 2.4, mention that BAWSCA is C/CAG's partner.	Added this.
● 86. Mid-peninsula unincorporated areas don't have a stormwater master plan. Would this fit into objective 2.9?	Stormwater master plans are up to the jurisdiction (i.e., cities and/or the County in unincorporated areas). C/CAG supports local green infrastructure projects and regional OneWatershed Projects.
● 87. Add a performance measure about the percentage of jurisdictions with stormwater plans?	Added this.
● 88. The last two performance measures don't feel like performance measures.	Staff will develop more specific targets for each performance measure.
● 89. Are we tracking local jurisdictions' work on stormwater?	C/CAG is already doing this.
● 90. Stormwater is a small piece of C/CAG's work. Can we call it "climate adaptation and green infrastructure" or something like that?	Added "green infrastructure" to the goal statement. Kept the focus on stormwater management, however, as this is a specific priority of C/CAG's that is tied to regulations and funding.
● 91. All of our agencies are underfunded for stormwater management. Can we look for economies of scale to increase funding for all of us? Can there be a performance measure on this?	This is covered in Goal 5. Role clarity is needed, but the strategic plan is not normally the document to address this issue.
● 92. There's a lack of role clarity between C/CAG and One Shoreline. Should there be coordination of funding initiatives with One	There is significant coordination and collaboration with OneShoreline.

	Shoreline?	
●	93. The Coastside has needs around bluff erosion and loss of open space. Can we lift this up?	C/CAG doesn't have a material role in that work and prefers not to step on other agencies' toes.
●	94. Add something about the integration of plans to approach issues more comprehensively.	Better coordinating/integrating plans across jurisdictions could be a topic of further discussion at C/CAG.
●	95. Make the performance measures specific targets.	Staff will develop more specific targets for each performance measure.
●	96. Clarify what "stormwater plans" refers to in the performance measure.	This measure was deleted. Also see response #61.
●	97. If this plan includes El Camino Real or Dumbarton Rail Corridor, please flag this effort for SamTrans Major Corridors Manager to ensure master plan is integrated with other major corridors planning efforts. Additionally, please make sure to coordinate with SamTrans on any streets that may affect our bus routes or stops.	This is embedded in the core value of collaboration.
●	98. Did not see any specific equity related performance measure or objectives. Is there an opportunity to either reference the Action Plan or be more specific (e.g., Implement X projects in EPCs)?	Language was added, and equity is part of C/CAG's overall strategy.
●	99. This is an issue for a home in the hills as well as neighborhoods built over concealed creeks: let the natural flow of water paths grow, and use them for Class 1 trails when dry.	No change was made.

**Goal 3: Energy, Environment, and Climate:**

	<b>Comment</b>	<b>Changes</b>
●	100. Should we create a specific objective to forge a partnership with Peninsula Clean Energy (PCE)?	Although a partnership may be useful, it is not clear what the tangible benefit would be to add this as an objective in the strategic

	plan.
● 101. Add charging infrastructure.	Added this as an objective.
● 102. Add green hydrogen.	Added this as an objective.
● 103. It's not clear whether we're aiming for climate mitigation, adaptation, or both. "Resilience" is more all-encompassing.	The word "resilience" covers both mitigation and adaptation.
● 104. What about "using less resources"?	Conceptually, this is included in "environmentally sustainable, climate resilient future."
● 105. There are no action words in the goal statement (e.g., lower GHG emissions).	The objectives are action oriented. There was no consensus among Board and Committee members that the tone needed more urgency.
● 106. There's not enough urgency in our language.	The revised language has attempted to convey more action.
● 107. Would this be a place to weave in resource management and conservation?	The Board discussed whether to include parks and open space, but C/CAG doesn't have much of a role in that work and prefers not to step on other agencies' toes.
● 108. "Energy costs" resonate more than "climate change" in some communities.	Board and Committee members are encouraged to frame the work in whatever ways make most sense with their constituents/communities.
● 109. How do we involve the most impacted communities in these discussions? We want them front and center.	C/CAG staff will define the action steps in their biannual work plan and project plans, creating specific opportunities for communities to get involved.
● 110. Consider "enhance environmental quality and community resilience to climate change throughout San Mateo County."	Added this.
● 111. Can the carbon sequestration performance measure be more specific and robust?	Staff will develop more specific targets for each performance measure. Children are not specifically addressed since they are not an explicit part of C/CAG's mission or purview

	(though much of C/CAG's work does benefit children).
● 112. Kids ages 0-8 are particularly sensitive to environmental factors. We need to include them in any climate action planning we do. I'm not sure where that would fit in here, but I think we should address it.	CEQA identifies "sensitive receptors" as part of the process for the environmental review for any projects.
● 113. Siting of cellular towers and concerns around children's/community health came up too.	Local jurisdictions don't control cell tower siting, but C/CAG can ask its lobbyist about this because it seems like a common issue to advocate around.
● 114. Please make sure to coordinate with SamTrans on any streets that may affect our bus routes or stops, or Major Corridors Manager if El Camino Real.	Noted.
● 115. Did not see any specific equity related performance measures or objectives.	Equity is part of C/CAG's overall strategy and is embedded in all we do.
● 116. Suggest augmenting the "tree canopy" objective with more specific examples. Could it be seeking funding to develop an Urban Forest Management Plan? Tree / vegetation inventory using LIDAR or other tools? Another opportunity to call out co-related issues in equity priority communities - urban heat island and can't plant large stature street trees due to no/minimal parkway and limited maintenance budget for jurisdiction.	C/CAG staff will follow up on this.

**Goal 4: Land Use and Airport Compatibility:**

Comment	Changes
● 117. Some thought that housing element certification shouldn't be a performance measure because it's out of C/CAG's control.	Staff recommend keeping this as it is a baseline threshold for most discretionary forms of transportation funding.
● 118. There was uncertainty from about the "airport" land use focus.	C/CAG has certain mandates related to airport land use compatibility.

● 119. A Committee member asked whether C/CAG does any other type of land use, for example open space?	C/CAG only works on land use through the 21-Elements work and airport land use compatibility.
● 120. Should we include conservation and natural land use (e.g., preserving habitat, carbon sinks, etc.) that we'll need to be carbon neutral.	The County controls land use, so it's not clear what role C/CAG would have.
● 121. Add carbon sequestration.	"Completion and implementation of a Countywide Carbon Neutrality Plan" was added as a performance measure in Goal 3.
● 122. Committee members were unclear about what the 21-Elements work and HCD's pro housing designation are.	C/CAG supports local jurisdictions' work on Housing Elements.
● 123. Increasing housing puts pressure on the airports, making it harder for them to operate safely.	HCD's pro housing designation does not make it easier to build housing where it is restricted.
● 124. Separate out land use and airport land use compatibility, as the two are different. This committee doesn't touch the land use/housing work.	Labeled the objectives that are specific to airport land use compatibility.
● 125. Objective 4.4: How will the timing of HCD's guidance on noise and housing impact the ALUCP updates? Will we consider certain types of exemptions sooner?	This is uncertain. At an appropriate time, C/CAG will communicate with HCD regarding its concern about housing in the 70-decibel noise level.
● 126. Change the photo on the slide so it's not a Surfair plane because that will bother some viewers.	The consultant team will change the image for future presentations.
● 127. Did not see any specific equity related performance measures or objectives, beyond childcare call out.	The ALUCP is statutorily required to evaluate airport safety, noise, and land use concerns.
● 128. Could this include data analysis/public health lens on impact of airport on EPCs? Noise? Childhood asthma?	The ALUCP is statutorily required to evaluate airport safety, noise, and land use concerns.
● 129. Have you ever been in a plane that	No change was made. Note that new



<p>aborted a landing, and had to take evasive maneuvers? I have, and it scares everyone on board, including the crew. Stop building high towers, we are asking for a lot of trouble...</p>	<p>development with the ALUCP must meet FAA requirements as well as the Airport Land Use Compatibility Plan criteria.</p>
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**Goal 5: Finance and Administration:**

	<b>Comment</b>	<b>Changes</b>
●	130. Add a performance measure about C/CAG's ability to receive federal funding.	Added.
●	131. Suggest objective to update/refine website to make information more readily accessible to the public and local agencies. Specifically, I find it difficult to find archived information on things like past call for projects - or navigating the content of these subpages - Funding   C/CAG. A Dashboard for this page with how much money is available, how much is local, what other jurisdictions have been successful in getting, etc. would be great!	Language added.

**Other Comments Not Specific to a Framework Element:**

	<b>Comment</b>	<b>Changes</b>
●	132. The Board should be the writers/framers of the mission and vision. Consider working with a subcommittee to address Board feedback.	The Board was given an additional opportunity to frame the mission and vision statements at their May meeting.
●	133. Check that data (both qualitative and quantitative measures) are available for each performance measure.	Staff will develop more specific targets for each performance measure. For some measures, studies still need to be done in order to collect realistic data.
●	134. Specify how and when the strategic plan gets updated. What is the schedule/interval the Board should expect an update on the progress? How do we course correct over	This will be addressed in the strategic plan narrative. It is expected that the Board will revisit the strategic plan every two years to review progress and make changes. C/CAG

	time? Be clear about this in the plan.	staff prepare a two-year work plan to inform the budget. Once the strategic plan is adopted, staff will probably use it in place of the work plan.
●	135. Outside influences can change our course. How do we specify performance measures when we don't control most of what impacts our work? The plan should make clear the need for flexibility, but we must remain strong in our mission and goals even while being flexible.	This will be addressed in the strategic plan narrative.
●	136. Where does "quality of life" get reflected in these goals, objectives, and performance measures? Since it's such a broad concept, we'd need to make it actionable in the plan.	Added "quality of life for all" to the vision statement. Will address this in the strategic plan narrative too.
●	137. The plan feels high level. We want to be able to tell our communities how we can tap into this and be part of it.	A strategic plan is high-level by nature. C/CAG staff will define the action steps in their work plan and project plans, creating specific opportunities for communities to get involved.
●	138. Want to see a focus on seniors.	See comment #44.
●	139. Equity has to be defined in the context of San Mateo County.	C/CAG's Equity Focus Areas were developed in the context of San Mateo County.
●	140. We have more committees than staff may be able to reasonably support. Should we consolidate the committees?	"Review C/CAG standing committee structure for efficiencies" was added as a specific objective under Goal 5. Streamlining the committees and/or introducing term limits is under consideration. Many of the committees are necessary and provide forums for developing thought leadership and countywide collaboration.
●	141. We spend a lot of time in meetings and aspirational actions. We need to think like a business, with quarterly reviews and get things done.	No change was made.

## C/CAG AGENDA REPORT

Date: October 10, 2024

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

From: Sean Charpentier, Executive Director

Subject: Receive a presentation on C/CAG VMT/GHG Model Mitigation Program draft report for public review and comment.

(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 the C/CAG VMT/GHG Model Mitigation Program draft report for public review 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 expended in 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 (LOS), to the overall amount of travel occurring by private automobile, measured by vehicle miles traveled (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 equity 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.

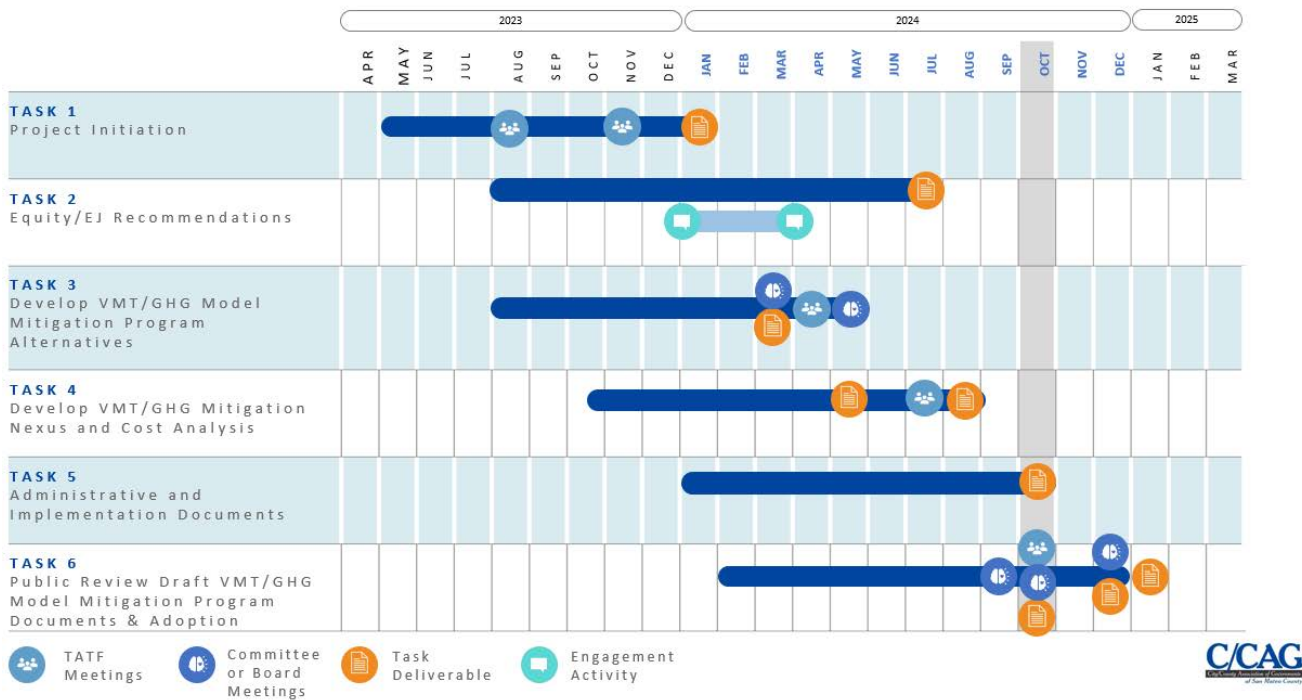
On May 12, 2022, the C/CAG Board adopted Resolution 22-29 authorizing the C/CAG Executive Director to execute an agreement between C/CAG and Caltrans for the FY2022-23 Sustainable Communities Planning Grant for the development of a Vehicle Mile Traveled/Greenhouse Gas Model Mitigation Program in the 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 (Consultant) for consulting services for a VMT/GHG Mitigation Model Program project for an amount not to exceed the \$531,180 through February 28, 2025. On March 14, 2024, the C/CAG Board received an update presentation on the project and an opportunity to review and provide input on a list of potential VMT/GHG-reducing projects that had been developed through the work of the Consultant, C/CAG staff, and the Technical Advisory Task Force.

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 has been 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, San Mateo County Department of Housing, and City of Half Moon Bay staff have been completed to attain additional coastside and housing input. Additional meetings were held with agency staff and consultants working on significant highway projects in San Mateo County to also ensure the program is applicable for countywide highway projects. The following graphic provides further details and the general tasks, critical dates, and remaining timeline of the project. The project is reaching its final stages, with a draft project report for public review and comment, ready for presentation to the C/CAG Board.

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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 as the Board is presented with the draft final report. C/CAG staff and counsel comments have been received and incorporated into an administrative draft prior to presentation of the public review draft to the C/CAG Board. The final report is expected to be adopted by the C/CAG Board in November or December 2024, in alignment with the timeline of the grant agreement.

C/CAG staff have established a C/CAG VMT/GHG Model Mitigation Program website with the draft final report and appendices, and a Response Form to aid in public review and comment. The site also includes the developed VMT Estimation Tool spreadsheet for this project, and future VMT-related content will be added over time. The link to the website is provided 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. Link to C/CAG VMT/GHG Model Mitigation Program Draft Final Report, Appendices, Response Form, and VMT Estimation Tool: <https://ccag.ca.gov/projects/countywide-projects/vmt-ghg-model-mitigation-program/>

## C/CAG AGENDA REPORT

Date: October 10, 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 24-71 authorizing the C/CAG Executive Director to execute a funding agreement with Metropolitan Transportation Commission (MTC) in an amount up to \$200,000 to expand and operate the Bay Wheels Bikeshare program to the City of Daly City.

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

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### RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 24-71 authorizing the C/CAG Executive Director to execute a funding agreement with Metropolitan Transportation Commission (MTC) in an amount up to \$200,000 to expand and operate the Bay Wheels Bikeshare program to the City of Daly City.

### FISCAL IMPACT

Up to \$200,000 (\$175,000 of Transportation Fund for Clean Air program from the FY24 funding cycle and \$25,000 from local transportation funds)

### SOURCE OF FUNDS

Funding for the project will come from Transportation Fund for Clean Air (TFCA) funds approved by the Board in the FY2024 funding cycle, and AB1546 (\$4 vehicle registration fee). Although the AB1546 program concluded in 2012, a remaining balance is available for allocation to a project of regional significance.

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

C/CAG has been planning to launch a bike and scooter share pilot program with a vision to provide residents and visitors—including low-income individuals, communities of color, persons with disabilities, and other historically marginalized communities—with an affordable, convenient, and sustainable transportation option that reduces vehicle miles travelled, connects communities to

destinations across the County, and seamlessly integrates with transit.

Bike and Scooter-share refers to bicycles, electric bicycles, or electric scooters that may be borrowed as part of a self-service rental program. It has been envisioned as one of the tools to address first and last mile challenges, bridging the transportation gap between home and transit stations, and from transit stations to places of employment. Other benefits include reducing short distance vehicle trips and increasing transportation access.

### ***C/CAG Efforts***

In December 2022, C/CAG adopted the [San Mateo County Shared Micromobility Feasibility Study and Implementation Plan](#) (Plan). The Plan includes the feasibility analysis of a bike share and scooter share program, research on best practices, and program guidelines to support jurisdictions that wish to launch a program. The study recommended a multi-jurisdictional shared micromobility pilot program in the County, with a pilot duration of one to two years with possible extensions. The primary recommended vehicle type is e-bicycles, and individual jurisdictions have the option to add e-scooters and manual bicycles. The two locations recommended for the pilot are 1) Daly City, Broadmoor, and Colma, and 2) Redwood City and North Fair Oaks. This selection is based on their close proximity to high frequency transit locations, the ability to serve a large population in an equity priority community with limited access to vehicles and high reliance on transit.

In March 2023, the C/CAG Board allocated up to \$300,000 in Transportation Fund for Clean Air (TFCA) funds from the FY2024 funding cycle to C/CAG for the implementation of the San Mateo County Shared Micromobility Pilots.

In August 2023, C/CAG staff convened a Governance Working Group comprised of staff from the participating pilot jurisdictions (Daly City, Colma, Redwood City, and San Mateo County), and any other key stakeholders (SamTrans, SMCTA, Caltrain, BART, Commute.org, MTC, Burlingame/Millbrae Pilot, and Peninsula Clean Energy). Through the Governance Working Group, C/CAG staff started drafting a Memorandum of Understanding, procured Request for Information responses and gathered valuable feedback through our recent extensive community outreach.

To ensure a robust community engagement process, C/CAG developed a [Community Outreach Plan](#) for the San Mateo County Bikeshare and Scooter-share pilot project. In October 2023, C/CAG enlisted a consultant team comprised of Mariposa Planning Solutions, Emergent Labs, and the Silicon Bicycle Coalition, to support outreach and engagement.

The goals for the Community Outreach Plan include:

- Seeking community input on potential micromobility station locations within the two pilot geographic areas;
- Gaining feedback to design an equity program that focuses on reducing barriers to use shared micromobility, providing options for low-income and unbanked individuals, as well as those who require the use of an adaptive vehicle; and
- Assisting with promoting and marketing the program to potential users.

### ***MTC's Bay Wheels Expansion***

Based on the findings of C/CAG's [San Mateo County Shared Micromobility Feasibility Study and Implementation Plan](#), Metropolitan Transportation Commission's (MTC) has decided to expand the Lyft



Bay Wheels program to the City of Daly City. The decision was driven by Daly City’s proximity to the existing Bay Wheel program operations in San Francisco, the addition of a new bikeshare station Daly City BART station, and the inclusion of Equity Priority Communities.

The shared micromobility market has been experiencing turbulences in the last few years since the pandemic. MTC and C/CAG saw an opportunity to combine resources for a bikeshare pilot in Daly City, believing that a joint effort would better meet shared goals than individual initiatives. The expansion to Daly City includes up to 80 bikes and 8-12 stations (not including Daly City BART bikeshare station), with final fleet size and station locations to be determined. The system will operate for two years or until the end of the current Lyft Bay Wheels contract (July 31, 2027), contingent on securing second year operating funds. Daly City has applied for additional funding through the TA’s Alternative Congestion Relief & Transportation Demand Management Program. MTC has committed up to \$1.05M to bike and station purchases, and to cover 25% of the second year operating costs. C/CAG staff is requesting that the C/CAG Board funds up to \$200,000 to support first year of the program operating costs.

***Recommendation and Next Steps***

C/CAG staff is requesting the C/CAG Board to review and approve Resolution 24-71 authorizing the C/CAG Executive Director to execute a funding agreement with Metropolitan Transportation Commission (MTC) in an amount up to \$200,000 to expand and operate the Bay Wheels Bikeshare program to the City of Daly City.

C/CAG will closely monitor and evaluate the outcomes of Daly City’s pilot program, in addition to gather valuable insights from the current citywide program in Millbrae and Burlingame. These case studies will allow C/CAG to better understand the dynamics of a more suburban market, which will guide future countywide efforts. C/CAG staff plans to return to the C/CAG Board at future meetings to provide updates on performance metrics and lessons learned.

**EQUITY IMPACTS AND CONSIDERATIONS**

In the development of the Micromobility Community Outreach Plan, a Community Based Organizations (CBO) contact list was created. The contact database is used to distribute information about funding opportunities, community engagement efforts, and committee recruitment notices. This initiative aligns with Action 27 of Category 3 in the [C/CAG 2023 Equity Framework](#).

Lyft’s Bay Wheels Daly City Expansion will include Lyft’s equity program, “Bikeshare for All”, which offers the following benefits:

- \$5 annual membership for the first year
- E-bike trips capped at \$1 for members.

Additionally, 20% of total bikeshare stations are required to be located in Equity Priority Communities, as identified in [Plan Bay Area 2050 Plus](#).

**ATTACHMENTS**

1. Resolution 24-71
2. Draft Funding Agreement between C/CAG and MTC for Bay Wheels Bikeshare expansion program to the City of Daly City (The document is available on the C/CAG website. See “Additional Agenda Materials” for the relevant Board Meeting at: <https://ccag.ca.gov/committees/board-of-directors-2/>)

**RESOLUTION 24-71**

**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 A FUNDING AGREEMENT WITH METROPOLITAN TRANSPORTATION COMMISSION (MTC) IN AN AMOUNT UP TO \$200,000 TO EXPAND AND OPERATE THE BAY WHEELS BIKESHARE PROGRAM TO THE CITY OF DALY CITY.**

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

**WHEREAS**, the Board of Directors of the City/County Association of Governments at its March 9, 2023 meeting approved an expenditure plan for certain projects and programs to be funded through San Mateo County’s local share of Transportation Fund for Clean Air (TFCA) revenues, including up to \$300,000 for the implementation of the San Mateo County Shared Micromobility Pilots; and

**WHEREAS**, C/CAG and MTC identified an opportunity to pool their resources to pilot bikeshare in Daly City. Both agencies believed this would address their goals and provide a more thorough pilot than either agency could do on their own; and

**WHEREAS**, the Bay Wheels expansion to Daly City includes adding up to 80 bikes and 8-12 stations (not including Daly City BART bikeshare station), with further discussions to determine final size and fleet composition. The system in Daly City would operate for two years or align with the end of the existing Lyft Bay Wheels contract (July 31, 2027), pending operations funding for the second year; and

**WHEREAS**, MTC is recommended to receive up to \$200,000 for expansion and operation of the Bay Wheels Bikeshare to City of Daly City; and

**WHEREAS**, it is necessary for C/CAG to enter into a funding agreement with the agency receiving project funding, setting forth the responsibilities of each party.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the City/County Association of Governments of San Mateo County that the Executive Director is authorized to enter into funding agreement with Metropolitan Transportation Commission (MTC) in an amount up to \$200,000 to expand and operate the Bay Wheels Bikeshare program to the City of Daly City. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said agreement prior to its execution, subject to approval as to form by C/CAG Legal Counsel.

**PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF OCTOBER 2024.**

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*Adam Rak, Chair*

## C/CAG AGENDA REPORT

Date: October 10, 2024

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

From: Sean Charpentier, Executive Director of C/CAG

Subject: Receive a presentation on the recruitment process for two Board of Director seats on the San Mateo County Express Lane Joint Powers Authority (SMCEL-JPA).

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

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### RECOMMENDATION:

That the C/CAG Board receives a presentation on the recruitment process for two Board of Director seats on the San Mateo County Express Lane Joint Powers Authority.

### FISCAL IMPACT:

There is not any fiscal impact related to this item.

### SOURCE OF FUNDS:

Not applicable.

### BACKGROUND:

The San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) was jointly created by C/CAG and the San Mateo County Transportation Authority (SMCTA). The SMCEL-JPA is charged with overseeing the operations and administration of the San Mateo 101 Express Lanes, in addition to jointly exercising ownership rights over the Express Lanes. The SMCEL-JPA commenced tolling on 22-mile segment (in each direction) between Whipple Ave and I-380 since March 2023. In addition, the SMCEL-JPA funds and administers the San Mateo County Express Lane Community Benefit Program. For more details, the project website can be found at: <https://101expresslanes.org/>

The Joint Exercise of Powers Agreement (JEPA) establishing the SMCEL-JPA provides for a governing board of six members: three from C/CAG and three from SMCTA. Each board member serves a two-year term, with reappointment at the discretion of the appointing authority. The JEPA mentions that the SMCEL-JPA Board should reflect a balanced composition from throughout the County. The JEPA is available at: <https://ccag.ca.gov/wp-content/uploads/2018/07/First-Amended-and-Restated-JEPA-executed-agreement-CCAG.pdf>.

In June 2023, the C/CAG Board appointed Alicia Aguirre, Michael Salazar, and Gina Papan to a 2-year term. In February 2024, the C/CAG Board of Directors appointed Richard Hedges to replace Gina Papan to complete the remainder of the term. Board member Aguirre has completed her term, and Board member Hedges has opted not to seek re-election. As a result, the C/CAG Board must appoint two new members

to fill these vacancies. The appointment is to complete the remainder of the current term through May 2025.

The SMCEL-JPA Board is responsible for approving policies, budgets, and service contracts. Likely major upcoming SMCEL-JPA tasks in the next year include:

- a) Developing an Expenditure Plan. This is a statutory requirement once there is net revenue after the operating and capital loans are repaid. The expenditure plan will identify where net toll revenue will be invested to improve mobility in the corridor.
- b) Expanding the Express Lanes Community Benefits program (equity program). We are currently adding additional online enrollment capacity to significantly expand the accessibility of the program.
- c) Procuring a new Policy Program Manager to provide consultant support. The Joint Powers Agreement (JEPA) includes a role for the PPM, which is currently HNTB. There will be a vendor recruitment before the current contract expires in October 2025.
- d) Implementing recommendations from the organizational assessment.

The organizational assessment is a current project that aims to determine an appropriate organizational and staffing structure. The project goal is to facilitate the seamless execution of the Express Lane’s vision, mission, and goals in a manner that maximizes efficiency and effectiveness. At the July Board meeting, the Consultant presented five potential organizational models, outlining their challenges and opportunities. A graphic displaying the various models and their characteristics can be seen below.

Existing	Focused express lanes function	C/CAG managed express lanes organization	TA managed express lanes organization	Dedicated express lanes organization
<ul style="list-style-type: none"> <li>• TA &amp; C/CAG each perform identified functions of the express lanes</li> </ul>	<ul style="list-style-type: none"> <li>• Similar to the existing model</li> <li>• Program Manager added, facilitating program focus &amp; cohesiveness</li> </ul>	<ul style="list-style-type: none"> <li>• All functions performed by C/CAG</li> <li>• Express lanes Program Manager</li> <li>• TA Exec. Director updated on Board matters</li> </ul>	<ul style="list-style-type: none"> <li>• All functions performed by TA</li> <li>• Express lanes Program Manager</li> <li>• C/CAG Exec. Director updated on Board matters</li> </ul>	<ul style="list-style-type: none"> <li>• New agency established</li> <li>• New Executive Director</li> <li>• Express lanes Program Manager</li> </ul>

Between July and September, the project team conducted a cost analysis and qualitative assessment, concluding that four models (Existing, Existing +Agency Program Manager, C/CAG Managed, and TA Managed) are similar in level of effort and cost. A fifth model, a dedicated express lanes organization, entails substantially higher levels of effort and cost. Further discussions of the organizational model will occur at the October meeting.

**LETTER OF INTEREST**

The current regular schedule of SMCEL-JPA Board meetings includes monthly meetings at 9 a.m. on the second Friday of each month, held at the SamTrans Office in San Carlos. Next year, staff anticipate switching to a reduced meeting schedule consistent with the transition into steady state operations.

Additionally, the SMCEL-JPA Board will discuss potential changes to meeting days at the subsequent October 11<sup>th</sup> Board meeting.

The term will continue through June 2025, with reappointments made in May 2025 to align terms.

Any interested Board member should submit a letter of interest to C/CAG Executive Director Sean Charpentier expressing a desire to serve on the SMCEL-JPA Board by the end of the day on November 12, 2024. Staff will present the letters to the C/CAG Board for consideration and appointment.

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

Appointing C/CAG Board Members to the SMCEL-JPA Board of Directors is a core C/CAG function. The SMCEL-JPA endeavors to enhance equity and improve mobility outcomes for low-income households through its Community Benefits program, which includes provisions such as a \$200 Clipper Card or FasTrak Transponder for eligible residents of San Mateo County. Additionally, the SMCEL-JPA supports regional efforts aimed at promoting equity by reducing fees and adopting a payment plan option.

#### **ATTACHMENT:**

N.A

**C/CAG AGENDA REPORT**

Date: October 10, 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.

At Legislative Committee meetings, held prior to the Board meetings, 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, or changes in legislative leadership and committee assignments.

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 Legislature returned from its spring recess on April 1 and had until April 26 to move budgeted legislation to fiscal review, with many bills put into a suspense file. Suspense file hearing will take place mid-May with a deadline to move to the next house by May 24. The 2024 Legislative Calendar can be found here: [2024 Legislative Calendar](#).

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 following actions were taken at past Legislative Committee and Board meetings:

- February 8, 2024 meeting: AB 1798 (Papan) Support – Stormwater contamination pilot, and SB 532 (Weiner) Oppose – Tolls increases to support transit. Letter on SB 532 was not sent.
- March 14, 2024 meeting: Voted to Table the SB 532 letter and voted to send a letter opposing the reversion of funds previously allocated in the State budget from ATP and REAP.
- April 11, 2024 meeting: A position of “Oppose Unless Amended” on SB 1031 (Wiener) – Regional Measure.
- May 9, 2024 meeting: Voted to maintain “Oppose Unless Amended” position on SB 1031, with additional comments to the initial letter sent in May. Voted to send a Support letter on AB 817 (Pacheco) – Brown Act and voted to Support SB 1037 (Papan) – Transit Coordination.
- June 13, 2024 meeting: Voted to “Oppose Unless Amended” on SB 915 (Cortese) – Autonomous Vehicles, voted to “Oppose” SB 1037 (Wiener) – Penalties for Housing Noncompliance, and voted to send a “Letter of Concern” for AB 3093 (Ward) – RHNA Housing for the Homeless.
- July 11, 2024 meeting was canceled and there was no scheduled meeting for August 2024.
- September 12, 2024 meeting: Voted to ratify a veto letter to Governor requesting a Veto of AB 3093 (Ward) – Housing Element Categories.
- October 10, 2024: The C/CAG Legislative Committee does not meet in October due to the end of the Legislative Session.

At this, October, meeting the Board will receive an update from staff on items discussed at the C/CAG Legislative Committee meeting held earlier in the evening. The Legislative Committee will discuss Propositions 4 and 5 and development of a regional transportation measure.

Proposition 4 authorizes the state of California to issue a \$10 billion bond to fund various activities related to natural resources and climate change. The bond would support efforts like improving water quality, preventing wildfires, protecting coastal areas from rising sea levels, conserving land, and developing renewable energy infrastructure. Funding would also go toward creating more parks, protecting communities from extreme heat, and helping farms adapt to climate change. Approximately 40% of the bond money must benefit low-income or climate-vulnerable communities. Grants and loans would be provided to local governments, tribes, nonprofits, and businesses to support these efforts. The state will repay the bond over 40 years at an estimated annual cost of \$400

million. Increased state funding could lead to cost savings for local governments by reducing the need for local funding for similar projects or enhancing larger-scale projects. Additionally, preventing disasters like floods or wildfires could further save money on recovery efforts.

Proposition 5 is a proposed change to California's constitution that would lower the voter approval threshold for local governments to issue bonds (secured by ad valorem property taxes) for affordable housing and public infrastructure projects. Currently, such bonds need a two-thirds majority to pass. Proposition 5 would reduce this requirement to 55%, making it easier for local governments to raise funds through general obligation bonds. These bonds would help pay for housing assistance programs, such as affordable housing for low-income residents, and public infrastructure like roads, hospitals, and water treatment facilities. The proposition also mandates local governments to monitor how bond funds are used by conducting annual audits and forming citizen oversight committees to ensure transparency. If Proposition 5 passes, it could lead to an increase in local borrowing for these projects, funded by ad velorum property taxes. Analysts estimate that up to 20-50% more bond measures would likely pass under the new rules, potentially raising billions of dollars over time. However, local governments and voters would still decide which bonds to approve.

This measure is the result of an amended version of ACA 1, which C/CAG had long supported. Originally, ACA 1 proposed to reduce the voter threshold for local measures from two-thirds to 55 percent for special taxes, property related fees, and local bonds used to fund affordable housing and infrastructure. However, in mid-2024, largely driven by the BAHFA effort to pass a housing measure in November 2024, ACA 1 was amended by ACA 10 to limit the revenue mechanism to local bonds backed by ad valorem property taxes. If passed by the voters by a simple majority, Proposition 5 would lower the vote threshold for local bonds to 55 percent for the aforementioned purposes.

As reference, C/CAG Legislative Policy 5 supports “constitutional amendments that reduce the vote requirements for special purpose taxes and fees.” The table below has a partial list of supporters and opponents.

Supporters	Opponents
MTC	CA Hispanic Chamber of Commerce
ABAG	CA Taxpayer
California State Association of Counties (CSAC)	Howard Jarvis Taxpayers Association
City of San Mateo	CA Senior Alliance
League of CA Cities	CA Tax Payers Association
Bay Area Council	Women Veteran’s Alliance

***Regional Transportation Measure***

The MTC is continuing to discuss a potential regional transportation measure. C/CAG Chair Adam Rak, SMCTA Chair Carlos Romero, and MTC Commissioner Gina Papan attended a meeting on September 17<sup>th</sup> with MTC Staff and MTC Commissioner Jim Spring. See attachment 2 for a copy of the letter that was sent in response to the 9/17 meeting. Staff will provide an update at the C/CAG Board 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, October 1, 2024 from Shaw Yoder Antwih Schmelzer & Lange
2. MTC Letter

Below are informational links:

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



October 1, 2024

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 – October 2024

**Legislative Update**

August 31 marked the final day of the 2023-24 Legislative Session. After two long weeks of Floor session, the Legislature sent approximately 991 bills to the Governor. Governor Newsom had until September 30 to act on these measures. Below, we provide the final outcome on those measures that were closely tracked by C/CAG.

The Assembly, at Governor Newsom’s request, convened a special session to further explore proposals for reducing the cost of fuel in California, including the Governor’s proposal, captured in [ABX2-1 \(Aguiar-Curry and Hart\)](#), to require that California refineries hold fuel in reserve to mitigate for cost increases due to refinery maintenance shutdowns. The Assembly has held two information committee hearings so far and passed this bill to the Assembly Floor on September 26. The Senate will convene on October 11 to consider actions taken by the Assembly.

The Legislature will reconvene for the 2025-26 Legislative Session on December 2 for the Organizational Session and the swearing-in of newly elected legislators. We expect 34 new legislators in the Senate and Assembly when the Legislature reconvenes. Following the Organizational Session, the Legislature will adjourn for the remainder of the year and reconvene to begin the real work of the first year of the session in January 2025.

For more information about key legislative and budget deadlines, see the 2024 Legislative Calendar available [here](#).

**November 5 Election**

As we noted in your last report, California voters will act on 10 propositions, including the climate and education bonds passed by the Legislature on November 5. As a reminder, the ballot for statewide propositions is as follows:

- Proposition 2: \$10 billion education bond.
- Proposition 3: Reaffirm the right of same-sex couples to marry.

- Proposition 4: \$10 billion climate bond.
- Proposition 5: 55% voter approval for local bonds (ACA 1 / ACA 10).
- Proposition 6: End indentured servitude in state prisons.
- Proposition 32: Raise the state minimum wage to \$18 an hour.
- Proposition 33: Allow local governments to impose rent controls.
- Proposition 34: Require certain health care providers to use nearly all revenue from Medi-Cal Rx on patient care.
- Proposition 35: Make existing tax on managed health care insurance plans permanent.
- Proposition 36: Increase penalties for theft and drug trafficking.

Recently, the Public Policy Institute of California conducted [polling](#) on the November ballot measures. We note some of the key findings below:

Proposition 4: Climate Bond – After reading the ballot title and label, 65 percent of likely voters would vote yes (33% no). Partisans are deeply divided, with 83 percent of Democrats and 64 percent of independents in support compared to 35 percent of Republicans.

Proposition 5: 55% voter approval for local bonds – Likely voters are divided on this legislative constitutional amendment, with 49 percent saying they would vote yes and 50 percent saying they would vote no.

***Proposition 4***

The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024 would provide \$10,000,000,000 in bonds to finance projects for safe drinking water, drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate-smart agriculture, park creation and outdoor access, and clean air programs. The bond contains funding for several C/CAG priorities, though in significantly lesser amounts than what’s needed. These include:

- \$110 million for stormwater.
- \$200 million for neighborhood parks / multi-benefit projects (including stormwater).
- \$25 million for multi-benefit urban stream and river projects (including stormwater).
- \$386 million for water recycling.
- \$85 million for SF Bay restoration and conservancy.
- \$75 million for sea-level rise.
- \$50 million for battery energy storage.

While C/CAG staff advocated for higher funding levels in some programs, the bond will provide an influx of revenue that many programs desperately need.

***Proposition 5***

This measure is the result of an amended version of ACA 1, which C/CAG had long supported. Originally, ACA 1 proposed to reduce the voter threshold for local measures from two-thirds to 55 percent for special taxes, property related fees, and local bonds used to fund affordable housing and infrastructure.

However, in mid-2024, largely driven by the BAHFA effort to pass a housing measure in November 2024, ACA 1 was amended by ACA 10 to limit the revenue mechanism to local bonds backed by ad valorem property taxes. If passed by the voters by a simple majority, Proposition 5 would lower the vote threshold for local bonds to 55 percent for the aforementioned purposes.

### ***Regional Measure***

As you are aware, SB 1031 (Wiener), the Bay Area regional measure to support transit and transportation, did not move forward in 2024. As a result, MTC convened a select committee made up of commissioners, stakeholders, and representatives of the Senators' offices to determine if there is a path forward for authorizing legislation that will obtain broad enough regional support to pass the Legislature in 2025 and pave the way for a ballot measure in 2026. MTC has been discussing various concepts at the select committee and we expect a final report/recommendation later this month.

### ***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. ***This bill was signed by Governor Newsom. To see how members voted on this bill, please click [here](#).***

#### **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. ***This bill was substantively amended to no longer deal with bridge tolls.***

#### **SB 915 (Cortese) Autonomous Vehicles – C/CAG OPPOSE UNLESS AMENDED**

This bill would authorize a city with a population of 250,000 or more that has an approved autonomous vehicle service, defined to mean conducting commercial passenger service or engaging in commercial activity using driverless vehicles authorized to operate by the Department of Motor Vehicles, the Public Utilities Commission, or any other applicable state agency, to enact an ordinance within that jurisdiction. The bill would require each city that enacts an ordinance to include certain provisions, including a policy for entry into the business of providing autonomous vehicle services including a permitting program that includes reasonable vehicle caps and hours of service restrictions. The bill would also authorize a city with a population of less than 250,000 that shares a border with a larger city

that has enacted an autonomous vehicle ordinance to enact an ordinance substantially consistent with that autonomous vehicle ordinance enacted by the larger city. The bill would also authorize these cities to levy service charges, fees, or assessments in the amount sufficient to pay for the costs of carrying out an ordinance enacted and grant oversight over fare structures. ***This bill was not heard in the Assembly Transportation Committee.***

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

This bill would require the targets and performance measures adopted by the California Transportation Commission to include within the SHOPP asset management plan targets and measures reflecting state transportation goals and objectives, including for complete streets assets on the state highway system. This bill would also require Caltrans' performance report to include a description of complete streets facilities on each project, and to also incorporate complete streets elements into projects funded by the SHOPP. Lastly, this bill would require Caltrans to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or transit agency. As a part of this process, Caltrans would be required to designate an encroachment permit manager in each district to oversee the review of complete streets facilities applications. Caltrans would then be required to produce a report on the project applications submitted for complete streets facilities.

On transit priority projects, this bill would require the Director of Transportation to, on or before July 1, 2027, adopt a transit priority policy to guide the implementation of transit priority facilities and transit stops on the state highway system. The bill would also require the Caltrans-prepared State Highway System Management Plan (SHSMP) to include specific and quantifiable accomplishments, goals, objectives, costs, and performance measures for complete streets facilities consistent with SHOPP asset management plan. ***This bill was signed by Governor Newsom. To see how members voted on this bill, please click here.***

#### **SB 1031 (Wiener) Bay Area Transportation Regional Measure / Transit Consolidation**

This bill would provide the Metropolitan Transportation Commission with the authority to propose a regional measure to fund transportation, dubbed Connect Bay Area. Additionally, the bill, as currently in print, includes provisions for transit governance and targets for transit operations; provides clear control for MTC over both historical transit formula funding (STA and LTF), as well new measure money, and condition access to those funds on adherence to the abovementioned governance structure and operational targets; and requires CalSTA to conduct a study to consolidate all the transit agencies in the Bay Area. As noted above, the bill will soon be amended to reflect terms approved by the Senate Transportation Committee. ***This bill was not heard in the Assembly Transportation Committee.***

#### **SB 1037 (Wiener) Housing Element Enforcement – C/CAG OPPOSE**

The Planning and Zoning Law requires a city or county to adopt a general plan that includes a housing element and requires the Department of Housing and Community Development (HCD) to determine whether the housing element is in substantial compliance. The Planning and Zoning Law requires HCD to notify a local agency and, at its discretion, the Attorney General, that they are out of compliance with and in violation of state law. The Planning and Zoning Law also requires that an application for a housing development be subject to a specified streamlined, ministerial approval process if the development satisfies certain objective planning standards. This bill, in any action brought by the Attorney General for

non-compliance, would subject the local agency to specified remedies, including a civil penalty between \$10,000 and \$50,000 per month, for each violation. The penalties would only apply when local land use decisions or actions are arbitrary, capricious, entirely lacking in evidentiary support, contrary to established public policy, unlawful, or procedurally unfair. Any penalties collected would support the development of affordable housing located in the affected jurisdiction. ***This bill was signed by Governor Newsom. To see how members voted on this bill, please click [here](#).***

#### **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 failed to pass the Senate Local Government Committee. The Committee requested amendments that would have required a quorum of members to be in-person and the author felt the amendments would undermine the purpose of the bill. We anticipate a Brown Act reform legislative package in 2025.***

#### **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. ***This bill failed to pass the Assembly Appropriations Committee.***

#### **AB 1837 (Papan) Bay Area Transit Coordination – C/CAG SUPPORT**

Modeled after the work underway at MTC, this bill would create the Regional Network Management Council as an 11-member council to provide leadership and critical input on regional transit policies, and to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in the customer experience San Francisco Bay area transit. ***This bill was not heard in the Senate Transportation Committee.***

#### **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. ***This bill failed to pass the Assembly Appropriations Committee.***

#### **AB 2290 (Friedman) Bikeways**

This bill would establish the Bikeway Quick-Build Project Pilot Program within the Caltrans's maintenance program to expedite the development and implementation of bikeways on the state highway system and require Caltrans to develop guidelines for implementing bikeway quick-build

projects. This bill would also require that a bicycle facility identified for a street in an adopted bicycle plan or active transportation plan be included in a project funded by the RMRA that includes that street. Finally, AB 2290 would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a street with a design speed limit of 20 miles per hour or less or the project will reduce the design speed limit to 20 miles per hour or less. ***This bill failed to pass the Senate Appropriations Committee.***

**AB 3093 (Ward) Housing Element – C/CAG NOTE CONCERNS**

This bill would create two new income categories in the development of local agency housing elements within the general plans: acutely low income and extremely low income. These two new income categories, along with the existing income categories (very low income, lower income, moderate income, etc.) would be required to be included in a city's future regional housing needs allocation (RHNA). ***This bill was signed by Governor Newsom. To see how members voted on this bill, please click [here](#).***

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



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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September 20, 2024

*Alfredo Pedraza, Chair*  
Napa County and Cities

*Nick Josefowitz, Vice Chair*  
San Francisco Mayor's Appointee

*Margaret Abe-Kaga*  
Chairs of Santa Clara County

*Eddie Abin*  
San Francisco Bay Conservation  
and Development Commission

*David Canepa*  
San Mateo County

*Gudy Chavez*  
Santa Clara County

*Caval Dutra-Fernaci*  
Cities of Alameda County

*Dina El-Tawansy*  
California State  
Highway Agency

*Victoria Fleming*  
Sonoma County and Cities

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Federal D. Glover*  
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Cities of Contra Costa County

*Gina Papan*  
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*David Rabbitt*  
Association of Bay Area Governments

*Hillary Ronen*  
Cities and Counties of San Francisco

*Libby Schmitz*  
U.S. Department of Housing  
and Urban Development

*James P. Sperring*  
Solano County and Cities

*Sheng Thao*  
Office of Major Appointees

*Andrew B. Freeman*  
Executive Director

*Mrs. Beckelman*  
Chief Deputy Executive Director

*Brad Paul*  
Deputy Executive Director,  
Local Government Services

**Carlos Romero**  
Chair, San Mateo County Transportation Authority  
1250 San Carlos Avenue  
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**April Chan**  
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1250 San Carlos Avenue  
San Carlos, CA 94070

**Sean Charpentier**  
Executive Director, City/County Association of Governments of San Mateo County  
555 County Center, Fifth Floor  
Redwood City, CA 94063

**RE: Addressing the Transit Emergency Facing the Bay Area**

Dear Ms. Chan and Messrs. Romero, Rak and Charpentier,

Thank you for meeting with me on Tuesday regarding a potential framework for a four-county (minimum) funding measure to provide critical funding to help address the fiscal emergency facing Bay Area transit operators, particularly BART and Caltrain serving your county. The proposal we discussed (Scenario 1) is funded by a half-cent sales tax and is focused on the acute need facing transit operators in the near term while also providing flexibility to address each county's specific *local* priorities starting in year 9 and with 90% of the funds going directly to counties in the latter half of the measure. This structure strikes a balance across transportation priorities and retains an important incentive for transit agencies to continuously improve so that they can grow their ridership (and consequently, their fare revenues) and pursue alternate transit operating funding over the long-term.

At our meeting, you made it clear that this framework is not hitting the mark for you. While we will be presenting Scenario 1 to the Select Committee next Monday, I very much want to hear your alternative proposal for addressing the transit fiscal crisis and averting service cuts that would decimate our transportation system and diminish our economy and quality of life in the Bay Area.




San Mateo County Transportation Authority &  
City/County Association of Governments of San Mateo County  
Addressing the Transit Emergency Facing the Bay Area  
Page 2

Operators serving your county face a funding gap attributable to your county of between \$70 million to \$130 million per year starting in FY 2026-27, depending on the shortfall that is targeted.

I believe that we can only tackle this issue with close collaboration and ideas generated by leaders in every county. I look forward to hearing your approach for how San Mateo County will close this funding gap. Your response can continue to improve upon the work of the Select Committee and further inform the Legislature of additional funding approaches as we work together to meet this shared crisis. Please contact me directly at 707-718-0330 or provide a response by email to me at jimzspring@cs.com with a copy to Sandy Guerra sguerra@bayareametro.gov.

Sincerely,



Jim Spring, Chair  
MTC Select Committee on Bay Area  
Transportation Revenue Measure

cc:

David Canepa, Supervisor, San Mateo County  
Gina Papan, Councilmember, City of Millbrae  
Alfredo Pedroza, Chair, Metropolitan Transportation Commission  
Andrew Fremier, Executive Director, Metropolitan Transportation Commission  
Alix Bockelman, Chief Deputy Executive Director, Metropolitan Transportation Commission

rl:JS

**C/CAG AGENDA REPORT**

Date: October 10, 2024

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

From: Sean Charpentier, Executive Director

Subject: Review and approve Resolution 24-72 requesting the transfer of project sponsorship of the OBAG 3 Bay Road Complete Street Rehabilitation Project from the County of San Mateo to Redwood City and support of flexibility for the City of Daly City in meeting the Housing Incentive Pool (HIP) grant program Housing Element requirements.

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

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**RECOMMENDATION**

That the C/CAG Board of Directors review and approve Resolution 24-72 requesting the transfer of project sponsorship of the OBAG 3 Bay Road Complete Street Rehabilitation Project from the County of San Mateo to Redwood City and support of flexibility for the City of Daly City in meeting the Housing Incentive Pool (HIP) grant program Housing Element requirements.

**FISCAL IMPACT**

Other than staff time, there is not any direct fiscal impact to C/CAG at this time. Upon C/CAG and MTC approval, OBAG 3 funds will be allocated to project sponsors directly.

**SOURCE OF FUNDS**

MTC allocates federal funds through the OBAG 3 County & Local Program, including Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program (STP) funds.

**BACKGROUND***OBAG 3 County & Local Program*

The One Bay Area Grant (OBAG) program is the policy and programming framework for investing federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other fund programs throughout the San Francisco Bay Area. The Program covers a five-year fiscal year period of FY 2022-23 through FY 2025-26, funding various transportation projects. As the County Transportation Agency (CTA) for San Mateo County, C/CAG assisted MTC in administrating the County & Local Program.

As part of the OBAG Cycle 3 County & Local Program process, MTC provided San Mateo

County a funding target of \$37 million, which represents 120% of the estimated target of approximately \$30.8 million. C/CAG submitted two programmatic categories, requesting \$4.4 million for program and planning activities (\$2.1 million for Countywide Safe Routes to School Program and \$2.3 million for regional planning efforts) and \$32.6 million for 11 projects.

In January 2023, MTC adopted the OBAG 3 County & Local Program, including funding 7 projects totaling \$26.5 million in San Mateo County along with \$4.4 million for the Safe Routes to School program and C/CAG planning activities. The table below is a summary of projects that received OBAG 3 funds:

<b>Capital Projects</b>			
<b>Sponsor</b>	<b>Project</b>	<b>CTA Nomination Amount</b>	<b>OBAG 3 Proposed Funding Amount</b>
San Mateo County	Bay Road Complete Street Rehabilitation Project	\$ 3,806,790	\$ 3,806,790
City of South San Francisco	School Street/Spruce Avenue and Hillside Boulevard Safety and Access Improvement Project	\$ 3,127,385	\$ 3,127,385
City of Redwood City	Roosevelt Avenue Traffic Calming Project	\$ 3,400,000	\$ 3,400,000
San Mateo County Transportation Authority	19 <sup>th</sup> Avenue/Fashion Island Boulevard Complete Street Class IV Bikeway	\$ 3,375,000	\$ 3,375,000
Town of Colma	El Camino Real Complete Street Project from Mission Road to City of South San Francisco (Segment B)	\$ 4,640,000	\$ 4,640,000
City of Menlo Park	Middle Avenue Caltrain Pedestrian and Bicycle Undercrossing	\$ 5,000,000	\$ 5,000,000
City of Burlingame	Rollins Road Bicycle and Pedestrian Improvement Project	\$ 3,100,000	\$ 3,100,000
<b>Programmatic Projects</b>			
<b>Sponsor</b>	<b>Project</b>	<b>CTA Nomination Amount</b>	<b>OBAG 3 Proposed Funding Amount</b>
C/CAG	Countywide SRTS Program	\$ 2,120,000	\$ 2,120,000
C/CAG	Regional Planning Activities	\$ 2,300,000	\$ 2,300,000
<b>Total</b>			<b>\$ 30,869,175</b>

As part of the OBAG 3 guidelines, MTC requires that jurisdictions achieve and maintain certification of their Regional Housing Needs Allocation (RHNA) 6th cycle (2023-31) Housing Elements and required rezoning from the California Department of Housing and Community Development (HCD) by December 31, 2024. MTC originally established certification deadlines of December 31, 2023 for the OBAG 3 program. However, in December 2023 only 53 of 109 Bay Area jurisdictions had achieved certification. Accordingly, MTC granted a one-year grace period (until December 31, 2024) for Housing Element compliance, during which OBAG 3 funds would be withheld from jurisdictions that did not meet the deadline.

### *Housing Incentive Pool Program*

In addition the OBAG 3 funds, a certified Housing Element by December 31, 2024 is also a requirement for Housing Incentive Pool (HIP) funds, which are awarded to jurisdictions based on the issuance of a significant number of housing permits. Earlier this year, MTC distributed \$71 million in HIP grants on a per-unit basis to the 15 jurisdictions that issued certificates of occupancy for the greatest number of eligible housing units over the five calendar years 2018 through 2022. Jurisdictions in San Mateo County that received HIP funding include the City of Redwood City, City of San Mateo, and the City of Daly City.

### *Housing Element Status – San Mateo County*

As of October 3, 2024, within San Mateo County, 12 jurisdictions (57%) have a certified Housing Element. Of the recipients of OBAG 3 or HIP funding, County of San Mateo and Daly City do not have both a certified Housing Element and/or the required rezoning. Daly City is anticipating City Council action on the Housing Element and required rezoning in October with an effective date at the end of November. However, additional review time from HCD may occur after the December 31, 2024 deadline from MTC. Both C/CAG and Daly City staff are continuously working with regional partners to leverage ongoing working relationships to help expedite the review from HCD.

County of San Mateo has also not received its certified Housing Element. The completion of the County's Housing Element has been delayed by the required rezoning across multiple unincorporated areas, in particular areas under the jurisdiction of the California Coastal Commission, which requires substantially more time than areas within the County's control.

### *Bay Road Complete Street Rehabilitation Project*

The County of San Mateo's Bay Road Complete Street Rehabilitation Project (Bay Road project) was ranked #1 when C/CAG submitted a prioritized list of project recommendations for OBAG 3. The Bay Road project is located 50% in Redwood City and 50% in unincorporated San Mateo County, with the jurisdictional boundary following the roadway's centerline. The project proposes to increase safety for all road users who use or cross Bay Road between 5th Avenue and 15th Avenue/Spring Street. Although the County of San Mateo was the official applicant, the OBAG 3 grant application was jointly developed by County and Redwood City staff, and each jurisdiction is providing 50% of the required local match. Improvements on Bay Road have been identified as a priority through extensive community planning processes.

The project is located in North Fair Oaks, which is an MTC Equity Priority Community, a C/CAG Equity Focus Area, and a Priority Development Area. North Fair Oaks residents are more likely to be low-income, minority, and in poorer health than the surrounding area averages. It is notable that none of the rezonings for RHNA compliance are required for North Fair Oaks, the location of the Bay Road Complete Street Rehabilitation Project, because the County has already completed significant high-density multifamily residential rezoning in North Fair Oaks. The City of Redwood City, along with the other jurisdictions that received OBAG 3 funds, have met their Housing Element requirement.

*Recommendation*

C/CAG staff requests that the C/CAG Board of Directors review and approve Resolution 24-72 requesting the transfer of project sponsorship of the OBAG 3 Bay Road Complete Street Rehabilitation Project from the County of San Mateo to Redwood City for the project development to continue and meet OBAG 3 delivery guidelines and support of flexibility for the City of Daly City in meeting the Housing Incentive Pool (HIP) grant program Housing Element requirements

**ATTACHMENTS**

1. Resolution 24-72

## **RESOLUTION 24-72**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) REQUESTING THE TRANSFER OF PROJECT SPONSORSHIP OF THE OBAG 3 BAY ROAD COMPLETE STREET REHABILITATION PROJECT FROM THE COUNTY OF SAN MATEO TO REDWOOD CITY AND SUPPORT OF FLEXIBILITY FOR THE CITY OF DALY CITY IN MEETING THE HOUSING INCENTIVE POOL (HIP) PROGRAM HOUSING ELEMENT REQUIREMENTS**

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

**WHEREAS**, the Metropolitan Transportation Commission (MTC) adopted Resolution No. 4505 outlining the One Bay Area 3 (OBAG 3) County & Local Program's policies and procedures to be used in the selection of projects to be funded with Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds; and

**WHEREAS**, local responsibility for submitting project nominations for the OBAG 3 County & Local Program has been assigned to County Transportation Agencies (CTAs); and

**WHEREAS**, C/CAG is the County Transportation Agency for San Mateo County, and

**WHEREAS**, on April 14, 2022, the C/CAG Board approved the process and guidelines for the OBAG 2 County Programs in San Mateo County and further approved additional guidelines on May 12, 2022 and June 9, 2022; and

**WHEREAS**, C/CAG has completed an evaluation process prescribed by MTC to develop a list of projects to submit for the OBAG 3 County & Local Program; and

**WHEREAS**, on September 15, 2022, the C/CAG Board authorized the C/CAG Chair to sign a Letter of Interest nominating 9 projects requesting \$32.6 million for the MTC OBAG 3 County & Local Program; and

**WHEREAS**, in January 2023, MTC adopted the OBAG 3 County & Local Program, including funding 7 projects totaling \$26.5 million in San Mateo County; and

**WHEREAS**, the County of San Mateo, in partnership with the City of Redwood City, was awarded \$3.8 million for the Bay Road Complete Street Rehabilitation Project; and

**WHEREAS**, the Bay Road Complete Street Rehabilitation Project is located 50% in Redwood City and 50% in unincorporated San Mateo County, with the jurisdictional boundary following the roadway's centerline; and

**WHEREAS**, the County of San Mateo was the official applicant, the OBAG 3 grant application was jointly developed by County and Redwood City staff, and each jurisdiction is providing 50% of the required local match; and

**WHEREAS**, as part of the OBAG 3 guidelines, MTC requires that jurisdictions achieve and maintain certification of their Regional Housing Needs Allocation (RHNA) 6th cycle (2023-31) Housing Elements from the California Department of Housing and Community Development (HCD) by December 31, 2024; and

**WHEREAS**, the County of San Mateo has not received their certified Housing Element due to delays by the required rezoning across multiple unincorporated areas, in particular areas under the jurisdiction of the California Coastal Commission, which requires substantially more time than areas within the County’s control; and

**WHEREAS**, the City of Redwood City has a certified Housing Element; and

**WHEREAS**, the project is located in North Fair Oaks, which is an MTC Equity Priority Community, a C/CAG Equity Focus Area, and a Priority Development Area; and

**WHEREAS**, none of the rezonings for RHNA compliance are required for North Fair Oaks, the location of the Bay Road Complete Street Rehabilitation Project, because the County of San Mateo has already completed significant high-density multifamily residential rezoning in North Fair Oaks; and

**WHEREAS**, as part of the Housing Incentive Pool (HIP) program guidelines, MTC also requires that jurisdictions achieve and maintain certification of their Regional Housing Needs Allocation (RHNA) 6th cycle (2023-31) Housing Elements from the California Department of Housing and Community Development (HCD) by December 31, 2024; and

**WHEREAS**, the City of Daly was one of the top 15 jurisdictions that issued certificates of occupancy for the greatest number of eligible housing units over the five calendar years 2018 through 2022; and

**WHEREAS**, the City of Daly was awarded \$1.3 million from the HIP Program; and

**WHEREAS**, the City of Daly has not received their certified Housing Element due to delays by the required rezoning; and

**WHEREAS**, the City of Daly City anticipates all final City Council actions for the Housing Element and required rezoning by the end of October 2024; however the potential review period by HCD exceeds the December 31, 2024 deadline for compliance; and

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County is requesting the transfer of project sponsorship of the OBAG 3 Bay Road Complete Street Rehabilitation Project from the County of San Mateo to Redwood City and support of flexibility for the City of Daly City in meeting the Housing Incentive Pool (HIP) grant program Housing Element requirements, and authorizing the C/CAG Chair and the Executive Director to approve all forms necessary to effectuate the transfer, subject to approval as to form by legal counsel.

**PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF OCTOBER 2024.**

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*Adam Rak, Chair*

## C/CAG AGENDA REPORT

Date: October 10, 2024

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

From: Sean Charpentier, Executive Director

Subject: Written Communications - Information Only (3 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.

1. **9/11/2024** – To Andrew B. Fremier  
RE: Bay Wheels Bikeshare E-bike Expansion to Daly City
2. **9/18/2024** – To Ms. Cassandra Wagar  
RE: CCAG to CalRecycle - 2024 CIWMP 2024 Review
3. **9/18/2024** – To Carolyn Bloede  
RE: CCAG to County - 2024 CIWMP 2024 Review

### 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/>