

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 AND SAN MATEO COUNTY AIRPORT LAND USE COMMISSION MEETING NOTICE

Meeting No. 380

<p>Date: Thursday, February 13, 2025</p> <p>Time: 6:30 p.m.</p> <p>Primary Location: 1250 San Carlos Ave. 2nd Floor, Auditorium San Carlos, CA 94070</p>	<p>Join by Webinar: https://us02web.zoom.us/j/82150372465 ?pwd=SG8iOtbAnb2Yf23JyUjUhhMb6P DskHY.1</p> <p>Webinar ID: 821 5037 2465</p> <p>Password: 0 2 1 3 2 5</p> <p>Join by Phone: (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 – 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. 379 dated December 12, 2024.

ACTION p. 1

- 3.2 Review and accept the 2024 attendance report for the C/CAG Board and Committee meetings. ACTION p. 9
- 3.3 Review and approval of Resolution 25-01 determining that a proposed office/life science campus, including related rezoning, at 789 Old County Rd., San Carlos, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. ACTION p. 21
- 3.4 Review and approval of Resolution 25-02 determining that a proposed office/life science campus, including related rezoning, at 987 Commercial St., San Carlos, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. ACTION p. 28
- 3.5 Review and approval of Resolution 25-03 determining that a proposed 37-unit affordable housing project located on two sites at 876-900 El Camino Real, Belmont, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. ACTION p. 35
- 3.6 Review and approval of Resolution 25-04 authorizing the C/CAG Chair to execute an agreement with TJKM Transportation Consultants, in an amount not to exceed \$212,300 and authorizing the C/CAG Executive Director to approve amendments to the agreement that modify the maximum fiscal obligation by no more than \$21,230 for the 2025 update of the Congestion Management Program (CMP). ACTION p. 42
- 3.7 Receive an update on programming actions for the US-101 Managed Lanes Project North of I-380 in the State Transportation Improvement Program (STIP) for San Mateo County. ACTION p. 45
- 3.8 Review and adopt Resolution 25-05 approving the population data to be used by C/CAG for calculation of member contributions and a variety of administrative related items. ACTION p. 48
- 3.9 Review and approval of Resolution 25-06 amending the Congestion Management Program Technical Advisory Committee Guidelines and the Stormwater Committee guidelines by designating Malahat Owrang, Principal Planner as the alternate representative for the City of Redwood City. ACTION p. 51
- 3.10 Review and approval of Resolution 25-07 authorizing the C/CAG Chair to execute Amendment No. 4 to the funding agreement with City of South San Francisco, extending the term to December 31, 2025, and increasing the amount by \$40,000 for the construction phase of the South San Francisco Smart Corridor Expansion project. ACTION p. 62
- 3.11 Review and approval of Resolution 25-08 authorizing the C/CAG Executive Director to execute a Primary Agreement with the San Mateo County Transportation Authority (TA) to receive Measure A and W Funding. ACTION p. 70
- 3.12 Review and approval of the appointment of Millbrae Councilmember Stephen Rainaldi

to the Bicycle and Pedestrian Advisory Committee.

ACTION p. 74

4.0 **REGULAR AGENDA**

4.1 Appointments to C/CAG committees

4.1.1 Review and approve appointments to fill three vacant seats on the C/CAG Legislative Committee. ACTION p. 79

4.1.2 Review and approve appointments to fill two vacant seats on the C/CAG RMCP Committee. ACTION p. 87

4.1.3 Review and approval of the appointment of two elected officials to the Congestion Management & Environmental Quality (CMEQ) Committee. ACTION p. 94

4.2 Nominations for C/CAG Chair and Vice Chair for the March 2025 Election of Officers. ACTION p. 99

4.3 Open a public hearing to consider approval of amendments to the Congestion Management Plan Land Use Impact Analysis Program (C/CAG TDM Policy), focusing on affordable housing exemptions and local TDM plan thresholds for exemption from C/CAG TDM Policy requirements, and continue the public hearing to March 13, 2025. ACTION p. 105

4.4 Receive a presentation on the San Mateo County OneWatershed Climate Resilience Framework and Community-Led Plan project. INFORMATION p. 117

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. 121

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 – 2 Letters, 1 Public Comment p. 130

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 March 13, 2025

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 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.
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 2nd 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. 379
December 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	Elizabeth Lewis			
Belmont		Absent		
Brisbane		Absent		
Burlingame	Andrea Pappajohn			
Colma	Carrie Slaughter			
Daly City	Juslyn Manalo			
East Palo Alto	Martha Barrangan			
Foster City	Stacy Jimenez			
Half Moon Bay	Debbie Ruddock			
Hillsborough	Christine Krolik			
Menlo Park	Cecilia Taylor			
Millbrae	Anders Fung			
Pacifica		Absent		
Portola Valley	Craig Taylor			
Redwood City	Diane Howard			
San Bruno	Michael Salazar			
San Carlos	Adam Rak			
San Mateo		Absent		
South San Francisco	Eddie Flores			
Woodside		Absent		
San Mateo County		Absent		

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

C/CAG Staff Present (In-Person):	Members of the Public (Remote):
Sean Charpentier – Executive Director	Rachael Bennett – MIG
Melissa Andrikopoulos – Legal Counsel	Mollie Carter – Sustainable San Mateo County
Mima Crume – Clerk of the Board	Issa Ibrahim
Eva Gaye	Cade Cannedy
Jeff Lacap	Kalimah Salahuddin
Kaki Cheung	Pam D. Jones
Kim Springer	
Kim Wever	Members of the Public (In-Person):
	Mike Swire
C/CAG Staff Present (Remote):	Len Materman
Audrey Shiramizu	Josh Abrams
Van Ocampo	Kristin ???

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

2.0 PRESENTATIONS / ANNOUNCEMENTS

- 2.1 Certificate of Appreciation to Davina Hurt for her years of dedicated service to C/CAG.
- 2.2 Certificate of Appreciation to Lisa Gauthier for her years of dedicated service to C/CAG.
- 2.3 Certificate of Appreciation to Karen Cunningham for her years of dedicated service to C/CAG.
- 2.4 Certificate of Appreciation to Maria Doerr for her years of dedicated service to C/CAG.
- 2.5 Certificate of Appreciation to Warren Slocum for his years of dedicated service to C/CAG.

Chair Rak presented certificates in recognition of outgoing board members who have retired or stepped down. Although none were in attendance, their contributions were honored.

The honorees included:

Davina Hurt, former C/CAG Chair
 Lisa Gaucher, now serving on the Board of Supervisors
 Karen Cunningham from Brisbane
 Maria Dorr from Menlo Park
 Supervisor Warren Slocum

Their dedicated service and contributions to the community were greatly appreciated.

2.6 Presentation from Community Planning Collaborative on the 21 Elements effort.

The board received a presentation on the "21 Elements" effort by the Community Planning Collaborative. This initiative supports housing policies in San Mateo County through collaboration among all cities, providing assistance without mandates.

Key Accomplishments:

- Established an ADU Resource Center.
- Updated a Grand Nexus Study for affordable housing policies.
- Supported Transit-Oriented Communities (TOC) compliance.
- Launched shared housing staff programs and updated the 21 Elements website.

Ongoing Work:

Current efforts include anti-displacement studies, creating a multilingual housing glossary, training on affordable housing development, and resources for land redevelopment and fair housing.

Funding and Impact:

Funded by REAP grants, C/CAG, Measure K, and city contributions, 21 Elements depends on consistent funding for long-term success. The initiative has been widely praised for its effectiveness, with the presentation concluding in gratitude for the board's support.

Board Member Krolik inquired about larger affordable housing units and legislative credit for exceeding RHNA numbers. It was noted that some units remain unoccupied due to pricing and no current legislation allows RHNA credit rollover.

Board Member Pappajohn asked about affordable ADU programs. The program aims to support low-income homeowners and encourage collaborative city efforts to develop affordable ADUs.

Board Member Lewis expressed concerns about construction quality for affordable ADUs. It was emphasized that the program would include standards to ensure high-quality designs.

Board Member Howard highlighted Redwood City's success with pre-approved ADU blueprints, which led to tripling applications.

Board Member Flores advocated for addressing commercial and cultural displacement in addition to residential policies. The Collaborative's current focus remains on residential displacement.

No public comments were made.

2.7 Presentation by Peninsula Clean Energy on community programs.

C/CAG staff, Kim Springer provided an introduction to PCE staff, Kirsten Andrews Schwind, Associate Director of Community Relations and Equity, provided a presentation on Peninsula Clean Energy (PCE) and new programs it will be rolling out in 2025. These included a whole- or partial-home retrofit and concierge service, significant rebates for electric vehicles and ebikes, and member-jurisdiction grants. The PCE presentation is provided on the C/CAG website for this meeting. Committee members asked questions related to the presentation, including co-funding by cities into PCE incentives, panel upgrades and PG&E delays, and other resources.

No public comments were made.

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. 378 dated November 14, 2024.
APPROVED
- 3.2 Receive a copy of the executed Amendment No. 1 to the funding agreement with DKG Consultants for financial service support, extending the period of performance through December 31, 2025, at no additional costs.
APPROVED
- 3.3 Review and approval of the Finance Committee's recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of September 30, 2024.
APPROVED
- 3.4 Review and accept the C/CAG Financial Statements (Audit) for Fiscal Year Ended June 30, 2024.
APPROVED
- 3.5 Review and accept the C/CAG State Transportation Improvement Program (STIP) Planning, Programming & Monitoring Program (PPM) Final Project Expenditure Audit Report from July 1, 2023, through June 30, 2024.
APPROVED
- 3.6 Review and accept the Measure M Fund Financial Statements (Audit) for the Year Ended June 30, 2024.
APPROVED
- 3.7 Review and accept the Transportation Fund for Clean Air (TFCA) Program Manager Fund Projects Financial Audit for Project Period Ended June 30, 2023.
APPROVED
- 3.8 Review and approval of Resolution 24-80 approving the C/CAG Travel Policy.
APPROVED
- 3.9 Review and approval of release of the Joint Call for Projects for the C/CAG and San Mateo County Transportation Authority Shuttle Program for Fiscal Year 25/26 & Fiscal Year 26/27, including an allocation of \$1,097,722 of Congestion Relief Program funds.
APPROVED
- 3.10 Review and approval of Resolution 24-81 authorizing the C/CAG Executive Director and/or C/CAG Chair to execute future agreements and all necessary documents between

C/CAG and the Federal Highway Administration (FHWA) related to the Fiscal Year (FY) 2024 Safe Streets and Roads for All (SS4A) grant funding. APPROVED

3.11 Review and approval of Resolution 24-82 authorizing the C/CAG Chair to execute Amendment No. 4 to the funding agreement with City of South San Francisco, increasing the agreement by \$10,000 to provide the local match for developing the incident response plan for the South San Francisco Smart Corridor Expansion project. APPROVED

3.13 Committee Appointments.

3.13.1 Review and approval of the appointment Gina Papan for one year and the appointment of Eddie Flores, Vice Mayor, City of South San Francisco to the Legislative Committee. APPROVED

3.13.2 Review and approval of the appointment of Burlingame Councilmember-elect Desiree Thayer to the Bicycle and Pedestrian Advisory Committee. APPROVED

The board approved the amended agenda and consent calendar after staff removed Item 3.12 to present an updated resolution and budget based on new project information. The item was moved to the top of the regular agenda.

MOTION: Board Member Ruddock SECOND: Board Member Salazar
Vote: Approved unanimously.

4.0 **REGULAR AGENDA**

3.12 Review and approval of Resolution 24-83 amending existing programming actions for the US-101 Managed Lanes Project North of I-380 in the State Transportation Improvement Program (STIP) for San Mateo County. APPROVED

Staff outlined the STIP funding structure and programming schedule.
Amendments include:

Moving \$1.7 million for the right-of-way phase from FY 2026 to FY 2027.
Reprogramming \$25.8 million for construction from FY 2028 to FY 2029.
Allocating \$5.477 million from construction to the design phase in FY 2027 to preserve funding.

Board Member Krolik: Expressed concerns about prioritizing road widening over public transit and asked if funds could be redirected to transit. Staff clarified that no decisions have been made for the project, and the environmental process will explore various alternatives, with public review expected next year.

Board Member Manalo: Inquired about the status of the \$5.4 million design phase funding and its alignment with project schedules. Staff confirmed the funds remain within the county balance and can be programmed at a later date.

No public comments made.

Board Member Lewis MOVED to approve the amended recommendations. Board Member Jimenez SECONDED. **MOTION CARRIED 15-0-0**

- 4.1 Consider candidates and make an appointment for the governing board member representing the Southern Region for the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline) and adopt Resolution 24-84, which records the respective appointment. APPROVED

The board considered candidates and made an appointment for the southern region governing board member seat on the San Mateo County Flood and Sea Level Rise Resiliency District (One Shoreline). Resolution 24-84 was adopted to record the respective appointment.

Two applicants, Vice Mayor Kaya Eakin (Redwood City) and Council Member Cecilia Taylor (Menlo Park), presented their qualifications to the board. Public comment was received in support of both candidates, with multiple speakers advocating for Council Member Taylor, citing her extensive experience in environmental justice and advocacy for vulnerable communities.

Reid Bogert, CCAG staff, announced the election results for the One Shoreline Southern Region seat.

- Results by jurisdiction:
 - Cecilia Taylor: Atherton, Daly City, East Palo Alto, Menlo Park, Portola Valley, San Bruno, South San Francisco (7 votes).
 - Kaya Eakin: Burlingame, Colma, Foster City, Half Moon Bay, Hillsborough, Millbrae, Redwood City, San Carlos (8 votes).
- Outcome: Kaya Eakin received the most votes (8) and was approved for the seat through Resolution 24-84.

Board Member Ruddock MOVED to approve Kaya Eakin to the One Shoreline Southern seat. Board Member Jimenez SECONDED. **MOTION CARRIED 15-0-0**

- 4.2 Appoint C/CAG Chair Adam Rak on an interim basis to serve on the San Mateo County Express Lane Joint Powers Authority (SMCEL-JPA). APPROVED

The board appointed CCAG Chair Adam Rack on an interim basis to serve on the San Mateo County Express Lane Joint Powers Authority (JPA). This decision was made due to a lack of applications for the position and the need for CCAG representation at an upcoming JPA meeting.

Chair Rack noted that the position remains open for other board members to apply for a permanent appointment in the future.

There were no public comments made.

Board Member Krolki MOVED approval of item 4.2. Board Member Manalo SECONDED. **MOTION CARRIED 15-0-0**

- 4.3 Review and approval of the C/CAG Board meeting 2025 Calendar. APPROVED

The board approved the 2025 meeting calendar, designating August for the summer hiatus. The July 10th meeting will remain as scheduled.

No public comments were made.

Board Member Salazar MOVED to approve the calendar, as amended. Board Member Ruddock SECONDED. **MOTION CARRIED 15-0-0**

- 4.4 Review and approval of Resolution 24-85 accepting the C/CAG VMT/GHG Model Mitigation Program and Final Report. APPROVED

C/CAG staff, Kim Springer and project Consultant, Matt Goyne from Fehr & Peers, provided a presentation on the C/CAG VMT/GHG Model Mitigation Program project. Springer provided an overview of the Project and Goyne provided details on comments received, which were incorporated into the final documents for the Project. The Project was funded through a planning grant from Caltrans.

Public comment from Mike Swire highlighted the need to address VMT and GHG emissions during project planning.

Board Member Salazar MOVED approval of item 4.4. Board Member Manalo SECONDED. **MOTION CARRIED 15-0-0**

- 4.5 Presentation by Ken Brown Strategic Consulting on federal funding efforts for C/CAG programs. INFORMATION

C/CAG staff, Kim Springer, introduced C/CAG's federal legislative consultant, Ken Brown of Ken Brown Strategic Consulting, who provided a presentation on circumstances in Washington, D.C. and C/CAG funding successes and priorities for the coming year. In general, in Washington, there is a great deal of uncertainty. Sean Charpentier provided a list of priorities for discretionary grant for the year and shared that there is a need to work with coastside communities on earmark priorities.

- 4.6 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.) NO ACTION TAKEN

Executive Director, Sean Charpentier, provided an overview of topics covered in the Legislative Committee meeting held earlier in the evening. His overview mentioned, election results, state budget, limitations to number of bills legislators may submit, and update on the Regional Transportation Measure, polling for the measure, the need for transparency in terms of funding already going to BART from San Mateo County, bridge toll changes, revisions to legislative policies, and scheduling a legislative visit to Sacramento. Chair Rak and Member Fung also provided comments.

No public comments were made.

5.0 COMMITTEE REPORTS

5.1 Chairperson’s Report

None.

5.2 Board Members Report/Communication

None.

6.0 EXECUTIVE DIRECTOR’S REPORT

Executive Director Sean Charpentier provided updates on key projects and initiatives:

1. Construction for the 92/101 interchange improvements will begin early next year, with bids received below the engineer’s estimate.
2. \$3.8 million was preserved for the Bay Road project through collaboration with Redwood City, San Mateo County, and Daly City. MTC approved transferring the project to Redwood City, and Daly City’s housing element certification removed associated risks.
3. A rain barrel distribution event in Hillsboro successfully provided 160 barrels, with a second event scheduled for San Carlos.

Sean thanked the board and staff for their efforts throughout the year and noted that a January meeting may not be necessary, pending confirmation. He also mentioned the potential relocation of meetings to the new SamTrans headquarters in Millbrae within 12–18 months, with alternative venues under consideration.

7.0 COMMUNICATIONS - Information Only

7.1 Written Communication – 2 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.

Mike Swire, chair of the C/CAG Bike and Pedestrian Advisory Committee, provided public comment advocating for improved transportation safety in San Mateo County. He highlighted the recent tragic loss of Andrea Valleabueno and the need for expedited safety measures, particularly at the Holly and US 101 crossing in San Carlos. Mr. Swire urged C/CAG to consider rapid funding for quick-build safety projects to address immediate dangers and prevent future tragedies.

9.0 ADJOURNMENT – 8:34 p.m.

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and accept the 2024 attendance report for the C/CAG Board and Committee meetings.

(For further information, contact Mima Crume mcrume@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and accept the 2024 attendance reports for the C/CAG Board and Committee meetings.

FISCAL IMPACT

None

SOURCE OF FUNDS

Not applicable

BACKGROUND

There are 21 local government jurisdictions in San Mateo County (20 cities/towns and 1 County). C/CAG focuses on Countywide collaboration and creating alignment on solutions for the entire county. The C/CAG Board of Directors is one of the few organizations in the County that has a specified seat for each city/town and the County. In addition, C/CAG has an extensive system of committees, with a total of 8 standing committees to guide and advise the C/CAG Board of Directors. C/CAG has approximately 76 regular scheduled Brown Act meetings each year for C/CAG Board of Directors and C/CAG Committees. Including the Board of Directors and the 8 standing committees, there are a total of 139 seats, including 74 seats identified for elected officials. There are 107 elected councilmembers or County Supervisors in San Mateo County. In 2022, approximately 52 individual (unduplicated) local elected officials either served on the C/CAG Board of Directors or participated with a C/CAG Committee.

Periodically, the C/CAG Board receives reports of the attendance for the Board and its standing committees. Since each member jurisdiction appoints its C/CAG representative and alternate, C/CAG has not set an attendance requirement for Board meetings. However, the C/CAG Board adopted the following attendance policy for its standing committees:

“During any consecutive twelve-month period, members will be expected to attend at least 75% of the scheduled meetings and not have more than three consecutive absences. If the number of absences exceed these limits, the seat may be declared vacant by the C/CAG Chair.”

The attached attendance reports are provided for your acceptance.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

Attachment 1: Calendar year 2024 attendance reports for the C/CAG Board and eight (8) standing committees:

1. C/CAG Board
 - a) Airport Land Use Committee (ALUC)
 - b) Bicycle and Pedestrian Advisory Committee (BPAC)
 - c) Congestion Management & Environmental Quality (CMEQ)
 - d) Congestion Management Program Technical Advisory Committee (TAC)
 - e) Legislative Committee
 - f) Finance Committee
 - g) Resource Management & Climate Protection Committee (RMCP)
 - h) Stormwater Committee

City/County Association of Governments (C/CAG) Board Attendance Report - 2024

Agency	Representative/Alternate	Yrly Total	January Cancelled	February			March			April			May			June	
				In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location	In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location	In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location	In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location	In-Person	Remote AB 2449
Atherton	Elizabeth Lewis	8		1			1			1			1			1	
	Diana Hawkins-Manuelian	0															
Belmont	Davina Hurt	5		1			1			1			0			0	
	Julia Mates	0											0			0	
Brisbane	Karen Cunningham	5		1			1			1			1			0	
	Cliff Lentz	1														0	
Burlingame	Ricardo Ortiz	2		1			1			0						0	
	Peter Stevenson (Appointed May 2024)	3								0			1			0	
	Alt. Andrea Pappajohn(Appointed May 2024)	1								0						0	
Colma	Carrie Slaughter	4		1			0			1			0			1	
	John Goodwin	0					0						0				
Daly City	Juslyn Manalo	6		1			1			0			1				1
	Roderick Daus-Magbual	1								0							
East Palo Alto	Lisa Gauthier	6		1			1						1				1
	Martha Barragan	1									*Attended Remotely as Member of Public.						
Foster City	Stacy Jimenez	9		1			1			1			1			1	
	Sam Hindi																
Half Moon Bay	Debbie Rudduck	7		1			1			0			1			1	
	Robert Brownstone	0								0							
Hillsborough	Christine Krolik	9		1			1			1			1			1	
	Marie Chuang																
Menlo Park	Jen Wolosin	1		1												0	
	Maria Doerr (Appointed Feb 2024)																
	Cecilia Taylor (Appointed Dec 2024)	5					1			1			1			0	
Millbrae	Anders Fung	7		1			1			1						1	
	Gina Papan	2											1				
Pacifica	Sue Vaterlaus (termed out Dec 2024)	5		1			1						1			1	
	Tygarjas Bygstykk (termed out Dec 2024)	3								1							
Portola Valley	Craig Taylor	6		1			1			1			1			0	
	Sarah Wernikoff	0														0	
Redwood City	Alicia Aquirre (termed out Dec 2024)	6		1			1			1			1			0	
	Diana Reddy (Diane Howard - check when alt attended dec 12)	1														0	
San Bruno	Michael Salazar	9		1				1		1			1			1	
	Rico Medina																
San Carlos	Adam Rak	9		1				1		1			1				
	Laura Parmer-Lohan																
San Mateo	Rich Hedges (termed out Dec 2024)	8				1			1		1		1			1	
	Lisa Diaz Nash																
South San Francisco	Eddie Flores	6		1			0						1			1	
	Flor Nicholas	1					0			1							
Woodside	Jenn Wall	0		0			0			0			0			0	
	Ned Fluet	0		0			0			0			0			0	
San Mateo County	Warren Slocum	0		0			0			0			0			0	
	Dave Pine	0		0			0			0			0			0	
		137		18		1	14		2	1		14	1		17		11

1 - Board Member Attended

0 - Absent

* Attended Remotely as Member of Public

No Board Meeting

Cancelled

BOD Total Attendance

Number of BODs in attendance

City/County Association of Governments (C/CAG) Board Attendance Report - 2024

Agency	Representative/Alternate	Yrly Total	REMOTE Publicly Accessible Teleconf. Location	July Cancelled	August No Mtg Scheduled	September			October			November			December		
						In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location	In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location	In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location	In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location
Atherton	Elizabeth Lewis	8				0			1			1			1		
	Diana Hawkins-Manuelian	0				0						0			0		
Belmont	Davina Hurt	5				0			1			1			0		
	Julia Mates	0				0						0			0		
Brisbane	Karen Cunningham	5				1			0			0			0		
	Cliff Lentz	1							0			1			0		
Burlingame	Ricardo Ortiz	2										0			0		
	Peter Stevenson (Appointed May 2024)	3				1			0			1			0		
	Alt. Andrea Pappajohn(Appointed May 2024)	1							0			0			1		
Colma	Carrie Slaughter	4				0			0			0			1		
	John Goodwin	0				0			0			0			0		
Daly City	Juslyn Manalo	6				1			0			0			1		
	Roderick Daus-Magbual	1							0			1			0		
East Palo Alto	Lisa Gauthier	6				1			0			1			0		
	Martha Barragan	1							0			0			1		
Foster City	Stacy Jimenez	9				1			1			1			1		
	Sam Hindi											0			0		
Half Moon Bay	Debbie Rudduck	7				0			1			1			1		
	Robert Brownstone	0				0						0			0		
Hillsborough	Christine Krolik	9				1			1			1			1		
	Marie Chuang											0			0		
Menlo Park	Jen Wolosin	1				0			0			0			0		
	Maria Doerr (Appointed Feb 2024)														0		
	Cecilia Taylor (Appointed Dec 2024)	5				0			0			1			1		
Millbrae	Anders Fung	7				1						1			1		
	Gina Papan	2							1			0			0		
Pacifica	Sue Vaterlaus (termed out Dec 2024)	5										1			0		
	Tygarjas Bygstyk (termed out Dec 2024)	3				1			1			0			0		
Portola Valley	Craig Taylor	6				1			0			0			1		
	Sarah Wernikoff	0							0			0			0		
Redwood City	Alicia Aquirre (termed out Dec 2024)	6						1			1 (no quorum, did not count)	1			0		
	Diana Reddy (Diane Howard - check when alt attended dec 12)	1										0			1		
San Bruno	Michael Salazar	9				1			1			1			1		
	Rico Medina											0			0		
San Carlos	Adam Rak	9	1			1					1	1			1		
	Laura Parmer-Lohan											0			0		
San Mateo	Rich Hedges (termed out Dec 2024)	8				1			1			1			0		
	Lisa Diaz Nash											0			0		
South San Francisco	Eddie Flores	6				1			1			0			1		
	Flor Nicholas	1										0			0		
Woodside	Jenn Wall	0				0			0			0			0		
	Ned Fluet	0				0			0			0			0		
San Mateo County	Warren Slocum	0				0			0			0			0		
	Dave Pine	0				0			0			0			0		
		137	1			13	1		10		1	16	0	0	15	0	0

1 - Board Member Attended

0 - Absent

* Attended Remotely as Member of Public

No Board Meeting

Cancelled

BOD Total Attendance

Number of BODs in attendance

Airport Land Use Committee (ALUC) Attendance Report - 2024

Agency	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
City of Brisbane	Terry O'Connell		X	X	X	X			X		X		
City of Burlingame	Pappaiohn ¹				Y				X		X		
City of Daly City	Pamela DiGiovanni		X	X	X	X			X		X		
City of Foster City	Patrick Sullivan		X	X	X	X			X				
City of Half Moon Bay	Robert Brownstone												
City of Millbrae	Schneider ²		X	X	X				X		X		
City of Redwood City	Christopher Sturken		X	X		X			X				
City of San Bruno	Tom Hamilton		X	X	X	X			X		X		
City of San Carlos	Pranita Venkatesh												
County of San Mateo and Aviation Representative	Ray Mueller				X	X			X				
City of South San Francisco	Flor Nicolas		X	X	X	X			X		X		
Aviation Representative	Carol Ford		X	X	X	X					X		
Half Moon Bay Airport Pilots Association	Christopher Yakabe			Y	X						X		

- X - Committee Member Attended
- O - Other Jurisdictional Representative Attended
- Y - Designated Alternate Attended
- No Committee Meeting
- N/A - Not on Committee
- ☐ No Quorum

¹ Andrea Pappaiohn appointed Aug. 2024
² Ann Schneider appointed Aug. 2024

Bicycle and Pedestrian Advisory Committee (BPAC) Attendance Report - 2024

Agency	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Millbrae	Ann Schneider	x		x		x				x	x		
South San Francisco	Flor Nicolas	x		x		x				x	x		
Pacifica	Mary Bier	x		x						x			
Foster City	Patrick Sullivan			x		x							
Colma	John Goodwin	x		x						x	x		
Redwood City	Lisette Espinoza-Garnica			x		x					x		
San Mateo	Rich Hedges	N/A		N/A		x				x	x		
Public (County of San Mateo)	Matthew Self	x								x	x		
Public (San Bruno)	Malcolm Robinson	x		x		x				x			
Public (Half Moon Bay)	Marina Fraser	x				x					x		
Public (Portola Valley)	Angela Hey	x				x				x	x		
Public (Hillsborough)	Mike Swire	x		x		x				x	x		
Public (South San Francisco)	Justin Yuen	x		x		x					x		
Public (Daly City)	Alan Uy	x				x				x	x		

X - Committee Member Attended

O - Other Jurisdictional Representative Attended

Y - Designated Alternate Attended

N/A - Not on Committee

■ No Committee Meeting

⏏ No Quorum

Congestion Management and Environmental Quality (CMEQ) Attendance Report - 2024

Name	Representing	Jan	Feb	Mar	Apr	May	Jun	Jul	AUG	Sept	Oct	Nov	Dec
		(No Mtg.)					(No Mtg.)	(No Mtg.)	(No Mtg.)			(No Mtg.)	(No Mtg.)
Dick Brown (Woodside Town Council Member)	Elected Official		X	X	X	X				X	X		
Tom McCune (Belmont City Council Member)	Elected Official		X	X		X					X		
Richard Hedges (San Mateo City Council Member)	Elected Official		Brown Act	Brown Act	R	X				X	X		
Stacy Jimenez (Foster City Council Member)	Elected Official		X	X	X	X				X	X		
Stacy Miles Holland (Atherton Council Member)	Elected Official		R	X						X	X		
Juslyn Manalo (Daly City Council Member)	Elected Official	N/A	N/A										
Pranita Venkatesh (San Carlos Council Member)	Elected Official	N/A	N/A	N/A	N/A					X	X		
Vacant	Elected Official												
Vacant	Elected Official												
Gina Papan (MTC Commissioner)	MTC Commissioner			X	X	X				X	X		
Vacant	Environmental Community												
Vacant	Public Member												
Juan Salazar (Business Community)	Business Community		R							N/A	N/A		
Deborah Penrose (Agencies with Transportation Interests)	Agencies with Transportation Interests		R	R	X					AB 2449			
Peter Ratto (San Mateo County Transit District (SamTrans))	San Mateo County Transit District (SamTrans)		X	X	X					X			
Pamela Herhold (Bay Area Rapid Transit (BART))	Bay Area Rapid Transit (BART)		X	X	X	X					X		
Vacant	<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>												

X - Committee Member Attended

Remote Attendance

Blank-Absent

N/A - Not on Committee

AB 2449 – Remote attendance via AB 2449

R- Brown Act Remote attendance via Publicly Accessible Teleconference

Location



No Committee Meeting

Congestion Management Program Technical Advisory Committee (TAC) Attendance Report - 2024

Agency	Name	Jan		Feb		Mar		Apr		May		June		Jul	Aug	Sept		Oct		Nov		Dec			
		In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location	In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location	In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location	In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location			In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location	In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location		In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location
Hillsborough Engineering	Paul Willis (Co-Chair)	Y			X			X			X								X			X			
San Mateo County	Ann Stillman (Co-Chair)	X			X			X			X								X			X			
SMCTA / SamTrans	Jessica Manzi	X			X			X			X								X			X			
Atherton Engineering	Robert Ovadia	X			X			X			X								X			X			
Belmont Engineering	Peter Brown/Rav Towne/Nisha Patel	X			X						X*								X*			X			
Brisbane Engineering	Randy Breault	X							X		X			X					X						
Burlingame Engineering	Syed Murtuza	Y				X			X		X								X			X			
C/CAG	Sean Charpentier	X			X			X			X			X					X			X			
Colma Engineering	Brad Donohue	X			Y			Y			X			X					X			X			
Daly City Engineering	Richard Chiu	X			X			X			X			X					X			X			
East Palo Alto	Humza Javed	X			X						X								X			X			
Foster City Engineering	Andrew Brozyna	X			X			X			X			X					X						
Half Moon Bay Engineering	Maz Bozorinia	X			X									X						X					
Menlo Park Engineering	Azalea Mitch	X			X			X			X			X					X			X			
Millbrae Engineering	Sam Bautista	X			X			X			Y			X								Y			
Pacifica Engineering	Lisa Petersen	X			Y			Y			Y			X					Y			Y			
Redwood City Engineering	Matt Nichols/Tanisha Werner	X			X			X			Y								X*			X			
San Bruno Engineering	Matthew Lee	X			X			X			X			X					Y			Y			
San Carlos Engineering	Steven Machida				X			X			X			X					X			X			
San Mateo Engineering	Matt Fabry	X			X			X			X			X					X			X			
South San Francisco Engineering	Eunelune Kim	X			X						X			X					X			X			
Woodside Engineering	Yaz Emrani				X			X											X			X			
<i>Non-Voting Members</i>																									
MTC	James Choe																								
Caltrans	Mohammad Suleiman	XX			XX			XX						XX									XX		

X - Committee Member Attended
O - Other Jurisdictional Representative Attended
Y - Designated Alternate Attended
N/A - Not on Committee
No Committee Meeting
No Quorum
* = Member change
XX = Non-Voting Member Attended via Zoom
Note: Board approved Reso 23-34 on October 12, 2023 approving the addition of alternate positions, removal of planner positions, and changing MTC and Caltrans to non-voting members.

Legislative Committee Attendance Report - 2024

Agency	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Atherton	Elizabeth Lewis		X	X	X	X	X					X	X
Belmont	Davina Hurt		X	X		N/A	N/A			N/A		N/A	N/A
Brisbane	Karen Cunningham		X	X	X	X				X			
Burlingame	Ricardo Ortiz		X	X	N/A	N/A	N/A			N/A		N/A	N/A
East Palo Alto	Lisa Gauthier		X	X	X	X	X			X		X	
Foster City	Stacey Jimenez		N/A	N/A	N/A	X	X			X		X	X
Millbrae	Gina Papan - Chair		X	X	X	X	X			X		X	X
Millbrae	Anders Fung		X	X	X		X					X	X
Pacifica	Sue Vaterlaus		X	X		X				2449		X	X
Pacifica	Tygarjas Bigstycck		N/A	N/A	N/A	X	X			X		X	X
San Bruno	Michael Salazar (C/CAG Vice-Chair)		X	2449	X	X	X			X		X	X
San Carlos	Adam Rak - Vice Chair (C/CAG Chair)		X	2449	X	X				X		X	X

- X - Committee Member Attended
- O - Other Jurisdictional Representative
- Y - Designated Alternate Attended
- N/A - Not on Committee
- No Committee Meeting
- ☐ No Quorum

Finance Committee Attendance Report - 2024

Agency	Name	Feb			Apr			May			Aug			Dec		
		In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location	In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location	In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location	In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location	In-Person	Remote AB 2449	REMOTE Publicly Accessible Teleconf. Location
Belmont	Davina Hurt (C/CAG Chair)				N/A			N/A			N/A			N/A		
Burlingame	Ricardo Ortiz (C/CAG Vice Chair)				N/A			N/A			N/A			N/A		
East Palo Alto	Carlos Romero				X			X						X		
Burlingame	Donna Colson (Committee Chair)	X			X			X			X					X
San Carlos	Adam Rak (Committee Vice Chair/C/CAG Chair)	X			X			X						X		
San Bruno	Michael Salazar (C/CAG Vice Chair)	N/A			X			X			X			X		
Hillsborough	Marie Chuang	N/A			N/A			N/A			N/A				X	

X - Committee Member Attended
O - Other Jurisdictional Representative Attended
Y - Designated Alternate Attended
N/A - Not on Committee
■ No Committee Meeting
☐ No Quorum

Resource Management and Climate Protection Committee (RMCP) Attendance Report - 2024

Agency	Name	Seat	Jan	Feb	Mar	April	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Atherton	Rick DeGolia	Elected Official	X		N/A	N/A	N/A			N/A	N/A	N/A	N/A	
Burlingame	Donna Colson	Elected Official - Committee Chair	X			X				X		X	X	
County of San Mateo	Dave Pine	Elected Official	X				X							
Menlo Park	Betsy Nash	Elected Official	N/A		N/A	N/A	N/A				X	X	X	
Millbrae	Gina Papan	Elected Official	X		X	X	X			X	X	X	X	
Pacifica	Sue Beckmeyer	Elected Official	X		X	X	X			X	X		X	
Portola Valley	Mary Hufty	Elected Official	X		X	X	X			X	X			
Redwood City	Kaia Eakin	Elected Official	X		X	X	X			X	X		X	
El Concilio of San Mateo County	Ortensia Lopez	Energy					X				X			
BAWSCA	Tom Francis	Water - Committee Vice Chair	X		X	X	X				X	X		
PG&E	Bill Chiang	Utility				X					X			
Filoli	Alex Fernandez	Nonprofit	X		X					X			X	
Sustainable SMC	Sarah Hubbard	Environmental			X	X	X				X	X	X	
Sares Regis Group	Jeff Smith	Business/Chamber of Commerce	X		X						X			

X - Committee Member Attended

O - Other Jurisdictional Representative Attended

Y - Designated Alternate Attended

N/A - Not on Roster

V - Vacant

■ No Committee Meeting

⊞ No Quorum

Stormwater Committee Attendance Report - 2024

Agency	Representative	Position	Jan		Feb	Mar		Apr	May		Jun	Jul		Aug	Sept		Oct			Nov	Dec	
			In-person	Remote Non-Voting		In-person	Remote Non-Voting		In-person	Remote Non-Voting		In-person	Remote Non-Voting		In-person	Remote Non-Voting		In-person	In-person	Remote AB2449	Remote Non-Voting	
Atherton	Robert Ovadia (Vice Chair)	Public Works Director	x			x			x			x										
Belmont	Peter Brown	Public Works Director	x			x				x		y										
Brisbane	Randy Breault (Chair)	Public Works Director/City Engineer	x				o		x													
Burlingame	Syed Murtuza	Public Works Director		x		x			x				x									
Colma	Brad Donohue	Director of Public Works and Planning	x			o						y										
Daly City	Richard Chiu	Public Works Director	x			x			x			x										
East Palo Alto	Humza Javed	Public Works Director	x			x			x			x								y		
Foster City	Vacant (through October)/Andrew Brozygna	Public Works Director	x			x			x				x									
Half Moon Bay	Maziar Bozorginia	City Engineer	x				o			x												
Hillsborough	Paul Willis	Public Works Director	y			x			x													
Menlo Park	Nikki Nagaya (through October)/Azalea Mitch	Public Works Director	x			x				x												
Millbrae	Sam Bautista	Senior Engineer/Public Works Director	x			x			y			y										
Pacifica	Lisa Petersen (through February)/Roland Yip	Public Works Director/City Engineer	x						x			x										
Portola Valley	Howard Young	Public Works Director	x			x				x												
Redwood City	Vacant (through Nov)/James O'Connell	Supervising Civil Engineer	x			x			x			x										
San Bruno	Matthew Lee	Public Works Director	x			x			x													
San Carlos	Steven Machida	Public Works Director				x			x			x										
San Mateo	Azalea Mitch (through August)/Brad Underwood	Public Works Director/Interim Public Works Director	x			x			x			x										
South San Francisco	Eunejune Kim	Public Works Director	x				o		x				x									
Woodside	Sean Rose/Vacant from September	Public Works Director		x																		
San Mateo County	Ann Stillman	Interim Public Works Director/Public Works Director	x			x			x			x										
Regional Water Quality Control Board	Tom Mumley (through November)/Derek Beauduy	Assistant Executive Officer/Watershed Management Supervisor	x																			

X - Committee Member Attended
 O - Other Jurisdictional Representative Attended
 Y - Designated Alternate Attended
 [Grey Box] - No Committee Meeting
 N/A - Not on Committee
 [Two Grey Boxes] - No Quorum

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 25-01 determining that a proposed office/life science campus, including related rezoning, at 789 Old County Road, San Carlos, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

(For further information please contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission (ALUC), approve Resolution 25-01 determining that a proposed office/life science campus, including related rezoning, at 789 Old County Road, San Carlos, is conditionally consistent with the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP), subject to the following condition:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Carlos an FAA “Determination of No Hazard” for each structure.*

BACKGROUND

San Carlos has received an application for an office/life science development on a 3.4- acre site located at 789 Old County Road. The project includes demolition of existing site improvements, and construction of two office/life science buildings, one 4-story and one 5-story, and an 8-level parking garage. The project also includes a request to rezone the site to Planned Development to allow for the increased height and floor area ratio (FAR) presented in the proposal.

The project falls within Airport Influence Area (AIA) B, the Project Referral Area for San Carlos Airport and is subject to ALUC review pursuant to California Public Utilities Code (PUC) Section 21676 (b). Accordingly, San Carlos has referred the subject project for a determination of consistency with the San Carlos ALUCP.

DISCUSSION

I. ALUCP Consistency Evaluation

Four sets of airport/land use compatibility policies in the San Carlos ALUCP relate to the proposed project: (a) noise compatibility policies and criteria, (b) safety policies and criteria, (c) airspace protection policies and (d) overflight compatibility. The following sections address each issue.

(a) Noise Policy Consistency

The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP.

As shown on San Carlos ALUCP Exhibit 4-2, **Attachment 3**, the subject property lies outside the bounds of the 60 dB CNEL contour and, therefore, the project is consistent with the San Carlos ALUCP noise policies and criteria.

(b) Safety Policy Consistency

Runway Safety Zones - The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exhibit 4-3, **Attachment 4**, the project site is located within Safety Zone 6. Per San Carlos ALUCP Table 4-4, Safety Compatibility Criteria, the proposed uses (office and research and development) are identified as compatible in Safety Zone 6 and are not restricted for safety reasons, so the proposed project is consistent with the Safety Compatibility Criteria of the ALUCP.

(c) Airspace Protection Policy Consistency

Structures Heights

The San Carlos ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), “Objects Affecting Navigable Airspace,” as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Carlos Airport.

Pursuant to Airspace Protection Policy 5, in order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height of the controlling airspace protection surface shown on Exhibit 4-4, or 2) the maximum height determined to not be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

The 5-story building, the tallest proposed structure, would have a height of 107 ft. to the top of the roof mounted equipment. With a ground elevation of approximately 20 feet above mean sea level (AMSL), the overall maximum structure height would therefore be approximately 127 feet AMSL, below the Part 77 Airspace Protection Surface, as shown on San Carlos ALUCP Exhibit 4-4, **Attachment 5**, which is at 155 feet. As shown on San Carlos on ALUCP Exhibit 4-4a, **Attachment 6**, the proposed project is also located in an area that requires filing of Form 7460-1 with the FAA for its review and hazard determination for structures exceeding 30-65 feet. To ensure compliance with ALUCP Airspace Protection Policies, the following condition is included:

- Prior to issuance of building permits, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Carlos an FAA “Determination of No Hazard” for each structure.

Note that the project sponsor has already received initial FAA Determinations of No Hazard, **Attachment 7**, which will need to be renewed as they expired on Oct. 1, 2024.

Other Flight Hazards

Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per Airspace Protection Policy 6, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

- Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight;
- Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting;
- Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight;
- Sources of electrical/electronic interference with aircraft communications/navigation equipment; or
- Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including but not limited to *FAA Order 5200.5A, Waste Disposal Site On or Near Airports* and *FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports* and any successor or replacement orders or advisory circulars.

The proposed project does not include any features that would present unusual hazards to air navigation and therefore is determined to be compatible with Airspace Protection Policy 6.

(d) Overflight Compatibility Consistency

The San Carlos ALUCP contains two policies regarding overflight compatibility which are generally “buyer awareness” measures focused on informing prospective buyers and/or tenants of property within the vicinity of an airport about the airport’s impact on the property. Overflight Policy 1 – *Real Estate Transfer Disclosure*, requires that a notice of potential for overflights be included among the disclosures made during real estate transactions. Overflight Policy 2 – *Overflight Notification Zone 2* requires that all new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 (AIA B) incorporate a recorded overflight notification requirement as a condition of approval.

As the project is commercial/industrial it would not be subject to the real estate disclosure requirements.

Airport Land Use Committee

This item was scheduled for discussion at the Airport Land Use Committee meeting on January 23, 2025, however the meeting was not convened due to lack of a quorum. Per State law, the ALUC must act on a request for a consistency determination within 60 days of receipt of the referral by

C/CAG staff, so to ensure compliance the item has been forwarded directly to the Airport Land Use Commission for action.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. Resolution 25-01

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/>

2. ALUCP application, together with related project description and exhibits.
3. San Carlos ALUCP Exh. 4-2 – Future Conditions (2035) Aircraft Noise Contours
4. San Carlos ALUCP Exh. 4-3 – Safety Zones.
5. San Carlos ALUCP Exh. 4-4 – Airspace Protection Surfaces
6. San Carlos ALUCP Exh. 4-4b – FAA Notification Reqs.
7. FAA No Hazard Determination letters

RESOLUTION 25-01

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT A PROPOSED OFFICE/LIFE SCIENCE CAMPUS, INCLUDING RELATED REZONING, AT 789 OLD COUNTY ROAD, SAN CARLOS, IS CONDITIONALLY CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN CARLOS AIRPORT.

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

WHEREAS, in accordance with the requirements of California Government Code Section 65302.3, a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan, and pursuant to California PUC Section 21676(b), a local agency shall refer all land use policy actions that affect property within Airport Influence Area (AIA) B, the Project Referral Area, to the ALUC for a consistency determination; and

WHEREAS, the City of San Carlos is processing an application for an office/life science campus, including a related rezoning, for a site located at 789 Old County Road, which is located within AIA B, and has referred the project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP); and

WHEREAS, four airport/land use compatibility factors are addressed in the San Carlos ALUCP that relate to the project, including: (a) noise compatibility, (b) safety compatibility, (c) airspace protection compatibility, and (d) overflight compatibility, as discussed below:

- (a) Noise Compatibility – The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP. Per San Carlos ALUCP Exhibit 4-2, the subject property lies outside the bounds of the 60 dB CNEL contour and is therefore consistent with the San Carlos ALUCP noise policies and criteria.
- (b) Safety Compatibility – The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. Per San Carlos ALUCP Exhibit 4-3, the project site is located within Safety Zone 6. In accordance with San Carlos ALUCP Table 4-4, “Safety Compatibility Criteria”, office and research and development uses are identified as compatible uses within Safety Zone 6, and are not restricted for safety reasons, so the proposed project is consistent with the safety policies and criteria.
- (c) Airspace Protection Compatibility
 - a. Structure Heights – In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height of the

controlling airspace protection surface shown on Exhibit 4-4; or 2) the maximum height determined to not be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

The tallest proposed structure would have an overall maximum height of approximately 127 feet above mean sea level (AMSL). Per San Carlos ALUCP Exhibit 4-4, the Part 77 Airspace Protection Surface lies at approximately 155 ft AMSL, so the proposed project would be below this surface, in compliance with the Airspace Protection policies of the ALUCP. Per San Carlos ALUCP Exhibit 4-4a, the project sponsor is required to file Form 7460-1 with the FAA for a hazard determination for each structure. This requirement is included as a condition of this consistency determination and is included in Exhibit A, attached.

- b. Other Flight Hazards – Within AIA B, certain land use characteristics are recognized as hazards to air navigation and need to be evaluated to ensure compatibility with FAA rules and regulations. The proposed project does not include any features that would present unusual hazards to air navigation and therefore is determined to be compatible with Airspace Protection Policy 6.

- (d) Overflight Compatibility – The San Carlos ALUCP contains two policies regarding overflight compatibility: Overflight Policy 1 – *Real Estate Transfer Disclosure* and Overflight Policy 2 – *Overflight Notification Zone 2*. As the project is commercial/industrial it would not be subject to the real estate disclosure requirements.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that subject to the condition contained in Exhibit A, attached, the proposed office/life science campus, including related rezoning, at 789 Old County Road, San Carlos, is determined to be consistent with the policies and criteria contained in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport*.

PASSED, APPROVED, AND ADOPTED, THIS 13TH DAY OF FEBRUARY 2025.

Adam Rak, Chair

Resolution 25-01 – Conditions of Consistency Determination:

1. Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Carlos an FAA “Determination of No Hazard” for each structure.

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 25-02 determining that a proposed office/life science campus, including related rezoning, at 987 Commercial St., San Carlos, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

(For further information please contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission (ALUC), approve Resolution 25-02 determining that a proposed office/life science campus, including related rezoning, at 987 Commercial St., San Carlos, is conditionally consistent with the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP), subject to the following conditions:

- *San Carlos shall ensure that any future childcare use shall be subject to separate conditional permit review to ensure consistency with ALUCP Safety Compatibility policies.*
- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Belmont an FAA “Determination of No Hazard” for each structure.*

BACKGROUND

San Carlos has received an application for an office/life science development on a 25-acre site located at 987 Commercial Street, (bounded by Old County Road, Commercial Street and Pulgas Creek). The project includes demolition of existing commercial/industrial uses and construction of a life science/research and development campus comprised of seven life science buildings, one amenity building (which may include childcare) and two above-grade parking structures. The life science buildings would be at grade, five to seven stories tall, and vary in height from about 82 to 116 feet (plus 18’ rooftop mechanical screen). The project also includes a request to rezone the site to Planned Development to allow for the increased floor area ratio and greater height included in the proposal.

The project falls within Airport Influence Area (AIA) B, the Project Referral Area for San Carlos Airport and is subject to ALUC review pursuant to California Public Utilities Code (PUC) Section 21676(b). Accordingly, San Carlos has referred the subject project for a determination of consistency with the San Carlos ALUCP.

DISCUSSION

ALUCP Consistency Evaluation

Four sets of airport/land use compatibility policies in the San Carlos ALUCP relate to the proposed project: (a) noise compatibility policies and criteria, (b) safety policies and criteria, (c) airspace protection policies and (d) overflight compatibility. The following sections address each issue.

(a) Noise Compatibility Consistency

The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP.

As shown on San Carlos ALUCP Exhibit 4-2, **Attachment 3**, the subject property lies just outside of the bounds of the CNEL 60 dB contour and, therefore, the project is consistent with the San Carlos ALUCP noise policies and criteria. (Although adjacent to the noise contour, it is noted that the ALUCP Noise Policies do not restrict office/R&D development within the CNEL 60dB contour.)

(b) Safety Compatibility Consistency

Runway Safety Zones - The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exhibit 4-3, **Attachment 4**, the project site is located within Safety Zone 6. Per San Carlos ALUCP Table 4-4, Safety Compatibility Criteria, the proposed uses (office and research and development) are identified as compatible in Safety Zone 6 and are not restricted for safety reasons, so the proposed life science campus and parking structures are consistent with the Safety Compatibility Criteria of the ALUCP.

The project includes an amenity building that may potentially be utilized for childcare, although it is not included in the current proposal. Additionally, the application materials indicate the PD zoning will include childcare as a conditional use to address future potential requests, though the specific language is not included in this proposal. As the ALUCP identifies childcare facilities as conditionally permissible within Safety Zone 6, and because this is a speculative use at this point, staff recommends the following condition to ensure the overall project is consistent with the ALUCP Safety Compatibility policies:

- *San Carlos shall ensure that any future childcare use shall be subject to separate conditional permit review to ensure consistency with ALUCP Safety Compatibility policies.*

(c) Airspace Protection Policy Consistency

Structures Heights

The San Carlos ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), "Objects Affecting Navigable Airspace," as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Carlos Airport.

Pursuant to Airspace Protection Policy 5, in order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height of the controlling airspace protection surface shown on Exhibit 4-4, or 2) the maximum height determined to not be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

The 7-story buildings, the tallest proposed structures, would have a height of 132 ft. to the top of the mechanical screen. With a ground elevation of approximately 15 feet above mean sea level (AMSL), the overall maximum structure height would therefore be approximately 147 feet AMSL, below the Part 77 Airspace Protection Surface, as shown on San Carlos ALUCP Exhibit 4-4, **Attachment 5**, which is at 155 feet. As shown on San Carlos on ALUCP Exhibit 4-4a, **Attachment 6**, the proposed project is also located in an area that requires filing of Form 7460-1 with the FAA for its review and hazard determination for structures of these heights. To ensure compliance with ALUCP Airspace Protection Policies, the following condition is included:

- Prior to issuance of building permits, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Carlos an FAA “Determination of No Hazard” for each structure.

Other Flight Hazards

Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per Airspace Protection Policy 6, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

- Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight;
- Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting;
- Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight;
- Sources of electrical/electronic interference with aircraft communications/navigation equipment; or
- Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including but not limited to *FAA Order 5200.5A, Waste Disposal Site On or Near Airports* and *FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports* and any successor or replacement orders or advisory circulars.

The proposed project does not include any features that would present unusual hazards to air navigation and therefore is determined to be compatible with Airspace Protection Policy 6.

(d) Overflight Compatibility Consistency

The San Carlos ALUCP contains two policies regarding overflight compatibility which are generally “buyer awareness” measures focused on informing prospective buyers and/or tenants of property within the vicinity of an airport about the airport’s impact on the property. Overflight Policy 1 – *Real Estate Transfer Disclosure*, requires that a notice of potential for overflights be included among the disclosures made during real estate transactions. Overflight Policy 2 – *Overflight Notification Zone 2* requires that all new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 (AIA B) incorporate a recorded overflight notification requirement as a condition of approval.

The City of San Carlos has incorporated these consistency criteria into its Zoning Ordinance. However, as the project is commercial/industrial it would not be subject to the real estate disclosure requirements.

Airport Land Use Committee

This item was scheduled for discussion at the Airport Land Use Committee meeting on January 23, 2025, however the meeting was not convened due to lack of a quorum. Per State law, the ALUC must act on a request for a consistency determination within 60 days of receipt of the referral by C/CAG staff, so to ensure compliance the item has been forwarded directly to the Airport Land Use Commission for action.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. Resolution 25-02

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/>

2. ALUCP application, together with related project description and exhibits.
3. San Carlos ALUCP Exh. 4-2 – Future Conditions (2035) Aircraft Noise Contours
4. San Carlos ALUCP Exh. 4-3 – Safety Zones.
5. San Carlos ALUCP Exh. 4-4 – Airspace Protection Surfaces
6. San Carlos ALUCP Exh. 4-4b – FAA Notification Reqs.

RESOLUTION 25-02

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT A PROPOSED OFFICE/LIFE SCIENCE CAMPUS, INCLUDING RELATED REZONING, AT 987 COMMERCIAL STREET, SAN CARLOS, IS CONDITIONALLY CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN CARLOS AIRPORT.

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

WHEREAS, in accordance with the requirements of California Government Code Section 65302.3, a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan, and pursuant to California PUC Section 21676(b), a local agency shall refer all land use policy actions that affect property within Airport Influence Area (AIA) B, the Project Referral Area, to the ALUC for a consistency determination; and

WHEREAS, the City of San Carlos is processing an application for an office/life science campus, including a related rezoning, for a site located at 987 Commercial St., which is located within AIA B, and has referred the project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP); and

WHEREAS, four airport/land use compatibility factors are addressed in the San Carlos ALUCP that relate to the project, including: (a) noise compatibility, (b) safety compatibility, (c) airspace protection compatibility, and (d) overflight compatibility, as discussed below:

- (a) Noise Compatibility – The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP. Per San Carlos ALUCP Exhibit 4-2, the subject property lies outside the bounds of the 60 dB CNEL contour and is therefore consistent with the San Carlos ALUCP noise policies and criteria.
- (b) Safety Compatibility – The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. Per San Carlos ALUCP Exhibit 4-3, the project site is located within Safety Zone 6. In accordance with San Carlos ALUCP Table 4-4, “Safety Compatibility Criteria”, office and research and development uses are identified as compatible uses within Safety Zone 6, and are not restricted for safety reasons, so the proposed project is consistent with the safety policies and criteria. Because the application also identifies childcare as a potential future use within the project area, a condition is included in this consistency determination to require that such future use be subject to separate conditional review to ensure consistency with ALUCP Safety Compatibility policies.

(c) Airspace Protection Compatibility

- a. Structure Heights – In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height of the controlling airspace protection surface shown on Exhibit 4-4; or 2) the maximum height determined to not be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

The tallest proposed structure would have an overall maximum height of approximately 147 feet above mean sea level (AMSL). Per San Carlos ALUCP Exhibit 4-4, the Part 77 Airspace Protection Surface lies at approximately 155 ft AMSL, so the proposed project would be below this surface, in compliance with the Airspace Protection policies of the ALUCP. Per San Carlos ALUCP Exhibit 4-4a, the project sponsor is required to file Form 7460-1 with the FAA for a hazard determination for each structure. This requirement is included as a condition of this consistency determination and is included in Exhibit A, attached.

- b. Other Flight Hazards – Within AIA B, certain land use characteristics are recognized as hazards to air navigation and need to be evaluated to ensure compatibility with FAA rules and regulations. The proposed project does not include any features that would present unusual hazards to air navigation and therefore is determined to be compatible with Airspace Protection Policy 6.

- (d) Overflight Compatibility – The San Carlos ALUCP contains two policies regarding overflight compatibility: Overflight Policy 1 – *Real Estate Transfer Disclosure* and Overflight Policy 2 – *Overflight Notification Zone 2*. As the project is commercial/industrial it would not be subject to the real estate disclosure requirements.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that subject to the conditions contained in Exhibit A, attached, the proposed office/life science campus, including related rezoning, at 987 Commercial St., San Carlos, is determined to be consistent with the policies and criteria contained in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport*.

PASSED, APPROVED, AND ADOPTED, THIS 13TH DAY OF FEBRUARY 2025.

Adam Rak, Chair

Resolution 25-02 – Conditions of Consistency Determination:

1. San Carlos shall ensure that any future childcare use shall be subject to separate conditional permit review to ensure consistency with ALUCP Safety Compatibility policies.
2. Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Carlos an FAA “Determination of No Hazard” for each structure.

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 25-03 determining that a proposed 37-unit affordable housing project located on two sites at 876-900 El Camino Real, Belmont, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

(For further information please contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, approve Resolution 25-03 determining that a proposed 37-unit affordable housing project located on two sites at 876-900 El Camino Real, Belmont, is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following conditions:

- *The City of Belmont shall advise the project sponsor of their obligation to comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.*
- *Prior to issuance of a building permit the City of Belmont shall require that the project sponsor provide evidence of a recorded 'Overflight Notification' for each residential parcel in accordance with Overflight Policy 2 of the San Carlos ALUCP. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)*

BACKGROUND

Belmont has processed an application for an affordable housing project located on two sites along El Camino Real, separated by Hill Street. The development includes demolition of existing improvements and construction of two 5-story multi-family residential structures on the properties. Site "A" is located at 900 El Camino Real and Site "B" is located at 876, 884 and 898 El Camino Real. The project proposes a thirty-seven (37) unit, 100-percent affordable housing development across the two project sites.

The project falls within Airport Influence Area (AIA) B, the Project Referral Area for San Carlos Airport and is subject to ALUC review pursuant to California Public Utilities Code (PUC) Section 21676.5(a), as Belmont has not yet brought its General Plan and Zoning Ordinance into full

compliance with the ALUCP. Accordingly, Belmont has referred the subject project for a determination of consistency with the San Carlos ALUCP.

DISCUSSION

I. ALUCP Consistency Evaluation

Four sets of airport/land use compatibility policies in the San Carlos ALUCP relate to the proposed project: (a) noise compatibility policies and criteria, (b) safety policies and criteria, (c) airspace protection policies and (d) overflight compatibility. The following sections address each issue.

(a) Noise Policy Consistency

The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP.

As shown on San Carlos ALUCP Exhibit 4-2, **Attachment 3**, the subject property lies outside the bounds of the 60 dB CNEL contour and, therefore, the project is consistent with the San Carlos ALUCP noise policies and criteria.

(b) Safety Policy Consistency

Runway Safety Zones - The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exhibit 4-3, **Attachment 4**, the project site is not located within a Safety Zone, so is not impacted by the Safety Compatibility policies.

(c) Airspace Protection Policy Consistency

Structures Heights

The San Carlos ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), "Objects Affecting Navigable Airspace," as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Carlos Airport.

Pursuant to Airspace Protection Policy 5, in order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height of the controlling airspace protection surface shown on Exhibit 4-4, or 2) the maximum height determined to not be a "hazard to air navigation" by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

The height of the structures is approximately 63' to the top of the roof mounted equipment. Given an existing site elevation of approximately 40' above mean sea level (AMSL), the maximum height of the project would be approximately 103 ft. above mean sea level (AMSL). As shown on San Carlos ALUCP Exhibit 4-4, **Attachment 5**, the Part 77 Airspace Protection Surface lies above 205' ft AMSL, so the proposed project would be well below this surface, in compliance with the Airspace Protection policies of the ALUCP. Additionally, as shown on San Carlos on ALUCP Exhibit 4-4a, **Attachment 6**, the proposed project height of 63' is below the threshold height of 100' where FAA

review is required for a hazard determination. Therefore, the height of the proposed project is consistent with the Airspace Protection Policies.

Other Flight Hazards

In accordance with Airspace Protection Policy 6, within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per Airspace Protection Policy 6, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

- Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight;
- Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting;
- Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight;
- Sources of electrical/electronic interference with aircraft communications/navigation equipment; or
- Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including but not limited to *FAA Order 5200.5A, Waste Disposal Site On or Near Airports* and *FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports* and any successor or replacement orders or advisory circulars.

The proposed project does not include any features that would present unusual hazards to air navigation and therefore is determined to be compatible with Airspace Protection Policy 6.

(d) Overflight Compatibility Consistency

The San Carlos ALUCP contains two policies regarding overflight compatibility which are generally “buyer awareness” measures focused on informing prospective buyers and/or tenants of property within the vicinity of an airport about the airport’s impact on the property. Overflight Policy 1 – *Real Estate Transfer Disclosure* requires that a notice of potential for overflights be included among the disclosures made during real estate transactions. Overflight Policy 2 – *Overflight Notification Zone 2* requires that all new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 (AIA B) incorporate a recorded overflight notification requirement as a condition of approval.

The Project Area is located within both the Airport Influence Area (AIA) A & B boundaries for San Carlos Airport, so is subject to the requirements of both Overflight Policies. As neither the application materials nor Belmont’s municipal code address these requirements, the following conditions are recommended:

- The City of Belmont shall advise the project sponsor of their obligation to comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.
- Prior to issuance of a building permit, the City of Belmont shall require that the project sponsor provide evidence of a recorded ‘Overflight Notification’ for each residential parcel in accordance with Overflight Policy 2 of the San Carlos ALUCP. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)

Airport Land Use Committee

This item was scheduled for discussion at the Airport Land Use Committee meeting on January 23, 2025, however the meeting was not convened due to lack of a quorum. Per State law, the ALUC must act on a request for a consistency determination within 60 days of receipt of the referral by C/CAG staff, so to ensure compliance the item has been forwarded directly to the Airport Land Use Commission for action.

Equity Impacts and Considerations

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

ATTACHMENTS

1. Resolution 25-03

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/>

2. ALUCP application, together with related project description and exhibits.
3. San Carlos ALUCP Exh. 4-2 – Future Conditions (2035) Aircraft Noise Contours
4. San Carlos ALUCP Exh. 4-3 – Safety Zones.
5. San Carlos ALUCP Exh. 4-4 – Airspace Protection Surfaces
6. San Carlos ALUCP Exh. 4-4b – FAA Notification Reqs.

RESOLUTION 25-03

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT A PROPOSED 37-UNIT AFFORDABLE HOUSING PROJECT LOCATED ON TWO SITES AT 876-900 EL CAMINO REAL, BELMONT, IS CONDITIONALLY CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN CARLOS AIRPORT.

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

WHEREAS, in accordance with the requirements of California Public Utilities Code (PUC) Section 21676(b) a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan. Additionally, individual projects are subject to ALUC review pursuant to PUC Section 21676.5(a) if a local agency has not brought its General Plan and Zoning Ordinance into compliance with the ALUCP; and

WHEREAS, the City of Belmont has processed an application for a 37-unit affordable housing project located on two sites at 876-900 El Camino Real, which falls within Airport Influence Area (AIA) B for San Carlos Airport, and has referred the project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP); and

WHEREAS, four airport/land use compatibility factors are addressed in the San Carlos ALUCP that relate to the project, including: (a) noise compatibility, (b) safety compatibility, (c) airspace protection compatibility, and (d) overflight compatibility, as discussed below:

- (a) Noise Compatibility – The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP. Per San Carlos ALUCP Exhibit 4-2, the subject property lies outside the bounds of the 60 dB CNEL contour and is therefore consistent with the San Carlos ALUCP noise policies and criteria.
- (b) Safety Policy Consistency – The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. Per San Carlos ALUCP Exhibit 4-3, the project site is not located within a Safety Zone so is not impacted by ALUCP safety policies and criteria.
- (c) Airspace Protection Policy Consistency – In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height of the controlling airspace protection surface shown on Exhibit 4-4; or 2) the maximum

height determined to not be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

The proposed structures would have an overall maximum height of 103 feet above mean sea level (AMSL). Per San Carlos ALUCP Exhibit 4-4, the Part 77 Airspace Protection Surface lies at approximately 205 ft AMSL, so the proposed project would be well below this surface, in compliance with the Airspace Protection policies, and per San Carlos ALUCP Exhibit 4-4a, the project sponsor would not be required to file Form 7460-1 with the FAA for a hazard determination.

- (d) Overflight Compatibility Consistency – The San Carlos ALUCP contains two policies regarding overflight compatibility: Overflight Policy 1 – *Real Estate Transfer Disclosure* and Overflight Policy 2 – *Overflight Notification Zone 2*. As the application materials do not reflect the real estate disclosure requirements, conditions are included in Exhibit A to ensure compliance.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that subject to the conditions contained in Exhibit A, attached, the proposed 37-unit affordable housing project located on two sites at 876-900 El Camino Real, Belmont, is determined to be consistent with the policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

PASSED, APPROVED, AND ADOPTED, THIS 13TH DAY OF FEBRUARY 2025.

Adam Rak, Chair

Resolution 25-03 – Conditions of Consistency Determination:

1. The City of Belmont shall advise the project sponsor of their obligation to comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.
2. Prior to issuance of a building permit the City of Belmont shall require that the project sponsor provide evidence of a recorded ‘Overflight Notification’ for each residential parcel in accordance with Overflight Policy 2 of the San Carlos ALUCP. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier Executive Director

Subject: Review and approval of Resolution 25-04 authorizing the C/CAG Chair to execute an agreement with TJKM Transportation Consultants, in an amount not to exceed \$212,300 and authorizing the C/CAG Executive Director to approve amendments to the agreement that modify the maximum fiscal obligation by no more than \$21,230 for the 2025 update of the Congestion Management Program (CMP).

(For further information, contact Eva Gaye at egaye@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 25-04 authorizing the C/CAG Chair to execute an agreement with TJKM Transportation Consultants, in an amount not to exceed \$212,300, and authorizing the C/CAG Executive Director to approve amendments to the agreement that modify the maximum fiscal obligation by no more than \$21,230 for the 2025 update of the Congestion Management Program (CMP).

FISCAL IMPACT

Overall estimated cost to provide technical services to update the 2025 CMP is \$212,300.

SOURCE OF FUNDS

Funding for this agreement will come from the C/CAG Transportation Fund.

BACKGROUND

Every two years, C/CAG, serving as the Congestion Management Agency (CMA) for San Mateo County, must prepare and adopt a Congestion Management Program (CMP). The CMP's aims to identify strategies that address future transportation needs, establish procedures to alleviate congestion, and promote countywide solutions. It must align with the Metropolitan Transportation Commission (MTC) planning process, which includes regional goals, policies, and projects for the Regional Transportation Improvement Program (RTIP). By ensuring conformity with regional goals, the CMP allows jurisdictions in San Mateo County to qualify for state and federal transportation funding.

Although Senate Bill (SB) 743 mandates that transportation impacts under CEQA be measured by Vehicle Miles Traveled (VMT), the current CMP legislation still requires the use of the Level of Service (LOS) metric. As a result, staff recommends adhering to the existing CMP guidelines to update the 2025 CMP and continue using LOS as a metric. The update will focus on progress made in implementing the established CMP elements—such as the Roadway System, Traffic LOS Standards, Performance Element, Trip Reduction and Travel Demand Element, Land Use Impact Analysis Program, and Seven-Year Capital Improvement Program—since the last update.

In 2021, in line with the C/CAG Procurement Policy, C/CAG issued a Request for Proposal (RFP) to solicit qualifications and select a consultant. Since this work is done biennially, the original procurement included a provision allowing C/CAG to extend the contract for an additional four years (two additional two-year cycles) based on satisfactory performance.

TJKM Transportation Consultants was selected to provide monitoring services for the 2021 CMP. Their scope of work included conducting traffic counts, performing LOS calculations at CMP intersections and roadway segments using approved methodologies, monitoring travel times on the US-101 corridor for both automobiles and transit, and enhancing C/CAG's congestion management efforts in San Mateo County. Staff has been pleased with the quality and timeliness of the deliverables provided by TJKM for the 2023 CMP and therefore recommends retaining TJKM for the 2025 CMP update.

For the 2025 CMP Update, staff recommends continuing the monitoring of both the CMP Network, which covers 25 roadway segments throughout the county, and turning movement counts at 16 key intersections. Additionally, the Companion Network, currently consisting of 17 intersections and 10 roadway segments, will be expanded to include 21 additional intersections. These new intersections will be chosen from the recently adopted San Mateo Countywide Local Roadway Safety Plan (LRSP), prioritizing intersections identified in the Countywide High Injury Network to monitor vehicle, bicycle, and pedestrian activity. Each jurisdiction will have one priority intersection from the LRSP included in the CMP Companion Network.

The update will also expand travel time monitoring on US-101 to include monitoring of both the general purpose and express lanes, now that the US-101 Express Lanes have been in operation for three full years of data.

Recommendation

C/CAG Staff requests C/CAG Board approval to authorize the C/CAG Chair to execute an agreement with TJKM Transportation Consultants to update the 2025 CMP at an amount not to exceed \$212,300.

Equity Impacts and Considerations

The 2025 CMP is a countywide plan that monitors congestion in each of the jurisdictions in the county, establish procedures to alleviate congestion, and promote countywide solutions. Furthermore, similar to the 2021 and 2023 CMP, the 2025 CMP will maintain a focus on geographic equity across the County by monitoring congestion at least one intersection or roadway segment in each of the 20 cities and towns, with the remaining five intersections allocated to unincorporated areas.

ATTACHMENTS

- Resolution 25-04

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/>

1. 2025 CMP Draft Agreement with TJKM

RESOLUTION 25-04

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT WITH TJKM TRANSPORTATION CONSULTANTS IN AN AMOUNT NOT TO EXCEED \$212,300 AND AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO APPROVE AMENDMENTS TO THE AGREEMENT THAT MODIFY THE MAXIMUM FISCAL OBLIGATION BY NO MORE THAN \$21,230 FOR THE 2025 UPDATE OF THE CONGESTION MANAGEMENT PROGRAM (CMP).

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

WHEREAS, C/CAG is the designated Congestion Management Agency responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, the California Government Code requires Congestion Management Agencies to develop and monitor Congestion Management Programs; and

WHEREAS, C/CAG has determined that outside consulting services are needed for conducting the monitoring of the 2025 Congestion Management Program (CMP); and

WHEREAS, C/CAG selected TJKM Transportation Consultants through a competitive process to provide these services for the 2021 and 2023 CMP monitoring; and

WHEREAS, C/CAG exercises the option to retain TJKM Transportation Consultants for the 2025 CMP update and monitoring.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an agreement with TJKM Transportation Consultants in the amount not to exceed \$212,300 and authorizing the C/CAG Executive Director to approve amendments to the agreement that modify the maximum fiscal obligation by no more than \$21,230. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said agreement prior to its execution by the C/CAG Chair, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 13TH DAY OF FEBRUARY 2025.

Adam Rak, Chair

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, Executive Director

Subject: Receive an update on programming actions for the US-101 Managed Lanes Project North of I-380 in the State Transportation Improvement Program (STIP) for San Mateo County.

(For further information or questions, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the C/CAG Board receive an update on programming actions for the US-101 Managed Lanes Project North of I-380 in the State Transportation Improvement Program (STIP) for San Mateo County.

FISCAL IMPACT

There is no direct fiscal impact to C/CAG other than staff time. Upon California Transportation Commission (CTC) approval, the STIP funds will be allocated to project sponsors directly.

SOURCE OF FUNDS

Funding for the 2024 STIP Program will come from both state and federal funding sources.

BACKGROUND

State Transportation Improvement Program (STIP)

The STIP is the biennial five-year plan for future allocations of state transportation funds. It is a five-year document adopted every two years by the CTC to program certain portions of the gas tax for transportation projects. The Program is developed in coordination with the Metropolitan Transportation Commission (MTC).

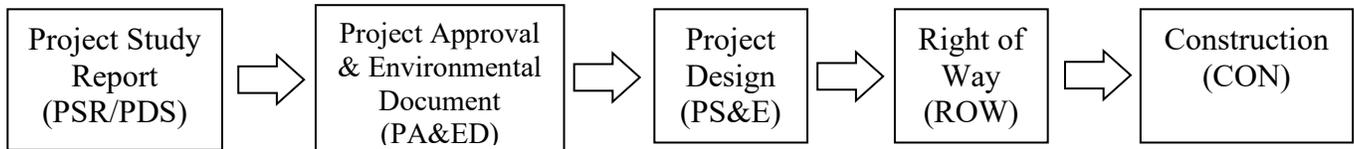
For San Mateo County, C/CAG is the designated agency responsible for developing the regional share of the STIP. STIP candidate projects must be consistent with the Regional Transportation Plan as well as the County's Congestion Management Program. The CTC typically programs (reserves) STIP funds many years in advance to manage the flow of funds.

The last update of the STIP, the 2024 STIP, including its proposed technical changes and new project proposals, was approved via Resolution 23-94 by the C/CAG Board at their October 12, 2023 meeting.

US-101 Managed Lanes Project North of I-380

The project is a partnership among Caltrans, C/CAG, and the San Mateo County Transportation Authority (SMCTA). C/CAG and the SMCTA are serving as project co-sponsors. Also, the SMCTA is the Implementing Agency for the Project Approval and Environmental Document (PAED) phase of the project. The PAED phase is analyzing multiple alternatives including both an HOV and HOT (high occupancy toll) lanes, as well converting a lane and adding a lane alternatives. The updated project schedule anticipates that a public draft environmental document will be available during the fall of 2025.

Projects typically must follow the sequential process shown below:



Below is the STIP funding history for the US-101 Managed Lanes Project North of I-380:

- 2020 STIP: \$7.2 million programmed for the Plans, Specifications, and Estimates (PS&E) phase of the project in Fiscal Year 2024-2025.
- 2022 STIP: Re-programming a portion of the \$7.2 million in the 2020 STIP to fund \$1.7 million for the Right of Way (ROW) phase in Fiscal Year 2025-2026. \$5.4 million is now programmed to the PS&E phase.
- 2024 STIP - \$28.9 million programmed for the Construction phase of the project in Fiscal Year 2027-2028.
- 2024 STIP Amendment – Additional \$2.230 million programmed for the Construction phase as a result from cost savings from another project.

Programming funds for construction in future fiscal years does not commit the C/CAG Board to any of the alternatives being analyzed as part of the PAED process. As noted above, STIP funds are required to be programmed (or reserved) many years in advance.

A STIP amendment is needed to adjust the fiscal years of when STIP funds would be programmed (or reserved) based on the current project schedule. At the December 12, 2024 C/CAG Board meeting, Resolution 24-83 (Revised) was approved to make the following amendments to the funding actions of the US-101 Managed Lanes Project – North of I-380:

- Reprogram \$5.477 million to the PS&E phase in FY 2026-27.
- Reprogram \$1.7 million in the ROW phase from FY 2025-26 to FY 2026-27.
- Reprogram \$25.831 million in the construction phase from FY 2027-28 to FY 2028-29.

It should be noted that the amendment does not commit the C/CAG Board to any of the project alternatives currently being analyzed for the US-101 Managed Lanes Project – North of I-380. This acknowledgement is also communicated in Resolution 24-83 (Revised).

C/CAG staff began to work with MTC staff to submit amendment to CTC on C/CAG's behalf to be included on the agenda for the March CTC meeting. In January, C/CAG Staff was informed that the CTC will not entertain any amendment requests until the next formal STIP update in Fall 2026 due to

limited cashflow in the STIP. Therefore, the \$1.7 million in the ROW phase will stay in FY2025-2026 and the remaining funds for the PS&E and construction phase will be programmed during the 2026 STIP. C/CAG Staff will continue to work with MTC staff for possible opportunities to re-submit the amendments before the 2026 STIP update.

EQUITY IMPACTS AND CONSIDERATIONS

The nature of the STIP process requires the funds be programmed (or reserved) many years in advance. If there are equity concerns regarding the project, they will be identified in the future environmental analysis of the project development. However, the US-101 Managed Lanes Project North of I-380 continues to be identified as a project of countywide and regional significance to help expand the network of managed lanes in the Bay Area.

ATTACHMENTS

1. None

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and adopt Resolution 25-05 approving the population data to be used by C/CAG for calculation of member contributions and a variety of administrative related items.

(For further information, contact Sean Charpentier scharpentier@smcgov.org)

RECOMMENDATION

That the C/CAG Board reviews and adopts resolution 25-05, approving the population data to be used by C/CAG for calculation of member contributions and a variety of administrative related items.

FISCAL IMPACT

Adopted population data will be used to determine C/CAG member agency contributions, special voting procedures, and other C/CAG programs.

SOURCE OF FUNDS

Not applicable

BACKGROUND

The C/CAG Joint Powers Agreement authorizes the C/CAG Board to adopt the most recent population data to be used in C/CAG programs. The latest population data available is dated January 1, 2024, which was released by the State Department of Finance on May 1, 2024. C/CAG will use the information to determine member agency contributions, special voting procedures, and other C/CAG programs.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. Resolution 25-05
2. Population figures provided by the State Department of Finance as of January 1, 2024.

RESOLUTION 25-05

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) ADOPTING
THE POPULATION DATA TO BE USED BY C/CAG FOR CALCULATION OF
MEMBER CONTRIBUTIONS AND A VARIETY OF ADMINISTRATIVE RELATED
ITEMS**

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

WHEREAS, the C/CAG Joint Powers Agreement uses the population data to perform county-wide planning activities, as approved by or directed by two-thirds (2/3) of the members representing two-thirds (2/3) of the population of the County, and

WHEREAS, the C/CAG Joint Powers Agreement uses the population for special voting procedures, and

WHEREAS, the C/CAG Joint Powers Agreement determines that C/CAG members' contribution is based upon its population, and

WHEREAS, the C/CAG Joint Powers Agreement uses the population for termination and disposition of property, and

WHEREAS, the C/CAG Joint Powers Agreement may be amended at any time with the agreement of the majority of the members representing a majority of the population of the County, and

WHEREAS, the C/CAG Board of Directors shall establish by resolution the population figures to be utilized in determining the population of local governments based on the results of the decennial Federal census or population figures provided by the State Department of Finance.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG approves the attached table as the population data to be used by C/CAG for calculation of member contributions and a variety of administrative related items.

PASSED, APPROVED, AND ADOPTED, THIS 13TH DAY OF FEBRUARY 2025.

Adam Rak, Chair

City/County Population Estimates by Department of Finance

	January 1, 2024	January 1, 2023 (Info Only)	January 1, 2022 (Info Only)	January 1, 2021 (Info Only)	January 1, 2020 (Info Only)
County/City	Population				
Total San Mateo County	741,565	737,644	744,662	765,245	773,244
Atherton	6,976	6,678	6,718	6,896	7,031
Belmont	26,931	26,793	27,203	26,470	26,813
Brisbane	4,661	4,648	4,721	4,579	4,633
Burlingame	30,513	30,136	30,283	29,746	30,118
Colma	1,410	1,359	1,370	1,659	1,729
Daly City	101,458	101,471	102,875	108,599	109,142
East Palo Alto	29,078	28,586	28,963	30,350	30,794
Foster City	32,581	32,703	33,056	32,842	33,033
Half Moon Bay	11,238	11,226	11,308	12,309	12,431
Hillsborough	11,116	10,962	11,018	11,391	11,418
Menlo Park	33,140	32,478	33,034	34,825	35,254
Millbrae	23,093	22,487	22,512	22,509	22,832
Pacifica	37,062	37,082	37,533	37,890	38,331
Portola Valley	4,249	4,247	4,289	4,560	4,607
Redwood City	81,863	81,495	82,344	85,182	86,754
San Bruno	42,152	42,054	42,656	44,936	45,454
San Carlos	29,420	29,496	29,837	29,814	30,145
San Mateo	103,352	103,318	103,779	103,045	103,087
South San Francisco	64,601	64,323	64,492	67,135	67,879
Woodside	5,133	5,128	5,212	5,628	5,676
Balance of County	61,538	60,974	61,459	64,880	66,083
Department of Finance					
Demographic Research Unit					
Phone: (916) 323-4086					
For more information: https://dof.ca.gov/forecasting/demographics/estimates-e1/					
Released on May 1, 2024					

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, C/CAG Executive Director

Subject: Review and approval of Resolution 25-06 amending the Congestion Management Program Technical Advisory Committee Guidelines and the Stormwater Committee guidelines by designating Malahat Owrang, Principal Planner as the alternate representative for the City of Redwood City.

(For further information or questions, contact Sean Charpentier at scharpentier@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 25-06 amending the Congestion Management Program Technical Advisory Committee Guidelines and the Stormwater Committee guidelines by designating Malahat Owrang, Principal Planner as the alternate representative for the City of Redwood City.

FISCAL IMPACT

There is no fiscal impact related to this item.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

In 1998, C/CAG Bylaws established the Congestion Management Program Technical Advisory Committee (TAC). The Committee is comprised of engineers and planners who provide technical expertise and professional recommendations to the C/CAG Board regarding transportation and air quality issues. C/CAG's Stormwater Committee was convened in November 2012 and was created to provide policy input and recommendations to the C/CAG Board of Directors on issues pertaining to compliance with the Municipal Regional Stormwater Permit, administered by the San Francisco Bay Regional Water Quality Control Board (Regional Water Board). The Committee is comprised of director-level staff from C/CAG's 21 member agencies, each city and the County represented by one seat, and a non-voting staff from the Regional Water Board.

At the October 12, 2023 C/CAG Board meeting, the Board approved the addition of alternates to the Congestion Management Program Technical Advisory Committee and the Stormwater Committee. Both Committee Guidelines also include the named executive level position(s) from each jurisdiction in each Committee roster. The C/CAG Board approved the appointment of these positions, automatically enlisting jurisdiction staff fulfilling these roles onto the Committees. This streamlines the appointment process, reducing the need for City Managers to recommend and the

CCAG Board of Directors to approve a new member every time when there is a staffing change. For unique positions or situations where there are multiple positions (for example if a city has two Assistant Public Works Directors), the C/CAG Board makes individual named appointments.

The table below is an example.

Member Agency	TAC & Stormwater Committee Member	Alternate
City A	Public Works Director	City Engineer, or Assistant or Deputy Public Works Director

Recently, the City of Redwood City submitted a formal request to change the appointed alternate on the two Committees, as reflected in Attachment 4. The changes are reflected below:

Member Agency	TAC & Stormwater Committee Member	Alternate
City of Redwood City	Engineering and Transportation Director	Principal Planner, Malahat Owrang

Staff recommends that the C/CAG Board review and approve Resolution 25-06 adopting the revised membership guidelines for the TAC and Stormwater Committees (Attachment 2 and 3 respectively).

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. Resolution 25-06
2. Congestion Management Program Technical Advisory Committee (CMP TAC) Guidelines Updated (redlined)
3. Stormwater Committee Guidelines (redlined)
4. Letter recommending TAC and Stormwater Representatives from Melissa Stevenson Diaz, City Manager

RESOLUTION 25-06

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ADOPTING THE AMENDED MEMBERSHIP GUIDELINES TO FOR THE CONGESTION MANAGEMENT PROGRAM TECHNICAL ADVISORY COMMITTEE AND STORMWATER COMMITTEE.

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

WHEREAS, C/CAG is the designated Congestion Management Agency (CMA) responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, C/CAG's existing bylaws designate a Congestion Management Program Technical Advisory Committee (TAC) and Stormwater Committee; and

WHEREAS, the TAC is comprised of staff planners and engineers, who provide professional recommendations to the Congestion Management and Environmental Quality Committee and C/CAG Board regarding transportation and air quality issues; and

WHEREAS, the Stormwater Committee is comprised of director-level staff who make technical and policy recommendations to the C/CAG Board of Directors related municipal stormwater permit compliance; and

WHEREAS, the TAC Guidelines were last updated on November 24, 2009, January 12, 2023, September 21, 2023, and September 12, 2024;

WHEREAS, the Stormwater Committee Guidelines were last updated on December 22, 2020, September 21, 2023 and September 12, 2024; and

WHEREAS, at the request of the City of Redwood City, C/CAG is amending the Committees' rosters by designating Malahat Owrang, Principal Planner as the City's alternate representative on the Committees; and

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County hereby adopts the amended membership guidelines for the Congestion Management Program Technical Advisory Committee and Stormwater Committee.

PASSED, APPROVED, AND ADOPTED, THIS 13TH DAY OF FEBRUARY 2025.

Adam Rak, Chair

Congestion Management Program Technical Advisory Committee (CMP TAC)

Guidelines

Established 11/24/09

Revised ~~9/12/2024~~ 2/13/2025

Mission

The CMP TAC is a staff committee composed of San Mateo County engineers and technical staff who provide expertise and professional recommendations to the CMEQ Committee and C/CAG Board regarding transportation and air quality issues, the Congestion Management Program, and the Countywide Transportation Plan.

Membership

The CMP TAC was originally established to include representatives from the Bay Area Air Quality Management District (BAAQMD) (1), the Metropolitan Transportation Commission (MTC) (1), San Francisco International Airport (SFIA) (1), the San Mateo County Transit District (SamTrans) (1 with 1 alternate), the San Mateo County Transportation Authority (SMCTA) (2), San Mateo County Government (3), the Central County Cities (2), the North County Cities (2), the South County Cities (2), the Cities at large (1), and Caltrans (3).

The current composition of the Technical Advisory Committee includes twenty city engineers, one county engineer, one representative each from the Metropolitan Transportation Commission, Caltrans, SamTrans/the Transportation Authority, and C/CAG. The representatives from the Metropolitan Transportation Commission and Caltrans are non-voting members. Other members have one vote each.

Term Limits

- There are no term limits for the CMP TAC. Members can remain on the TAC indefinitely or until the member voluntarily relieves him/or herself of the membership.

Co-Chairs

- The two Co-Chairs for the CMP TAC are appointed by Committee members at a CMP TAC Meeting every two years.
- There are no term limits.
- The role of the Co-Chairs is to manage the Committee meetings by calling the meeting to order, leading the Committee through the agenda topics, monitoring meeting discussion to ensure all discussion remains on topic, and leading the motion and approval of all action items.
- Co-Chairs will rotate every other meeting. A Co-Chair may chair consecutive meetings if the other Co-Chair is unavailable to attend.

Selection and Appointment Process

To streamline the process and ensure continuous representation, the Roster Table can include designated positions and/or individually named appointments. The Roster Table also includes a Primary Member and an Alternate Member.

The C/CAG Board of Directors shall approve all appointments of Primary and Alternate Members.

Designated positions are executive level positions where there may be only one position (ie Public Works Director) in the agency or there may be multiple positions (i.e., having multiple Deputy Public Works Directors).

The C/CAG’s Board of Directors will approve the appointment of these designated positions, effectively automatically appointing the staff member filling the designated position.

For designated positions where there are multiple positions, the jurisdiction or agency will need to propose a member by name, and the C/CAG Board will need to approve such appointment on an individual basis.

The City Manager or equivalent will notify the C/CAG Executive Director of any changes to the personnel filling the designated positions, or changes to the named positions themselves. The C/CAG Board will approve changes to the designated positions or name as necessary.

Interim or Acting appointments by the appropriate Executive to the designated positions where there is only one position (i.e., Public Works Director) are acceptable.

Primary Members

- The primary CMP TAC member is the Public Works Director, or a staff member holding a comparable level executive position identified by the jurisdiction or agency.

Alternate Members

- Each agency can have an alternate member.
- The alternate can be the City Engineer, Assistant or Deputy Public Works Director, Community Development Director, or a staff member holding an executive position identified by the jurisdiction or agency.
- The alternate has the authority to cast votes in lieu of the primary member.
- Attendance of an alternate member will not be recorded as attendance for the primary member.

The **Roster Table** below identifies the primary and alternate CMP TAC members, either by designated position or by name, where necessary, of the 2023 Congestion Management Program Technical Advisory Committee:

Member Agency	Primary Member	Alternate
Town of Hillsborough (Co-Chair)	Director of Public Works	Deputy Director
San Mateo County (Co-Chair)	Director of Public Works	Deputy Director, Krzysztof Lisaj
SMCTA / SamTrans	Director, Project Delivery	Director, Planning & Fund Management
City of Atherton	Director of Public Works	Associate Engineer, Tim Au

City of Belmont	Public Works Director	Assistant Public Works Director
City of Brisbane	Public Works Director	Deputy Public Works Director
City of Burlingame	Public Works Director	Assistant Public Works Director
C/CAG	Executive Director	N/A
Town of Colma	Director of Public Works	Deputy PW Director/City Engineer
City of Daly City	Director of Public Works	City Engineer
City of East Palo Alto	Director of Public Works	City Engineer
City of Foster City	Director of Public Works	Manager of Engineering
City of Half Moon Bay	Director of Public Works	Community Development Director
City of Menlo Park	Public Works Director	Assistant Public Works Director
City of Millbrae	Director of Public Works	City Engineer/Deputy Public Works Director
City of Pacifica	Director of Public Works	City Engineer/Deputy Public Works Director
Town of Portola Valley	TBD - vacant	N/A
City of Redwood City	Engineering and Transportation Director	Assistant Engineering & Transportation Director <u>Principal Planner, Malahat Owrang</u>
City of San Bruno	Public Works Director	Deputy Director, Hae Won Ritchie
City of San Carlos	Director of Public Works	City Engineer
City of San Mateo	Director of Public Works	Deputy Public Works Director
City of South San Francisco	Public Works Director/City Engineer	Deputy Public Works Director
Town of Woodside	Public Works Director/Town Engineer	Deputy Town Engineer
MTC	Senior Program Coordinator, James Choe	N/A
Caltrans	District Division Chief - PM West Region	Regional PM - San Mateo County

Stormwater Committee Guidelines

Established: November 8, 2012

Revised: December 22, 2020/September 21, 2023/September 12, 2024/[February 13, 2025](#)

Description

The Stormwater Committee provides policy and technical advice and recommendations to the C/CAG Board of Directors and direction to technical subcommittees on all matters relating to stormwater management and compliance with associated regulatory mandates from the State Water Resources Control Board and San Francisco Bay Regional Water Quality Control Board.

The following are the general issues typically addressed by the Committee:

- Review and provide recommendations for the Countywide Water Pollution Prevention Program (Countywide Program)'s annual budget as part of the overall C/CAG budget approval process.
- Authorize submittal of countywide and regional compliance documents on behalf of their respective agencies for activities performed via C/CAG through the Countywide Program or the Bay Area Stormwater Management Agencies Association.
- Convey relevant program and compliance information and direction to appropriate staff and departments within their jurisdictions.
- Form ad-hoc work groups to address particular stormwater-related issues on an as-needed basis.
- Discuss and provide policy recommendations on stormwater issues, such as:
 - funding stormwater compliance activities at the local and countywide level;
 - unfunded mandate test claims;
 - permit appeals and litigation;
 - reissuance of the Municipal Regional Permit;
 - permit requirements, especially those related to new and redevelopment, monitoring, and pollutants of concern, including trash, mercury, PCBs, and pesticides;
 - training and technical support needs for municipal staffs
 - legislation and statewide policy issues impacting member agencies

Membership

The Stormwater Committee includes director-level staff with decision-making authority for implementing stormwater management programs within the member agencies in compliance with requirements in the Municipal Regional Permit. There is one representative from each of the 21 member agencies and one non-voting executive management representative from the Regional Water Quality Control Board staff.

Term Limits

- There are no term limits for the Stormwater Committee. Members can remain on the Committee indefinitely or until a member voluntarily relieves themselves from the membership.

Chair and Vice Chair

- The Chair and Vice Chair for the Stormwater Committee are annually nominated and voted upon by Committee members at a regularly scheduled meeting. The Chair manages the Committee meetings by calling the meeting to order, leading the Committee

through the agenda topics, monitoring meeting discussion to ensure all discussion remains on topic, and leading the motion and approval of all action items. The role of the Vice Chair is to support the Chair and act as a stand in should the Chair be unable to attend a meeting.

- There are no term limits.

Selection and Appointment Process

To streamline the process and ensure continuous representation, the Roster Table can include designated positions and/or individually named appointments. The Roster Table also includes a Primary Member and an Alternate Member.

The C/CAG Board of Directors shall approve all appointments of Primary and Alternate Members.

Designated positions are executive level positions where there may be only one position (ie Public Works Director) in the agency or there may be multiple positions (i.e., having multiple Deputy Public Works Directors).

The C/CAG's Board of Directors will approve the appointment of these designated positions, effectively automatically appointing the staff member filling the designated position.

For designated positions where there are multiple positions, the jurisdiction or agency will need to propose a member by name, and the C/CAG Board will need to approve such appointment on an individual basis.

The City Manager or equivalent will notify the C/CAG Executive Director of any changes to the personnel filling the designated positions, or changes to the named positions themselves. The C/CAG Board will approve changes to the designated positions or name as necessary.

Interim or Acting appointments by the appropriate Executive to the designated positions where there is only one position (i.e., Public Works Director) are acceptable.

Primary Members

- Primary Stormwater Committee members for C/CAG's member agencies shall be the Public Works Director, City Engineer/Managing Engineer (or equivalent) held by a single person, or a staff member holding a comparable executive position identified by the jurisdiction or agency with responsibility for compliance under the Municipal Regional Permit.
- The Regional Water Quality Control Board member shall be the Watershed Management Supervisor or a specified staff holding a comparable executive position identified by the Regional Water Quality Control Board.

Alternate Members

- Each agency can have an alternate member.
- The alternate for C/CAG's member agencies can be the City Engineer/Managing Engineer or Assistant or Deputy Director of Public (or equivalent) held by a single person, or a staff member holding a comparable executive position identified by the

jurisdiction or agency with responsibilities for compliance under the Municipal Regional Permit.

- The alternate for the Regional Water Quality Control Board member can be the Watershed Management Manager or a staff member holding a comparable executive position identified by the Regional Water Quality Control Board.
- The alternate has the authority to cast votes in lieu of the primary member.
- Attendance of an alternate member will not be recorded as attendance for the primary member.

The Roster Table below identifies the primary and alternate Stormwater Committee members, either by designated position or by name, where necessary, of the 2023 Stormwater Committee:

Member Agency	Primary Stormwater Committee Member	Alternate
City of Atherton (Vice Chair)	Director of Public Works	Associate Engineer, Tim Au
City of Belmont	Director of Public Works	Assistant Public Works Director
City of Brisbane (Chair)	Director of Public Works/City Engineer	Regulatory Compliance Manager
City of Burlingame	Director of Public Works	Environmental Compliance Manager
City of Daly City	Director of Public Works	City Engineer
City of East Palo Alto	Director of Public Works	City Engineer
City of Foster City	Director of Public Works	Manager of Engineering
City of Half Moon Bay	Director of Public Works	Associate Engineer
City of Menlo Park	Director of Public Works	Assistant Public Works Director
City of Millbrae	Director of Public Works	City Engineer/Deputy Public Works Director
City of Pacifica	Deputy Director of Public Works/City Engineer	Director of Public Works
City of Redwood City	Engineering and Transportation Director	Assistant Engineering and Transportation Director Principal Planner, Malahat Owrang
City of San Bruno	Director of Public Works	Deputy Director of Public Works, Hae Won Ritchie

City of San Carlos	Director of Public Works	City Engineer
City of San Mateo	Director of Public Works	Deputy Public Works Director, Matthew Fabry
City of South San Francisco	Director of Public Works/City Engineer	Deputy Public Works Director
San Mateo County	Director of Public Works	Deputy Director Engineering & Resource Protection
Town of Colma	Director of Public Works and Planning	Deputy Public Works Director/City Engineer
Town of Hillsborough	Director of Public Works	Deputy Director of Public Works
Town of Portola Valley	Director of Public Works	Building Director
Town of Woodside	Director of Public Works/Town Engineer	Deputy Town Engineer
Regional Water Board	Watershed Management Supervisor	Watershed Management Manager

Office of the City Manager
Melissa Stevenson Diaz, City Manager

ATTACHMENT 4
1017 Middlefield Road
Redwood City, CA 94063
(650) 780-7301
Fax (650) 780-7225



December 13, 2024

SENT VIA EMAIL

Sean Charpentier
City/County Association of Government of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Re: Notification of Duly Authorized Representatives of the City of Redwood City on the C/CAG Stormwater Subcommittee & Technical Advisory Committee (TAC)

Dear Mr. Charpentier,

This is to document the person that I am authorizing to represent the City of Redwood City on the C/CAG Stormwater Subcommittee & Technical Advisory Committee (TAC):

Authorized Representative: Tanisha Werner, Engineering & Transportation Director

Alternate Representative: Malahat Owrang, Principal Planner

This notification will remain in effect until it is changed by me or my successor.

Sincerely,

A handwritten signature in black ink that reads "Melissa Stevenson Diaz". The signature is written in a cursive style.

Melissa Stevenson Diaz
City Manager

CC: Tanisha Werner, Engineering & Transportation Director
Malahat Owrang, Principal Planner
FILE

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 25-07 authorizing the C/CAG Chair to execute Amendment No. 4 to the funding agreement with City of South San Francisco, extending the term to December 31, 2025, and increasing the amount by \$40,000 for the construction phase of the South San Francisco Smart Corridor Expansion project.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 25-07 authorizing the C/CAG Chair to execute Amendment No. 4 to the funding agreement with City of South San Francisco, extending the term to December 31, 2025, and increasing the amount by \$40,000 for the construction phase of the South San Francisco Smart Corridor Expansion project.

FISCAL IMPACT

The amendment would increase the existing agreement by \$40,000. This would cover \$10,000 for the local match to develop an incident response timing plan and \$30,000 to cover additional construction management services.

SOURCE OF FUNDS

Funding for this funding agreement comes from Measure M, the \$10 vehicle registration fee, particularly the Intelligent Transportation System (ITS)/Smart Corridor Program.

BACKGROUND

The San Mateo County Smart Corridor project has been a longstanding Agency priority. It is designed to improve mobility of local arterial streets by installing Intelligent Transportation System (ITS) equipment, such as an interconnected traffic signal system, close circuit television (CCTV) cameras, dynamic message signs, and vehicle detection system, on predefined designated local streets and state routes. The ITS infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities to address recurring and non-recurring traffic congestion. The segments between City of San Bruno at the northern limits to the Santa Clara County line in the City of East Palo Alto has been completed.

Continuing with the vision to build the Smart Corridor from the Santa Clara county line to the San Francisco county line, the South San Francisco expansion is the next segment of the Smart Corridor project. The routes include Airport Boulevard, Oyster Point Road, Gateway Boulevard, and Grand Avenue, which are close to the freeway corridor and consist of major and minor arterials that extend north-south parallel to U.S. 101 or east-west arterial-to-freeway connectors.

As part of Smart Corridor implementation, the City of South San Francisco will need to develop an incident response timing plan to ensure that the City and Caltrans can proactively deploy incident response strategies to manage congestion when the Smart Corridor is activated. The plan will also update guidelines for deployment of timing plans by Caltrans and prepare graphics and diagrams for all strategies.

In January 2021, the C/CAG Board initially approved a funding agreement with the City of South San Francisco for the construction phase in the amount of \$917,000. Since then, the agreement has been amended multiple times:

- December 2021 (Amendment No. 1): Added \$1.6M, bringing the total funding agreement amount to \$2.517M, and extended the agreement to June 30, 2023 due to delays.
- June 2023 (Amendment No. 2): Extended the term to June 30, 2024 due to continued construction delays attributed to supply chain issues, permitting conflicts, and unexpected issues in the field while testing.
- In June 2024 (Amendment No. 3): Further extended the agreement to June 30, 2025 to allow for project completion.

The City recently informed C/CAG that an additional \$30,000 is needed to cover construction management support. Zoon Engineering, Inc. is the City's construction management consultant for the Smart Corridor project. To date, Zoon has provided professional services to manage and inspect construction. Additional construction management support is required for Zoon to maintain oversight of the utility provider and to close out project construction. Additionally, the City has also requested extending the agreement term date to December 31, 2025 to allow for project completion.

In August 2024, the City of South San Francisco applied for \$100,000 from the San Mateo County Transportation Authority's (TA) Alternative Congestion Relief/Transportation Demand Management (ACR/TDM) grant program. The grant requires a local match of 10% (\$10,000.), which was approved by the C/CAG Board at the September 2024 meeting, contingent upon the project receiving funding. The TA Board subsequently approved funding for this project at their December 2024 TA Board meeting.

Following the TA Board approval, staff recommended that the C/CAG Board approve Resolution 24-82, authorizing the C/CAG Chair to execute Amendment No. 4 to the funding agreement with City of South San Francisco.

Staff recommends that the Board authorizes the C/CAG Chair to execute Amendment No.4 to the funding agreement. This amendment would extend the term to December 31, 2025 and increase the agreement by \$40,000, covering both the previously approved \$10,000 local match

and an additional \$30,000 needed to pay for the construction management services. This will ensure adequate oversight and support for project completion.

EQUITY IMPACTS AND CONSIDERATIONS

The Smart Corridor is a countywide project aimed at improving mobility throughout the region. For the existing southern segments, the Smart Corridor has helped reduce traffic times along arterial roads during major freeway incidents. This benefits all road users, especially motorists who spend a larger portion of their income or time on transportation.

Additionally, the Smart Corridor system has positive impacts for non-motorists and other vulnerable populations. For example, the system can be used to implement transit signal priority, which can reduce travel times for transit riders. In Belmont, the City used Smart Corridor infrastructure to implement an adaptive traffic control system. This allowed the City to use real-time traffic conditions to change signal timing accordingly, which resulted in reduced congestion and improved access to schools. The Smart Corridor also includes dozens of trailblazer message signs installed along arterial roads to guide road users through detour routes. These wayfinding signs are especially beneficial for users that may not have a smartphone or internet access.

Completing the South San Francisco Smart Corridor Expansion will benefit city residents and visitors. The project will also further C/CAG's goal of expanding the system to provide a seamless and connected system along the US-101 corridor.

ATTACHMENTS

1. Resolution 25-07
2. Draft Funding Agreement Amendment no. 4 between the City of South San Francisco and C/CAG

RESOLUTION 25-07

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO. 4 TO THE FUNDING AGREEMENT WITH CITY OF SOUTH SAN FRANCISCO, EXTENDING THE TERM TO DECEMBER 31, 2025 AND INCREASING THE AMOUNT BY \$40,000 FOR THE CONSTRUCTION PHASE OF THE SOUTH SAN FRANCISCO SMART CORRIDOR EXPANSION PROJECT.

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

WHEREAS, the C/CAG sponsored San Mateo County Smart Corridor Project (Smart Corridor) is an Intelligent Transportation System (ITS) project that extends along El Camino Real and major local streets connecting to US-101, and enables cities and the California Department of Transportation (Caltrans) to proactively manage daily traffic and non-recurring traffic congestion; and

WHEREAS, C/CAG, City of South San Francisco, and Caltrans desire to extend the Smart Corridor into the City of South San Francisco, which includes the installation of fiber optic communication network as well as deployment of an interconnected traffic signal system, close circuit video cameras, trailblazer/arterial dynamic message signs, and vehicle detection systems; and

WHEREAS, C/CAG was the Lead Agency for the Project Study Report and Project Approval and Environmental Document phases; and

WHEREAS, the City completed the Project's Plans, Specifications and Estimate phase in November of 2020, and will serve as the implementing agency for the construction phase of the Project, including contract administration, construction inspection and project reporting to the various grantors; and

WHEREAS, C/CAG and the City of South San Francisco entered into a funding agreement in January 2021 to specify each Party's obligations and responsibilities for the construction phase of the Project in an amount up to \$917,000; and

WHEREAS, C/CAG and the City of South San Francisco entered into agreement amendment No. 1 in December 2021 to allocate an additional amount of \$1.6M to cover the construction costs and to extend the term of the agreement to June 30, 2023; and

WHEREAS, C/CAG and the City of South San Francisco entered into agreement amendment No. 2 to extend the agreement to enable project completion due to construction delays to June 30, 2024; and

WHEREAS, C/CAG and the City of South San Francisco entered into agreement amendment No. 3 to extend the agreement to enable project completion due to project delays to June 30, 2025; and

WHEREAS, the C/CAG Board approved Resolution 24-82 in December 2024 authorizing an additional \$10,000 to the agreement as the local match to develop an incident response timing plan; and

WHEREAS, the City requires an additional \$30,000 to cover construction management services costs due to the extended oversight required for the utility provider’s completion of fiber infrastructure installation and associated field work; and

WHEREAS, C/CAG and the City of South San Francisco desire to enter into agreement amendment No. 4, extending the term to December 31, 2025 and increasing the amount by \$40,000. This additional funding will cover the previously approved \$10,000 local match to develop an incident response timing plan and an additional \$30,000 for construction management services for the South San Francisco Smart Corridor Expansion project.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County, that the C/CAG Chair is authorized to execute Amendment No. 4 to the funding agreement with City of South San Francisco, extending the term to December 31, 2025, and increasing the amount by \$40,000 for the construction phase of the South San Francisco Smart Corridor Expansion project. Be it further resolved that the Board of Directors authorize the Executive Director to negotiate final terms prior to execution, subject to review by Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 13TH DAY OF FEBRUARY 2025.

Adam Rak, Chair

**AMENDMENT NO. 4 TO THE FUNDING AGREEMENT
BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
CITY OF SOUTH SAN FRANCISCO
FOR
CONSTRUCTION PHASE OF THE SMART CORRIDOR EXTENSION PROJECT**

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as “C/CAG,”) and the City of South San Francisco, a municipal corporation, (hereinafter referred to as “City”) are parties to an Agreement dated March 24, 2021, specifying each Party’s obligations and responsibilities for the construction phase of the Smart Corridor extension project in the City (hereinafter referred to as the “Agreement”); and

WHEREAS, C/CAG provided the City a total of \$917,000 in funding to cover project construction costs through the Agreement dated March 24, 2021; and

WHEREAS, C/CAG and the City executed Amendment No. 1 on December 10, 2021 to allocate an additional amount of \$1.6M to cover the high construction bids and to extend the term of the agreement to June 30, 2023; and

WHEREAS, C/CAG and the City executed Amendment No. 2 on June 8, 2023 to extend the term of the agreement to June 30, 2024 due to continued construction delays attributed to supply chain issues, permitting conflicts, and unexpected issues in the field while testing; and

WHEREAS, C/CAG and the City executed Amendment No. 3 to extend the agreement to allow for project completion due to project delays to June 30, 2025;

WHEREAS, C/CAG and the City desire to increase the project funding to provide local match for a grant and to cover additional construction management costs to ensure oversight of the utility provider and to close out project construction;

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

IT IS HEREBY AGREED by C/CAG and the City as follows:

1. The term of the Agreement, as provided in Section 2. Time of Performance, shall be extended through December 31, 2025.
2. Exhibit B, *Funding Summary*, shall be replaced in its entirety with a new Exhibit B, *Revised Funding Summary*, to reflect the additional \$40,000 added to the *Other Local Funds* amount. The revised Exhibit B is attached hereto and incorporated into the Agreement.
2. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.
3. This amendment shall take effect on February 13, 2025.

CITY OF SOUTH SAN FRANCISCO

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

By: _____
Sharon Ranals
City Manager

By: _____
Adam Rak
C/CAG Chair

Date: _____

Date: _____

Approved as to Form:

Approved as to Form:

City Attorney

Melissa Andrikopoulos
Legal Counsel for C/CAG

**Exhibit B
Revised Funding Summary**

	Project Cost	STIP Funds	Other Local Funds (i.e. Measure M Vehicle Registration Fees)	TLSP Funds	Funding Total
Component	In thousands of dollars (\$1,000)				
Construction	\$8,199	\$2,044	\$2,557	\$3,598	\$8,199
Total	\$8,199	\$2,044	\$2,557	\$3,598	\$8,199

C/CAG AGENDA REPORT

Date: February 13, 2024

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

From: Sean Charpentier, C/CAG Executive Director

Subject: Approval of Resolution 25-08 Authorizing the C/CAG Executive Director to execute a Primary Grant Agreement with the San Mateo County Transportation Authority (TA) to receive Measure A and W Funding.

(For further information, contact Kaki Cheung at kcheung1@smcgov.org.)

RECOMMENDATION

That the C/CAG Board approve Resolution 25-08 Authorizing the C/CAG Executive Director to execute a Primary Grant Agreement with the San Mateo County Transportation Authority (TA) to receive Measure A and W Funding. This agreement will establish the framework for receiving Measure A and Measure W funding for transportation projects over the next ten years.

FISCAL IMPACT

Execution of the Primary Grant Agreement will ensure continued eligibility for C/CAG to receive Measure A and Measure W funding for transportation projects and programs. The fiscal impact will depend on future project-specific funding allocations, which will be governed by individual project supplements under the Primary Grant Agreement.

SOURCE OF FUNDS

TA Measure A and Measure W

BACKGROUND

Measure A and Measure W are voter-approved half-cent sales taxes that fund transportation projects and programs in San Mateo County. Historically, the TA has executed separate agreements for each phase of each funded project. To streamline the contracting process, the TA has developed a new Primary Grant Agreement, which will serve as the overarching contract structure for all Measure A and Measure W-funded projects.

Under this new approach, the Primary Grant Agreement will establish the general terms and conditions for the receipt and administration of TA funding. Individual Project Supplements will be executed for each project, specifying the project scope, funding details, and applicable requirements. Additionally, the Primary Grant Agreement will remain in effect for ten years, ensuring a more efficient funding process for C/CAG-administered projects.

To remain eligible for TA funding, all project sponsors must have an executed PGA in place. Adoption of Resolution 25-08 will authorize the Executive Director to enter into this agreement on behalf of C/CAG. Approval of this agreement is a critical step in securing Measure A and Measure W funds for future transportation initiatives. Staff will coordinate with the TA on subsequent project supplements as funding opportunities arise.

Execution of the Agreement does not commit C/CAG to any specific project funding at this time. Future allocations will be determined through the TA's funding processes and executed through individual project supplements.

EQUITY IMPACTS AND CONSIDERATIONS

This item pertains to the agency's administrative functions and does not have any identified equity impacts.

ATTACHMENTS:

1. Resolution 25-08

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/>

- TA Primary Agreement Template

RESOLUTION 25-08

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A PRIMARY GRANT AGREEMENT WITH THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA) TO RECEIVE MEASURE A AND W FUNDING

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

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

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

WHEREAS, on November 6, 2018, the voters of San Mateo County authorized a new one-half percent sales tax in San Mateo County for transportation purposes, and tasked the TA with administering four of the five transportation program categories described in the Congestion Relief Plan presented to the voters (Measure W); and

WHEREAS, C/CAG is eligible for funding under certain programs in the 1988 Transportation Expenditure Plan, 2004 Transportation Expenditure Plan, and/or 2018 Congestion Relief Plan; and

WHEREAS, the TA requires C/CAG's governing board to adopt a resolution authorizing the Executive Director to sign a Primary Grant Agreement with the TA to receive Measures A and W grants over the next 10 years, and to take any other actions necessary to give effect to this resolution.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG:

1. Authorizes the Executive Director to execute a primary grant agreement with the San Mateo County Transportation Authority to be eligible to receive Measures A and W grants over

the next 10 years; and

2. Certifies that any funds awarded by the TA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and
3. Authorizes the Executive Director, or designee, to take any other actions necessary to give effect to this resolution.

PASSED, APPROVED, AND ADOPTED, THIS 13TH DAY OF FEBRUARY 2025.

Adam Rak, Chair

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of the appointment of Millbrae Councilmember Stephen Rainaldi to the Bicycle and Pedestrian Advisory Committee.

(For further information or questions contact Sean Charpentier at scharpentier@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve the appointment of Millbrae Councilmember Stephen Rainaldi to the Bicycle and Pedestrian Advisory Committee.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A.

BACKGROUND

The Bicycle and Pedestrian Advisory Committee regularly provides advice and recommendations to the full C/CAG Board of Directors on matters relating to bicycle and pedestrian improvement projects. The Committee also advises the Board on priority projects for funding through the Transportation Development Act Article 3 grant program and the One Bay Area Grant program. There are currently four vacant elected member seats on the Committee.

A recruitment letter was distributed in January 2025, to all elected officials and interested parties in San Mateo County, with applications due by February 5. By the deadline, C/CAG staff received one letter of interest from Millbrae Councilmember Stephen Rainaldi. Councilmember Rainaldi expressed interests in providing alternate transportation routes for bicyclists and recreational trails for pedestrians, in addition to connecting neighborhoods.

Staff recommends that the C/CAG Board considers the appointment of Millbrae Councilmember Stephen Rainaldi to the Committee. The recruitment for the other vacant seats will remain open until filled.

EQUITY IMPACTS AND CONSIDERATIONS

C/CAG Committee appointments are open to all San Mateo County elected officials. The recruitment letter was sent to all local elected officials and to C/CAG's CBO list.

ATTACHMENTS

1. Roster for the BPAC Committee
2. Letter of Interest from Stephen Rainaldi

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*

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**MEMBERSHIP ROSTER – January 2025****ELECTED OFFICIALS:**

<i>Flor Nicolas</i> City of South San Francisco	<i>Patrick Sullivan</i> City of Foster City
<i>Mary Bier</i> City of Pacifica	<i>Desiree Thayer</i> City of Burlingame
<i>Vacant</i>	<i>Vacant</i>
<i>Vacant</i>	<i>Vacant</i>

PUBLIC MEMBERS:

<i>Matthew Self</i> <i>Resident of: Unincorporated San Mateo County</i>	<i>Alan Uy (Vice Chair)</i> <i>Resident of: City of Daly City</i>
<i>Malcolm Robinson</i> <i>Resident of: City of San Bruno</i>	<i>Marina Fraser</i> <i>Resident of: City of Half Moon Bay</i>
<i>Justin Yuen</i> <i>Resident of: City of South San Francisco</i>	<i>Angela Hey</i> <i>Resident of: Portola Valley</i>
<i>Mike Swire (Chair)</i> <i>Resident of: City of San Mateo</i>	



City of Millbrae

621 Magnolia Avenue, Millbrae, CA 94030

STEPHEN RAINALDI
Councilmember

C/CAG Board of Directors
City/County Association of Governments of San Mateo County
c/o Sean Charpentier, C/CAG Executive Director
555 County Center, 5th Floor, Redwood City, CA 94063

February 5, 2025

Re: Appointment to the Bicycle and Pedestrian Advisory Committee (BPAC):

Dear Chair Rak & Members of the City/County Association of Governments Board of Directors,

I am writing to express my desire to serve as a regular member of the Bicycle and Pedestrian Advisory Committee (BPAC) and seek your support for the appointment.

As a lifelong San Mateo County resident (44 years), active community member and newly elected Council Member, I have benefited from the various public recreational facilities throughout the County and have witnessed our rapid housing and economic growth.

This leads me to why I ran, "Responsible Development". To me, this includes improving alternate means of transportation throughout the County, so we can better manage our growth, while maintaining a high quality of life, which preserves our Priority Conservation Areas and improves/expands our recreational facilities.

Future projects like the Bay Trail Gap's Millbrae/San Bruno segment excites me because I envision this underutilized land as a way which preserves the natural area West of US Highway 101, while providing an alternate transportation route for bicyclists and a recreational trail for pedestrians, which in turn helps connect neighbors from the North & South of the County.

As for experience, I have nearly 2 decades worth of business experience helping large institutions embrace transformative technologies to provide better services, which enrich the lives of the people they touch. This often involved outside of the box thinking and being able to prioritize/score projects within budget constraints.

I humbly ask for your vote so that I may honorably serve our County on BPAC. I'm currently semi-retired and have the time available to read the necessary grants. I've already been appointed as the liaison to the City's BPAC, the Parks and Recreation Commission, and the Land Use & Public Safety Ad Hoc Subcommittees.

C/CAG Board of Directors

Re: Appointment to the Bicycle and Pedestrian Advisory Committee (BPAC)

Page | 2

I truly feel I'm ready to further address issues on a regional scale to benefit our entire County, from small cities to large. Please feel free to contact me if I can provide any additional information that would help you in your decision-making process.

Thank you for your consideration,

Stephen Rainaldi

[Stephen Rainaldi \(Feb 5, 2025 15:34 PST\)](#)

Stephen Rainaldi

Council Member, City of Millbrae

Phone: (650) 710-0062

Email: srainaldi@ci.millbrae.ca.us

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approve appointments to fill three vacant seats on the C/CAG Legislative Committee.

(For further information or questions, contact Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve appointments to fill three vacant seats on the C/CAG Legislative Committee.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not Applicable.

BACKGROUND

Legislative Committee:

The C/CAG Legislative Committee provides advice and recommendations to the full C/CAG Board on all matters dealing with State legislation, ballot measures, and positions to take on specific bills. During the active legislative year (January through August) the Committee monitors bills of potential interest to C/CAG member agencies and selects those to be tracked. The Committee then recommends positions on bills for consideration by the full C/CAG Board and acts as the liaison with C/CAG's legislative lobbyist and makes recommendations to the C/CAG Board for bills to be referred to the lobbyist for action. On issues of highest priority, the committee may direct staff to seek one or more legislative delegates to sponsor a bill that provides countywide benefit and aligns with C/CAG's adopted legislative policies. The Legislative Committee also works with staff and C/CAG's Federal Legislative Advocate to track federal policies and funding opportunities for C/CAG projects.

The Committee meets on the second Thursday of each month from 5:30 p.m. to 6:30 p.m., most months, right before the C/CAG Board meeting at the SamTrans building, Second Floor Auditorium (1250 San Carlos Ave., San Carlos, CA 94070).

A recruitment letter for vacant seats on the Committees (CMEQ, BPAC, RMCP, and Legislative committees) was sent to all elected officials in San Mateo County on January 23, 2025, with a due date for letters of interest of January 5, 2025 by 5:00 P.M., and notice that, if the vacant seats are not filled, the recruitment will remain open until filled. There are three seats currently vacant on the C/CAG

Legislative Committee.

Four letters of interest were received for open seats on the Legislative Committee from County Supervisor Lisa Gauthier, Pacifica Councilmember Greg Wright, Burlingame Councilmember Andrea Pappajohn, and Half Moon Bay Councilmember Paul Nagengast. The current Legislative Committee roster is provided as Attachment 1, and the letters of interest are provided as Attachments 2, 3, 4, and 5 to this staff report, respectively.

Staff recommends that the C/CAG Board review and vote on appointments to the Legislative Committee to fill the three vacant seats.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. January 2025 Legislative Committee Roster
2. Letter of Interest - County Supervisor Lisa Gauthier
3. Letter of Interest - Pacifica Councilmember Greg Wright
4. Letter of Interest - Burlingame Councilmember Andrea Pappajohn
5. Letter of Interest – Half Moon Bay Councilmember Paul Nagengast

Legislative Committee Roster - January 2025

Appointed Committee Members:	Representing:
Gina Papan - Committee Chair	MTC Commissioner
Adam Rak – C/CAG Chair	City of San Carlos
Eddie Flores	South San Francisco
Anders Fung	City of Millbrae
Elizabeth Lewis	Town of Atherton
Stacey Jimenez	City of Foster City
Michael Salazar – C/CAG Vice Chair	City of San Bruno
Vacant	
Vacant	
Vacant	

The Legislative Committee is composed of eight City Council members or members of the Board of Supervisors appointed by the C/CAG Board and the C/CAG Chair and Vice Chair.

COUNTY OF SAN MATEO
BOARD OF SUPERVISORS

Supervisor Lisa Gauthier
District 4

County Government Center
500 County Center, 5th Floor
Redwood City, CA 94063
650-363-4570 T

www.smcgov.org



January 28, 2025

Sean Charpentier
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Mr. Charpentier

Please accept this letter of interest for the open seat on the C/CAG Legislative Committee.

Participating in C/CAG's Legislative Committee is of great interest to me. For 12 years, I served on the East Palo Alto City Council, with three terms as Mayor. During that time in office, I was a member of C/CAG's Legislative Committee, working alongside other committee members to advance the legislative priorities of this body.

Now, as the newly elected member to the San Mateo County Board of Supervisors for District 4, I know that I can contribute positively to this committee – particularly during this time of uncertainty with federal policies. My experience in the past serving on this committee will only enhance the work we do for the future.

Thank you for your careful consideration of this application to serve and collaborate in this important work.

Respectfully,

Lisa Gauthier
District 4 Supervisor
San Mateo County



Scenic Pacifica
Incorporated Nov. 22, 1957

CITY OF PACIFICA

170 Santa Maria Avenue • Pacifica, California 94044-2506
www.cityofpacifica.org

MAYOR
Sue Beckmeyer

MAYOR PRO TEM
Mary Bier

COUNCIL
Christine Boles
Mayra Espinosa
Greg Wright

February 5, 2025

Honorable CCAG Board,
(C/O Director Sean Charpentier via email : scharpentier@smcgov.org)

My name is Greg Wright and I serve as Pacifica district 4 council representative and am seeking an appointment to the Legislative Committee.

I am currently serving as an alternate on LAFCo, Local Agency Formation Commission, and as an alternate on PCE, Peninsula Clean Energy. Additionally, I still serve on my local soccer board as well as the German school of San Francisco board.

I have a multi decade history of service and as I transition to a life of service from my work life I am looking to fill my time with useful meaningful pursuits. It is my hope that I can be part of the solution and make a lasting difference and building relationships with our Sacramento representatives is part of my aspiration not just to serve my community but my region as well.

I have an increasing benefit of time to serve and ask that I be able to put that to use on the Legislative Committee.

Respectfully,

Greg Wright
City Councilmember, City of Pacifica
gwright@pacifica.gov
cell-415-652-6210



PETER STEVENSON, MAYOR
MICHAEL BROWNRIGG, VICE MAYOR
ANDREA PAPPAJOHN
DONNA COLSON
DESIREE THAYER

The City of Burlingame

CITY HALL -- 501 PRIMROSE ROAD
BURLINGAME, CALIFORNIA 94010-3997

TEL: (650) 558-7201
www.burlingame.org

February 5, 2025

Sean Charpentier
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Mr. Charpentier

Please accept this letter of interest for the open seat on the C/CAG Legislative Committee. I am ready and committed to reviewing legislative actions that impact our County and recommending to the C/CAG board what form of action to take.

As a sustainability professional working in local government, I follow State legislation on climate change and related topics. Part of my responsibilities are to stay on top of relevant legislation and implement policies at the local level. I believe this experience would benefit the Legislative Committee. I'm also passionate about several of C/CAG Legislative policies such as: protect local revenue, strengthen local government, and protect water quality and support sustainable stormwater management, to name a few. I am a strong collaborator, always open to hearing other participants' views. I would come prepared for meetings and think critically before recommending positions on bills.

I humbly ask to be chosen for this committee. It would be my honor to serve in this capacity. Thank you for your consideration.

Thank you,

/s/ Andrea Pappajohn

Andrea Pappajohn
Councilmember
City of Burlingame



February 4, 2025

Sean Charpentier
C/CAG Executive Director
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
Via email to scharpentier@smcgov.org

Re: Letter of Interest for Appointment to C/CAG Legislative Committee

Dear Sean Charpentier:

Dear C/CAG Legislative Committee Members,

I am writing to express my strong interest in serving on the C/CAG Legislative Committee. As a City Councilmember for the City of Half Moon Bay and a long-time public servant in San Mateo County, I understand the critical role this committee plays in shaping policies that impact our communities at the state and federal levels. I would be honored to contribute my experience and insights to this important work.

My background uniquely positions me to be a valuable and effective member of the Legislative Committee. Prior to my elected role, I served as Public Works Director and Deputy City Manager in both the City of Half Moon Bay and the Town of Woodside. Through these roles, I worked directly with C/CAG committees, Board, and staff to implement policies and navigate legislative frameworks that help shape local government operations. I have firsthand experience understanding how C/CAG-supported and state-adopted legislation translates into real-world impacts on cities throughout San Mateo County.

Now, as a Councilmember, I bring this operational perspective into my policy-making role, ensuring that legislative actions not only align with C/CAG's priorities but also address the unique needs of our coastal and inland communities. I am committed to proactively reviewing and recommending positions on key bills, advocating for legislation that enhances San Mateo County's ability to deliver services, and collaborating with C/CAG's lobbyist to advance policies beneficial to our region.

I believe my combined experience in municipal operations, infrastructure policy, and legislative advocacy would add value to the Legislative Committee's work. I am eager to lend my expertise in shaping policy recommendations that reflect the diverse needs of San Mateo County.

Thank you for your consideration. I welcome the opportunity to discuss my interest further, and I look forward to the great potential of bringing my experience and skills to this committee.

Sincerely,

Paul T Nagengast

Paul Nagengast

Member-elect, City Council of Half Moon Bay

cc:

Half Moon Bay City Council

Matthew Chidester, Half Moon Bay City Manager



C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approve appointments to fill two vacant seats on the C/CAG RMCP Committee.

(For further information or questions, contact Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve appointments to fill two vacant seats on the C/CAG RMCP Committee.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not Applicable.

BACKGROUND

Resource Management and Climate Protection Committee:

The Resource Management and Climate Protection Committee (RMCP) seats seven elected officials plus one seat each from the following six specialties: energy, water, utility, nonprofit, business/chamber of commerce, and environmental organization, for a total of 13 seats. Originally called the Utilities Sustainability Task Force (USTF), the Committee developed a San Mateo County Energy Strategy for the county, which was adopted by every city in San Mateo County in 2009. The RMCP Committee provides information and recommendations to CMEQ and the C/CAG Board on items related to resource conservation and climate action. The Committee also tracks the progress of two main C/CAG programs, the San Mateo County Energy Watch (SMCEW) and the Regionally Integrated Climate Action Planning Suite (RICAPS). The Committee also seeks to integrate equity into resource conservation and climate actions, including workforce development, access by constituents, and inclusion of input by community-based organizations. Most recently, in coordination with BAWSCA, the Committee is exploring actions to reduce demand on potable water supplies, such as One Water programs, and electrification and resilience of homes and communities.

The RMCP Committee meets on the third Wednesday of the month (as needed) throughout the year at 3:00 p.m., in either San Mateo at 155 Bovet Rd. or, as a backup location, in Redwood City at County Center.

A recruitment letter for vacant seats on the Committees (CMEQ, BPAC, RMCP, and Legislative committees) was sent to all elected officials in San Mateo County on January 23, 2025, with a due date for letters of interest of January 5, 2025 by 5:00 P.M., and notice that, if the vacant seats are not filled, the recruitment will remain open until filled. There are two vacant elected official seats on the C/CAG RMCP Committee currently.

Three letters of interest were received for two open seats on the RMCP Committee from County Supervisor Ray Mueller, Town of Portola Valley Councilmember Helen Wolter, and Millbrae Councilmember Bob Nguyen. The January 2025 RMCP Committee roster is provided as Attachment 1, and the letters of interest are provided as Attachments 2, 3, and 4 to this staff report, respectively.

Staff recommends that the C/CAG Board review and approve appointments to fill two vacant seats on the C/CAG RMCP Committee.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. January 2025 RMCP Committee Roster
2. Letter of Interest – County Supervisor Ray Mueller
3. Letter of Interest – Town of Portola Valley Councilmember Helen Wolter
4. Letter of Interest – Millbrae Councilmember Bob Nguyen

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

Resource Management and Climate Protection Committee (January 2025)	
Elected Officials (7)	
Donna Colson – <u>Committee Chair</u> Councilmember City of Burlingame dcolson@burlingame.org	Sue Beckmeyer Councilmember City of Pacifica sbeckmeyer@pacificagov.gov
Kaia Eakin Councilmember City of Redwood City keakin@redwoodcity.org	Mary Hufty Councilmember Town of Portola Valley mhufty@portolavalley.net
Betsy Nash Councilmember City of Menlo Park bnash@menlopark.gov	VACANT
VACANT	
<u>Stakeholder Representatives (6)</u>	
<u>Energy</u>	Ortensia Lopez Executive Director El Concilio of San Mateo County or10sia@el-concilio.com
<u>Water</u>	Tom Francis – <u>Committee Vice Chair</u> Water Resources Manager Bay Area Water Supply and Conservation Agency tfrancis@bawsca.org

Resource Management and Climate Protection Committee

(January 2025)

<u>Utility</u>	Bill Chiang Government Relations Pacific Gas and Electric Company william.chiang@pge.com
<u>Nonprofit</u>	Alex Fernandez Chief Operating Officer Filoli Center afernandez@filoli.org
<u>Business/Chamber of Commerce</u>	Jeff Smith Director, Residential Development Sares Regis Group, LLC JSmith@srgnc.com
<u>Environmental</u>	Sarah Hubbard Executive Director Sustainable San Mateo County shubbard@sustainableanmateo.org

RMCP Committee Staff

<u>C/CAG</u>	Sean Charpentier Executive Director scharpentier@smcgov.org (650) 599-1409
<u>C/CAG</u>	Kim Springer Transportation Systems Coordinator Energy, Water, and Climate kspringer@smcgov.org

COUNTY OF SAN MATEO
BOARD OF SUPERVISORS

Ray Mueller
Board of Supervisors, Third District

County Government Center
500 County Center, 5th Floor
Redwood City, CA 94063
650-363-4569

February 5, 2025

Sean Charpentier
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Mr. Charpentier,

Please accept this letter of interest for the open seat on the C/CAG Resource Management and Climate Protection Committee. As the committee charged with advising C/CAG on recommendations related to sustainable planning and resource conservation for the future, I bring a wealth of local government experience and a passion for the intersection of policy and action.

As a former City Councilmember and Mayor of the city of Menlo Park for ten years, I championed environmental, energy and sustainability policies that were forward-looking and equitable for our residents and small businesses. As the current third district Supervisor, I see the impacts of climate change, its impacts on the environment and community, and the dire need for smart and sustainable infrastructure investments. In my two years on the Board of Supervisors, I have represented San Mateo County on several regional boards dedicated to this committee's subject matter, including the Bay Area Air Quality Management District, Peninsula Clean Energy, Local Agency Formation Commission, C/CAG Airport Land Use Committee and the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline).

As an attorney and professor, I bring a keen attention to detail and research, a dedication to critical analysis and conscientious negotiation, and understand well the nuances of public policy and finding common ground between different public agencies and organizations.

It would be an honor to be selected to serve on this committee and I thank you for your consideration.

Sincerely,



Ray Mueller
County of San Mateo
Supervisor, Third District



Sean Charpentier, C/CAG Executive Director,
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Mr. Charpentier:

I am writing to apply to the Resource Management and Climate Protection Committee of C/CAG of San Mateo County.

For the past 20 years, I've led community outreach and policy advocacy efforts at the all levels of the government; from the local neighborhood association to the regional, state, and federal levels specifically around sustainability and resiliency. While on my neighborhood association, I worked with the developers of a local housing zoning variance to ensure that parklands would be included in the final outcome.

As an advocate, I worked regionally on various open space issues, including the lower income community of East Palo Alto where I ensured that open spaces would be accessible to community members, and on a new sea level rise demonstration park in a park deficit area in Burlingame. While with the State, I was able to create support for Senator Becker's clean energy legislation, helped with the funding for a new park in downtown Redwood City and spearheaded drinking water outreach during the last drought.

I now work for the City of Half Moon Bay helping to build resiliency. This entails project managing the electrifying all municipal facilities, finalizing the TDM plan that will assist with transportation congestion management to improve access to the Pacific Ocean while reducing GHGs, plus bringing together multiple agencies to find a solution for a former landfill eroding into the Pacific Ocean. I have successfully worked across jurisdictions to find fruitful and effective solutions. I would like to bring my knowledge and understanding to C/CAG to assist with county-wide efforts that will offer long term benefits to the 20 cities of San Mateo County plus the unincorporated areas of the County.

I am a positive collaborator that brings a strong knowledge base with an added love of learning to find answers to the questions posed, and the interest to find solutions to complicated issues. I am passionate about considering the opportunities for how to bring about the policies and practices while bringing the hands-on experience to support our communities in healthy and productive ways.

Now as an elected, I would love to bring my depth and breadth of experience in creating a more resilient and sustainable San Mateo County. I would be honored by your consideration for this Committee.

Sincerely,
Helen Wolter
4660 Alpine Rd, Unit A
Portola Valley, CA 94028
helen.wolter@gmail.com
415-519-6470



City of Millbrae
621 Magnolia Avenue, Millbrae, CA 94030

BOB NGUYEN
Councilmember

C/CAG Board of Directors
City/County Association of Governments of San Mateo County
c/o Sean Charpentier, C/CAG Executive Director
555 County Center, 5th Floor; Redwood City, CA 94063

February 5, 2025

Dear Honorable C/CAG Board Members,

I am writing to express my interest in filling one of the vacancies on the Resource Management and Climate Protection (RMCP) Committee. As a Millbrae City Councilmember and an entrepreneur in the medical device industry, I bring a technical and business-oriented approach to problem-solving, resource efficiency, and long-term planning.

Throughout my career, I have worked on complex projects that require balancing innovation, cost, and sustainability. In my field, efficiency in resource management is critical—not just from a cost perspective but also in ensuring long-term viability. This mindset extends beyond my business and into my work as a councilmember, where I have engaged with local stakeholders to ensure that development and infrastructure projects are planned with future generations in mind.

My involvement in the community has given me a strong understanding of the challenges that cities face in managing resources effectively. Whether working with local businesses, residents, or regional partners, I have seen the importance of making decisions that prioritize long-term sustainability without sacrificing economic growth or accessibility. I believe my ability to navigate these complex considerations would be an asset to the RMCP Committee.

I would be honored to contribute my experience and perspective to this committee and work alongside fellow leaders to ensure that San Mateo County continues to be a forward-thinking, well-managed region. Thank you for your time and consideration. I look forward to the opportunity to collaborate with you.

Best regards,

Bob Nguyen
Bob Nguyen (Feb 5, 2025 15:35 PST)

Bob Nguyen
Councilmember, City of Millbrae

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of the appointment of two elected officials to the Congestion Management & Environmental Quality (CMEQ) Committee
(For further information or questions contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve the appointment of two elected officials to the Congestion Management & Environmental Quality (CMEQ) Committee.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A.

BACKGROUND

The CMEQ Committee provides advice and recommendations to the C/CAG Board of Directors on all matters relating to traffic congestion management, travel demand management, coordination of land use and transportation planning, mobile source air quality programs, energy resources and conservation, and other environmental issues facing local jurisdictions in San Mateo County.

There are three vacant seats on the CMEQ Committee for elected officials, one seat for the Business Community, and one seat for Peninsula Corridor Joint Powers Board (Caltrain). A recruitment letter for the vacant seats on the CMEQ Committee was sent to all elected officials in San Mateo County in January of 2025. A subsequent email was sent on January 31, 2025 with a due date of February 5, 2025.

Two letters of interest was received prior to the recruitment deadline of February 5, 2025:

- East Palo Alto Councilmember Mark Dinan
- Millbrae Councilmember Bob Nguyen

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. Roster for the CMEQ Committee
2. Letter of Interest from East Palo Alto Councilmember Mark Dinan
3. Letter of Interest from Millbrae Councilmember Bob Nguyen

CMEQ Roster

Chair: Gina Papan

Vice Chair: Dick Brown

Staff Support: Jeff Lacap (jlacap@smcgov.org)

Eva Gaye (egaye@smcgov.org)

Name	Representing
Dick Brown (Woodside Town Council Member)	Elected Official
Tom McCune (Belmont City Council Member)	Elected Official
Vacant	Elected Official
Stacy Jimenez (Foster City Council Member)	Elected Official
Stacy Miles Holland (Atherton Council Member)	Elected Official
Juslyn Manalo (Daly City Council Member)	Elected Official
Pranita Venkatesh (San Carlos Council Member)	Elected Official
Vacant	Elected Official
Vacant	Elected Official
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)
Mollie Carter	Environmental Community
Richard Hedges	Public Member
Peter Ratto	San Mateo County Transit District (SamTrans)
Vacant	Business Community
Deborah Penrose	Agencies with Transportation Interests
Pamela Herhold	Bay Area Rapid Transit (BART)
Vacant	Peninsula Corridor Joint Powers Board (Caltrain)



CITY OF EAST PALO ALTO

City Council

Adam Rak, C/CAG Chair
Michael Salazar, C/CAG Vice Chair
C/O Sean Charpentier, Executive Director
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor, Redwood City, California 94063

RE: Appointment to the CMEQ Committee

Dear Adam Rak, C/CAG Chair; and Michael Salazar, C/CAG Vice Chair.

This letter shall serve as my request to serve as a public member on the C/CAG (Congestion Management and Environmental Quality Committee). I am very interested in serving on this committee. I live in East Palo Alto, and congestion in our city is a pressing issue for our residents.

I currently serve as Vice-Mayor of East Palo Alto, and previously was chair of EPA's Public Works and Transportation Commission. On this commission, we have addressed local issues: roundabouts, street light timing, bike lanes, and expansion of Bay Trail Access. I also led an effort to install AQI sensors in East Palo Alto. You can read about this project here:

<https://www.washingtonpost.com/technology/2020/09/18/wildfires-climate-wealth-gap-california/>
<https://www.sfchronicle.com/projects/2021/purple-air-monitors-california/>

East Palo Alto receives a lot of cut through traffic on our local streets, as people cross our city from the Dumbarton Bridge to 101 or Palo Alto. It is important that East Palo Alto has a seat at the table where issues like congestion are addressed. We are disproportionately affected by cut-through traffic and need to be represented on congestion issues.

Professionally, I am a small business owner and have a software recruiting service. I have a BA in History from Marquette University. I am fluent in Spanish and Portuguese and lived in both Mexico and Brazil.

Please call me at (650) 796-5035 if you have any questions,

Mark Dinan

Vice Mayor
City of East Palo Alto



City of Millbrae
621 Magnolia Avenue, Millbrae, CA 94030

BOB NGUYEN
Councilmember

C/CAG Board of Directors
City/County Association of Governments of San Mateo County
c/o Sean Charpentier, C/CAG Executive Director
555 County Center, 5th Floor; Redwood City, CA 94063

February 5, 2025

Dear Honorable C/CAG Board Members,

I am writing to express my interest in filling one of the vacancies on the Congestion Management and Environmental Quality (CMEQ) Committee. As a Millbrae City Councilmember and an entrepreneur in the medical device industry, I bring a problem-solving mindset and a deep understanding of the importance of long-term planning, efficiency, and sustainability in infrastructure development.

My background in engineering and business has given me firsthand experience in managing complex projects that require balancing cost, feasibility, and long-term impact. Through my work in product development and regulatory compliance, I have developed strong analytical and decision-making skills that I believe would be valuable in evaluating transportation and environmental challenges.

Beyond my professional background, I have been actively involved in my community, working with local residents and business owners to understand their concerns about transportation, traffic flow, and accessibility. Through my engagement in local planning discussions and infrastructure development projects, I have seen how congestion and environmental considerations impact daily life. I am eager to bring this practical perspective to the CMEQ Committee and collaborate on solutions that balance growth with efficiency.

I would be honored to serve on this committee and contribute my experience to help improve transportation and environmental planning in our region. Thank you for your time and consideration. I look forward to the opportunity to work with you.

Best regards,

Bob Nguyen

Bob Nguyen (Feb 5, 2025 15:36 PST)

Bob Nguyen
Councilmember, City of Millbrae

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, Executive Director

Subject: Nominations for C/CAG Chair and Vice Chair for the March 2025 Election of Officers.

(For further information, please contact Sean Charpentier at scharpentier@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors make nominations for Chair and Vice Chair for the March 2025 Election of Officers in accordance with the C/CAG By-Laws.

FISCAL IMPACT

None.

REVENUE SOURCE

None.

BACKGROUND/DISCUSSION:

The C/CAG Bylaws established a process to have nominations for officers at the February meeting and then have voting at the following meeting, in March. The objective is to provide Board Members with background information to assist them in casting their votes. Nominations shall only be made by voting members of the Board of Directors. The Chairperson and Vice Chairpersons shall be voting members of the Board, as well. Nominations do not require a second or vote. Nominations for officers of the Board of Directors shall be made from the floor only at the regular February Board meeting. Nominations of the Chairperson shall precede nominations of the Vice Chairperson.

All nominated candidates should provide background information in advance of the March Board meeting such that the material can be included in the packet for the Board's consideration. For those candidates nominated, please provide the background information to Mima Crume (mcrume@smcgov.org) by February 28, 2025.

CURRENT OFFICERS:

Adam Rak has served one terms as Chair and is eligible to serve another term as Chair.
Michael Salazar has served one term as Vice Chair and is eligible to serve another term as Vice Chair.

EQUITY IMPACTS AND CONSIDERATIONS

Selection of a Chair and Vice Chair is required by the C/CAG By Laws.

ATTACHMENTS:

1. Article IV of the Bylaws related to Officers.
2. Cover sheet for nominees to submit background information.

ARTICLE IV. OFFICERS

Section 1. The officers of the Board of Directors shall consist of a Chairperson and one Vice Chairperson.

Section 2. The Chairperson and Vice Chairperson shall be elected from among the nominees by the Board of Directors at the March meeting to serve for a term of twelve (12) months commencing on April 1. There shall be a two-term limit for each office. That is, a member may not serve more than two consecutive terms as the Chairperson, and not more than two consecutive terms as Vice Chairperson. An officer shall hold his or her office until he or she resigns, is removed from office, is otherwise disqualified to serve, or until his or her successor qualifies and takes office.

Section 3. Nomination for officers of the Board of Directors shall be made from the floor only at the regular February Board meeting. Nominations shall be made only by voting members of the Board of Directors.

Section 4. The Chairperson and Vice Chairperson must be a regularly designated, voting member (e.g., not an alternate, or an ex-officio member) of the Board of Directors.

Section 5. Nominations and election of the Chairperson shall precede nominations and election of the Vice Chairperson. Voting shall be public for all offices.

Section 6. The Chairperson shall preside at all meetings of the Board, may call special meetings when necessary, and shall serve as the principal executive officer. The Chairperson shall have such other powers, and shall perform such other duties which may be incidental to the office of the Chairperson, subject to the control of the Board.

Section 7. In the absence or inability of the Chairperson to act, the Vice Chairperson shall exercise all of the powers and perform all of the duties of the Chairperson. The Vice Chairperson shall also have such other powers and shall perform such other duties as may be assigned by the Board of Directors.

Section 8. A special election to fill the vacant office shall be called by the Board of Directors if

the Chairperson or the Vice Chairperson is unable to serve a full term of office.

Section 9. All officers shall serve without compensation.

Section 10. The Chairperson or the Vice Chairperson may be removed from office at any time by a majority vote of those members present at a duly constituted meeting of the Board.

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*

Due Date: February 28, 2025

DATE:

TO: Attn: Mima Crume
555 County Center, 5th Floor
Redwood City, CA, 94063

RE: C/CAG Candidate background material for C/CAG Chair or Vice Chair
nominations

The attached is candidate background material for your information.

From:

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
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RE: C/CAG Candidate background material for C/CAG Chair or Vice Chair
nominations

The attached is candidate background material for your information.

From:

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, Executive Director

Subject: Open a public hearing to consider approval of amendments to the Congestion Management Plan Land Use Impact Analysis Program (C/CAG TDM Policy), focusing on exemptions for 100% affordable housing projects and local TDM plan thresholds for exemption from C/CAG TDM Policy requirements, and continue the public hearing to March 13, 2025.

(For further information, contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors open a public hearing to consider approval of amendments to the Congestion Management Plan Land Use Impact Analysis Program (C/CAG TDM Policy), focusing on exemptions for 100% affordable housing projects and local TDM plan thresholds for exemption from C/CAG TDM Policy requirements, take comments, and continue the public hearing to March 13, 2025.

FISCAL IMPACT

There is no fiscal impact related to this item.

BACKGROUND

In late 2021, the C/CAG Board adopted a comprehensive update to the Land Use Impact Analysis Program Policy, Appendix I of the CMP, which is referred to as the C/CAG TDM Policy. The TDM Policy applies to all C/CAG member jurisdictions (unless expressly exempted by C/CAG). In general, the policy applies to any project that is estimated to generate 100 ADT or more and requires implementation of trip reduction measures targeted to achieve 25-35% trip reduction based on project size and location. Below is a table indicating general sizes of projects that would meet the threshold for compliance with the TDM Policy.

ADT Thresholds

	Small Projects	Large Projects
Non-Residential: Office, Industrial, R&D and Institutional	100 – 499 ADT; 10,000 – 49,999 sq. ft.	500+ ADT; 50,000+ sq. ft.
Non-Residential: Medical & Lodging	100 – 499 ADT; 10,000 – 49,999 sq. ft.	500+ ADT; 50,000+ sq. ft.
Non-Residential: Retail and restaurant	100 – 499 ADT; 30-99 employees	500+ ADT; 100+ employees
Residential: Multi-Family	100 – 499 ADT; 20 - 49 units	500+ ADT; 50+ units

The Policy specifically exempts only single-family home developments from this TDM Policy.

Project sponsors (commercial and residential) can utilize a variety of options to achieve the trip reductions. Baseline features may include enhanced bike/ped access, secure bicycle parking and shower/locker facilities, active participation in Commute.org, transit subsidies, ride-matching programs, etc. If necessary, additional measures may include reduced, paid or unbundled parking, on-site amenities (ATM, gym, retail, etc.) , on-site bike, scooter or car share, active transportation subsidies, etc.

The Policy also includes an exemption process for local jurisdictions that adopt their own TDM programs. The process requires that a local jurisdiction demonstrate how their adopted city-wide TDM regulations will ensure projected single-occupant vehicle (SOV) reduction percentages meet or exceed 25% for TOD and small residential projects, and 35% for all other project land use types in order to obtain an exemption.

DISCUSSION

Proposed Amendments

During the early stages of implementing the updated C/CAG TDM Policy with local jurisdictions, two common concerns have surfaced. First, given the importance and focus on removing barriers to construction of affordable housing, several jurisdictions have expressed interest exploring the possibility of exempting 100% affordable housing projects. In addition, the planning process for C/CAG’s VMT/GHG Mitigation Program identified affordable housing development as an effective mitigation for VMT/GHG impacts because of the typically higher density and proximity to jobs. C/CAG requested that our consultant (Fehr & Peers) summarize the findings in a memo (**Attachment 1**). Second, there have been concerns raised that the exemption process outlined in the C/CAG TDM Policy is overly prescriptive and does not allow cities the flexibility to gain the benefits of the exemption without essentially mirroring the C/CAG TDM Policy.

- **Affordable Housing Projects** – The attached memo (**Attachment 1**) reviews relevant evidence and concludes that affordable housing projects achieve the trip reduction goals

presented in C/CAG’s TDM Policy and therefore could be exempt from C/CAG’s TDM Policy requirements, including the following:

- CAPCOA’s 2021 Handbook includes *Strategy T-4: Integrate Affordable and Below Market Rate Housing*, notes that affordable housing projects generate up to 28.6 percent fewer vehicle trips compared to market rate multifamily residential projects.
- Affordable housing in San Mateo County also benefits from reduced trip lengths due to the job-rich location.
- A 2024 study by CARB notes: “two meta-studies combining the findings of dozens of individual studies indicate that jobs accessibility via automobile has a far larger impact on VMT reduction than land use mix, population density, or transit accessibility.”
- San Mateo County’s 21 Elements supports this finding, noting that affordable housing is essential in San Mateo County because the high cost of living and job-rich nature in San Mateo County forces many workers to commute from outside the County. Affordable housing therefore has the effect of reducing both the number of vehicle trips and trip lengths.

Accordingly, the following amendment is provided for consideration (additions shown in red/double underline):

- o Amend Project Review Threshold (ADT) footnotes as follows to exempt 100% affordable deed restricted housing projects from TDM Policy requirements:

	Small Projects	Large Projects
Non-Residential: Office, Industrial, and Institutional	100 – 499 ADT (10,000 – 49,999 sq. ft.)	500+ ADT (50,000+ sq. ft.)
Non-Residential: Medical & Lodging	100 – 499 ADT (10,000 – 49,999 sq. ft.)	500+ ADT (50,000+ sq. ft.)
Non-Residential: Retail	100 – 499 ADT (30-99 employees)	500+ ADT (100+ employees)
Residential: Multi-Family	100 – 499 ADT (20 - 49 units)	500+ ADT (50+ units)

ADT Thresholds, Correlated with Approximate Project Size Characteristic^{1 2}

¹ The quantified square footage, employees, and units in this table demonstrate plausible project size relative to the estimated project ADT. The representative project size values are not exact. They are based on documented linear relationships between project size and respective site travel demand. More detail is available in research references cited in Appendix C & D of the companion *Policy Approach* document.

² The TDM Policy only applies to multi-family residential developments only. Single-family home and 100% affordable deed restricted housing developments are exempted from this TDM Policy.

- **Exemption Process** – The exemption process is intended to allow local jurisdictions that have adopted TDM Ordinances that meet or exceed the C/CAG TDM Policy requirements to apply for an exemption from the C/CAG requirements to avoid duplication of efforts. As presently

drafted, the process requires strict adherence to the trip reduction requirements for all projects covered by the C/CAG Policy, at the assigned trip reduction thresholds, or greater. As a result, C/CAG's review is limited in its ability to address any nuances, such as situations where a local jurisdiction's plan may likely produce equal or better results. For example, there have been situations where a local jurisdiction's plan includes significantly more stringent requirements for larger commercial projects, including stronger accountability measures for monitoring, reporting and enforcement (such as penalties for noncompliance and/or missing trip reduction goals) but less stringent measures/requirements for residential or small commercial developments. While C/CAG staff continues to support the C/CAG TDM policy as a foundational TDM program for jurisdictions in the county, we also recognize that locally adopted plans have the ability to improve on this foundation, most significantly through their ability to hold projects accountable for both implementing the measures, tracking progress and holding project sponsors responsible for achieving the trip reduction targets. To provide staff with additional flexibility to address such situations, the following amendment is provided for consideration:

- Amend the "Determining C/CAG TDM Policy Exemption" section as follows to provide the C/CAG Executive Director additional discretion in determining whether a locally adopted TDM Plan can be exempted from the C/CAG policy by adding the following language:

"The local jurisdiction shall submit such a request in writing to C/CAG. The request must clearly document how their jurisdiction's adopted city-wide TDM regulations ensure projected SOV trip reduction percentages meet or exceed 25% for TOD and small residential projects, and 35% for all other project land use types. C/CAG will review the local jurisdiction's request for exemption and, if approved, will issue a confirmation of exemption. **At the discretion of the C/CAG Executive Director, C/CAG may consider minor deviations from the criteria listed above where it can be objectively demonstrated that a locally adopted TDM plan is substantially consistent with these criteria and is likely to generate superior city-wide results to the C/CAG TDM Policy through implementation of trip reduction targets, monitoring, reporting, enforcement mechanisms and/or other documented measures that are materially more robust than those in the C/CAG policy. Such requests shall be supported by clearly written, professionally prepared documentation submitted to C/CAG by the jurisdiction's public works director or city engineer.**

This process for requesting an exemption would address a jurisdiction's overall TDM program or ordinance and would not apply on a project-by-project basis.

(Note: If C/CAG determines that a local jurisdiction is exempt, the jurisdiction must still provide written notification to C/CAG whenever it receives an application for a new development project expected to generate more than 100 ADT. In addition, the exempted jurisdiction shall share all monitoring results with C/CAG and Commute.org on a biennial basis.)"

Committee Comments

The CMP Technical Advisory Committee considered the proposed amendments at its November 20, 2024 and January 16, 2025 meetings. While overall supportive of the concepts, committee members requested minor language changes that have been incorporated into the current proposal. In addition, they requested that the county's community development and planning directors have an opportunity to weigh in on the proposed affordable housing exemption. In response, C/CAG staff provided a detailed outline of the proposal to the directors and planners and received only positive feedback.

The Congestion Management and Environmental Quality (CMEQ) Committee discussed the amendments at its January meeting. While supportive of the amendment to provide the C/CAG Executive Director additional discretion in determining whether a local adopted TDM plan can be exempted from the C/CAG TDM Policy, the committee did not support the proposal to exempt 100% affordable deed restricted housing projects from compliance. The primary concern was that there are already a significant number of state mandated waivers attached to housing projects. Additionally, they were concerned that no criteria were identified relative to proximity to transit to justify the exemption.

As the CMEQ Committee noted, State law currently requires a wide range of concessions for 100% affordable housing projects, including permit streamlining, reduced or no parking requirements, density bonuses, height increases and exceptions to other development standards such as setbacks, lot coverage and floor area ratios, that can be shown to reduce costs to provide affordable housing. The general sentiment was that given the existing extensive State preemptions, no additional concessions, such as the proposed C/CAG TDM exemption are warranted.

EQUITY CONSIDERATIONS

The C/CAG TDM Program applies to nearly all types of new development and is intended to help reduce traffic congestion; improve air quality, mobility, and connectivity; and support a more efficient transportation system. The program includes a wide variety of measures, including subsidized transit passes, car/vanpool matching, transit itinerary planning and assistance, guaranteed ride home (GRH) programs, etc., all of which are accessible to all individuals regardless of income.

Process – Next Steps

In accordance with C/CAG policy, adoption (or amendment) of a state-mandated countywide plan such as the CMP requires introduction at an initial meeting and adoption at a subsequent meeting. Additionally, per State law the CMP is required to be adopted at a noticed public hearing. Therefore, this hearing, which was publicly noticed in the San Mateo Daily Journal on February 1, 2025, provides an initial opportunity for comment and discussion, with a recommendation that the public hearing be continued to the March 13, 2025 Board meeting, where a final recommendation will be presented for consideration.

ATTACHMENTS:

1. Affordable Housing TDM Exemption White Paper
2. Draft amendment language

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. 2023 CMP – Appendix I

Memorandum

Date: October 23, 2024
 To: C/CAG
 From: Fehr & Peers
 Subject: **C/CAG VMT/GHG Mitigation Program: Affordable Housing TDM Policy Exemption**

SF

Introduction

The City/County Association of Governments (C/CAG) is the Congestion Management Agency (CMA) for San Mateo County and is responsible for administering the state-mandated Congestion Management Program (CMP), setting state and federal funding priorities for improvements affecting the San Mateo CMP, and preparing the Countywide Transportation Plan. In January 2022, C/CAG adopted transportation demand management (TDM) guidelines to reduce the number of new vehicle trips generated by new land development. These guidelines generally apply to developments that generate 100 or more average daily trips (ADT). Developments that meet the threshold must develop and implement a TDM plan using a land use-specific C/CAG checklist identifying appropriate strategies and their corresponding trip reduction credits.

C/CAG's TDM policy currently exempts projects that generate less than 100 ADT and single-family homes, as noted on page 2 of the *Transportation Demand Management Policy Implementation Guide* (April 2022).¹ Affordable housing projects are currently subject to C/CAG's TDM policy. As described in C/CAG's *VMT/GHG Model Mitigation Program Report* (October 2024),² affordable housing represents one of the most effective strategies to reduce vehicle miles traveled (VMT) and vehicle trips on the regional CMP roadway network. This memorandum summarizes the evidence that affordable housing projects achieve the trip reduction goals presented in C/CAG's TDM Policy and therefore could be exempt from C/CAG's TDM Policy requirements.

¹ https://ccagtdm.org/wp-content/uploads/2022/04/CCAG_TDM-Policy-Update_Implementation-Guide_FINAL_4-19-2022_v11_CLEAN.pdf

² <https://ccag.ca.gov/projects/countywide-projects/vmt-ghg-model-mitigation-program/>



Background

The California Department of Housing and Community Development (2021) considers households that make 80 percent or below of an area's median household income as low income. The agency also states that housing is affordable when it costs 30 percent or less of a household's gross income. This memorandum focuses on deed-restricted affordable housing that conforms to the local housing affordability levels set forth by the San Mateo County's Department of Housing.³

California's Department of Transportation (Caltrans), Air Resources Board (CARB), and Office of Planning and Research (OPR) present guidance related to the effect that affordable housing has on regional transportation network. Caltrans notes that affordable housing represents one of the most effective strategies to reduce VMT and vehicle trips on the regional CMP roadway network.⁴ CARB developed research supporting VMT and GHG reductions associated with building affordable housing through the state's Affordable Housing and Sustainable Communities Program (AHSC).⁵ OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA Guidance* notes that affordable housing developments can be presumed to have a less-than-significant transportation impact on the environment.⁶ OPR further recommends establishing a relationship between congestion management plans, circulation elements, and VMT, in addition to traditional level of service metrics used by C/CAG in the CMP, as follows:

*[C]ongestion management plans address far more than just automobile transportation. They must also include an evaluation of the performance of multiple modes of travel and provide a program for travel demand management. Notably, projects identified in a congestion management plan must be consistent with the regional transportation plan, and its sustainable communities strategy, in order to be funded (Gov. Code § 65082). **In updating a circulation element, therefore, a local government must put the congestion management plan in a context that includes reductions in vehicle miles traveled, and provides for multiple users of the transportation system, including transit, bicycles and pedestrian transportation.***⁷

The relationship between reducing VMT and vehicle trip generation used for LOS analysis is supported through industry standard research. The California Air Pollution Control Officers

³ <https://www.smcgov.org/housing>

⁴ Housing and VMT Mitigation. California Department of Transportation (Caltrans)
<https://dot.ca.gov/programs/esta/sb-743/resources/housing>

⁵ <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/research-solicitations/qm-ahsc>

⁶ *Technical Advisory on Evaluating Transportation Impacts in CEQA Guidance*, State of California Office of Planning and Research, April 2018.

⁷ Page 87 of Chapter 4: Required Elements of OPR's General Plan Guidelines, accessed by Fehr & Peers on September 19, 2024 here: https://opr.ca.gov/docs/OPR_C4_final.pdf



Association's (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA 2021 Handbook) presents research demonstrating the land use location and design features that generate less traffic. The CAPCOA 2021 Handbook describes how "VMT decreases if any of the following occurs: (1) vehicle ownership declines, (2) vehicle trips are reduced, (3) vehicle trip lengths are reduced, or (4) any combination of these three variables."⁸ Item (1) and (2) would result in fewer vehicle trips on local directly surrounding a project site and the regional CMP roadway network, while item (3) would result in fewer vehicle trips on the CMP roadway network as people drive shorter distances. The CAPCOA 2021 Handbook goes on to describe how no VMT reduction measures directly reduce vehicle trip lengths (item 3). Reducing the trip lengths portion of VMT requires changes to surrounding land use environment to a project, such as the addition of housing close to jobs or an increase in the proximity of amenities and services near where people live and work.

Evidence

CAPCOA's 2021 Handbook includes *Strategy T-4: Integrate Affordable and Below Market Rate Housing*, which describes how **affordable housing projects generate up to 28.6 percent fewer vehicle trips** compared to market rate multifamily residential projects.⁹ Affordable housing in San Mateo County also benefits from the reduced trip lengths due to the job-rich location. C/CAG's travel demand model, which indicates that the average San Mateo County resident generates approximately five percent less VMT than the regional average.¹⁰ A 2024 study by CARB indicates that this is influenced by the presence of jobs, noting that: "two meta-studies combining the findings of dozens of individual studies indicate that jobs accessibility via automobile has a far larger impact on VMT reduction than land use mix, population density, or transit accessibility."¹¹ San Mateo County's 21 Elements supports this finding by identifying that affordable housing is needed in San Mateo County because the high cost of living and job-rich nature of San Mateo County causes many workers to commute from outside the County.¹² Affordable housing therefore has the effect of reducing both the number of vehicle trips and trip lengths.

⁸ Page 66 of Chapter 3: Transportation of the CAPCOA 2021 Handbook: https://www.caleemod.com/documents/handbook/ch_3_transportation/chapter_3_transportation.pdf

⁹ *Strategy T-4: Integrate Affordable and Below Market Rate Housing*: https://www.caleemod.com/documents/handbook/ch_3_transportation/measure_t-4.pdf

¹⁰ Table 7 of the *SB 743 Implementation Decisions Whitepaper*: https://ccag.ca.gov/wp-content/uploads/2021/11/1_20210929_CCAG_SB_743_Implementation_Decisions_Cln.pdf

¹¹ Evaluating the Potential for Housing Development in Transportation-Efficient and Healthy, High-Opportunity Areas in California. Marantz N.J, et al. 2024. Page 41: https://ww2.arb.ca.gov/sites/default/files/2024-03/II.1%20-%20DRAFT_FINAL_REPORT_20STC009.pdf

¹² 21 Elements further identified that affordable housing is needed to complement job growth occurring in San Mateo County through the commercial linkage fee nexus studies: <http://21elements.com/inclusionary-housing>



Conclusion

This statewide guidance and evidence indicate that the construction of new affordable housing in San Mateo County would fulfill the goals of C/CAG's CMP Policy by generating less vehicle trips than non-affordable projects and shifting or reducing trips on the regional CMP rather than adding new commute trips. Exempting affordable housing from TDM requirements would align San Mateo County with other counties, such as San Francisco, where 100 percent affordable housing projects are exempt from the local TDM policy.¹³ San Francisco also includes affordable housing as a TDM measure option, allowing projects that provide inclusionary affordable housing to be subject to lower TDM requirements. In interviews with affordable housing providers serving San Mateo County, the VMT/GHG Mitigation Program project team heard that TDM measures are important to affordable housing residents but that the costs of providing TDM measures can be cost prohibitive and create a constraint that could inhibit the construction of affordable housing projects.¹⁴ C/CAG's VMT/GHG Mitigation Program, among other regional programs such as MTC's BayPass program¹⁵, provide the opportunity for local and regional agencies to provide TDM measures such as transit passes to affordable housing residents without placing additional constraints on the production of new affordable housing.

¹³ More information about San Francisco's TDM program is presented here: <https://sfplanning.org/transportation-demand-management-program>. SF's program exempts affordable housing projects up to 120% of the Area Median Income from TDM fees and code compliance and allows projects to earn increasing amounts of TDM points associated with larger traffic reductions for affordable units that target the lowest incomes.

¹⁴ <https://ccag.ca.gov/wp-content/uploads/2024/10/Appendix-C-Affordable-Housing-VMT-Mitigation.pdf>

¹⁵ <https://mtc.ca.gov/operations/traveler-services/clipperr/clipperr-bypass>

Amend 2023 CMP Appendix I as follows (changes shown in red/double underline):

- Amend Project Review Threshold (ADT) footnotes as follows to exempt 100% affordable deed restricted housing projects from TDM Policy requirements:

	Small Projects	Large Projects
Non-Residential: Office, Industrial, and Institutional	100 – 499 ADT (10,000 – 49,999 sq. ft.)	500+ ADT (50,000+ sq. ft.)
Non-Residential: Medical & Lodging	100 – 499 ADT (10,000 – 49,999 sq. ft.)	500+ ADT (50,000+ sq. ft.)
Non-Residential: Retail	100 – 499 ADT (30-99 employees)	500+ ADT (100+ employees)
Residential: Multi-Family	100 – 499 ADT (20 - 49 units)	500+ ADT (50+ units)

ADT Thresholds, Correlated with Approximate Project Size Characteristic^{1 2}

¹ The quantified square footage, employees, and units in this table demonstrate plausible project size relative to the estimated project ADT. The representative project size values are not exact. They are based on documented linear relationships between project size and respective site travel demand. More detail is available in research references cited in Appendix C & D of the companion *Policy Approach* document.

² The TDM Policy only applies to multi-family residential developments only. Single-family home and 100% affordable deed restricted housing developments are **exempted** from this TDM Policy.

- Amend the “Determining C/CAG TDM Policy Exemption” section as follows to provide C/CAG Executive Director additional discretion in determining whether a locally adopted TDM Plan can be exempted from the C/CAG policy:

Determining C/CAG TDM Policy Exemption

As described in the *C/CAG TDM Policy Update Approach* document, a C/CAG member jurisdiction may request exemption from these requirements.

How Exemption Determination is Made

A member jurisdiction that has adopted its own TDM program intended to regulate travel demand impacts at land development projects may consider requesting an exemption from the C/CAG TDM Policy, provided the local jurisdiction can sufficiently prove that their adopted TDM measures meet or exceed trip mitigation impacts required by C/CAG. However, since California Government Code Section 65089 (b) still requires that Level of Service (LOS) standards apply to the countywide CMP Network, the burden of proof is on the local jurisdiction to document how their locally

adopted travel demand metric will sufficiently mitigate traffic impacts on the CMP Network.

The local jurisdiction shall submit such a request in writing to C/CAG. The request must clearly document how their jurisdiction's adopted city-wide TDM regulations ensure projected SOV trip reduction percentages meet or exceed 25% for TOD and small residential projects, and 35% for all other project land use types. C/CAG will review the local jurisdiction's request for exemption and, if approved, will issue a confirmation of exemption. At the discretion of the C/CAG Executive Director, C/CAG may consider minor deviations from the criteria listed above where it can be objectively demonstrated that a locally adopted TDM plan is substantially consistent with these criteria and is likely to generate superior city-wide results to the C/CAG TDM Policy through implementation of trip reduction targets, monitoring, reporting, enforcement mechanisms and/or other documented measures that are materially more robust than those in the C/CAG policy. Such requests shall be supported by clearly written, professionally prepared documentation submitted to C/CAG by the jurisdiction's public works director or city engineer.

This process for requesting an exemption would address a jurisdiction's overall TDM program or ordinance and would not apply on a project-by-project basis.

(Note: If C/CAG determines that a local jurisdiction is exempt, the jurisdiction must still provide written notification to C/CAG whenever it receives an application for a new development project expected to generate more than 100 ADT. In addition, the exempted jurisdiction shall share all monitoring results with C/CAG and Commute.org on a biennial basis.)"

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, Executive Director

Subject: Receive a presentation on the San Mateo County One Watershed Climate Resilience Framework and Community-Led Plan project

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

RECOMMENDATION

That the C/CAG Board receive a presentation on the San Mateo County One Watershed Climate Resilience Framework and Community-Led Plan project (the Project).

FISCAL IMPACT

None. All project expenditures are being reimbursed through a State grant to C/CAG in an amount of \$649,648 and there is no local match.

SOURCE OF FUNDS

The San Mateo County One Watershed Climate Resilience Framework and Community-Led Plan is funded through a \$649,648 grant to C/CAG from the Office of Land Use and Climate Innovation Integrated Climate Adaptation and Resilience Program.

BACKGROUND

C/CAG's Countywide Stormwater Program (Stormwater Program) is leading a \$650,000 multi-agency grant with funding from the Governor's Office of Land Use and Climate Innovation under the Integrated Climate Adaptation and Resilience Program (ICARP) Adaptation Planning Grant Program for the *San Mateo County One Watershed Climate Resilience Framework and Community-Led Plan* project (the Project).

The One Watershed Framework is a coordinated effort intended to bridge work across water sectors on climate adaptation planning and resilience efforts in San Mateo County and to build community integration into the planning process through an equity priority community engagement process. The One Watershed Framework establishes the baseline understanding of projected future risk from multiple climate change hazards (i.e., extreme precipitation, drought/extreme heat, wildfire risk and sea level rise) on water infrastructure and resources at a countywide scale. The results from the One Watershed Framework assessment will support the process of further advancing and prioritizing integrated climate resilience watershed planning and infrastructure implementation at a sub-watershed scale throughout San Mateo County in the years to come. A primary goal of the Project is to establish new and enhance existing relationships among water sector agencies and community partners to

foster greater collaboration and to support ongoing and future funding initiatives for climate resilience project implementation, including seeking grants. As such, the OneWatershed Framework is intended to build on and find strategic alignments among current and future projects and programs being led by the various stakeholder agencies and organizations involved in the Project, rather than replacing or establishing an entirely new adaptation strategy.

The OneWatershed Framework is also the initial step in advancing a long-term integrated “OneWatershed” model for climate resilience collaboration in the county, and there will be a need for further coordination, capacity-building, community engagement and strategic planning to formalize the vision, goals, performance metrics for a OneWatershed Program and to advance additional watershed scale planning under the OneWatershed Framework. Additional Project outputs beyond the OneWatershed Framework Report—which documents the methodology of the OneWatershed climate hazard exposure assessment for the identified infrastructure assets and resources at a countywide scale—include a OneWatershed Data Inventory of geospatial data related to water infrastructure and resource assets, socio-economically vulnerable communities, as well as future climate hazard exposure data; a OneWatershed Dashboard integrated with C/CAG’s existing Green Infrastructure Tracking and Mapping Tool; and a pilot OneWatershed Climate Resilience Plan for the San Bruno Creek Watershed.

The next phase of the Project will focus on developing the San Bruno Creek OneWatershed Climate Resilience Plan, which will apply the OneWatershed Framework at the watershed scale and integrate a community vulnerability assessment process to be led by Climate Resilient Communities (CRC), who is the community engagement consultant and project lead for the Project. This effort will build on and supplement related community engagement and planning activities in the San Bruno Creek Watershed being led by OneShoreline to address flooding impacts in the Belle Air neighborhood and more broadly in the San Bruno Creek watershed area. This watershed was selected for the pilot study based on the current priority projects and partners C/CAG is engaged with in this watershed. Future studies will be pursued based on the outcomes from this initial study and application of the Framework.

Staff will provide a verbal presentation of the Project updates and a summary of the Draft OneWatershed Framework Report and Dashboard, with an opportunity for the C/CAG Board to provide feedback. Staff presented the Draft OneWatershed Framework Report to the C/CAG Stormwater Committee and the Congestion Management and Environmental Quality Committee in January. Staff plan to provide a similar update to the OneShoreline Board of Directors in February or March.

EQUITY IMPACTS AND CONSIDERATIONS

The ICARP and Adaptation Planning Grant Program emphasize reducing climate risk to the most vulnerable and underserved communities. The Project addresses this primary goal through partnership with CRC, a community-based organization working to increase the adaptive capacity of communities in San Mateo County through a community-centered engagement process. The OneWatershed Framework and countywide climate hazard exposure assessment include vulnerable community demographic data to identify broad scale areas of increased community vulnerability in the county. The OneWatershed Framework approach also proposes to leverage CRC’s equity focused community

vulnerability assessment model for conducting a community scale vulnerability assessment as part of the pilot San Bruno Creek OneWatershed Climate Resilience Plan.

ATTACHMENTS

1) OneWatershed Framework Fact Sheet

2) Draft OneWatershed Framework Report. 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/>)

In 2023, the City/County Association of Governments of San Mateo County (C/CAG) received a California Integrated Climate Adaptation and Resilience Program (ICARP) Adaptation Planning Grant Program grant to develop and pilot the **OneWatershed Framework**, an equitable climate adaptation approach focused on integrated watershed management.

Climate risks in San Mateo County include flooding due to sea level rise and extreme precipitation, water supply stress due to hydrologic drought, emergent groundwater, and urban heat. Underserved and vulnerable communities in San Mateo County are at disproportionate risk of climate impacts.

The **OneWatershed Framework** will assess the regional and shared-risk of climate change to water infrastructure and resources (sewer, water, stormwater) and develop opportunities to build adaptive capacity to climate impacts for the most vulnerable communities.

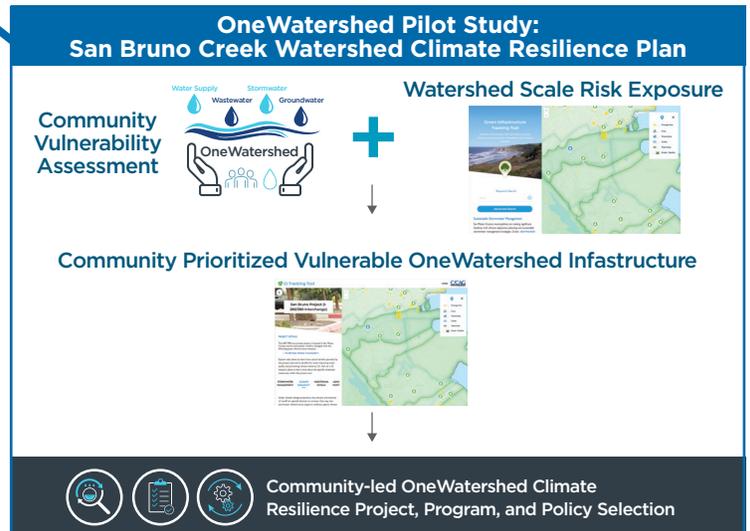
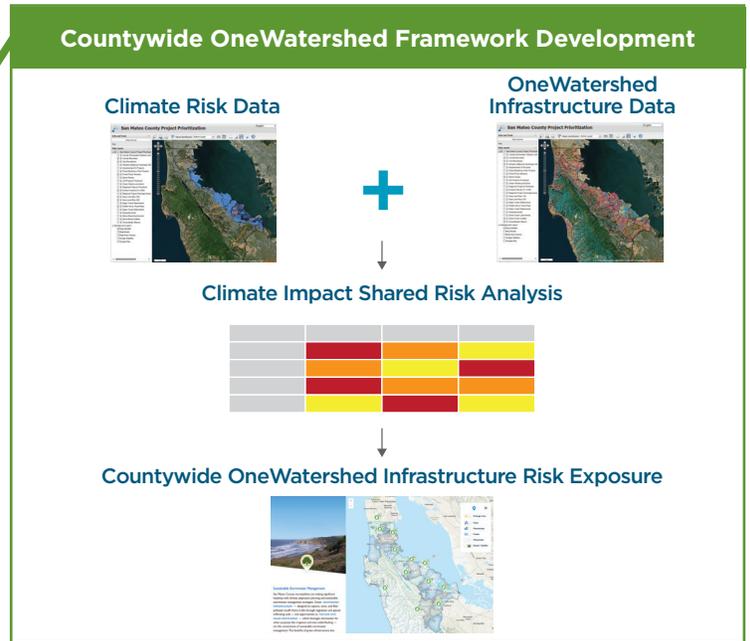
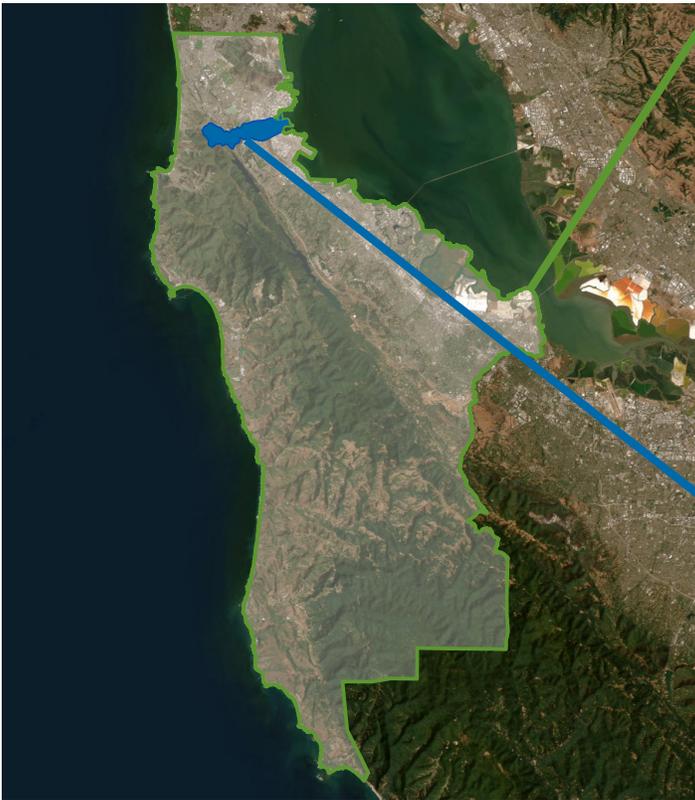
OneWatershed Climate Resilience Projects will support:

-  **FLOOD RISK REDUCTION**
-  **WATER SUPPLY RELIABILITY**
-  **PUBLIC SAFETY AND ACTIVE TRANSPORTATION**
-  **AND OTHER COMMUNITY CO-BENEFITS**

C/CAG OneWatershed Framework

Fact Sheet

The **OneWatershed Framework** approach will be piloted in the San Bruno Creek Watershed. Data and results will be publicly available through the **OneWatershed Dashboard**, which will be integrated into the existing C/CAG GI Tracking Tool.



To support **OneWatershed Climate Resilience Project** funding, C/CAG submitted an application for the National Oceanic and Atmospheric Administration (NOAA) Climate Resilience Regional Challenge, also funded through this project.

The **OneWatershed Framework Project** is supported by the Adaptation Planning Grant Program implemented by the Governor’s Office of Planning and Research.

OneWatershed Framework partners include:



C/CAG AGENDA REPORT

Date: February 13, 2025

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)

RECOMMENDATION

C/CAG staff recommend that the C/CAG Board 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 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 changes in legislative leadership and committee assignments.

The newly elected legislature initially convened on December 2nd, 2024 and reconvened on January 6, 2025 for the continuation of the 2025-26 Regular Legislative Session. Legislators have until February 21 to introduce bills for consideration in the first year of the two-year session and are limited to 35 bills, a significant reduction from 50 bill in the previous two-year session. The 2025 Legislative

Calendar can be found here: [2025 Legislative Calendar](#), and list of bills being tracked by SYASL on C/CAG's behalf can be found here: [C/CAG Bill Tracking](#).

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 and committee rosters and chairs, State grant programs, recent committee hearings, and bill progress of interest to C/CAG since the Committee and Board last met.

At this February 2025 meeting, the Committee will receive an update from C/CAG's State legislative consultant and discuss bills of interest to C/CAG.

Regional Transportation Measure

MTC held a special commission meeting on December 9th to outline potential legislative language for a regional ballot measure. At the November 14, 2024 meeting, C/CAG staff received approval to provide an updated letter describing unaddressed concerns on the proposed Regional Transportation Measure, after review by C/CAG Board and Legislative Committee leadership. C/CAG submitted a letter to the December 9, 2024 Joint MTC ABAG Legislation Committee describing San Mateo County's critical concerns about the proposed regional transportation measure, including the need for opt-out language, flexibility for multi-modal investments, return to source guarantees, accountability and transformation, and taxation and impact to local funding sources.

State Senator Weiner has introduced SB 63 Regional Measure that states that it is the "intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation, including to, at a minimum, sustain and improve public transportation, in the San Francisco Bay area. It is the further intent of the Legislature that the details of this authorizing legislation, including the specific geography of the measure, be based on continued stakeholder engagement and consensus building, building off of a robust regional engagement process led by the Metropolitan Transportation Commission in 2024."

The Legislative Committee will have further discussion related to new legislation SB 63 (Wiener) Regional Measure when discussing bills of interest. Staff will update the Legislative Committee and the Board at the February 13, 2025 meeting with the most recent information. If SB 63 is amended and will be heard in Committee before the next C/CAG Board of Director's meeting on March 14, 2025, staff requests that the Legislative Committee recommend that the Board of Directors authorize the C/CAG Chair and Vice Chair, and Legislative Committee Chair and Vice Chair approve a letter outlining C/CAG's position based on the underlined criteria above.

Federal Funding Risk

With the new administration in Washington, D.C. and considerable uncertainty, C/CAG staff, along with consultant Ken Brown Strategic Consulting, are assessing the risk to any of C/CAG's existing funding or future funding efforts. Ken Brown will provide an update during the Legislative Committee.

There are two types of risk: organizational disarray in Washington DC and risk to funding that C/CAG relies on for operations or projects. There is currently much uncertainty in Washington DC that is jeopardizing key timelines for approved funding. As part of its duties as a CTA, C/CAG also monitors the project delivery of federally funded transportation projects at the local level. Currently,

projects from the Town of Atherton and Woodside included in Cycle 1 of the Community Project Funding/Congressionally Directed Spending (CPFCDs) are working towards a September 30, 2025 deadline to allocate their funding. There are various milestones that are needed to be completed prior to this deadline which include NEPA clearance. The full scope of potential impacts in San Mateo County is not completely known. C/CAG staff have heard that it has been difficult if not impossible to reach staff and Federal Agencies and secure the necessary environmental clearance. Due to the delayed responses from such departments like the EPA that are part of the environmental clearance process, there is a risk that project sponsors may not meet their upcoming deadlines.

The second risk is to funding that C/CAG relies on for operations, programs, and projects. The following table includes a list of project, federal funding sources, and potential risks.

Funding Program	Short Description/Status	Risk
US DOT Safe Streets for All (SS4A) Program	In December 2024, C/CAG was awarded \$433k through the competitive SS4A grant program administered by the USDOT to support the implementation of the San Mateo County Local Roadway Safety Plan. Currently, the funding agreement is still being reviewed by USDOT/FHWA.	High
MTC's One Bay Area Grant 3 (OBAG 3)	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. C/CAG receives \$5.7m in OBAG funds for C/CAG Planning Activities and \$2.12m for the Countywide Safe Routes to School Program	Low
\$2.4M STAG Earmark San Bruno Regional Stormwater Capture Project	Project will capture, store and infiltrate stormwater runoff from ~900 acres of drainage area (250 impervious acres) from the City of San Bruno, San Mateo County, Pacifica, and Caltrans property. The project will capture ~200 acre-feet per year, all of which would either be infiltrated into the underlying Westside Groundwater Basin.	Low
\$850,000 DOT/Caltrans Earmark Sustainable Streets Design Pilot Program	Advances multiple Sustainable Streets concepts developed as part of C/CAG's Sustainable Streets Master Plan through additional study and design work. The proposed project sites, including Fordham Street at Purdue Ave in East Palo Alto, M Teglia to Mission Road on El Camino Real in Colma, and up to six intersections near two schools in Daly City (Bayshore Elementary and Woodrow Wilson Elementary Schools)	Medium
EPA Community Change Grant - Groundwork for Resilience: Advancing Green Infrastructure and a Green Workforce in San Mateo County Frontline Communities (\$20m)	Proposes \$20m in funding for grassroots community engagement (residential/community rain gardens and tree planting), four multi-benefit "OneWatershed Climate Resilience Infrastructure Projects" and a pilot Green Infrastructure Workforce Development Program in frontline communities (East Palo Alto, Belle Haven/North Fair Oaks communities of Menlo Park and Unincorporated San Mateo County, San Bruno, South San Francisco, and Daly City).	Extremely High
EPA Water Quality Improvement Fund Grant – Watching Our Watersheds Regional Trash Monitoring Project (\$3.366m)	\$3.366m in funding over 5 ½ years to implement a regional trash monitoring program on behalf of the 22 San Mateo County municipal stormwater permittees and the other municipal stormwater programs/permittees operating under the San Francisco Bay Municipal Regional Stormwater Permit. Supports compliance with current trash monitoring requirements.	Low
EPA San Francisco Bay Program Office Funds – Regional PCBs TMDL Special Studies	\$8m in funding over 5 years to implement a regional polychlorinated biphenyls (PCBs) Total Maximum Daily Load special studies and implementation grant program to support compliance with the San Francisco Bay Municipal	Medium

<p>and Implementation Project (\$8m)</p>	<p>Regional Stormwater Permit requirements related to the PCBs TMDL for San Francisco Bay. Though this regional grant is not being managed by C/CAG (funding is awarded to the City of San Pablo on behalf of Bay Area municipal stormwater programs and permittees), the funding would directly benefit C/CAG and its member agencies in implementing the PCBs TMDL requirements related to efforts in San Mateo County. If the project is not implemented, C/CAG would need to find alternative means to fund this work.</p>	
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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.

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, January 31, 2025 from Shaw Yoder Antwih Schmelzer & Lange

Below are informational links:

2. [Recent Joint ABAG MTC Legislation Committee Agendas](#)
3. [California State Association of Counties \(CSAC\) bill positions and tracking](#)
4. [California Associations of Councils of Government \(CALCOG\) bill tracking](#)
5. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>
6. [2025 California State Calendar of Legislative Deadlines](#)
7. 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](#)
8. Bill Tracker for C/CAG by SYASL: [C/CAG Bill Tracking](#)
9. Current client roster for Shaw Yoder Antwih Schmelzer & Lange - <https://syaslparters.com/clients/>



January 31, 2025

Item 4.5 – Attachment 1

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

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

Re: **STATE LEGISLATIVE UPDATE – February 2025**

Legislative Update

On January 6, the Legislature reconvened in Sacramento for the continuation of the 2025-26 Regular Legislative Session. This follows the initial convening for the Regular Legislative Session on December 2 during which legislators who stood for election in November 2024 were sworn-in and legislators in both houses selected their legislative leaders, adopted joint rules, and began bill introductions. Legislators have until February 21 to introduce bills for consideration in the first year of the two-year session. The deadline for policy committees to meet and hear bills with a fiscal impact is May 2 for bills in the first house. For information about key legislative and budget deadlines, please see the 2024 Legislative Calendar available [here](#). Concurrently with the Legislature’s return to Sacramento, on January 6, Governor Newsom provided Californians with a preview of the proposed Fiscal Year 2025-26 State Budget. The full budget was released by the Newsom Administration through the California Department of Finance on January 10.

Governor Releases Proposed Fiscal Year 2025-26 State Budget

On January 10, Governor Newsom released his [proposed Fiscal Year 2025-26 State Budget](#), outlining the Newsom Administration’s budget and initial budget-related policy priorities for the fiscal year, beginning on July 1, 2025.

The proposed budget presents a significantly improved fiscal picture for the state relative to the previous two budget acts, and proposes to invest \$322.3 billion in state programs, impacting housing and homelessness, transportation, climate, water, emergency response, education, health and human services, and corrections and rehabilitation, among other state priorities. Against this investment, the budget presents a modest surplus of \$363 million and maintains \$16.9 billion in reserve capacity for addressing downturns to California’s economy.

The proposed budget would advance the final \$1 billion that was approved for appropriation to the formula-based Transit and Intercity Rail Program (TIRCP) in FY 2025-26, bringing the total level of funding appropriated toward the SB 125 program to \$4.41 billion (out of the total \$5.1 billion). The

remaining \$690 million for the formula-based Zero-Emission Transit Capital Program (ZETCP) would be appropriated in the future fiscal years of FY 2026-27 and FY 2027-28. Additionally, the proposed budget maintains \$150 million for grade separations but does not include any additional appropriations currently.

Relative to the climate, the proposed budget highlights the Newsom Administration's intent to work with the Legislature on reauthorization of the Cap-and Trade program and the Cap-and-Trade Expenditure Plan as soon as this year. Should this work move forward, it would require engagement from transportation stakeholders to ensure that the Cap-and-Trade Expenditure Plan continues to support public transportation at current levels or more.

Relative to housing and homelessness, the proposed budget would establish a new California Housing and Homelessness Agency. The new agency will "strengthen California's ability to plan, produce, and preserve housing while enhancing the state's homelessness response now and over the long term by aligning housing initiatives with complementary policy areas—such as transportation, health, climate, energy, and community planning."

The proposed budget also states the Newsom Administration's interest in working with the Legislature to advance policies to reduce housing costs, enhance accountability to meet their housing obligations, and promote efficient land use practices that integrate housing and transportation, including removing barriers to infill housing and supporting transit-oriented development, to help achieve the state's housing and environmental goals. While specific details of these policies are not yet available, the Administration notes that it will propose policies to enhance the Department of Housing and Community Development's ability to recycle funding, update housing programs to promote affordability, and expand existing CEQA streamlining tools to accelerate infill housing production.

Finally, the proposed budget would add \$25 million onetime General Fund appropriation in FY 2025-26 to the Clean California Program for a Community Cleanup and Employment Pathways Grant Program. This funding will provide matching grants to communities with a Clean California Community designation focused on both litter remediation and jobs creation. This helps build on the state's continued investments in litter removal and related maintenance activities.

Legislative Leaders Announce Committee Chairs and Committee Rosters

On December 27 and January 3, respectively, Assembly Speaker Robert Rivas (D-Hollister) and Senate President pro Tempore Mike McGuire (D-North Coast) announced committee chair appointments. The Pro Tem's announcement also included his full list of appointments to the Senate's various policy and fiscal committees; the Speaker's announcement of his full list of appointments to the Assembly's committees followed his earlier announcement and was released on January 16.

Assembly

- Appropriations: Assembly Member Buffy Wicks (D-Oakland)
- Budget: Assembly Member Jesse Gabriel (D-Encino)
- Budget Subcommittee No. 4 on Climate Crisis, Resources, Energy, and Transportation: Assembly Member Steve Bennett (D-Ventura)
- Emergency Management: Assembly Member Rhodesia Ransom (D-Stockton)

- Local Government: Assembly Member Juan Carrillo (D-Palmdale)
- Housing and Community Development: Assembly Member Matt Haney (D-San Francisco)
- Natural Resources: Assembly Member Isaac Bryan (D-Los Angeles)
- Revenue and Taxation: Assembly Member Mike Gipson (D-Los Angeles)
- Transportation: Assembly Member Lori Wilson (D-Suisun City)
- Water, Parks and Wildlife: Assembly Member Diane Papan (D-San Mateo)
- Utilities and Energy: Assembly Member Cottie Petrie-Norris (D-Irvine)

Senate

- Appropriations: Senator Anna Caballero (D-Merced)
- Budget and Fiscal Review: Senator Scott Wiener (D-San Francisco)
- Budget and Fiscal Review Subcommittee No. 2 on Resources, Environmental Protection, and Energy: Senator Ben Allen (D-Santa Monica)
- Budget and Fiscal Review Subcommittee No. 5 on Resources, Environmental Protection, and Energy: Senator Laura Richardson (D-San Pedro)
- Energy, Utilities, and Communications: Senator Josh Becker (D-Menlo Park)
- Environmental Quality: Senator Catherine Blakespear (D-Encinitas)
- Housing: Senator Aisha Wahab (D-Hayward)
- Local Government: Senator Maria Elena Durazo (D-Los Angeles)
- Natural Resources and Water: Senator Monique Limon (D-Santa Barbara)
- Revenue and Taxation: Senator Jerry McNerney (D-Pleasanton)
- Transportation: Senator Dave Cortese (D-San Jose)

The announcements can be found on the websites for the Speaker ([committee chairs](#), [committee rosters](#)) and President pro Tempore ([committee chairs and committee rosters](#)).

Bills of Interest

SB 63 (Wiener) Regional Measure – WATCH

This bill states that it is the “intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation, including to, at a minimum, sustain and improve public transportation, in the San Francisco Bay area. It is the further intent of the Legislature that the details of this authorizing legislation, including the specific geography of the measure, be based on continued stakeholder engagement and consensus building, building off of a robust regional engagement process led by the Metropolitan Transportation Commission in 2024.”

SB 71 (Wiener) CEQA Exemptions for Clean Transportation Projects – WATCH

This bill would extend indefinitely the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects, add additional project-types to the list of exemptions (transit operational analysis, bus stops, bus shelters), and make substantive procedural changes surrounding board actions (i.e. board process for establishing a project’s cost estimate).

SB 79 (Wiener) Transit Oriented Development – WATCH

This bill states that it is the “intent of the Legislature to enact legislation that would make housing more

affordable for California families, reduce greenhouse gas emissions, and enhance public transit systems by, among other things, requiring the upzoning of land near rail stations and rapid bus lines to encourage transit-oriented development.”

SB 239 (Arreguín) Brown Act Teleconferencing Advisory Bodies – RECOMMEND SUPPORT

This bill would authorize a subsidiary body to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform and would require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. The bill would require the legislative body that established the subsidiary body electing to use teleconferencing pursuant to these provisions to establish the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. The bill would require the subsidiary body to approve the use of teleconference by two-thirds vote before using teleconferencing.

AB 259 (Rubio) Brown Act Teleconferencing – RECOMMEND SUPPORT WITH AMENDMENTS

Existing law authorizes local agencies to use teleconferencing for board/council members under certain circumstances (illness, caring for others, travel, etc.) as long as a quorum of the members participate in person from the same location identified on the agenda and that the location is open to the public and is within the local agency’s jurisdiction. Existing law establishes limits on the number of meetings members may participate in via teleconference to two meetings per year if the legislative body regularly meets once per month or less. These provisions sunset on January 1, 2026. This bill would remove the sunset date and extend the alternative teleconferencing procedures indefinitely.

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

C/CAG AGENDA REPORT

Date: February 13, 2025

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

From: Sean Charpentier, Executive Director

Subject: Written Communications - Information Only (2 Letters, 1 Public Comment)

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

BACKGROUND

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

1. **1/16/2025** – To The Honorable Pete Buttigieg, Secretary of the United States Department of Transportation RE: Town of Colma’s FY 2025 RAISE Planning Grant Application for the El Camino Real Bicycle and Pedestrian Improvement Project.
2. **1/16/2025** – To Secretary of Transportation, U.S. Department of Transportation RE: City of Burlingame’s FY 2025 RAISE Planning Grant Application for Old Bayshore Complete Streets Project.
3. **1/11/2025** – Public comment received.

ATTACHMENTS

1. The written communications 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/>)