

# C/CAG

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

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

### C/CAG BOARD MEETING NOTICE

Meeting No. 382

<b>Date:</b> Thursday, April 10, 2025  <b>Time:</b> 6:30 p.m.  <b>Primary Location:</b> 1250 San Carlos Ave. 2 <sup>nd</sup> Floor, Auditorium San Carlos, CA 94070	<b>Join by Webinar:</b> <a href="https://us02web.zoom.us/j/87258476776?pwd=FK6aa27VmCxObGXP36bUYh75qwYnku.1">https://us02web.zoom.us/j/87258476776?pwd=FK6aa27VmCxObGXP36bUYh75qwYnku.1</a>  <b>Webinar ID:</b> 872 5847 6776  <b>Password:</b> 041025  <b>Join by Phone:</b> (669) 900-6833
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### \*\*\*HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE\*\*\*

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

#### 1.0 CALL TO ORDER/ ROLL CALL

#### 2.0 PRESENTATIONS / ANNOUNCEMENTS

- 2.1 Presentation by Caltrans on the upcoming construction of the US101/SR 92 Short Term Area Improvement Project and other State Highway Operation and Protection Program (SHOPP) projects within San Mateo County. p. 1

#### 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. 381 dated March 13, 2025. ACTION p. 3
- 3.2 Receive a copy of the executed Amendment No. 2 to the agreement with Fehr & Peers for maintenance services of the San Mateo Countywide Vehicle Miles Traveled (VMT) Estimation Tool, extending the agreement term only. ACTION p. 10
- 3.3 Receive a copy of executed Amendment No. 4 to the agreement with the County of San Mateo Information Services Department for GIS staff support, for an additional amount not to exceed \$8,119.20. INFORMATION p. 12
- 3.4 Review and approval of the Resolutions 25-18, 25-19, and 25-20, authorizing the C/CAG Executive Director to execute Memoranda of Understanding between C/CAG and the City of East Palo Alto, City of Daly City and Town of Colma to implement three sustainable streets design projects with a total of \$850,000 in Congressionally Directed Spending funds from Fiscal Year 2024. p. 14
- 3.4.1 Resolution 25-18, authorizing the C/CAG Executive Director to execute a Memorandum of Understanding between C/CAG and the City of East Palo Alto for implementing the Fordham Street Sustainable Street Design Pilot Project with \$109,000 in Congressionally Directed Spending funds from Fiscal Year 2024. ACTION p. 17
- 3.4.2 Resolution 25-19, authorizing the C/CAG Executive Director to execute a Memorandum of Understanding between C/CAG and the City of Daly City for implementing the Bayshore Elementary School and Woodrow Wilson Elementary School Sustainable Streets Design Pilot Project with \$370,500 in Congressionally Directed Spending funds from Fiscal Year 2024. ACTION p. 19
- 3.4.3 Resolution 25-20, authorizing the C/CAG Executive Director to execute a Memorandum of Understanding between C/CAG and the Town of Colma for implementing the Colma El Camino Real Sustainable Streets Design Pilot Project with \$370,500 in Congressionally Directed Spending funds from Fiscal Year 2024. ACTION p. 21
- 3.5 Receive a copy of the funding agreement with Steer Davies & Gleave, Inc for the development of the Measure M 3-Yr Performance Report covering the period of July 1, 2021, to June 30, 2024, in an amount not to exceed \$19,754.30. INFORMATION p. 23
- 3.6 Review and approval of Resolution 25-21 authorizing the C/CAG Executive Director to execute an agreement with Fehr & Peers for the preparation of the San Mateo

Countywide Transportation Plan in an amount not to exceed \$399,992, establish a contingency in the amount of \$39,999 (10% of contract) for a total project budget of \$439,991, and execute future contract amendments in an amount not-to-exceed the appropriated contingency.

ACTION p. 38

- 3.7 Review and approval of the appointment of Susan Baker to the Business Community seat and Casey Fromson to the Caltrain seat on the Congestion Management & Environmental Quality (CMEQ) Committee, and Councilmembers Isabella Chu and Paul Nagengast to the Bicycle and Pedestrian Advisory Committee (BPAC).

ACTION p. 43

#### 4.0 **REGULAR AGENDA**

- 4.1 Receive a presentation on the San Mateo County Smart Corridor project and construction updates.

INFORMATION p. 53

- 4.2 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. 59

#### 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 – 4 Letters

p. 106

#### 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 May 8, 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](mailto:mcrume@smcgov.org) by 10:00 a.m. prior to the meeting date.

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

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

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

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

**\*In-person participation:**

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

**\*Remote participation:**

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

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



## C/CAG AGENDA REPORT

Date: April 10, 2025

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

From: Sean Charpentier, Executive Director

Subject: Presentation by Caltrans on the upcoming construction of the US101/SR 92 Short Term Area Improvement Project and other State Highway Operation and Protection Program (**SHOPP**) projects within San Mateo County.

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

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### RECOMMENDATION

Receive a presentation by Caltrans on the upcoming construction of the US101/SR 92 Short Term Area Improvement Project and other State Highway Operation and Protection Program (**SHOPP**) projects within San Mateo County.

### FISCAL IMPACT

There is no fiscal impact with Caltrans' presentation on the US101/SR 92 Short Term Area Improvement Project and other SHOPP projects within San Mateo County as full funding for these projects have already been achieved.

### SOURCE OF FUNDS

Full Project cost for the Short-Term Area Improvement Project (PA&ED, PS&E, ROW and CON) is estimated at \$51,986,000 and full funding is through a combination of Federal, State, RM3 and Measure A. The breakdown for each funding source is as follows:

- Federal Earmark - \$1M
- STIP - \$5.611M
- Regional Measure 3 - \$21.962M
- Measure A Highway Program Funds - \$23.413M

Caltrans SHOPP projects are being funded through State Highway Funds.

### BACKGROUND

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

The US 101/SR 92 Short Term Area Improvement Project will construct improvements at four locations within the Interchange (and its vicinity), that will help alleviate the AM and PM congestion and increase traffic safety. C/CAG, together with SMCTA are co-sponsors of the Project with Caltrans as the Implementing Agency.

On August 19, 2024, Caltrans advertised the Project for bid and the bid opening was held on November 13, 2024. The contract was officially awarded to Gordon N. Ball Construction on January 22, 2025.

As construction of the Short-Term Area Improvement Project is about to commence, C/CAG staff thought it best to invite the Caltrans Project Delivery Team to make a presentation on the project scope, construction schedule, public information efforts, etc. Caltrans staff will also present the other Caltrans projects within San Mateo County that are being funded through the State Highway Operation and Protection Program (**SHOPP**). SHOPP is the State Highway System's "fix-it-first" program that emphasizes repair and preservation, emergency repairs, safety improvements, and operational improvements.

## **EQUITY IMPACTS AND CONSIDERATIONS**

The Interchange is a major facility that serves both local and regional traffic. The Project is of countywide and regional significance for it will help improve mobility by reducing congestion, encourage carpooling and transit use, and improve travel time savings and reliability, especially motorists who spend a larger portion of their income or time on transportation.

## **ATTACHMENT**

1. 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/>.
  - Caltrans' Presentation on the US101/SR 92 Short Term Area Improvement Project and other SHOPP projects within San Mateo County

# C/CAG

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

### C/CAG BOARD MEETING NOTICE MINUTES

Meeting No. 381

March 13, 2025

#### \*\*\*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 6:32 p.m. Roll call was taken.

AGENCY:	IN-PERSON:	ABSENT:	REMOTE AB 2449	REMOTE Publicly Accessible Teleconference Location:
Atherton	Elizabeth Lewis			
Belmont	Julia Mates			
Brisbane	Coleen Mackin			
Burlingame		Absent		
Colma	Thomas Walsh			
Daly City	Juslyn Manalo			
East Palo Alto	Martha Barrangan			
Foster City	Stacy Jimenez			
Half Moon Bay	Paul Nagengast			
Hillsborough		Absent		
Menlo Park		Absent		
Millbrae	Reuben Holoher			
Pacifica	Sue Beckmeyer			
Portola Valley	Rebecca Flynn			
Redwood City	Elmer Martinez Saballos			
San Bruno	Michael Salazar			
San Carlos	Adam Rak			
San Mateo	Lisa Diaz Nash			
South San Francisco	Eddie Flores			
Woodside		Absent		
San Mateo County	Lisa Gauthier			

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

<b>C/CAG Staff Present (In-Person):</b>	<b>Members of the Public (Remote):</b>
Sean Charpentier – Executive Director	Drew Corbett
Mima Crume – Clerk of the Board	
Audrey Shiramizu	
Dan Sternkopf	<b>Members of the Public (In-Person):</b>
Jeff Lacap	Mike Swire
Kaki Cheung	Nicole Fernandez, Office of Senator Josh Becker
Kim Springer	Sarah Phelps, Office of Assemblymember Diane Papan
Van Ocampo	
<b>C/CAG Staff Present (Remote):</b>	
Eva Gaye	
Melissa Andrikopoulos – Legal Counsel	

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 Kim Springer for his years of dedicated service to C/CAG.

The Board honored Kim Springer for his years of service to San Mateo County and C/CAG, recognizing his leadership in transportation, sustainability, and climate resilience. A proclamation was read, and certificates of appreciation were presented on behalf of Senator Josh Becker and Assemblymember Diane Papan.

Board members and Executive Director Sean Charpentier expressed gratitude for his contributions. Kim reflected on his career, thanking C/CAG for the opportunities and support.

## 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. 380 dated February 13, 2025. APPROVED

### 3.3 Review and accept the C/CAG Single Audit Report for the Fiscal Year Ended June 30, 2024, and the Auditor's Communication with Those Charged with Governance for the

Year Ended June 30, 2024.

APPROVED

- 3.4 Review and approval of Resolution 25-10 authorizing the approval of an updated C/CAG Procurement Policy. APPROVED
- 3.5 Review and approval of recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of December 31, 2024. APPROVED
- 3.6 Review and approval of Resolution 25-11 authorizing the approval of Fiscal Year 2025/26 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund. APPROVED
- 3.7 Review and approval of Resolution 25-12 authorizing the C/CAG Chair to execute Amendment No. 1 with Kimley-Horn and Associates, Inc. to provide Smart Corridor Signal System Maintenance Support, extending the term to June 30, 2027, at no additional cost. APPROVED
- 3.8 Review and approve appointment of Millbrae Councilmember Bob Nguyen to the Resource Management and Climate Protection Committee. APPROVED
- 3.9 Review and approval of Resolution 25-17 amending the Congestion Management Program Technical Advisory Committee Guidelines and the Stormwater Committee Guidelines by designating Katherine Sheehan, Deputy Director of Public Works as the alternate representative for the City of San Mateo for both Committees and by designating the City Engineer as the primary representative and the Environmental Services Aide as the alternate representative for the City of East Palo Alto on Stormwater Committee. APPROVED

Public member Mr. Swire, commented on item 3.2. He opposed the 101/92 Direct Connector Project, citing high costs, increased congestion, lack of public transit benefits, and environmental concerns. He noted community opposition, potential eminent domain issues, and urged C/CAG to prioritize other projects.

- 3.2 Review and approval of Resolution 25-09 authorizing the C/CAG Executive Director to execute the First Amendment to the Memorandum of Understanding (MOU) between the San Mateo County Transportation Authority (SMCTA) and City/County Association of Governments of San Mateo County (C/CAG) for the Project Approval and Environmental Document (PA&ED) Phase of the US 101/SR 92 Interchange Direct Connector Project. APPROVED

Board Member Flores MOVED to approve the consent agenda items 3.1 through 3.9. Vice Chair Salazar SECONDED. **MOTION CARRIED 17-0-0**

#### 4.0 **REGULAR AGENDA**

- 4.1 Election of a C/CAG Chairperson and a C/CAG Vice Chairperson. APPROVED

Board Member Lewis MOVED to elect Adam Rak as Chair and Michael Salazar as Vice Chair for an additional year. Board Member Mates SECONDED. **MOTION CARRIED 17-0-0**

- 4.2 Review and approval of Resolution 25-15 adopting the amended C/CAG Program

Sean Charpentier presented Resolution 25-15, requesting approval for an amendment to the C/CAG program budget for FY 2024-25. The amendment included a \$519,000 adjustment to the NPDES Stormwater Fund due to an oversight in updating the final budget. Additional minor budget corrections were also included.

Board members discussed measures to prevent similar oversights and clarified revenue adjustments, including a \$130,802 increase in NPDES fund revenues and a \$20,000 increase in transportation fund revenues.

Board Member Salazar MOVED to approve item 4.2. Board Member Manalo SECONDED.

A Special Voting Procedure was taken by roll call. **MOTION CARRIED 17-0-0.** Results: 17 Agencies approving. This represents 81% of the agencies, representing 89% of the population.

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

- 4.3 Conduct a public hearing to consider approval of amendments to the Congestion Management Plan Land Use Impact Analysis Program (C/CAG TDM Policy); review and approval of Resolution 25-16 to amend the 2023 Congestion Management Plan Land Use Impact Analysis Program to adjust the thresholds for exemption from C/CAG TDM Policy requirements. *(Special Voting Procedures apply)*

*(Public hearing opened on February 13, 2025, and continued to March 13, 2025)*

APPROVED

Sean Charpentier presented proposed amendments to the Transportation Demand Management (TDM) Policy to improve flexibility and address implementation concerns. The amendments include exempting 100% affordable housing projects and granting the C/CAG Executive Director discretion to approve exemptions for local TDM plans that align with policy goals.

Board members discussed the need for flexibility while expressing concerns about a blanket exemption for affordable housing due to potential traffic impacts. They considered limiting exemptions to high-quality transit areas but found this approach impractical given the county's layout.

The revised process allows local jurisdictions to develop custom TDM plans with enhanced monitoring and enforcement. Exemption requests must be submitted by a Public Works Director or City Engineer with supporting documentation.

After discussion, the Board approved Resolution 25-16, amending the 2023 Congestion Management Plan (CMP) Land Use Impact Analysis Program to adjust exemption thresholds. An appeal process for Executive Director decisions was added, subject to legal counsel review.

Board Member Flores MOVED to approve item 4.3. Board Member Salazar SECONDED.

A Special Voting Procedure was taken by roll call. **MOTION CARRIED 17-0-0.** Results: 17 Agencies approving. This represents 81% of the agencies, representing 89% of the population.

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

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

APPROVED

Legislative Committee staff, Kim Springer, provided an overview of the discussion held at the Legislative Committee meeting earlier in the evening, including: the recent

legislative visit by C/CAG leadership to Sacramento, review of C/CAG 2025 Legislative Priorities, for which approval of draft priorities was moved to the April meeting, details of bills discussed, and one action taken on sending a letter commenting on a budget ask for \$2B funding for California transit operators. Executive Director, Sean Charpentier, provided additional details on both the legislative visit to Sacramento, an update on SB 63 – Regional Measure, and a proposed letter on a \$2B statewide budget request for transit capital and/or operations. The letter would be written by staff and C/CAG’s legislative consultant and reviewed by C/CAG Leadership before signature and sending.

Board Member Salazar MOVED to send a comment letter on the \$2B budget ask.  
Board Member Lewis SECONDED. **MOTION CARRIED 17-0-0**

## 5.0 **COMMITTEE REPORTS**

### 5.1 Chairperson’s Report

Chair Rak thanked board members for their participation and discussion and congratulated Kim Springer on his retirement, recognizing his contributions to the county.

### 5.2 Board Members Report/Communication – None.

## 6.0 **EXECUTIVE DIRECTOR’S REPORT**

Sean Charpentier provided an update on staff development, highlighting CCAG’s commitment to professional growth. Audrey Shiramizu recently graduated from the CALCOG Regional Leadership Program, a program CCAG staff regularly participate in to enhance their leadership skills.

He also reported on MTC’s recommendations for Transit-Oriented Communities (TOC) funding. Eight out of fourteen applications from San Mateo County were approved, totaling \$8.9 million. The projects include funding for regional mobility hubs, EV charging infrastructure in East Palo Alto, Half Moon Bay, Menlo Park, Portola Valley, and San Carlos, as well as active transportation improvements in South San Francisco and Colma.

Sean noted ongoing efforts to fill committee vacancies. Two seats remain open on the Congestion Management and Environmental Quality (CMEQ) Committee—one for an elected official and one for a business representative. Additionally, three seats are available on the Bicycle & Pedestrian Advisory Committee (BPAC) for elected officials. Appointments are expected at the April meeting.

## 7.0 **COMMUNICATIONS - Information Only**

### 7.1 Written Communication – 8 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.

No public comments were received.

9.0 **ADJOURNMENT** – 8:13 p.m.

## C/CAG AGENDA REPORT

Date: April 10, 2025

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

From: Sean Charpentier, Executive Director

Subject: Receive a copy of the executed Amendment No. 2 to the agreement with Fehr & Peers for maintenance services of the San Mateo Countywide Vehicle Miles Traveled (VMT) Estimation Tool, extending the agreement term only.

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

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### RECOMMENDATION

That the C/CAG Board receive a copy of the executed Amendment No. 2 to the agreement with Fehr & Peers for maintenance services of the San Mateo Countywide Vehicle Miles Traveled (VMT) Estimation Tool, extending the agreement term only.

### FISCAL IMPACT

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

### SOURCE OF FUNDS

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

### BACKGROUND

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

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

OPR (Governor's Office of Planning Research) was the lead in developing guidelines to implement SB 743. Since early 2014, OPR has worked with numerous stakeholders across the state in developing guidelines for evaluation of the transportation impacts of proposed residential, mixed use, commercial developments, and transportation projects under CEQA. C/CAG has provided comments to OPR on previous draft and final guidelines. Statewide application of the new metric began on July 1, 2020.

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

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

Launched in 2021, C/CAG developed a countywide, web and Geographic Information Systems (GIS)-based tool, called the San Mateo Countywide VMT Evaluation Tool that local agencies can use to assist with determining the significance of a project's transportation impacts under CEQA.

In March 2024, the C/CAG Board approved Resolution 24-9 authorizing a contract with Fehr & Peers for maintenance services for the San Mateo Countywide Vehicle Miles Traveled (VMT) Estimation Tool in an amount not to exceed \$15,000. Currently, the tool needs to be upgraded to a new GIS server to be fully functional.

In November 2024, Amendment No. 1 to the agreement was executed to amend the agreement term to January 30, 2025, with no change in budget. C/CAG staff and the consultant team have been working with County Information Services Department (ISD) staff to transfer the update of the tool to the County servers but was unable to finalize everything before the end of the original contract term of September 30, 2024

### ***Amendment No. 2***

C/CAG staff and the consultant team continue to work with ISD staff to transfer the update of the tool to the County servers but additional time was needed to make the tool compatible with updated GIS software. As a result, a second time extension to April 30, 2025, with no change in budget was amended to the agreement.

## **EQUITY IMPACTS AND CONSIDERATIONS**

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

## **ATTACHMENT**

1. 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/>
  - Amendment No. 2 Between Fehr & Peers and C/CAG

## C/CAG AGENDA REPORT

Date: April 10, 2025

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

From: Sean Charpentier, Executive Director

Subject: Receive a copy of executed Amendment No. 4 to the agreement with the County of San Mateo Information Services Department for GIS staff support, for an additional amount not to exceed \$8,119.20.

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

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### RECOMMENDATION

That the C/CAG Board receive a copy of executed Amendment No. 4 to the agreement with the County of San Mateo Information Services Department for GIS staff support, for an additional amount not to exceed \$8,119.20.

### FISCAL IMPACT

Not to exceed \$8,119.20 through Fiscal Year 2024-25 for a new total amount not to exceed \$24,558.16, contingent on the approved annual C/CAG program budget.

### SOURCE OF FUNDS

Funding for C/CAG's website hosting comes from the C/CAG general fund.

### BACKGROUND

In 2020, consistent with C/CAG's procurement policy, the Executive Director executed a new agreement with the San Mateo County Information Services Department to provide website hosting services via Flywheel (the County's contracted website hosting company) to the C/CAG website on an annual basis, for a total amount not to exceed \$3,125 for services through June 30, 2021. C/CAG staff recommended leveraging the County Information Services Department (County ISD) and their contractor, Flywheel, to host the C/CAG website, given occasional security issues and inconsistencies in services with C/CAG's previous website vendor and given Flywheel's reputation as a robust managed WordPress website hosting company with a focus on security and performance. The table below shows the fiscal year budgeted amounts for County ISD hosting of C/CAG's websites through Fiscal Year 2024-25 funding to continue hosting C/CAG's websites on the Flywheel platform (C/CAG added its new Traffic Demand website [www.ccagtdm.org](http://www.ccagtdm.org) to the Flywheel hosting environment in 2023):

Fiscal Year	Approved	Budget (rounded to nearest dollar)
FY19-20 and FY20-21	June 2020	\$3,125
FY21-22 and FY22-23	June 2022	\$5,845
FY23-24	December 2022	\$3,920
FY24-25	June 2024	\$11,669.28
Total Proposed Contract Amount through June 30, 2025		\$24,558.16

#### ***Amendment No. 4***

As detailed in the Exhibits of Amendment No.4 (see Attachment 2), additional tasks were amended to the Fiscal Year 2024-25 scope of work. First, County ISD will be providing staff support of approximately 20 hours to assist with the upgrade to the San Mateo Countywide Vehicle Miles Traveled (VMT) Estimation Tool on county servers. Additionally, County ISD staff will be providing approximately 20 additional hours for annual hosting and maintenance of the VMT Tool. For the additional tasks totaling \$8,119, the Fiscal Year 2024-25 budgeted amount increased from \$3,550 to \$11,669.28. Fehr & Peers is the consultant that developed the VMT Tool and has been working closely with C/CAG and County ISD staff on this maintenance task. Further details on the development of the VMT Tool can be found on Item 3.2 of this agenda.

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

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

#### **ATTACHMENT**

1. 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/>
  - Amendment No. 4 to the Agreement with County of San Mateo ISD

## C/CAG AGENDA REPORT

Date: April 10, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolutions 25-18, 25-19, and 25-20 authorizing the C/CAG Executive Director to execute Memoranda of Understanding between C/CAG and the City of East Palo Alto, City of Daly City and Town of Colma to implement the San Mateo County Sustainable Streets Design Pilot Program with \$850,000 in Congressionally Directed Funding from Fiscal Year 2024.

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

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### RECOMMENDATION

That the C/CAG Board review and approve Resolutions 25-18, 25-19, and 25-20 authorizing the C/CAG Executive Director to execute Memoranda of Understanding between C/CAG and the City of East Palo Alto, City of Daly City and Town of Colma to implement the San Mateo County Sustainable Streets Design Pilot Program with \$850,000 in Congressionally Directed Funding from Fiscal Year 2024.

### FISCAL IMPACT

None. Though C/CAG was the original funding recipient listed in the authorizing legislation for the member directed funding request, the local agencies will manage the projects in their entirety, including the funding allocation, local match requirements, and reimbursement process.

### SOURCE OF FUNDS

Funding for the Sustainable Streets Design Pilot Program project was secured through the Transportation, Housing and Urban Development Appropriations Act of 2024 (Division F of the Consolidated Appropriations Act, 2024). The funding is appropriated through the Federal High Way Administration as the authorizing agency and will be administered locally through Caltrans.

### BACKGROUND

In Fiscal Year 2022-23 C/CAG submitted an application for \$1,500,000 in Congressionally Directed Spending (CDS) funds through Congressman Kevin Mullin's Office and Senator Alex Padilla's Office for to fund planning and design for up to five sustainable street projects in underserved communities within San Mateo County, through the proposed San Mateo County Sustainable Streets Design Pilot Program (the Project). This work supports C/CAG's Stormwater Program efforts to scale multi-benefit green stormwater infrastructure projects across the county in alignment with the requirements of the San Francisco Bay Municipal Regional Stormwater Permit and C/CAG's countywide strategy for increasing watershed resilience with respect to water quality protection, climate adaptation and improved multi-modal transportation.

Under the Consolidated Appropriations Act of 2024, C/CAG was listed as a recipient of \$850,000 to implement the proposed Project. Due to the reduced amount of funding, and with consideration from the local agencies representing the five initially identified sustainable streets projects in C/CAG's application for funding (City of East Palo Alto, City of Daly City, Town of Colma, City of South San Francisco and County Unincorporated), C/CAG coordinated with the local agencies to propose the funding be allocated among the top three projects with the greatest project readiness and likelihood of completion within the funding timeframe. The three proposed projects, sponsor agencies, and funding allocations are shown in the table below. The proposed funding allocation is based on the ability to fully fund the estimated design costs for the East Palo Alto project, with the remaining grant funds being split between the other two agencies. There is a local match requirement of 11.47%, which will be fulfilled by the local agencies. Funding is for planning/design only.

Table of proposed funding allocations for the San Mateo County Sustainable Streets Design Pilot Program.

Agency/Project	Proposed Funding
<b>East Palo Alto - Fordham St. Sustainable Street Project</b>	
Total Grant Funds	\$ 109,000
Local Match	\$ 14,122
East Palo Alto Project Grand Total	\$ 123,122
<b>Colma - El Camino Real Bike/Ped Improvement/Sustainable Street Project (Segment A Teglia to Mission Rd.)</b>	
Total Grant Funds	\$ 370,500
Local Match	\$ 48,002
Colma Project Grand Total	\$ 418,502
<b>Daly City - Bayshore &amp; Woodrow Wilson Elementary Sustainable Streets Project</b>	
Pre-design studies, environmental review, permitting/design	\$ 370,500
Total Grant Funds	\$ 370,500
Local Match	\$ 48,002
Daly City Project Grand Total	\$ 418,502
<b>Funding Summary</b>	
<b>Total Grant Funds</b>	<b>\$ 850,000</b>
<b>Total Match (11.47%)</b>	<b>\$ 110,127</b>
<b>Total Project Funds</b>	<b>\$ 960,127</b>

After providing information on the proposed projects and funding allocations at the March 21, 2024 Stormwater Committee meeting, C/CAG staff worked with Caltrans (the administering agency for the CDS funding allocated to the Project) to transfer the funding recipient designation from C/CAG to the local sponsor agencies. Subsequently, the local agencies have initiated the process of entering their respective projects and funding amounts into the Federal Transportation Infrastructure Program (FTIP) through the 2025 FTIP amendment process. The local agencies have each initiated/completed the first step of entering the projects into the Metropolitan Transportation Commission Fund Management System (FMS) for approval. Once all the projects have been entered into FMS, they will go through the Federal approval process and the cities will have until September 30, 2027 to obligate the funding (which enables the funds to be released for reimbursement). The funds must be fully expended by September 30, 2032.

C/CAG staff recommend the C/CAG Board of Directors review and approve Resolutions 25-18, 25-19, and 25-20 authorizing the C/CAG Executive Director to execute Memoranda of Understanding (MOUs) between C/CAG and the City of East Palo Alto, City of Daly City and Town of Colma to implement the San Mateo County Sustainable Streets Design Pilot Program with \$850,000 in Congressionally Directed Funding from Fiscal Year 2024. The MOUs are intended to specify the

basic roles and responsibilities between C/CAG and the sponsor agencies regarding timely use of funds and ensuring the planning and design of the three proposed projects is substantially consistent with the projects as originally envisioned in the San Mateo Countywide Sustainable Streets Master Plan.

## **EQUITY IMPACTS AND CONSIDERATIONS**

The three proposed Sustainable Streets Projects were originally selected and recommended for inclusion in the CDS funding application as high priority projects originally envisioned through conceptual designs created as part of C/CAG's Sustainable Streets Master Plan. There were 12 project concepts developed in the Sustainable Streets Master Plan, which were identified and prioritized through a solicitation process among C/CAG's member agencies during the development of the plan. One of the primary criteria used to select projects for concept designs beyond project readiness and having linked opportunities to a local planning process, was whether the project would benefit underserved and climate vulnerable communities. The three projects proposed for funding are all in areas serving priority populations that are socio-economically more vulnerable to the impacts of climate change. This prioritization aligns with C/CAG's overall approach outlined in its Equity Framework and Action Plan to focus resources in parts of the county where there are disproportionately larger numbers of priority populations and/or where communities are more susceptible to the impacts of climate change.

## **ATTACHMENTS**

- 1) Resolution 25-18
- 2) Resolution 25-19
- 3) Resolution 25-20

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/>

- 4) MOU with City of East Palo Alto
- 5) MOU with City of Daly City
- 6) MOU with Town of Colma



## RESOLUTION 25-18

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE A MEMORANDUM OF UNDERSTANDING BETWEEN C/CAG AND THE CITY OF EAST PALO ALTO FOR IMPLEMENTING THE FORDHAM STREET SUSTAINABLE STREET DESIGN PILOT PROJECT WITH \$109,000 IN CONGRESSIONALLY DIRECTED SPENDING FUNDS FROM FISCAL YEAR 2024.**

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

**WHEREAS**, C/CAG manages the Countywide Water Pollution Prevention Program (the Countywide Program) to support its member agencies in meeting regulatory requirements to reduce pollution discharging from municipal storm drainage systems; and

**WHEREAS**, the Countywide Program supports its member agencies to comply with the requirements of the Municipal Regional Stormwater Permit (MRP) administered by the San Francisco Bay Regional Water Quality Control Board via local program support, direct permit compliance, and regional collaboration; and

**WHEREAS**, C/CAG submitted a successful application for \$850,000 in Fiscal Year 2024 Congressionally Directed Spending (CDS) through Congressmen Kevin Mullin's office and Senator Alex Padilla's office for implementing the San Mateo County Sustainable Streets Pilot Project to fund planning, design, and permitting for up to five sustainable streets projects in disadvantaged communities, originally identified in C/CAG's Sustainable Streets Master Plan; and

**WHEREAS**, based on project readiness, local agency support, and planning phase funding need, C/CAG staff has recommended allocating an amount of \$109,000 of the total CDS funding allocated to the San Mateo County Sustainable Streets Project to the City of East Palo Alto to advance planning, design, and permitting for the East Palo Alto Fordham Street Sustainable Street Project; and

**WHEREAS**, the California Department of Transportation (Caltrans) is the administering agency for the CDS funding for implementing the San Mateo County Sustainable Streets Pilot Project and has agreed to suballocate the total grant amount of \$850,000 to individual local agencies to implement their respective planning and design work, without C/CAG acting as a passthrough for funding to the local agencies; and

**WHEREAS**, there is an 11.47% (percent) non-federal local match requirement for the CDS funding, totaling \$14,122 for the East Palo Alto Fordham Street Sustainable Street Project, which the City of East Palo Alto is committed to provide; and

**WHEREAS**, C/CAG and the City of East Palo Alto wish to execute a Memorandum of Understanding for the purpose of establishing roles and responsibilities and general expectations for the ensuring the timely use of funds and substantial consistency with the Fordham Street Sustainable Street Project as originally envisioned in the San Mateo Countywide Sustainable Streets Master Plan.

**NOW THEREFORE BE IT RESOLVED**, the C/CAG Board of Directors authorizes the C/CAG Executive Director to execute a Memorandum of Understanding between C/CAG and the City of East Palo Alto for implementing the Fordham Street Sustainable Street Design Pilot Project with \$109,000 in Congressionally Directed Spending funds from Fiscal Year 2024. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said Memorandum of Understanding prior to their execution, subject to approval as to form by C/CAG Legal Counsel.

**PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF April, 2025.**

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*Adam Rak, Chair*

**RESOLUTION 25-19**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE A MEMORANDUM OF UNDERSTANDING BETWEEN C/CAG AND THE CITY OF DALY CITY FOR IMPLEMENTING THE BAYSHORE ELEMENTARY SCHOOL AND WOODROW WILSON ELEMENTARY SCHOOL SUSTAINABLE STREETS DESIGN PILOT PROJECT WITH \$370,000 IN CONGRESSIONALLY DIRECTED SPENDING FUNDS FROM FISCAL YEAR 2024.**

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

**WHEREAS**, C/CAG manages the Countywide Water Pollution Prevention Program (the Countywide Program) to support its member agencies in meeting regulatory requirements to reduce pollution discharging from municipal storm drainage systems; and

**WHEREAS**, the Countywide Program supports its member agencies to comply with the requirements of the Municipal Regional Stormwater Permit (MRP) administered by the San Francisco Bay Regional Water Quality Control Board via local program support, direct permit compliance, and regional collaboration; and

**WHEREAS**, C/CAG submitted a successful application for \$850,000 in Fiscal Year 2024 Congressionally Directed Spending (CDS) through Congressmen Kevin Mullin's office and Senator Alex Padilla's office for implementing the San Mateo County Sustainable Streets Pilot Project to fund planning, design, and permitting for up to five sustainable streets projects in disadvantaged communities, originally identified in C/CAG's Sustainable Streets Master Plan; and

**WHEREAS**, based on project readiness, local agency support, and planning phase funding need, C/CAG staff has recommended allocating an amount of \$370,000 of the total CDS funding allocated to the San Mateo County Sustainable Streets Project to the City of Daly City to advance planning, design, and permitting for the Bayshore Elementary School and Woodrow Wilson Elementary School Sustainable Streets Project; and

**WHEREAS**, the California Department of Transportation (Caltrans) is the administering agency for the CDS funding for implementing the San Mateo County Sustainable Streets Pilot Project and has agreed to suballocate the total grant amount of \$850,000 to individual local agencies to implement their respective planning and design work, without C/CAG acting as a passthrough for funding to the local agencies; and

**WHEREAS**, there is an 11.47% (percent) non-federal local match requirement for the CDS funding, totaling \$48,002 for the Bayshore Elementary School and Woodrow Wilson Elementary School Sustainable Streets Project, which the City of Daly City is committed to provide; and

**WHEREAS**, C/CAG and the City of Daly City wish to execute a Memorandum of Understanding for the purpose of establishing roles and responsibilities and general expectations for the ensuring the timely use of funds and substantial consistency with the Bayshore Elementary School and Woodrow Wilson Elementary School Sustainable Streets Project as originally envisioned in the San Mateo Countywide Sustainable Streets Master Plan.

**NOW THEREFORE BE IT RESOLVED**, the C/CAG Board of Directors authorizes the C/CAG Executive Director to execute a Memorandum of Understanding between C/CAG and the City of Daly City for implementing the Bayshore Elementary School and Woodrow Wilson Elementary School Sustainable Streets Design Pilot Project with \$370,500 in Congressionally Directed Spending funds from Fiscal Year 2024. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said Memorandum of Understanding prior to their execution, subject to approval as to form by C/CAG Legal Counsel.

**PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF April, 2025.**

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*Adam Rak, Chair*

**RESOLUTION 25-20**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE A MEMORANDUM OF UNDERSTANDING BETWEEN C/CAG AND THE TOWN OF COLMA FOR IMPLEMENTING THE COLMA EL CAMINO REAL SUSTAINABLE STREET DESIGN PILOT PROJECT WITH \$370,000 IN CONGRESSIONALLY DIRECTED SPENDING FUNDS FROM FISCAL YEAR 2024.**

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

**WHEREAS**, C/CAG manages the Countywide Water Pollution Prevention Program (the Countywide Program) to support its member agencies in meeting regulatory requirements to reduce pollution discharging from municipal storm drainage systems; and

**WHEREAS**, the Countywide Program supports its member agencies to comply with the requirements of the Municipal Regional Stormwater Permit (MRP) administered by the San Francisco Bay Regional Water Quality Control Board via local program support, direct permit compliance, and regional collaboration; and

**WHEREAS**, C/CAG submitted a successful application for \$850,000 in Fiscal Year 2024 Congressionally Directed Spending (CDS) through Congressmen Kevin Mullin's office and Senator Alex Padilla's office for implementing the San Mateo County Sustainable Streets Pilot Project to fund planning, design, and permitting for up to five sustainable streets projects in disadvantaged communities, originally identified in C/CAG's Sustainable Streets Master Plan; and

**WHEREAS**, based on project readiness, local agency support, and planning phase funding need, C/CAG staff has recommended allocating an amount of \$370,000 of the total CDS funding allocated to the San Mateo County Sustainable Streets Project to the Town of Colma to advance planning, design, and permitting for the Colma El Camino Real Sustainable Street Project; and

**WHEREAS**, the California Department of Transportation (Caltrans) is the administering agency for the CDS funding for implementing the San Mateo County Sustainable Streets Pilot Project and has agreed to suballocate the total grant amount of \$850,000 to individual local agencies to implement their respective planning and design work, without C/CAG acting as a passthrough for funding to the local agencies; and

**WHEREAS**, there is an 11.47% (percent) non-federal local match requirement for the CDS funding, totaling \$48,002 for the Colma El Camino Real Sustainable Street Project, which the Town of Colma is committed to provide; and

**WHEREAS**, C/CAG and the Town of Colma wish to execute a Memorandum of Understanding for the purpose of establishing roles and responsibilities and general expectations for the ensuring the timely use of funds and substantial consistency with the Colma El Camino Real Sustainable Street Project as originally envisioned in the San Mateo Countywide Sustainable Streets Master Plan.

**NOW THEREFORE BE IT RESOLVED**, the C/CAG Board of Directors authorizes the C/CAG Executive Director to execute a Memorandum of Understanding between C/CAG and the Town of Colma for

implementing the Colma El Camino Real Sustainable Street Design Pilot Project with \$370,500 in Congressionally Directed Spending funds from Fiscal Year 2024. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said Memorandum of Understanding prior to their execution, subject to approval as to form by C/CAG Legal Counsel.

**PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF April, 2025.**

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*Adam Rak, Chair*

## C/CAG AGENDA REPORT

Date: April 10, 2025

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

From: Sean Charpentier, Executive Director

Subject: Receive a copy of the funding agreement with Steer Davies & Gleave, Inc for the development of the Measure M 3-Yr Performance Report covering the period of July 1, 2021 to June 30, 2024, in an amount not to exceed \$19,754.30.

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

### RECOMMENDATION

That the C/CAG Board receives a copy of the funding agreement with Steer Davies & Gleave, Inc for the development of the Measure M 3-Yr Performance Report covering the period of July 1, 2021 to June 30, 2024, in an amount not to exceed \$19,754.30.

### FISCAL IMPACT

The contract value is at \$19,754.30, which is under the C/CAG Executive Director signature authority of \$50,000, per the C/CAG Procurement Policy.

### SOURCE OF FUNDS

The project is funded with Measure M Program Administration funds.

### BACKGROUND

Approved by the voters of San Mateo County in 2010, C/CAG sponsors and manages Measure M, the annual ten dollars (\$10) vehicle registration fee in San Mateo County for transportation-related congestion and water pollution mitigation programs. It was estimated that Measure M would generate approximately \$6.7 million annually, and \$167 million total over the 25-year period between May 2011 and May 2036. Per the Measure M Expenditure Plan approved by the voters, 50% of the net proceeds will be allocated to cities/County for local streets and roads. The remaining 50% will be used for Countywide Transportation Programs and water pollution mitigation programs. The Measure M legislation states that a program implementation plan is to be adopted every five years, determining how funding would be allocated to the various programs. The current implementation plan, covering Fiscal Years 2021/22 to 2025/26, provided funding the following countywide programs: transit operations/senior mobility, intelligent transportation system (ITS)/Smart Corridor, safe routes to school (SRTS), and stormwater pollution prevention. Historically, staff also provides annual or biannual updates to the Board on performance.

Staff determined that consultant services are necessary to help C/CAG develop a three-year performance report for the period of July 1, 2022, to June 30, 2024. To select a consultant, staff utilized the Board-approved 2022 Transportation Planning and Program Support Bench.

Given Steer Davies & Gleave, Inc.'s direct experience with Measure M and their role in developing the current Measure M Strategic and Implementation Plan (FY 2021/22 – FY 2025/26) in July 2021, staff has determined that they are the most qualified firm to develop the Measure M 3-Year Performance Report. Their prior work on the plan ensures a comprehensive understanding of the program, minimizing the time required to familiarize themselves with the project.

This report will summarize revenue, expenditures, and program performance over the three-year period. Additionally, Steer Davies & Gleave, Inc. previously developed a tracking database for C/CAG in 2022, which will help streamline the annual reporting process.

Staff will present the performance report to C/CAG Technical Advisory Committee, Congestion Management and Environmental Quality Committee and the C/CAG Board later this year.

### **EQUITY IMPACTS AND CONSIDERATIONS**

The Measure M Performance Report helps ensure that the funds are distributed equitably. Investments in local roads, transit, and pollution prevention benefits all including underserved communities, seniors, and students.

### **ATTACHMENT**

1. Executed Agreement with Steer Davies & Gleave Inc for the development of the Measure M 3-Yr Report FY22-24.



## **AGREEMENT BETWEEN CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AND STEER DAVIES & GLEAVE, INC.**

This Agreement is entered into by and between the City/County Association of Governments of San Mateo County, a joint powers agency whose members include the County of San Mateo and the twenty incorporated cities and towns within San Mateo County (“C/CAG”) and Steer Davies & Gleave, Inc. (“Consultant”) (together the “Parties”) on March 24, 2025.

### **RECITALS**

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

C/CAG has determined that consultant services are needed to assist C/CAG with developing a three-year performance report covering the period of July 1, 2022 to June 30, 2024; and

The C/CAG Measure M funds are derived from the imposition of ten dollars (\$10) Vehicle Registration Fee (VRF) annually on each motor vehicle registered in San Mateo County pursuant of California Government Code 65089.20; and

Measure M was approved by the voters of San Mateo County on November 2, 2010, enabling C/CAG to generate an estimated \$6.7 million annually (May 2011 – April 2036) to help fund transportation-related congestion mitigation and water pollution mitigation programs and projects for the 20 cities and the County; and

In March 2011, the C/CAG Board of Directors (Board) approved the initial five-year Implementation Plan for fiscal years 2011 to 2016. In May 2016, the Board adopted Resolution 16-11 approving the second Measure M five-year Implementation Plan for fiscal years 2017 through 2021. In July 2021, the Board adopted Resolution 21-53 approving the third Measure M five-year Strategic and Implementation Plan for fiscal years 2022 through 2026; and

The purpose of the Measure M 3-Year Report FY22-24, herein referred to as the “PROJECT”, is to make all necessary tasks and activities to develop the three-year performance report for the Measure M funds for fiscal years 2022 through 2024; and

C/CAG has determined that Consultant has the requisite qualifications to perform this work; and

The total amount available to Consultant under this Agreement is not to exceed \$19,754.30; and

The C/CAG Executive Director approved the PROJECT and is authorized to execute the agreement with the Consultant to provide services indicated in Exhibit A, Scope of Work.

### **NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:**

1. **Services to be provided by Consultant.** In consideration of the payments set forth in this Agreement and in Exhibit B, Consultant shall provide services for C/CAG in accordance with the terms, conditions, and specifications set forth in this Agreement and in Exhibit A, Scope of Work, attached hereto (the “Services”).

In the performance of its services, Consultant represents that it has and will exercise the degree of professional care, skill, efficiency, and judgment of consultants with special expertise in providing such services, and Consultant represents that it carries and will maintain all applicable licenses, certificates, and registrations needed for the work in current and good standing.

2. **Payments.** In consideration of the services rendered with all terms, conditions, and specifications set forth herein, in Exhibit A, Scope of Work, and Exhibit C, Key Personnel Assignments, and in any subsequent task orders executed under the governance of this Agreement, C/CAG shall reimburse Consultant on a deliverable basis. The aggregate total amount of payment by C/CAG to Consultant for services shall not exceed nineteen thousand seven hundred fifty-four dollars and thirty cents (\$19,754.30), as shown in Exhibit B, Project Budget and Schedule, for services provided during the Contract Term set forth below, including (as applicable) labor, supervision, applicable surcharges such as taxes, insurance, and fringe benefits, indirect costs, overhead, profit, subconsultants' costs (including mark-up), travel, equipment, materials and supplies, expenses, and any fixed fee. Payments shall be made to Consultant monthly based on an invoice submitted by Consultant that has been reviewed and approved by C/CAG, identifies expenditures and describes services performed and percentage of deliverables completed. C/CAG shall have the right to receive, upon request, documentation substantiating charges billed to C/CAG.
3. **Term.** Subject to compliance with all terms and conditions, the term of this Agreement shall be from March 24, 2025 to September 30, 2025.
4. **Termination.** This Agreement may be terminated by the C/CAG Executive Director at any time for any reason by providing 30 days' notice to Consultant. Subject to availability of funding, Consultant shall be paid for all services provided prior to termination of the Agreement. Such payment shall be that prorated portion of the full payment determined by comparing the work actually completed to the work required by the Agreement.

C/CAG may terminate this Agreement or a portion of the services referenced in the Exhibits based on the unavailability of federal, State, or other outside funds by providing written notice to Consultant as soon as is reasonably possible after C/CAG learns of said unavailability of outside funding.

C/CAG may also terminate this Agreement for cause. In order to terminate for cause, C/CAG must first give Consultant notice of the alleged breach. Consultant shall then have five business days after receipt of such notice to respond and a total of ten calendar days after receipt of such notice to cure the alleged breach. If Consultant fails to cure the breach within this period, C/CAG may immediately terminate this Agreement without further action. The option available in this paragraph is separate from the ability to terminate without cause with appropriate notice described above. In the event that C/CAG provides notice of an alleged breach pursuant to this section, C/CAG may, in extreme circumstances, immediately suspend performance of services and payment under this Agreement pending the resolution of the process described in this paragraph. C/CAG has sole discretion to determine what constitutes an extreme circumstance for purposes of this paragraph, and C/CAG shall use reasonable judgment in making that determination.

5. **Progress Reports.** Consultant shall provide C/CAG with progress reports according to the schedule and form approved by the C/CAG Project Manager.
6. **Key Personnel.** The key personnel to be assigned to this work by the Consultant and, if applicable, their hourly rates and the estimated hours to be supplied by each are set forth in Exhibit C, Key Personnel Assignments, attached hereto and incorporated herein by this reference. Substitution of any of the personnel named in Exhibit C or a decrease in the hours provided to the project by such

personnel of more than 10% requires the prior written approval of the C/CAG Project Manager or a designee. Consultant shall maintain records documenting compliance with this Section, and such records shall be subject to the audit requirements of Section 14. Consultant agrees that all personnel assigned to this work will be professionally qualified for the assignment to be undertaken. C/CAG reserves the right to direct removal of any individual, including key personnel, assigned to this work.

7. **Contract Materials.** Upon expiration or termination of this Agreement, all finished or unfinished documents, data, studies, maps, photographs, reports, and other written materials (collectively referred to as “contract materials”) prepared by Consultant under this Agreement shall become the property of C/CAG and shall be promptly delivered to C/CAG. Upon termination, Consultant may make and retain a copy of such contract materials if permitted by law. Consultant shall not be liable for C/CAG’s use, modification or re-use of products without Consultant’s participation or for purposes other than those specifically intended pursuant to this Agreement.
8. **Relationship of the Parties.** Consultant agrees and understands that the work and/or services performed under this Agreement are performed as an independent contractor and not as an employee of C/CAG and that neither Consultant nor its employees acquire any of the rights, privileges, powers, or advantages of C/CAG employees.
9. **Assignability and Subcontracting.** Consultant shall not assign this Agreement or any portion of it to a third party, or subcontract with a third party, to provide services required by Consultant without the prior written consent of the C/CAG Executive Director. Any such assignment or subcontract without the C/CAG Executive Director’s prior written consent shall give C/CAG the right to automatically and immediately terminate this Agreement without penalty or advance notice.

**10. Hold Harmless/Indemnity.**

- a. *General.* Consultant shall indemnify and hold harmless C/CAG and its officers, agents, employees, and servants from and against any and all claims, suits, or actions of every name, kind, and description resulting from this Agreement, the performance of any work or services required of Consultant under this Agreement, or payments made pursuant to this Agreement brought for, or on account of, any of the following: (A) injuries to or death of any person, including Consultant or its employees/officers/agents; (B) damage to any property of any kind whatsoever and to whomsoever belonging; (C) any sanctions, penalties, or claims of damages resulting from Consultant’s failure to comply, if applicable, with the requirements set forth in the Health Insurance Portability and Accountability Act of 1996 (HIPAA) and all Federal regulations promulgated thereunder, as amended; or (D) any other loss or cost, including but not limited to that caused by the concurrent active or passive negligence of C/CAG and/or its officers, agents, employees, or servants. However, Consultant’s duty to indemnify and hold harmless under this Section shall not apply to injuries or damage for which C/CAG has been found in a court of competent jurisdiction to be solely liable by reason of its own negligence or willful misconduct.

The duty of Consultant to indemnify and save harmless as set forth by this Section shall include the duty to defend as set forth in Section 2778 of the California Civil Code.

- b. *Intellectual Property.* Consultant hereby certifies that it owns, controls, and/or licenses and retains all right, title, and/or interest in and to any intellectual property it uses in relation to this Agreement, including the design, look, feel, features, source code, content, and/or other technology relating to any part of the services it provides under this Agreement and including all related patents, inventions, trademarks, and copyrights, all applications therefor, and all trade names, service marks, know how, and trade secrets (collectively referred to as “IP Rights”) except as otherwise noted by this Agreement.

Consultant warrants that the services it provides under this Agreement do not infringe, violate, trespass, or constitute the unauthorized use or misappropriation of any IP Rights of any third party. Consultant shall defend, indemnify, and hold harmless C/CAG from and against all liabilities, costs, damages, losses, and expenses (including reasonable attorney fees) arising out of or related to any claim by a third party that the services provided under this Agreement infringe or violate any third-party’s IP Rights provided any such right is enforceable in the United States. Consultant’s duty to defend, indemnify, and hold harmless under this Section applies only provided that: (a) C/CAG notifies Consultant promptly in writing of any notice of any such third-party claim; (b) C/CAG cooperates with Consultant, at Consultant’s expense, in all reasonable respects in connection with the investigation and defense of any such third-party claim; (c) Consultant retains sole control of the defense of any action on any such claim and all negotiations for its settlement or compromise (provided Consultant shall not have the right to settle any criminal action, suit, or proceeding without C/CAG’s prior written consent, not to be unreasonably withheld, and provided further that any settlement permitted under this Section shall not impose any financial or other obligation on C/CAG, impair any right of C/CAG, or contain any stipulation, admission, or acknowledgement of wrongdoing on the part of C/CAG without C/CAG’s prior written consent, not to be unreasonably withheld); and (d) should services under this Agreement become, or in Consultant’s opinion be likely to become, the subject of such a claim, or in the event such a third party claim or threatened claim causes C/CAG’s reasonable use of the services under this Agreement to be seriously endangered or disrupted, Consultant shall, at Consultant’s option and expense, either: (i) procure for C/CAG the right to continue using the services without infringement or (ii) replace or modify the services so that they become non-infringing but remain functionally equivalent.

Notwithstanding anything in this Section to the contrary, Consultant will have no obligation or liability to C/CAG under this Section to the extent any otherwise covered claim is based upon: (a) any aspects of the services under this Agreement which have been modified by or for C/CAG (other than modification performed by, or at the direction of, Consultant) in such a way as to cause the alleged infringement at issue; and/or (b) any aspects of the services under this Agreement which have been used by C/CAG in a manner prohibited by this Agreement.

The duty of Consultant to indemnify and save harmless as set forth by this Section shall include the duty to defend as set forth in Section 2778 of the California Civil Code.

11. Insurance.

- a. *General Requirements.* Consultant or its subconsultants performing the services on behalf of Consultant shall not commence work under this Agreement until all insurance required under this section has been obtained. Consultant shall use diligence to obtain such insurance. Consultant shall furnish C/CAG with Certificates of Insurance evidencing the required coverage and there shall be a specific contractual liability endorsement extending Consultant’s coverage to include the contractual liability assumed by Consultant pursuant to this Agreement. These Certificates shall specify or be endorsed to provide that thirty (30) days’ notice must be given, in writing, to C/CAG of any pending change in the limits of liability or of non-renewal, cancellation, or modification of the policy.
  
- b. *Workers’ Compensation and Employer’s Liability Insurance.* Consultant shall have in effect, during the entire life of this Agreement, Workers’ Compensation and Employer’s Liability Insurance providing full statutory coverage. In signing this Agreement, Consultant certifies, as required by Section 1861 of the California Labor Code, that (a) it is aware of the provisions of Section 3700 of the California Labor Code, which require every employer to be insured against liability for workers’ compensation or to undertake self-insurance in accordance with the provisions of the Labor Code, and (b) it will comply with such provisions before commencing the performance of work under this Agreement.
  
- c. *Liability Insurance.* Consultant shall take out and maintain during the life of this Agreement such Bodily Injury Liability and Property Damage Liability Insurance as shall protect Consultant, its employees, officers and agents while performing work covered by this Agreement from any and all claims for damages for bodily injury, including accidental death, as well as any and all claims for property damage that may arise from Consultant’s operations under this Agreement, whether such operations be by Consultant or by any sub-consultant or by anyone directly or indirectly employed by either of them. Such insurance shall be combined single limit bodily injury and property damage for each occurrence and shall be not less than \$1,000,000.
  
- d. *Insurance Limits; Insured Entities; Breach.* Required insurance shall include:
  - (a) Comprehensive General Liability..... \$1,000,000
  - (b) Workers’ Compensation..... Statutory
  - (c) Motor Vehicle Liability Insurance..... \$1,000,000
  - (d) Professional Liability..... \$1,000,000

C/CAG and its officers, agents, employees and servants shall be named as additional insured on any such policies of insurance, which shall also contain a provision that the insurance afforded thereby to C/CAG, its officers, agents, employees, and servants shall be primary insurance to the full limits of liability of the policy, and that if C/CAG, or its officers, agents, employees, and servants have other insurance against a loss covered by such a policy, such other insurance shall be excess insurance only.

In the event of the breach of any provision of this section, or in the event any notice is received which indicates any required insurance coverage will be diminished or canceled, the C/CAG Chairperson, at his/her option, may, notwithstanding any other provision of this Agreement to the contrary, immediately declare a material breach of this Agreement and suspend all further work and payment pursuant to this Agreement.

12. **Compliance with All Laws.** All services to be performed by Consultant pursuant to this Agreement shall be performed in accordance with all applicable federal, state, San Mateo County, and municipal laws, ordinances, regulations, and executive orders, including but not limited to the Health Insurance Portability and Accountability Act of 1996 (HIPAA) and the federal regulations promulgated thereunder, as amended (if applicable), the Americans with Disabilities Act of 1990, as amended, and Section 504 of the Rehabilitation Act of 1973, which prohibits discrimination on the basis of disability in programs and activities receiving any federal financial assistance, as well as any required economic or other sanctions imposed by the United States government or under state law in effect during the term of the Agreement. In the event of a conflict between the terms of this Agreement and any applicable State, federal, San Mateo County, or municipal law, regulation, or executive order, the requirements of the applicable law, regulation, or executive order will take precedence over the requirements set forth in this Agreement.

Consultant will timely and accurately complete, sign, and submit all necessary documentation of compliance with this Section.

13. **Non-discrimination.**

- a. *General.* Consultant and any subconsultants performing services on behalf of Consultant shall not discriminate or permit discrimination against any person or group of persons on the basis of race, color, national origin, ancestry, age, disability (physical or mental), sex, sexual orientation, gender identity, marital or domestic partner status, religion, political beliefs or affiliation, familial or parental status (including pregnancy), medical condition, military service, or genetic information, or in any manner prohibited by federal, state or local laws.
- b. *Discrimination Against Individuals with Disabilities.* The nondiscrimination requirements of 41 C.F.R. 60-741.5(a) are incorporated into this Agreement as if fully set forth here, and Contractor and any subcontractor shall abide by the requirements of 41 C.F.R. 60-741.5(a). **This regulation prohibits discrimination against qualified individuals on the basis of disability and requires affirmative action by covered prime contractors and subcontractors to employ and advance in employment qualified individuals with disabilities.**

14. **Substitutions.** If particular persons or classifications are identified in Exhibit A as providing services under this Agreement, Consultant will not assign others to work in their place without the prior written consent of the C/CAG Executive Director. Any substitution shall be with a person or classification of commensurate experience and knowledge unless otherwise authorized by the C/CAG Executive Director.



#### **15. Record Retention; Right to Monitor and Audit.**

- a. Consultant shall maintain all required records relating to services provided under this Agreement for three (3) years after C/CAG makes final payment and all other pending matters are closed, and Consultant shall be subject to the examination and/or audit by C/CAG, a federal grantor agency, and/or the State of California.
- b. Consultant shall comply with all program and fiscal reporting requirements set forth by applicable federal, State, and local agencies and as required by C/CAG.
- c. Consultant agrees upon reasonable notice to provide to C/CAG or its authorized representative, to any Federal or State department having monitoring or review authority, and/or to any of their respective audit agencies access to and the right to examine all records and documents necessary to determine compliance with relevant Federal, State, and local statutes, rules, and regulations, to determine compliance with this Agreement, and to evaluate the quality, appropriateness, and timeliness of services performed.

#### **16. Debarment and Suspension Certification**

- a. The Consultant's signature affixed herein shall constitute a certification under penalty of perjury under the laws of the State of California, that the Consultant or any person associated therewith in the capacity of owner, partner, director, officer or manager:
  1. Is not currently under suspension, debarment, voluntary exclusion, or determination of eligibility by any federal agency;
  2. Has not been suspended, debarred, voluntarily excluded, or determined ineligible by any federal agency within the past three (3) years;
  3. Does not have a proposed debarment pending; and
  4. Has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years.
- b. Any exceptions to this certification must be disclosed to C/CAG. Exceptions will not necessarily result in denial of recommendation for award, but will be considered in determining responsibility. Disclosures must indicate the party to whom the exceptions apply, the initiating agency, and the dates of agency action.
- c. Exceptions to the Federal Government excluded parties (<https://sam.gov/content/home>) maintained by the U.S. General Services Administration are to be determined by FHWA.

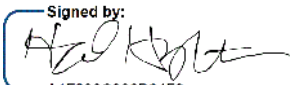
- 17. Permits/Licenses.** If any license, permit, or approval is required to perform the work or services required by this Agreement, Consultant bears the responsibility to obtain said license, permit, or approval from the relevant agency at Consultant's own expense prior to commencement of said work/services. Failure to do so will result in forfeit of any right to compensation under this Agreement.

18. **Merger Clause; Amendments.** This Agreement, all Exhibits and other attachments incorporated by reference, constitutes the sole agreement of the Parties with regard to the matters covered in this Agreement, and correctly states the rights, duties and obligations of each party as of the document's date. In the event that any term, condition, provision, requirement, or specification set forth in the body of this Agreement conflicts with or is inconsistent with any term, condition, provision, requirement, or specification in any exhibit or attachment to this Agreement, the provisions of the body of the Agreement shall prevail. Any prior agreement, promises, negotiations or representations between the Parties not expressly stated in this Agreement are not binding. All subsequent modifications or amendments shall be in writing and signed by the Parties.
19. **Controlling Law; Venue.** This Agreement shall be governed by the laws of the State of California, without regard to its choice of law rules. Any dispute arising out of this Agreement shall be venued either in the San Mateo County Superior Court or in the United States District Court for the Northern District of California.
20. **Notices.** Any notice, request, demand, or other communication required or permitted under this Agreement shall be deemed to be properly given when both: (1) transmitted via email to the email address listed below; and (2) sent to the physical address listed below by either being deposited in the United States mail, postage prepaid, or deposited for overnight delivery, charges prepaid, with an established overnight courier that provides a tracking number showing confirmation of receipt.
- In the case of C/CAG, to:
- City/County Association of Governments of San Mateo County  
555 County Center, 5th Floor  
Redwood City, CA 94063  
Attention: Kim Wever  
Email: [kwever@smcgov.org](mailto:kwever@smcgov.org)
- In the case of Consultant, to:
- Steer Davies & Gleave, Inc.  
55 Washington Street, #504  
New York, NY 11201  
Attention: Reiner Kravis  
Email: [reiner.kravis@steergroup.com](mailto:reiner.kravis@steergroup.com)
21. **Electronic Signature.** Both C/CAG and Consultant wish to permit this Agreement and future documents relating to this Agreement to be digitally signed in accordance with California law.



In witness of and in agreement with this Agreement's terms and conditions, the Parties, by their duly authorized representatives, affix their respective signatures.

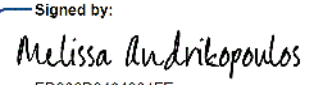
**Steer Davies & Gleave, Inc. (Consultant)**

By  Signed by: A1F200C980B24F9... 3/25/2025  
Herb Higginbotham, Executive President, North America Date

**City/County Association of Governments of San Mateo County (C/CAG)**

By  DocuSigned by: 821A8C92DA0F468... 3/26/2025  
Sean Charpentier Date  
C/CAG Executive Director

**C/CAG Legal Counsel**

By  Signed by: ED938D8404994FE...  
Melissa Andrikopoulos, C/CAG Counsel

## **Exhibit A**

### **SCOPE OF WORK**

In consideration of the payments set forth in Exhibit B, Consultant shall provide the following services:

#### **Task 1: Project Administration**

Steer will maintain regular progress monitoring and reporting to C/CAG, including bi-weekly meetings and monthly invoices/progress reports for the expected five-month timeline.

*Deliverables to include:*

- Running meeting Agenda and agreed upon Action items
- Monthly invoices and progress reports

#### **Task 2: Performance Report Outline**

Steer will develop an outline for the Measure M 3-Year Report. This task will involve review of past Measure M Annual Reports, along with an initial review of data submitted by Measure M funding recipients to understand how it might make sense to restructure the report and identify which tables may be included.

*Deliverables to include:*

- Draft and final outline for Measure M Report

#### **Task 3: Data Compilation**

Steer will compile data provided by funding recipients through C/CAG's Google Form, as well as the data provided through Word by the Stormwater team, to communicate how funding has been spent and what impacts it has delivered. This analysis will result in data outputs that can be pulled into the report, and will evidence key findings that will be pulled into the report. Steer will also develop charts and graphics to demonstrate program allocation and expenditure, along with other key metrics as agreed upon by the project team. These charts will be designed and ready to be posted on C/CAG's website.

*Deliverables to include:*

- Spreadsheet containing cleaned up data from all Measure M funding recipients
- Charts and graphics to be shared on C/CAG's website

#### **Task 4: Draft Report**

Steer will summarize the findings from the Data Compilation exercise in a Draft Report, to be delivered in Microsoft Word format, for review by C/CAG Staff. The draft report will contain tables and figures that demonstrate Measure M program impact, and will identify key findings from the most recent 3 years of Measure M's program delivery.

*Deliverables to include:*

- Draft Report – Microsoft Word format

### **Task 5: Final Report**

Based on feedback from C/CAG Staff and committees, Steer will finalize Report, in Microsoft Word version with accompanying PDF. The team will develop an accompanying slide deck summarizing the highlights and key findings from the report for Staff to use when presenting results to committees and the C/CAG Board of Directors.

#### *Deliverables to include:*

- Final Report – Microsoft Word and PDF format
- Final Report PowerPoint Presentation

**Exhibit B****PROJECT BUDGET AND SCHEUDLE**

In consideration of the services provided by Consultant described in Exhibit A and subject to the terms of the Agreement, C/CAG shall pay Consultant based on the following fee schedule and terms:

*Project Budget*

Task	Cost per Task	Hours per Task
1. Program Administration	\$3,652.88	22
2. Performance Report Outline	\$1,290.21	8
3. Data Compilation	\$5,312.22	28
4. Draft Report	\$4,973.48	32
5. Final Report	\$4,525.46	30
<b>Total Cost</b>	<b>\$19,754.30</b>	<b>120</b>

*Schedule*

Task	Mar-25	Apr-25	May-25	Jun-25	July-25	
1. Project Administration						5 months
2. Performance Report Outline						2 weeks
3. Data Compilation						2.5 months
4. Draft Report						2 months
5. Final Report						1.5 months

C/CAG shall reimburse Consultant on a deliverable basis.

Under no circumstances shall the amount paid by C/CAG to Consultant exceed \$19,754.30. Consultant shall provide C/CAG with a written itemized invoice monthly that allows C/CAG to reconcile the work performed. All invoices shall include the agreement number, project location, dates of services and specific work completed. C/CAG shall have the right to receive, upon request, documentation substantiating charges billed to C/CAG.

Remit invoices to:

City/County Association of Governments of San Mateo County  
 555 County Center, 5th Floor  
 Redwood City, CA 94063  
 Attention: Kim Wever  
 Email: [kwever@smcgov.org](mailto:kwever@smcgov.org)

Payment will be made within 30 days of receipt of an acceptable invoice. C/CAG shall have the right to withhold payment if C/CAG determines the quantity and/or quality of the work performed is unacceptable.

**Exhibit C****KEY PERSONNEL ASSIGNMENT**

Hourly billing rates and staff for CONSULTANT are included below.

<b>Name</b>	<b>Title</b>	<b>Hourly Rates</b>	<b>Hours</b>
Reiner Kravis	Project Manager/Sr. Consultant	\$152.98	39
Patrick Miller	Project Director/Associate Director	\$240.40	11
Julia Wean	Project Advisor/Associate	\$181.10	11
Paul Redelmeier	Data Analysis/ Consultant	\$136.59	43
Carmen Troung	Graphic Design/ Consultant	\$136.59	16

## **C/CAG AGENDA REPORT**

**Date:** April 10, 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 25-21 authorizing the C/CAG Executive Director to execute an agreement with Fehr & Peers for the preparation of the San Mateo Countywide Transportation Plan in an amount not to exceed \$399,992, establish a contingency in the amount of \$39,999 (10% of contract) for a total project budget of \$439,991, and execute future contract amendments in an amount not-to-exceed the appropriated contingency.

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

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### **RECOMMENDATION**

That the C/CAG Board review and approval of Resolution 25-21 authorizing the C/CAG Executive Director to execute an agreement with Fehr & Peers for the preparation of the San Mateo Countywide Transportation Plan in an amount not to exceed \$399,992, establish a contingency in the amount of \$39,999 (10% of contract) for a total project budget of \$439,991, and execute future contract amendments in an amount not-to-exceed the appropriated contingency.

### **FISCAL IMPACT**

The contract amount is \$399,992. To streamline administrative process and further improve efficiencies, staff seeks authorization from the Board to establish a 10% contingency in the amount of \$39,999 to be authorized and executed by the C/CAG Executive Director in future contract amendments, if necessary. A total budget of \$439,991 can be available for the project.

### **SOURCE OF FUNDS**

Per Resolution 24-59, C/CAG entered into a Memorandum of Understanding with San Mateo County Transportation Authority (SMCTA) to collectively participate in funding the cost to complete the upcoming update of the CTP in San Mateo County. The total cost of this effort to be split 50/50 between C/CAG and SMCTA. C/CAG share of fund will come from the C/CAG Congestion Relief Fund.

### **BACKGROUND**

#### **COUNTYWIDE TRANSPORTATION PLANS**

A Countywide Transportation Plan (CTP) establishes a long-range vision and goals for the transportation system, as well as recommends transportation project priorities and strategies that will achieve the vision and goals over time. The CTP is a primary input into the preparation of the San Francisco Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, also referred to as "Plan Bay Area") prepared by the Metropolitan Transportation Commission (MTC).

## **PLAN BAY AREA**

In 2021, MTC adopted the third iteration of Plan Bay Area, Plan Bay Area 2050, which connects the elements of housing, the economy, transportation, and the environment through 35 strategies that aim to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. In the short-term, the Plan's implementation plan identifies more than 80 specific actions for MTC, ABAG, and partner organizations to take over the next five years to make headway on each of the 35 strategies and achieving Plan Bay Area goals and objectives.

Currently, MTC is developing Plan Bay Area 2050+, a limited and focused update to Plan Bay Area 2050. It is an opportunity to refine select plan strategies to integrate the lessons of the last three years since the adoption of Plan Bay Area. Additionally, the limited and focused update approach will enable continued progress implementing the strategies of Plan Bay Area 2050.

MTC has developed a set of guidelines to provide context for coordinated transportation and land use planning in the San Francisco Bay Area by developing a common planning framework between CTPs and the RTP/SCS, reflective of state and regional climate and equity goals.

The next major update of Plan Bay Area is expected to begin in 2026 and be adopted in 2029. As stated in the CTP guidelines from MTC, MTC recommends that CTPs should be completed by 2026 to inform the next major update to Plan Bay Area.

## **SAN MATEO COUNTYWIDE TRANSPORTATION PLAN**

As one of responsibilities as the County Transportation Agency (CTA), C/CAG prepares the CTP for San Mateo County. The last iteration of the CTP, the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040), was adopted by the C/CAG Board on February 9, 2017. Since that time, the county's population and employment have increased substantially, several major transportation projects and planning efforts have been completed, a rapid change in commute patterns brought about by the COVID-19 pandemic, updated CTP guidelines from MTC have been adopted, and many policies regarding equity and climate have changed at the local, regional, state, and federal levels.

### **Request for Proposal (RFP) Process**

In accordance with C/CAG's Procurement Policy, a Request for Proposal (RFP) was released on January 6, 2025, seeking a consultant to update the San Mateo Countywide Transportation Plan. The RFP was posted on the C/CAG website as well as distributed via email to over two hundred (200) consultants. C/CAG received a total of one (1) responsive proposal by the February 10, 2025 deadline from Fehr & Peers. The evaluation panel was comprised of Jeff Lacap (C/CAG Staff), Patrick Gilster (SMCTA), Chelsea Schultz (SamTrans), and Janica Mendillo (MTC), and Jacob Buffenbarger (Caltrans).

After the evaluation panel review the consultant's proposal and interview, the panel unanimously selected Fehr & Peers for the update of the San Mateo Countywide Transportation Plan. The evaluation panel noted the firm's experience of developing CTPs in neighboring counties and leveraging existing planning efforts in the County.

## Recommendation

C/CAG staff and Fehr & Peers negotiated a final cost of \$399,992 to update the CTP. Staff requests Board's approval to authorize the C/CAG Executive Director to execute an agreement with Fehr & Peers for the project at an amount not to exceed \$399,992. Staff also requests that the Board establishes a contingency in the amount of \$39,999 for a total budget of \$439,991, to be executed through future contract amendments in an amount not-to exceed the appropriated contingency. The project is anticipated to begin in May 2025 and be completed by October 2026.

## **EQUITY IMPACTS AND CONSIDERATIONS**

The San Mateo Countywide Transportation Plan is a countywide plan that advances equity by ensuring all residents in San Mateo County have access to safe and reliable modes of transportation by recommending transportation project priorities and strategies that will achieve the vision and goals over time.

## **ATTACHMENTS**

1. Resolution 25-21

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. Draft Agreement with Fehr & Peers



## RESOLUTION 25-21

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AN AGREEMENT WITH FEHR & PEERS FOR THE SAN MATEO COUNTYWIDE LOCLA ROADWAY SAFETY PLAN IN AN AMOUNT OF \$399,992, ESTABLISH A CONTINGENCY IN THE AMOUNT OF \$39,999 (10% OF CONTRACT) FOR A TOTAL PROJECT BUDGET OF \$439,991, AND EXECUTE FUTURE CONTRACT AMENDMENTS IN AN AMOUNT NOT-TO-EXCEED THE APPROPRIATED CONTINGENCY.**

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

**WHEREAS**, C/CAG is the Congestion Transportation Agency (CTA) for San Mateo County and is responsible for preparing the County Transportation Plan (CTP) to outline a long-term vision and goals for a county's transportation system; and

**WHEREAS**, on February 9, 2017, C/CAG adopted the San Mateo Countywide Transportation Plan; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) has issued new Guidelines for Countywide Transportation Plans in November 2022 and an updated CTP is required to be completed prior to the next update of Plan Bay Area; the San Francisco Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); and

**WHEREAS**, the San Mateo County Transportation Authority (SMCTA) and C/CAG desire to work together and collectively participate in funding the cost to complete the next update of the San Mateo Countywide Transportation Plan; and

**WHEREAS**, C/CAG determined the need for outside consultant services to assist in preparing the San Mateo Countywide Transportation Plan; and

**WHEREAS**, through a Request for Proposal (RFP) process, C/CAG has selected Fehr & Peers to provide these services as outlined in the agreement.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Executive Director is authorized to execute an agreement with Fehr & Peers for the San Mateo Countywide Local Roadway Safety Plan in an amount of \$399,992. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said agreement prior to its execution, subject to approval as to form by C/CAG Legal Counsel; and establish a contingency in the amount of \$39,999 (10% of contract) for a total project budget of \$439,991. Be it further resolved that the C/CAG Executive Director is authorized execute future contract amendments in an amount not-to-exceed the appropriated contingency, subject to legal counsel approval as to form.

**PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF APRIL 2025.**

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**ADAM RAK, CHAIR**

## C/CAG AGENDA REPORT

**Date:** April 10, 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 appointments of Susan Baker to the Business Community seat and Casey Fromson to the Caltrain seat on the Congestion Management & Environmental Quality (CMEQ) Committee, and Councilmembers Isabella Chu and Paul Nagengast to the Bicycle and Pedestrian Advisory Committee (BPAC).

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

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### RECOMMENDATION

That the C/CAG Board review and approve the appointments of Susan Baker to the Business Community seat and Casey Fromson to the Caltrain seat on the Congestion Management & Environmental Quality (CMEQ) Committee, and Councilmembers Isabella Chu and Paul Nagengast to the Bicycle and Pedestrian Advisory Committee (BPAC).

### FISCAL IMPACT

None.

### SOURCE OF FUNDS

N/A.

### BACKGROUND

#### *Congestion Management & Environmental Quality (CMEQ) Committee*

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 is one vacant seat on the CMEQ Committee for the Business Community and one vacant seat for the Peninsula Corridor Joint Powers Board (Caltrain). A recruitment letter for the vacant seats on the CMEQ Committee was sent to all elected officials and interested parties in San Mateo County on March 14, 2025 with a due date of April 2, 2025.

Two letters of interest were received prior to the recruitment deadline of April 2, 2025:

- Susan Baker, Burlingame/SFO Chamber of Commerce
- Casey Fromson, Chief of Staff, Caltrain

### *The Bicycle and Pedestrian Advisory Committee (BPAC)*

The BPAC provides advice and recommendations to the full C/CAG Board of Directors on matters relating to bicycle and pedestrian improvement projects. The BPAC advises the C/CAG Board on priority projects for funding through the Transportation Development Act Article 3 grant program and the One Bay Area Grant program.

There are three vacant seats on the BPAC for elected officials and one vacant seat for a member of the public. A recruitment letter for the vacant seats on the BPAC was sent to all elected officials and interested parties in San Mateo County on March 14, 2025 with a due date of April 2, 2025.

Two letters of interest were received prior to the recruitment deadline of April 2, 2025:

- Isabella Chu, Councilmember, City of Redwood City
- Paul Nagengast, Councilmember, City of Half Moon Bay

### **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 Susan Baker, Burlingame/SFO Chamber of Commerce
3. Letter of Interest from Casey Fromson, Chief of Staff, Caltrain
4. Roster for the BPAC
5. Letter of Interest from Isabella Chu, Councilmember, City of Redwood City
6. Letter of Interest from Paul Nagengast, Councilmember, City of Half Moon Bay

## CMEQ Roster

Chair: Gina Papan

Vice Chair: Dick Brown

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

Eva Gaye (egaye@smcgov.org)

<b>Name</b>	<b>Representing</b>
Dick Brown (Woodside Town Council Member)	Elected Official
Tom McCune (Belmont City Council Member)	Elected Official
Pranita Venkatesh (San Carlos Council Member)	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
Mark Dinan (East Palo Alto Council Member)	Elected Official
Bob Nguyen (Millbrae Council Member)	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)



March 28, 2025

Adam Rak  
Board Chair  
C/CAG

**Subject:** Application for Business Community Seat – CMEQ Committee

Dear Adam,

I am writing to formally express my interest in serving as the Business Community Member on the Congestion Management and Environmental Quality (CMEQ) Committee for the City/County Association of Governments of San Mateo County (C/CAG).

As President and CEO of the Burlingame/SFO Chamber of Commerce, I have worked closely with business leaders, local government, and community stakeholders to address key economic and environmental challenges in our region. Under my leadership, the Chamber has experienced significant growth, reinforcing our commitment to fostering a vibrant business environment while promoting sustainable development and infrastructure improvements.

With a strong understanding of the intersection between business, transportation, and environmental quality, I am eager to contribute to the committee's work in transportation planning, congestion management, and travel demand solutions. Given Burlingame's strategic location and its role as a regional economic hub, I believe my perspective will help ensure that the needs of businesses are thoughtfully integrated into policy discussions. Additionally, I am committed to supporting initiatives related to air quality programs, energy conservation, and funding strategies that enhance both economic vitality and environmental sustainability in San Mateo County.

I am prepared to actively participate in CMEQ Committee meetings and collaborate with fellow members to advance initiatives that benefit both the business community and the broader public. I would welcome the opportunity to further discuss my qualifications and enthusiasm for this role.

Thank you for your time and consideration. I look forward to the possibility of contributing to the important work of the CMEQ Committee.

Best regards,

A handwritten signature in black ink that reads 'Susan Baker'. The signature is fluid and cursive, with the first name 'Susan' being more prominent than the last name 'Baker'.

Susan Baker  
President/CEO  
[sbaker@burlingamechamber.org](mailto:sbaker@burlingamechamber.org)  
Burlingame/SFO Chamber of Commerce

**417 California Drive | Burlingame | CA | 94010**  
**650-344-1735 Main**



**BOARD OF DIRECTORS 2025**

STEVE HEMINGER, CHAIR  
RICO E. MEDINA, VICE CHAIR  
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DAVID COHEN  
JEFF GEE  
SHAMANN WALTON  
MONIQUE ZMUDA

MICHELLE BOUCHARD  
EXECUTIVE DIRECTOR

March 26, 2025

Via email to [jlacap@smcgov.org](mailto:jlacap@smcgov.org)  
Jeff Lacap  
Transportation Systems Coordinator  
C/CAG - City/County Association of Governments of San Mateo County  
555 County Center, 5th Floor  
Redwood City, California 94063

Dear Mr. Lacap,

I, Casey Fromson, Caltrain Chief of Staff has been appointed to fill in the role for the C/CAG Congestion Management and Environmental Quality (CMEQ) Committee

Caltrain Representative  
Casey Fromson  
[fromsonc@caltrain.com](mailto:fromsonc@caltrain.com)

Sincerely,

A handwritten signature in blue ink that reads "Casey Fromson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Casey Fromson  
Chief of Staff

**PENINSULA CORRIDOR JOINT POWERS BOARD**

1250 San Carlos Avenue  
San Carlos, CA 94070 (650) 508-6200

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 – April 2025****ELECTED OFFICIALS:**

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

**PUBLIC MEMBERS:**

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



Mayor Elmer Martínez Saballos  
Vice Mayor Kaia Eakin

Council Members  
Isabella Chu  
Jeff Gee  
Diane Howard  
Marcella Padilla  
Chris Sturken



1017 Middlefield Road  
Redwood City, California 94063  
Telephone (650) 780-7220  
[www.redwoodcity.org](http://www.redwoodcity.org)

March 31, 2025

City/County Association of Governments  
San Mateo County Transit District Office  
1250 San Carlos Ave, 2nd Fl. Auditorium  
San Carlos, CA 94070

**Re: City/County Association of Governments Bicycle and Pedestrian Advisory Committee**

Honorable Mayors, Council Members, Representatives and Designees:

At the April 10<sup>th</sup> C/CAG Board of Directors Meeting, I wish to seek election to the available seat on the City/County Association of Governments Bicycle and Pedestrian Advisory Committee.

Although I am newly elected, I come with extensive experience serving on local, national and international boards. I represent Stanford University on the CA Aging and Disability Research Partnership (CADRP) committee which seeks to leverage the expertise of California Universities to provide the state with actionable information on which to base policy decisions and to advance the health and welfare of California residents. I am also a board member on CHORAL, a large-scale health research project in Bradford and Leeds United Kingdom which seeks to disentangle the relative contributions of policy and structural and environmental contributions to health and longevity. I am also the Associate Director of the Data Core at Stanford Center for Population Health Sciences.

My interest in the bicycle and pedestrian advisory committee flows directly from my personal and professional interests. In the same way it's an outlier in gun deaths, the US is an outlier with respect to traffic related injuries and fatalities. California is among the most deadly states in the union for people on foot and bicycles ranking 43<sup>rd</sup> and 42<sup>nd</sup> in safety (respectively) between Georgia, Arkansas and Texas (2022). In the same year, California was ranked 11<sup>th</sup> for all crash deaths.

The high rate of injuries and deaths sustained by community members traveling outside of a car is important from many points of view. In addition being an important health issue, both with respect to the benefits of incidental exercise and the detriment of collision injuries, higher rates of walking and biking benefit all road users. If people feel safe walking or riding a bicycle, they are less likely drive for all trips which reduces traffic congestion and wear on our aging infrastructure. Moreover, the populations which have the highest rates of injury and fatality crashes—teenagers and young adults—are less likely to harm themselves and others if they select non-driving transportation modes.

I have advocated for vision zero in my personal, professional and elected life. My key objective as an elected official is to see vision zero become a reality in Redwood City and surrounding cities. As a private citizen I advocated for better protections for all road users, including those on transit, foot and bicycles. As a member of the Redwood City planning commission, I advocated for developers to include

road safety improvements as part of their projects and as an elected official I have urged my colleagues to prioritize Vision Zero in Redwood City and the reduction of injury crashes for all road users.

I hope to bring an outcomes and evidence based approach to this important public health issue.

Below are some of my accomplishments in advancing health and evidence based policy regionally, nationally and internationally.

I am the Associate Director of the Data Core at Stanford Center for Population Health Sciences (PHS). The PHS Data Core specializes in hosting large, rich, high-risk, high-value data which are used by thousands of researchers to answer questions in precision and population health. My primary responsibilities include overseeing governance and regulatory matters, data security, privacy and ethics and collaboration with the team of research scientists and engineers who have built the PHS Data Core platform. This platform and model have been replicated in several research universities throughout the United States. This summer we hope to undertake a project which will evaluate the public health impact of various changes in road design. I hope that this work can inform my perspective.

Prior to joining PHS I initiated the Stanford Research Registry (SRR) which grew to over 4,000 members within two years and greatly facilitated research participation for both individuals with chronic disease as well as healthy controls in clinical trials and qualitative research. The SRR served as the foundation for the Patient Engagement Portal initiative which allows for bi-directional communication with the entire Stanford patient population and the general public for the purposes of recruitment for research, reporting research findings and allowing research participants to better understand the impacts of their service on the advancement of science.

Both of these positions inform my volunteer efforts. I have been the Chair of the Friendly Acres Neighborhood Association from 2018 until 2024 when I was elected to City Council and was the Founder of Redwood City Forward, a community organization which advocates for equitable housing and transportation policy which supports the material prosperity of Bay Area residents and helps businesses flourish. My research interest is in the intersection between land use policy, particularly housing and transportation, and health.

I believe my professional and volunteer positions would make me a well informed and effective candidate for this position.

Thank you for your consideration. If you have any questions, please feel free to reach me at 650-206-8261 or my cell at 650-207-2208 or at [ichu@redwoodcity.org](mailto:ichu@redwoodcity.org).

Warm regards,



Isabella Chu  
City Councilmember  
Redwood City

Cc: Members, City Council, City of Redwood City



April 2, 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](mailto:scharpentier@smcgov.org)

Re: Letter of Interest for Appointment to the C/CAG Bicycle and Pedestrian Advisory Committee

Dear Director Charpentier,

I am writing to express my strong interest in serving on the City/County Association of Governments (C/CAG) Bicycle and Pedestrian Advisory Committee (BPAC). As a Councilmember for the City of Half Moon Bay and a long-time public servant in San Mateo County, I am passionate about supporting active transportation, safe infrastructure, and equitable access to mobility throughout our region, for the benefit of the people who live, work, and visit here. I would be honored to contribute my experience and coastside perspective to this important committee.

Prior to my elected role, I served as Public Works Director and Deputy City Manager in both Half Moon Bay and the Town of Woodside. Through those roles, I worked directly with C/CAG committees, Board, and staff, giving me an insight into how C/CAG's efforts improve the lives of the people in our communities. During those years I also worked extensively on transportation and infrastructure projects that directly impact bicycle and pedestrian connectivity and safety. My experience has shown me that well-planned, community-focused improvements and thoughtful funding decisions are crucial in realizing such projects.

I am fully aligned with the BPAC's mission to advise the C/CAG Board on bicycle and pedestrian improvement projects and prioritize funding through programs like the Transportation Development Act Article 3 and the One Bay Area Grant program. I appreciate that this work not only enhances mobility but supports broader goals around sustainability, equity, and quality of life. There is great value in ensuring coastal communities have a voice in these discussions, and I would welcome the opportunity to represent that perspective.

I am fully committed to actively participating in the BPAC's work. I understand the expectations of this role and am prepared to contribute meaningfully to committee discussions, funding recommendations, and regional planning efforts.

Thank you for your consideration. I would welcome the opportunity to bring my background and commitment to safe, accessible transportation to the BPAC, and I look forward to supporting C/CAG's vision for a more connected San Mateo County.

Sincerely,

*paul nagegast*

Paul Nagengast  
Member, Half Moon Bay City Council

cc:  
Half Moon Bay City Council  
Matthew Chidester, Half Moon Bay City Manager



# C/CAG AGENDA REPORT

ITEM 4.1

Date: April 10, 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 Smart Corridor project and construction updates.

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

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## RECOMMENDATION

That the C/CAG Board receives a presentation on the San Mateo County Smart Corridor project and construction updates.

## FISCAL IMPACT

There is not any financial impact related to this item. The Smart Corridor South San Francisco expansion construction cost is \$8.5M. The estimated construction cost for the Smart Corridor Northern Cities expansion project is \$12.6M.

## SOURCE OF FUNDS

The South San Francisco construction phase is funded with a combination of local Measure M funds (the \$10 vehicle registration fee), State Transportation Improvement Program (STIP) funds, and Traffic Light Synchronization Program (TLSP) funds.

The construction phase for the Northern Cities project is funded with a combination of Measure M funds, STIP funds, and Local Partnership Program (LPP) funds.

## BACKGROUND

The C/CAG sponsored San Mateo County Smart Corridor (Smart Corridor) project is one of countywide significance. The Smart Corridor 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, trailblazer/arterial dynamic message signs, and vehicle detection system, on predefined designated local streets and state routes. The ITS infrastructure provides local cities and Caltrans day to day traffic management capabilities in addressing recurring and non-recurring traffic congestion.

The Smart Corridor project maximizes efficiency of the existing transportation network, smoothing traffic flow and leading to improved safety and reduced travel times. Concurrently, the project minimizes the impact of freeway incident traffic on local streets through proactive traffic management. The segments between City of San Bruno at the northern limits to the Santa Clara County line in the City of East Palo Alto were completed in 2018.

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 segment is nearly done with its construction phase, and the

Northern Cities segment is in the process of being built. This segment is a joint effort by the cities of Daly City and Brisbane, the Town of Colma, and C/CAG. A map of the Smart Corridor project limits and status is included as Attachment 1.

The South San Francisco segment began field construction work in November 2022. At construction completion, the contractor, Econolite Systems, will have installed more than 8 miles of fiber optic cable, seven trailblazer signs, 49 traffic controllers, seven vehicle detectors, 81 closed-circuit television cameras (CCTVs), and four large dynamic messaging signs. Project construction is expected to be complete by August 2025. A map of the South San Francisco project corridors is included as Attachment 2.

The Northern Cities expansion project continues the Smart Corridor implementation efforts. It expands from its current northern terminus of I-380 further north to the San Francisco County line, encompassing arterials along US 101 and I-280 within the city limits of Daly City, Colma, and Brisbane. The Northern Cities expansion is built as two segments: Daly City/Colma and Brisbane. The City of Daly City is leading construction on behalf of both the City and the Town of Colma, while the City of Brisbane is leading construction of the Brisbane segment. Construction began in January 2025. The ITS infrastructure that will support the project include installing more than five miles of fiber optic cable in existing conduit, 13 trailblazer signs, six traffic signal controllers, seven vehicle detectors, and 57 CCTV cameras along the project corridor. Project construction is expected to be complete by December 2025. A map of the Northern Cities project corridors is included as Attachment 3.

Once the remaining two projects are completed, a continuous fiber communications system will exist through the Smart Corridor routes and a network of interconnected traffic signal systems will be formed.

Many of the jurisdictions using the Smart Corridor appreciate the benefits of the project. County of San Mateo dispatchers use the CCTV camera feeds to monitor traffic and accidents. Additionally, the technology assets provide the foundation for advanced applications such as traffic signal synchronization and transit signal prioritization projects. The ability to coordinate across jurisdiction have been improved. For example, in November 2021 through March 22, C/CAG funded an intelligent transit signal priority (iTSP) pilot project on University Avenue in the City of East Palo Alto. In partnership with the City, the San Mateo County Transit District (SamTrans), Sustainable Silicon Valley, and LYT, a cloud-based software platform, the pilot used the traffic controller upgraded for the Smart Corridor to dynamically adjust the timing of traffic signals to improve transit throughput and reduce travel times. The pilot successfully reduced intersection delay in both north and southbound directions and buses traveled 18% faster in the northbound direction.

The Smart Corridor also enabled an adaptive signal control system on Ralston Avenue in Belmont. The City leveraged the Smart Corridor advanced traffic management system and detection system to shift from timed signaling to using real-time traffic conditions to change timing accordingly. The project aims to reduce congestion and intersection delays, in addition to improve access to schools and jobs.

## **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.

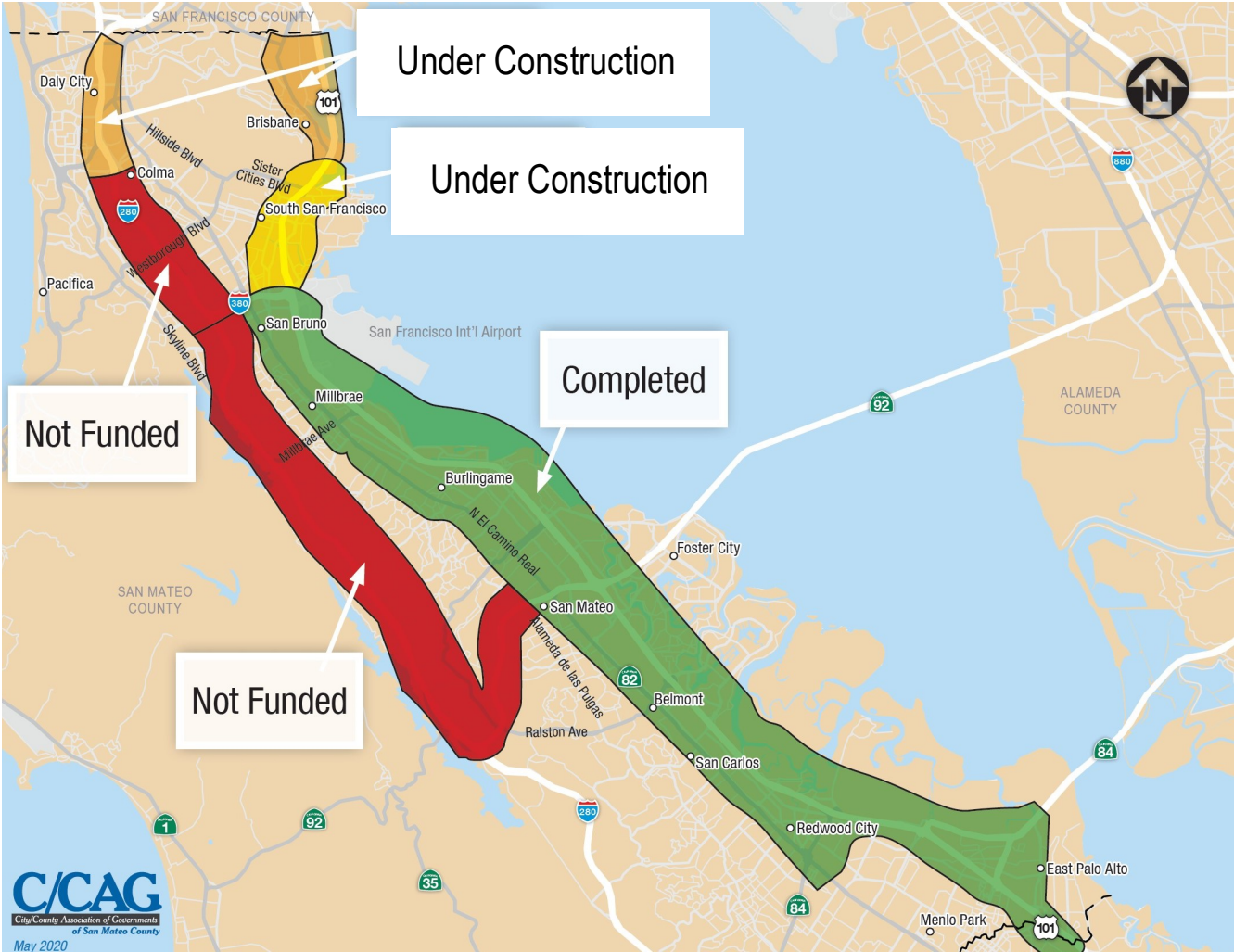
#### **ATTACHMENTS**

1. Smart Corridor Project Limits map
2. South San Francisco Project Corridors Map
3. Northern Cities Project Corridors Map

The following attachment is available on the C/CAG website (*See "Additional Agenda Materials" for the April 2025 Board Meeting*) at: <https://ccag.ca.gov/committees/board-of-directors-2/>

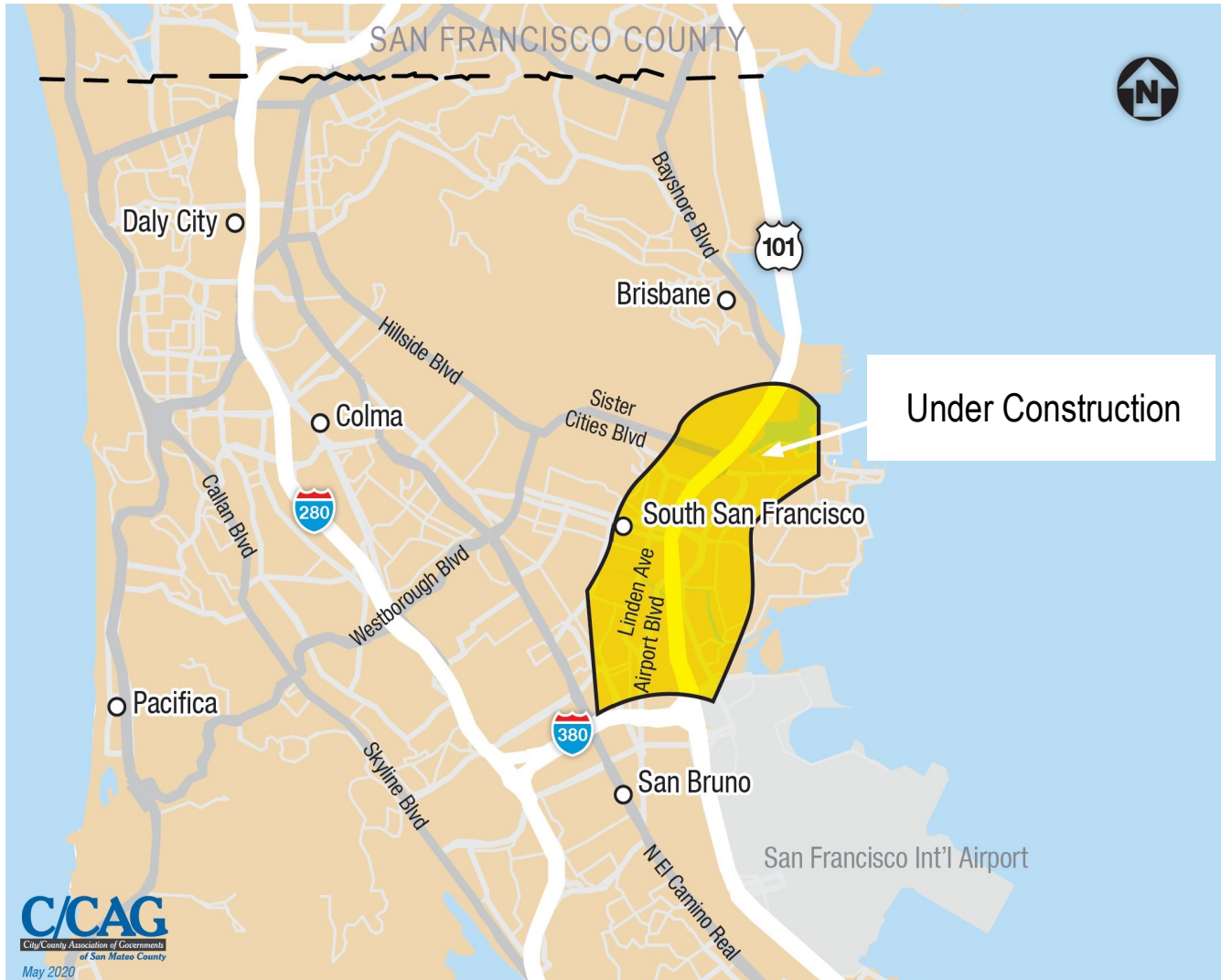
4. Smart Corridor Project and Construction Updates Presentation

Smart Corridor Project Limits Map

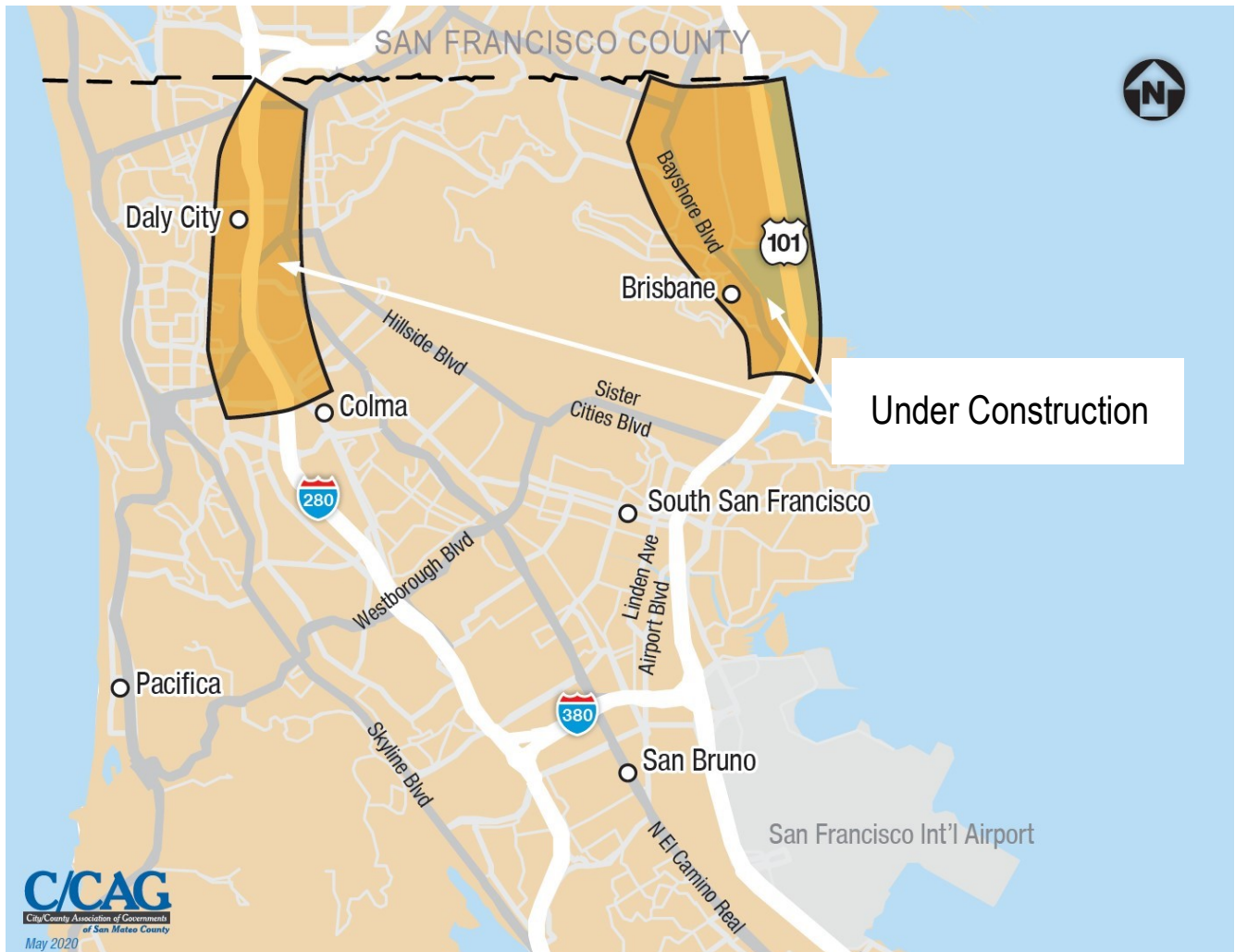




South San Francisco Project Corridors Map



# Northern Cities Project Corridors Map



**C/CAG AGENDA REPORT**

**Date:** April 10, 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 Dan Sternkopf at [dsternkopf@smcgov.org](mailto:dsternkopf@smcgov.org))

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**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 legislative topics and any votes on positions taken or other actions recommended by the Legislative Committee to the C/CAG Board 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 or other program funding and changes in legislative leadership and committee assignments.

The newly elected legislature initially convened on December 2, 2024 and reconvened on January 6, 2025 for the continuation of the 2025-26 Regular Legislative Session. Legislators had 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 bills in the previous two-year session. In all, approximately 2400 bills were introduced. 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 April 2025 meeting, the Board will receive an update on bills of interest to C/CAG.

At the March 13, 2025 meeting, the C/CAG Board approved the Legislative Committee's recommendation to send a letter of conceptual support for a proposed \$2 billion transportation budget rider. The letter will be reviewed and approved by C/CAG Board and Legislative Committee leadership, and will emphasize the importance of geographic equity in funding and the need for operational support.

### **Regional Transportation Measure**

State Senator Weiner has introduced SB 63. Regional Measure SB 63 is now a fully written bill and in print, the link to which is provided as Attachment 4 to this staff report. The Legislative Committee will further discuss SB 63 (Wiener) Regional Measure under consideration of bills of interest. Staff will update the Legislative Committee and the Board at the April 10, 2025 meeting with the most recent information. Attachment 3 is a letter from South San Francisco regarding SB 63.

### **Update on State and Federal C/CAG Budget Requests**

C/CAG, with support from Shaw Yoder Antwih Schmelzer & Lange and Ken Brown Strategic consulting, has prepared five budget requests for a total of \$8.2M through the Fiscal Year 2025 State and Federal earmark process. C/CAG submitted all five budget requests to the San Mateo State Delegation and four to the Federal Senator Schiff and Federal Senator Padilla. The project descriptions and letters of support from the federal submissions are available in Attachments 2a-d. The table below provides a summary of the budget requests.

<b>Project</b>	<b>\$\$\$</b>	<b>Submitted To</b>
Strengthening Coastal Resilience	\$1,500,000	Asm. Berman, State Senator Becker, Federal Senator Padilla, Federal Senator Schiff
Roadway Safety Improvements, Capital Improvements	\$1,000,000	Asm. Papan, State Senator Becker
Colma El Camino Real Bike/Ped Project	\$3,700,000	Asm. Catherine Stefani, State Senator Weiner, Federal Senator Padilla, Federal Senator Schiff
Countywide One Watershed Strategic Plan	\$1,500,000	Asm. Papan, State Senator Becker, Federal Senator Padilla, Federal Senator Schiff
Drought Conservation – Laundry to Landscape	\$590,000	Asm. Papan, State Senator Becker, Federal Senator Padilla, Federal Senator Schiff
<b>Total</b>	<b>\$8,290,000</b>	

The House appropriations Chair just released guidelines for House member directed funding requests. Staff are working with our consultants to submit the Community Project Funding requests to Congressman Mullin and Congressman Liccardo.

Committee members may view the bills being tracked at the following link provided by SYASL: [C/CAG Bill Tracking](#)

### **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.

## **ATTACHMENTS**

1. C/CAG Legislative Update, April 1, 2025 from Shaw Yoder Antwih Schmelzer & Lange
2. Federal Budget Requests Descriptions with Letters of Support – Submitted
  - a) Strengthening Coastal Resilience
  - b) Colma El Camino Real Bike/Ped Project
  - c) Countywide One Watershed Strategic Plan
  - d) Drought Conservation-Laundry to Landscape
3. Link to SB 63 (Wiener) – Regional Transportation Measure:  
[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202520260SB63](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB63)

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

- Letter from South San Francisco regarding SB 63.

## **Additional Links**

- [Recent Joint ABAG MTC Legislation Committee Agendas](#)
- [California State Association of Counties \(CSAC\) bill positions and tracking](#)
- [California Associations of Councils of Government \(CALCOG\) bill tracking](#)
- Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>
- [2025 California State Calendar of Legislative Deadlines](#)

## **San Mateo County Delegation**

- [Legislation from Assemblymember Marc Berman](#)
- [Assemblymember Diane Papan](#)
- [Legislation from Assemblymember Catherine Stefani](#)
- [Legislation from Senator Josh Becker](#)
- [Legislation Senator Scott Wiener](#)
- Bill Tracker for C/CAG by SYASL: [C/CAG Bill Tracking](#)
- Current client roster for Shaw Yoder Antwih Schmelzer & Lange - <https://syaslparkers.com/clients/>



1415 L Street  
Suite 1000  
Sacramento  
CA, 95814  
916-446-4656

April 1, 2025

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 – April 2025**

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### ***Legislative Update***

Approximately 2,350 bills have been introduced across the two houses of the State Legislature in this first year of the 2025-2026 Legislative Session. Many of these bills start out as “spot” bills and will need to be amended before they can be heard in the Legislature’s policy committees. The Assembly required spot bills to be amended by March 17 and the Senate by March 26. Already, pursuant to the Assembly deadline, we have seen substantive language amended into many spot bills; we will see additional substantive amendments over the coming weeks. The deadline for policy committees to meet and hear bills with a fiscal impact in the first house is May 2 (May 9 for non-fiscal). For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

### ***Bay Area Regional Measure***

The effort to generate additional revenue to support the Bay Area’s public transit systems by way of a regional transportation measure is now included in SB 63 (Wiener and Arreguín). The bill would authorize a citizens’ initiative, which may only require a simple majority vote, for a sales tax of one half-cent in Alameda and Contra Costa Counties, and up to one cent in San Francisco. These taxes would be applied for 10-15 years. As noted, the bill is currently a three-county measure (Alameda, Contra Costa, San Francisco), but provides a path for San Mateo and Santa Clara counties to opt-in before July 2025. After administrative costs, the bill would allocate remaining revenues to AC Transit, BART, Caltrain, and Muni, and may only be used for transit operations. The measure would also provide up to 10 percent of the revenues for transit transformation. Any remaining funds could be used for East Bay bus operators that provide feeder service to BART. The bill will also require performance audits of the four major transit systems facing fiscal cliffs (AC Transit, BART, Caltrain, SF Muni), and an operational cost-sharing analysis, as well as provisions for stronger regional network management. The bill also authorizes a regional network manager to implement the network management framework in exchange for access to SB 63 funds. Finally, SB 63 authorizes the extension of Measure A at up to one cent.



***Senator Arreguin and Assemblymember Mark Gonzalez Lead Effort to Secure Additional Funding for Transit***

On March 5, Senator Arreguín and Assemblymember Gonzalez launched an [major statewide effort to secure an additional \\$2 billion for local transit agencies](#) as part of the Fiscal Year 2025-26 budget. The effort is supported by the California Transit Association and numerous stakeholders statewide. If successful, this effort would result in additional flexible transit funding to help address near-term funding shortfalls as several regions and transit agencies prepare to advance self-help measures or find other solutions.

***Bills with Positions***

**SB 239 (Arreguín) Brown Act Teleconferencing Advisory Bodies – SUPPORT REQUEST AMENDMENTS**

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. Elected officials serving on a subsidiary body would be required to post their location and open the location to the public when participating remotely.

**AB 259 (Rubio) Brown Act Teleconferencing – SUPPORT**

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.

***Bills of Interest***

**SB 71 (Wiener) CEQA Exemptions for Clean Transportation Projects – RECOMMEND SUPPORT**

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 would require that a residential development proposed within one-half or one-quarter mile of a transit-oriented development stop be an allowed use on any site zoned for residential, mixed,

commercial, or light industrial development. A transit-oriented development stop is defined as a site with an existing rail or bus rapid transit station, a ferry terminal, or the intersection of two or more high frequency bus stops. SB 79 also requires that the development be eligible for streamlined, ministerial approval.

In addition, SB 79 exempts residential, commercial, and mixed-use projects on land owned by a public transit agency from CEQA. The bill further exempts from CEQA projects for rail facilities, including the construction or rehabilitation of stations and facilities which will be exclusively used by zero-emission or electric trains. If a project done pursuant to this exemption requires the construction of off-site storage and maintenance facilities distinct from the principal project site, the project would be separate and not exempt.

#### **SB 417 (Cabaldon) Affordable Housing Bond – WATCH**

This bill proposes the Affordable Housing Bond Act of 2026, which would authorize \$10 billion in bonds to address California's housing needs if approved by voters in the June 2, 2026, statewide election. The funds would support affordable rental housing and homeownership programs, including the Multifamily Housing Program, CalHome Program, and Joe Serna Jr. Farmworker Housing Grant Program. Specific allocations include \$5.25 billion for multifamily housing, \$1.75 billion for supportive housing with operating subsidies, \$800 million for portfolio reinvestment programs, \$1 billion for homeownership opportunities, and additional funds for wildfire-impacted housing markets, tribal housing grants, and disaster rehabilitation. The bill is designed as an urgency statute to enable immediate implementation upon voter approval.

#### **SB 445 (Weiner) Sustainable Transportation Permit Streamlining – WATCH**

This bill is intended to accelerate the permitting and construction of sustainable transportation projects. SB 445 sets timelines and requirements on specific third-party entities – local governments, utilities, and private telecommunications providers – to permit and/or approve work on the third-party entity's right-of-way or property.

Specifically, the bill requires a lead agency of a CEQA-exempted transportation project to provide notice to third-party entities regarding the lead agency's need to use or alter facilities under the third-party entity's jurisdiction.

For projects under \$25 million ("sustainable transportation projects"), SB 445 requires the third-party entity to issue permits and approvals within 30 days of acknowledging receipt of the lead agency's notice. For projects over \$25 million ("large sustainable transportation projects"), the bill requires that the lead agency enter into a cooperative agreement with each relevant third-party entity within 60 days. The cooperative agreement shall establish the scope of permits and approvals needed, among other considerations.

If the timelines dictated in the bill are not met, or if a third-party entity fails to adhere to the terms of a cooperative agreement, SB 445 authorizes the lead agency to occupy the right-of-way and conduct the necessary scope of work dictated in their notice.

#### **SB 457 (Becker) Housing Element Compliance – WATCH**



This bill would prevent the misuse of the Builder's Remedy, which prohibits a local government from denying a housing development project that includes a percentage of units set aside for affordable housing for 55 years for rental units, and 45 years for ownership. SB 457 would ensure that agencies are treated equitably and that their exposure to the Builder's Remedy does not depend on the California Department of Housing and Community Development's (HCD) review timelines. Currently, a housing element is not considered compliant until the date it is deemed compliant by HCD or a court, even without any change in substance before the date, placing the agency at the mercy of HCD's workload and timeline for reviewing housing elements. This bill will ensure that agencies are not penalized after they have committed to a compliant housing element and that they can enforce the policies contained in their compliant housing element. Additionally, this bill would clarify that the Builder's Remedy is available only to developers who demonstrate a serious commitment to a Builder's Remedy project by requiring a complete application to be filed before the agency adopts a housing element later determined to be compliant by HCD or a court.

#### **SB 707 (Durazo) Brown Act Reform – WATCH**

This bill would make a number of changes to the Brown Act, while also covering elements of the legislation C/CAG is supporting. This bill would authorize the legislative body of a local agency to use teleconferencing during a proclaimed state of emergency or local emergency if certain conditions are met, including that it determines that meeting in person during the emergency would present health and safety risks. This bill also includes similar remote participation authority for just cause as constituted by AB 2449 (Rubio), but unlike AB 259 (Rubio), sunsets this authority in 2030. This bill would also create a process for subsidiary bodies to meet remotely, similar to the requirements for AB 2449 meeting. However, certain members participating remotely can count toward the in-person quorum requirements (ADA, under 18, etc.). This bill contains several other provisions related to the Brown Act.

#### **AB 736 (Wicks) Affordable Housing Bond – WATCH**

This bill proposes the Affordable Housing Bond Act of 2026, which seeks to authorize \$10 billion in bonds to address California's housing crisis. If approved by voters during the June 2, 2026 statewide election, the funds would support a range of affordable housing initiatives, including rental housing programs, homeownership assistance, farmworker housing grants, and tribal housing projects. Specific allocations include \$5.25 billion for multifamily housing programs, \$1.75 billion for supportive housing with operating subsidies, \$800 million for portfolio reinvestment programs, and \$1 billion for homeownership opportunities through existing programs like CalHome. Additional funding would target energy efficiency improvements, acquisition and rehabilitation of unrestricted housing units with affordability restrictions, and tribal community rebuilding efforts. The act is designed as an urgency statute to enable immediate implementation and preparation for bond issuance upon voter approval.

#### **AB 939 (Schultz) Transportation Bond – WATCH**

This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, subject to voter-approval, would authorize \$20 billion in General Obligation bonds to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill still needs additional substantive amendments, but it sets aside \$6 billion for transit capital improvements, \$3.5 billion for local streets and roads, \$4 billion for intercity, regional, and commuter passenger rail improvements, and \$3 billion for zero-emission vehicle

investments, including rolling stock, battery electric technology vehicles, and hydrogen technology vehicles, \$1 billion for grade separations.

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

## **Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project**

### **Project Information**

**Within which account in the Transportation, Housing, and Urban Development bill are you applying for funding?**

**Required**

DOT Highway Infrastructure Projects

**Amount Requested**

**Required**

Write out the numeral (i.e. \$1,000,000)

\$1,276,000

**Total Project Cost**

**Required**

Write out the numeral (i.e. \$1,000,000)

\$1,595,000

**What percentage of the project will this funding cover?**

**Required**

80%

**Is this project scalable? Yes**

**Would you be willing to accept part of the requested funding amount? What level funding would you be able to accept?**

Yes, the Agency is willing to accept part of the requested funding amount. The Agency needs a minimum grant of \$1,145,000. The Agency can submit a member directed funding request in the following year for \$450,000 to upgrade the infrastructure.

**Brief Summary of Project**

**Required**

Please provide a concise (1-2 sentences max) description of the project and what the requested funding would be used for. For example: This funding will support the repair and replacement of aging sewer lines in the City of Cityville. (49/50 words)

This funding will improve safety and emergency preparedness for coastal communities in San Mateo County by equipping signalized intersections with generator backup and connection capabilities, developing a Coastal Incident Response Plan to guide transportation management during emergency events, and deploying Intelligent Transportation Systems in high need areas.

## Description of Project

### Required

This description must provide:

1. *A brief summary of the project including its purpose, goals, history, and current status, as well as the justification for the project (i.e., why funding is in the interest of taxpayers). The description should also state who/how many people the project will serve and what performance standards will be used to measure whether this project has achieved its objectives.*
2. *A detailed budget breakdown of how the requested federal funding will be spent (i.e., \$ -x- for salaries; \$ -x- for programming; \$ -x- for equipment; etc.). Please be specific when describing the activities and expenditures. The most common issue in determining if a project is eligible for funding is a lack of specific information on what the funding will be used for.*
3. *The status of planning and environmental review work.*

This description must be complete on its own and may not simply incorporate supporting materials by reference. (984/1,000 words)

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### 1) Project Overview

C/CAG seeks \$1,595,000 in THUD Highway Infrastructure Program funds with \$319,000 in match to equip signalized intersections with generator back up and connection capabilities, develop a Coastal Incident Response Plan to guide transportation management during emergency events, and implement Intelligent Transportation Systems in high need areas to improve mobility and coordination during unplanned events and emergencies.

**Project Purpose:** This funding will ensure critical infrastructure remains operational during emergencies and support long-term resilience for coastal communities that face extreme weather events increasing in frequency and severity.

**Project Need:** The coastal communities of San Mateo County, including Half Moon Bay, Pacifica, and unincorporated areas, have limited transportation access, primarily relying on Highways 1, 92, and 35. Highway 1, managed by Caltrans, has minimal traffic signals, and currently, those signal cabinets lack reliable backup power solutions. During power outages, the Highway 1 intersections become uncontrolled, creating significant safety risks. Public works staff often have to manually convert affected intersections into four-way stops, delaying response time and increasing hazards.

In February 2024, San Mateo County experienced severe storms fueled by atmospheric rivers, leading to significant disruptions along Highway 1. The storms brought heavy rainfall, strong winds, and widespread power outages, severely impacting transportation infrastructure.

Additionally, recent tsunami warnings have underscored the need for a coastal incident response plan and intelligent transportation solutions to manage the transportation infrastructure efficiently. On December 5, 2024, a magnitude 7.0 earthquake struck off the coast of Humboldt County, California, at 10:44 a.m., triggering a tsunami warning for the Northern California coast, including San Mateo County. Residents and visitors in low-lying coastal areas, including Half

Moon Bay, were advised to evacuate to higher ground. This led to significant traffic congestion as individuals sought safety inland. Investing in smart transportation technologies is critical to improving real-time traffic management, enhancing public safety, and establishing a coastal smart technology corridor.

**Project Scope:** With CDS funds, C/CAG will:

- **Furnish and install generator and connection capabilities** at fifteen (15) key traffic intersections to ensure signal functionality during outages.
- **Develop a Coastal Incident Response Plan** to enhance the management of transportation infrastructure during unplanned events and emergencies, such as power outages and evacuations. The plan will include:
  - Prepare an inventory of the existing transportation infrastructure and prepare a comprehensive needs assessment that identifies the necessary technology solutions to help minimize congestion and improve emergency response during unplanned events.
  - Enhance interagency coordination through streamlined communication protocols and establish public information strategies for issuing evacuation orders, tsunami warnings, and road closure notifications via mobile alerts, and emergency radio channels.
  - Identify evacuation routes and traffic control measures to strengthen the transportation network.
  - Develop signal timing strategies to enable real time adjustments during unplanned events, including remote override capabilities for first responders.
- **Implement Transportation Management System Enhancements** at key locations identified through the Coastal Incident Response Plan to include cameras, sensors, and signage to improve incident response, traffic flow and emergency evacuations.

**Justification of Taxpayer Benefits:** Investing in the *Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project* will enhance public safety, reduce emergency response times, and minimize economic disruptions during power outages and natural disasters. Installing generators and connections at 15 key intersections will ensure traffic signals remain operational, preventing accidents and congestion. The Coastal Incident Response Plan will improve evacuation planning, interagency coordination, and real-time public alerts for events like tsunamis and severe storms. Upgrading transportation management systems with cameras, sensors, and remote signal control will optimize traffic flow and enable first responders to act quickly. Maintaining traffic flow on Highways 1 and 92 will minimize economic disruptions. Proactive infrastructure improvements will reduce costly emergency responses and long-term recovery expenses, protecting both lives and taxpayer dollars.

**Project Status:** C/CAG is ready to begin the *Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project* upon award of CDS funds. In partnership with the California Department of Transportation, C/CAG will procure and install generators and related equipment at key intersections. Concurrently, C/CAG will issue an RFP to secure a consultant to develop the incident response plan, with work expected to begin within six months of the award agreement. The Coastal Incident Response Plan is projected for completion within

18 months, while ITS equipment deployment is to start within 24 months of grant award execution.

**Communities Served:** The project will directly benefit the **coastal communities of San Mateo County**, including **City of Half Moon Bay, City of Pacifica, and surrounding unincorporated areas**. These areas experience **frequent power outages and have limited transportation access**. The project will also benefit visitors, commuters, and other travelers along the coast in San Mateo County.

**Performance Standards & Evaluation:** C/CAG will utilize the new smart transportation technologies and partner with Caltrans to track improved traffic management outcomes during power outages, including average travel speeds before and after deployment and improved emergency response times.

## 2) Detailed Budget Breakdown

### 1. Equipment & Installation (\$325,000)

- Furnish and Install generator and connections (15 intersections at \$20,000 per unit) – \$300,000
- Backup Power Testing & Maintenance Plan – \$25,000

### 2. Coastal Incident Response Planning (\$950,000)

- Needs Assessment for Transportation Technology Solution – \$100,000
- Development of Coastal Incident Response Plan – \$400,000
- Traffic Management System Enhancements (Cameras, Sensors, Signs at locations TBD) – \$450,000

### 3. Project Management & Contingency (\$320,000)

- Project Management & Administration (10%) – \$128,000
- Contingency (15%) – \$192,000

Total Estimated Project Cost: \$1,595,000

- Local Match (20%) – \$319,000
- Earmark Request: \$1,276,000

COUNTY OF SAN MATEO  
BOARD OF SUPERVISORS

4.2 a2a  
Ray Mueller  
Board of Supervisors, Third District

County Government Center  
400 County Center, 1<sup>st</sup> Floor  
Redwood City, CA 94063  
650-363-4569

March 26, 2025

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

**The Honorable Adam Schiff**  
**United State Senator**  
B40C Dirksen Senate Office Building  
Washington, DC 20510

**The Honorable Sam Liccardo**  
**United States Congressman**  
1117 Longworth House Office Building  
Washington, DC 20515

Dear Senator Padilla, Senator Schiff, and Congressman Liccardo,

I write to express my strong support for the City and County Association of Governments (C/CAG) of San Mateo County's request for FY26 Congressionally Directed Spending/Community Project Funding under the Transportation, Housing, & Urban Development (THUD) Highway Infrastructure Projects account to support the *San Mateo Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness* project. C/CAG is committed to enhancing safety and emergency preparedness for coastal communities in San Mateo County by implementing critical transportation resilience measures. These efforts include equipping signalized intersections with generator backup and hook-up capabilities, developing a Coastal Incident Response Plan to guide transportation management during emergency events, and deploying Intelligent Transportation Systems in high-need areas to improve mobility and coordination during emergencies.

As the Third District County Supervisor representing the entirety of the San Mateo County coast, amounting to 58 miles of coastline and a portion of the Santa Cruz Mountains, I cannot overstate the importance of investing in and strengthening coastal resiliency, infrastructure and emergency preparedness. In the last five years, this region has experienced wildfires, hundred-year storms, flooding, tsunami risks, shoreline erosion and telecommunication breakdowns leaving the residents and its economy vulnerable. This project will tackle one small part of these daunting threats by preventing uncontrolled intersections on coastal highways during power outages; implement data-driven traffic management to assist and improve emergency response times; and address traffic-related challenges that become barriers to lifeline services when they are most needed.

The County of San Mateo and my office will be an active and supportive partner of the San Mateo Strengthening Coastal Resilience Project. Please give this project the highest consideration for funding.

Sincerely,



Ray Mueller  
San Mateo County Supervisor  
District 3



## California Department of Transportation

DISTRICT 4  
P.O. BOX 23660, MS-1A | OAKLAND, CA 94623-0660  
(510) 286-5900 | FAX (510) 286-6301 | TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



March 25, 2025

The Honorable Sam Liccardo  
United States Congressman  
1117 Longworth House Office Building  
Washington, DC 20515


Dear Congressman Liccardo:

On Behalf of the California Department of Transportation (Caltrans), District 4 acknowledges the request from the City and County Association of Governments (C/CAG) of the San Mateo County for the San Mateo Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project (Project) for Fiscal Year 2026 Congressionally Directed Spending/Community Project Funding under the Transportation, Housing and Urban Development, and Related Agencies – Highway Infrastructure Projects Account.

The Project will equip signalized intersections with generator backup and hook-up capabilities, develop a Coastal Incident Response Plan to guide transportation management during emergency events, and deploy Intelligent Transportation Systems in high-need areas to improve safety, mobility, and coordination during emergencies.

Caltrans greatly appreciates your consideration of the request from C/CAG of San Mateo County. The proposed Project supports and strengthens our goals to improve safety and emergency management of the State Highway System. This letter does not constitute a financial commitment of State-administered transportation funds.

Sincerely,

  
David Ambuehl (Mar 25, 2025 18:14 PDT)

for DINA A. EL-TAWANSY  
District 4 Director



## California Department of Transportation

DISTRICT 4  
P.O. BOX 23660, MS-1A | OAKLAND, CA 94623-0660  
(510) 286-5900 | FAX (510) 286-6301 | TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



March 25, 2025

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

Dear Senator Padilla:

On Behalf of the California Department of Transportation (Caltrans), District 4 acknowledges the request from the City and County Association of Governments (C/CAG) of the San Mateo County for the San Mateo Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project (Project) for Fiscal Year 2026 Congressionally Directed Spending/Community Project Funding under the Transportation, Housing and Urban Development, and Related Agencies – Highway Infrastructure Projects Account.

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Sincerely,

David Ambuehl

David Ambuehl (Mar 25, 2025 18:14 PDT)

for DINA A. EL-TAWANSY  
District 4 Director

## California Department of Transportation

DISTRICT 4  
P.O. BOX 23660, MS-1A | OAKLAND, CA 94623-0660  
(510) 286-5900 | FAX (510) 286-6301 | TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



March 25, 2025

The Honorable Adam Schiff  
United State Senator  
B40C Dirksen Senate Office Building  
Washington, DC 20510


Dear Senator Schiff:

On Behalf of the California Department of Transportation (Caltrans), District 4 acknowledges the request from the City and County Association of Governments (C/CAG) of the San Mateo County for the San Mateo Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project (Project) for Fiscal Year 2026 Congressionally Directed Spending/Community Project Funding under the Transportation, Housing and Urban Development, and Related Agencies – Highway Infrastructure Projects Account.

The Project will equip signalized intersections with generator backup and hook-up capabilities, develop a Coastal Incident Response Plan to guide transportation management during emergency events, and deploy Intelligent Transportation Systems in high-need areas to improve safety, mobility, and coordination during emergencies.

Caltrans greatly appreciates your consideration of the request from C/CAG of San Mateo County. The proposed Project supports and strengthens our goals to improve safety and emergency management of the State Highway System. This letter does not constitute a financial commitment of State-administered transportation funds.

Sincerely,

  
David Ambuehl (Mar 25, 2025 18:14 PDT)

for  
DINA A. EL-TAWANSY  
District 4 Director



METROPOLITAN  
TRANSPORTATION  
COMMISSION

4.2 a2a  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
www.mtc.ca.gov

March 26, 2025

*Sue Noack, Chair*  
Cities of Contra Costa County

*Stephanie Moulton-Peters,*  
*Vice Chair*  
Marin County and Cities

*Margaret Abe-Koga*  
Santa Clara County

*Eddie Ahn*  
San Francisco Bay Conservation  
and Development Commission

*Candace Andersen*  
Contra Costa County

*Marilyn Ezzy Ashcraft*  
Cities of Alameda County

*Pat Burt*  
Cities of Santa Clara County

*David Canepa*  
San Mateo County

*Dina El-Taransy*  
California State  
Transportation Agency

*Victoria Fleming*  
Sonoma County and Cities

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

*Alicia Jobn-Baptiste*  
San Francisco Mayor's Appointee

*Rebecca Kaplan*  
Oakland Mayor's Appointee

*Matt Maban*  
San Jose Mayor's Appointee

*Amber Manfree*  
Napa County and Cities

*Mitch Masbourn*  
Solano County and Cities

*Myrna Melgar*  
City and County of San Francisco

*Nate Miley*  
Alameda County

*Gina Papan*  
Cities of San Mateo County

*Belia Ramos*  
Association of Bay Area  
Governments

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

*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

The Honorable Alex  
Padilla  
112 Hart Senate Office  
Building  
Washington, D.C. 20510

The Honorable Adam  
Schiff  
112 Hart Senate Office  
Building  
Washington, D.C. 20510

The Honorable Sam Liccardo  
1117 Longworth House Office  
Building  
Washington, D.C. 20510

RE: Letter of Support for the Strengthening Coastal Resilience Project

Dear Senator Padilla, Senator Schiff, and Representative Liccardo:

The Metropolitan Transportation Commission (MTC) is the Metropolitan Planning Organization (MPO) for the nine-county Bay Area. Our current long-range Regional Transportation Plan (RTP) and regional Sustainable Communities Strategy, *Plan Bay Area 2050*, was adopted in October 2021.

MTC submits this letter of support for the City and County Association of Governments of San Mateo County's (C/CAG) funding request for \$1,525,000 in Congressionally Directed Spending for the *Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project*. The project will enhance safety and emergency preparedness for coastal communities in San Mateo County by implementing critical transportation resilience measures. These efforts include equipping signalized intersections with generator backup and hook-up capabilities, developing a Coastal Incident Response Plan to guide transportation management during emergency events, and deploying Intelligent Transportation Systems in high-need areas to improve mobility and coordination during emergencies.

This project is consistent with and supports the implementation of *Plan Bay Area 2050*. Furthermore, MTC confirms that the project is included in the adopted regional Transportation Improvement Program (TIP), and additional funding for the project can be added to the TIP within a reasonable timeframe after the award.

If you have any questions regarding our support for this project, please contact me at (415) 778-6772 or Mark Dedrick, MTC's Washington Representative, at (202) 494-3618.

Sincerely,

Theresa Romell  
Section Director, Funding Policy and Programs



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

The Honorable Adam Schiff  
United State Senator  
B40C Dirksen Senate Office  
Building  
Washington, DC 20510

The Honorable Sam Liccardo  
United States Congressman  
1117 Longworth House Office  
Building  
Washington, DC 20515

March 26, 2025

**RE: City of Half Moon Bay Supports the San Mateo Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project**

Dear Senator Padilla, Senator Schiff, and Congressman Liccardo,

On behalf of the City of Half Moon Bay, I am pleased to express our strong support for the City and County Association of Governments (C/CAG) of San Mateo County's request for Fiscal Year 2026 Congressionally Directed Spending/Community Project Funding under the Transportation, Housing, and Urban Development (THUD) Highway Infrastructure Projects account. This funding will support the San Mateo Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness project, which is critical to enhancing transportation resilience and emergency preparedness for our coastal communities.

The City of Half Moon Bay recognizes the urgent need for improved infrastructure to address the growing threats posed by extreme weather events and natural disasters. The proposed project will equip signalized intersections with generator backup and hook-up capabilities to maintain traffic flow during power outages, develop a Coastal Incident Response Plan to improve emergency transportation management, and deploy Intelligent Transportation Systems in high-need areas to enhance mobility and coordination. These measures will significantly improve public safety, reduce congestion, and strengthen emergency response capabilities along our coastal corridors, benefiting residents, businesses, and visitors alike.

The City of Half Moon Bay stands as an active and committed partner in supporting this initiative. We urge you to give this project the highest consideration for funding, as it will provide vital infrastructure improvements that ensure the safety and resilience of our communities.

Thank you for your leadership and support in strengthening coastal resilience in San Mateo County.

Sincerely,

Matthew Chidester  
City Manager  
City of Half Moon Bay



Scenic Pacifica  
Incorporated Nov. 22, 1957

---

## CITY OF PACIFICA

170 Santa Maria Avenue • Pacifica, California 94044-2506  
[www.cityofpacifica.org](http://www.cityofpacifica.org)

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4.2 a2a

### MAYOR

Sue Beckmeyer

### MAYOR PRO TEM

Christine Boles

### COUNCIL

Mary Bier

Mayra Espinosa

Greg Wright

March 21, 2025

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

The Honorable Adam Schiff  
United State Senator  
B40C Dirksen Senate Office Building  
Washington, DC 20510

The Honorable Sam Liccardo  
United States Congressman  
1117 Longworth House Office Building  
Washington, DC 20515

RE: City of Pacifica supports the San Mateo Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness Project

Dear Senator Padilla, Senator Schiff, and Congressman Liccardo,

I write to express my strong support for the City and County Association of Governments (C/CAG) of San Mateo County's request for FY26 Congressionally Directed Spending/Community Project Funding under the Transportation, Housing, & Urban Development (THUD) Highway Infrastructure Projects account to support the *San Mateo Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness* project. C/CAG is committed to enhancing safety and emergency preparedness for coastal communities in San Mateo County by implementing critical transportation resilience measures. These efforts include equipping signalized intersections with generator backup and hook-up capabilities, developing a Coastal Incident Response Plan to guide transportation management during emergency events, and deploying Intelligent Transportation Systems in high-need areas to improve mobility and coordination during emergencies.

The City of Pacifica provides exceptional services, maintains the small-town feel and safety of its unique community, and stewards its environment, coastal beauty, and recreational opportunities. City of Pacifica supports the San Mateo County Strengthening Coastal Resilience Projects because the project will prevent uncontrolled intersections on coastal highways during power outages,

which will improve safety and reduce disruptions; smart, data-driven traffic management tools will reduce congestion and improve emergency response times during extreme weather events on the coast; the project will help to address the challenges residents, commuters, and visitors have faced during the recent atmospheric river storms and tsunami warnings; the Coastal Incident Response Plan will ensure improved traffic management and better safety outcomes during emergency events.

City of Pacifica will be an active and supportive partner of the San Mateo Strengthening Coastal Resilience Project. Please give this project the highest consideration for funding.

Sincerely,

A handwritten signature in blue ink that reads "Sue Beckmeyer". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Sue Beckmeyer  
Mayor, City of Pacifica



## Colma El Camino Road Safety Improvements Project

### Project Information

**Within which account in the Transportation, Housing, and Urban Development bill are you applying for funding?**

**Required**

DOT Highway Infrastructure Projects

**Amount Requested**

**Required**

Write out the numeral (i.e. \$1,000,000)

\$2,960,000

**Total Project Cost**

**Required**

Write out the numeral (i.e. \$1,000,000)

\$3,700,000

**What percentage of the project will this funding cover?**

**Required**

80%

**Is this project scalable? Yes**

**Would you be willing to accept part of the requested funding amount? What level funding would you be able to accept?**

Yes, funding for this project is scalable and funding provided at a lower level would be acceptable. A lower amount than request would at minimum support the Project Approval & Environmental Documentation Phase and potentially the Project Specifications and Engineering Phase.

**Brief Summary of Project**

**Required**

Please provide a concise (1-2 sentences max) description of the project and what the requested funding would be used for. For example: This funding will support the repair and replacement of aging sewer lines in the City of Cityville. (47/50 words)

This funding will improve safety and mobility for all transportation users along the segment of El Camino Real from Albert M. Teglia Blvd to Mission Road in the Town of Colma by deploying buffered bike lanes, continuous sidewalks, improved pedestrian crossings, accessible curb ramps, and other enhancements.

**Description of Project**

**Required**

This description must provide:

1. *A brief summary of the project including its purpose, goals, history, and current status, as well as the justification for the project (i.e., why funding is in the interest of taxpayers). The description should also state who/how many people the project will serve and what performance standards will be used to measure whether this project has achieved its objectives.*
2. *A detailed budget breakdown of how the requested federal funding will be spent (i.e., \$ -x- for salaries; \$ -x- for programming; \$ -x- for equipment; etc.). Please be specific when describing the activities and expenditures. The most common issue in determining if a project is eligible for funding is a lack of specific information on what the funding will be used for.*
3. *The status of planning and environmental review work.*

This description must be complete on its own and may not simply incorporate supporting materials by reference. (984/1,000 words)

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### 1) Project Overview

C/CAG seeks \$2,960,000 in FY26 Congressionally Directed Spending under the THUD Highway Infrastructure Projects account to implement the integrated green infrastructure and safety improvement components Colma El Camino Real Road Safety Improvements project. The proposed project will upgrade the segment of El Camino Real from Albert M Teglia Blvd to Mission Road in the Town of Colma (Segment A) into a safe, accessible, and multimodal corridor. This segment is part of a larger effort to enhance pedestrian, bicycle, and transit connectivity along the busy El Camino Real corridor, while improving traffic operations and sustainability. The project would transform the currently vehicle-centered roadway into a multi-modal transportation corridor with approximately 0.95 miles of buffered bike lanes and continuous sidewalks, improved pedestrian crossings, ADA curb ramps, enhanced street lighting, landscaping, stormwater treatment measures, and upgraded safe harbor bus stops. The project also includes reconfiguration and a new traffic signal at the El Camino Real/Mission Road intersection and a new traffic signal at the El Camino Real/Collins intersection, improving safety, accessibility, and interconnectivity of the regional transit operations in the area.

**Project Need:** Segment A of El Camino Real is currently a high-risk corridor for pedestrians and cyclists due to a lack of adequate infrastructure and dangerous traffic conditions. This segment of El Camino Real (State Highway 82) serves as a major arterial roadway with heavy vehicle traffic, high speeds, and limited safe crossings. The lack of bike lanes forces cyclists to share lanes with fast-moving traffic. Unsafe walking conditions include gaps in sidewalks that sometimes force pedestrians to walk along the roadway. Missing or outdated ADA curb ramps limit safety and access for individuals with disabilities. Both the El Camino Real/Mission Road intersection and the El Camino Real/Collins intersection are high-conflict areas with poor pedestrian visibility and inadequate traffic controls. These two intersections were identified as priority intersections or for location-specific improvements in a [2018 Systemic Safety Analysis Report](#) that analyzed crash data across the Town of Colma.

**Project Scope & Purpose:** The primary objectives of Segment A of El Camino Real Road Safety Improvements project include:



- **Enhancing Safety for All Users:** Installing buffered bike lanes, continuous sidewalks, and high-visibility pedestrian crossings to reduce conflicts between vehicles, cyclists, and pedestrians will reduce vehicle-pedestrian and vehicle-bicycle crashes.
- **ADA Accessibility & Connectivity:** Adding ADA-compliant curb ramps and safe pedestrian crossings to ensure accessibility for all, including individuals with disabilities.
- **Promoting Transit Use:** Upgrading safe harbor bus stops, including the installation of shelters, seating, and real-time arrival information, will enhance safety and convenience for transit passengers.
- **Traffic Flow & Intersection Improvements:** Reconfiguring and upgrading the El Camino Real/Mission Road intersection and installing a new traffic signal at the El Camino Real/Collin intersection will improve traffic operation, reduce congestion, and reduce vehicular crashes.
- **Sustainable Streetscape Enhancements:** Integrating landscaping and stormwater treatment measures will support a sustainable street corridor.

**Population Served & Justification of Taxpayer Benefits:** The El Camino Real Road Safety Improvements project will reduce crashes and injuries, improve accessibility and mobility, and enhance the quality of life for local residents, commuters, and visitors who travel along El Camino Real through Colma and adjacent jurisdictions in Daly City and South San Francisco. Many people drive or take transit along this corridor to reach jobs in San Francisco, Daly City, and Silicon Valley. SamTrans Route ECR runs along El Camino Real, connecting riders to Colma BART Station and other regional transit hubs. The corridor includes shopping centers, auto dealerships, and small businesses, drawing visitors from surrounding areas. Bicyclists use El Camino Real as a key north-south route but face significant safety risks due to the lack of bike lanes. The improvements to bus stops and active transportation modes will benefit residents and visitors who have limited access to personal vehicles and will reduce air pollution by promoting walking, biking, and transit use. The intersection improvements will enhance safety for drivers. The ADA improvements will enhance safety and mobility for residents with limited mobility, including individuals who use wheelchairs, seniors, and children.

**Performance Standards & Evaluation:** C/CAG, the Town of Colma, CalTrans, and other project partners will measure the success of the project according to:

- Reduced crash rates for vehicular crashes and vehicle-pedestrian and vehicle-bicycle crashes
- Increased active transportation and transit use, as measured by bike and pedestrian counts and transit ridership numbers
- Community satisfaction with the project, as measured by user surveys and public input opportunities

## 2) Detailed Budget Breakdown

### Agency Coordination and Project Management

- CDS Funds: \$296,000
- Match: \$74,000
- Total: \$370,000

**Construction Activities, including Construction Management**

- CDS Funds: \$2,664,000
- Match: \$666,000
- Total: \$3,330,000

**Total Project**

- CDS Funds: \$2,960,000
- Match: \$740,000
- Total: \$3,700,000



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

The Honorable Adam Schiff  
United State Senator  
B40C Dirksen Senate Office  
Building  
Washington, DC 20510

The Honorable Kevin Mullin  
1404 Longworth House Office  
Building  
Washington, DC 20515

RE: Climate Resilient Communities supports the Colma El Camino Real Road Safety Improvements project

Dear Senator Padilla, Senator Schiff, and Representative Mullin,

I write to express my strong support for the City and County Association of Governments (C/CAG) of San Mateo County's request for FY26 Congressionally Directed Spending/Community Project Funding under the Transportation, Housing, & Urban Development (THUD) Highway Infrastructure Projects account to support Colma El Camino Real Road Safety Improvements project. The proposed project will implement safety, accessibility, and mobility upgrades along the segment of El Camino Real from Albert M Teglia Blvd to Mission Road in the Town of Colma (Segment A).

CRC is a community-based organization empowering community voices to implement equitable climate solutions for unity, resilience, and justice. CRC supports the Colma El Camino Real Road Safety Improvements project because the project will reduce crashes along a dangerous segment of a main roadway and will make this corridor safer for all transportation users, including individuals with limited mobility, seniors, and children, etc.

CRC will be an active and supportive partner of the Colma El Camino Real Road Safety Improvements project. Please give this project the highest consideration for funding.

Sincerely,

Violet Saena  
Executive Director



## TOWN OF COLMA

1198 El Camino Real • Colma, California • 94014-3212

Tel 650.997.8300 • Fax 650.997.8308

March 18, 2025

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

The Honorable Adam Schiff  
United State Senator  
B40C Dirksen Senate Office  
Building  
Washington, DC 20510

The Honorable Kevin Mullin  
1404 Longworth House Office  
Building  
Washington, DC 20515

RE: Town of Colma supports the Colma El Camino Real Road Safety Improvements project

Dear Senator Padilla, Senator Schiff, and Representative Mullin,

On behalf of the Town of Colma, I write to express my strong support for the City and County Association of Governments (C/CAG) of San Mateo County's request for FY26 Congressionally Directed Spending/Community Project Funding under the Transportation, Housing, & Urban Development (THUD) Highway Infrastructure Projects account to support Colma El Camino Real Road Safety Improvements project. The proposed project will implement safety, accessibility, and mobility upgrades along the segment of El Camino Real (SR-82) from Albert M Teglia Blvd to Mission Road in the Town of Colma (Segment A).

The Town of Colma, nestled on the San Francisco Peninsula in San Mateo County, California, is a unique greenbelt community with attractive cemeteries surrounding a regionally oriented commercial core and convenient transit access. The Town supports the Colma El Camino Real Road Safety Improvements project as it will reduce crashes along a dangerous segment of a main arterial roadway; the project is a key component of a larger effort to enhance pedestrian, bicycle, and transit connectivity along the busy El Camino Real Corridor (SR-82); El Camino Real through Colma is currently a high-risk corridor for pedestrians and cyclists due to a lack of adequate infrastructure and dangerous traffic conditions, the project will benefit the many commuters who drive, take transit or use other modes of transportation along this corridor travelling to jobs in Colma and neighboring cities of South San Francisco and Daly City as well as broader regions across Silicon Valley; the project will enhance multi-modal infrastructure, optimize traffic operations, and improve accessibility and safety for users of all ages and abilities.

The Town of Colma commits to actively supporting the Colma El Camino Real Road Safety Improvements project. Please give this project the highest consideration for funding.

Sincerely,

Ken Gonzalez  
Mayor, Town of Colma

Ken Gonzalez, Mayor  
Carrie Slaughter, Vice Mayor  
Helen Fisicaro, Council Member • Joanne F. del Rosario, Council Member • Thomas Walsh, Council Member  
Daniel Barros, City Manager

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0019  
(916) 319-2019  
FAX (916) 319-2119



March 21, 2025

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

The Honorable Adam Schiff  
United States Senate  
112 Hart Senate Office Building  
Washington, DC 20510

The Honorable Kevin Mullin  
United States House of Representatives  
1404 Longworth House Office Building  
Washington, DC 20515

**RE: Congressionally Directed Spending Request for C/CAG Colma El Camino Real Road Safety Improvements Project**

Dear Senator Padilla, Senator Schiff, and Representative Mullin,

I write to express my strong support for the City and County Association of Governments (C/CAG) of San Mateo County's request for Fiscal Year 2026 Congressionally Directed Spending/Community Project Funding under the Transportation, Housing, & Urban Development (THUD) Highway Infrastructure Projects account to support the Colma El Camino Real Road Safety Improvements Project. The proposed project will implement safety, accessibility, and mobility upgrades along the segment of El Camino Real from Albert M. Teglia Boulevard to Mission Road in the Town of Colma (Segment A).

I support the Colma El Camino Real Road Safety Improvements Project because the project will reduce crashes along a dangerous segment of a main arterial roadway; the project is a key component of a larger effort to enhance pedestrian, bicycle, and transit connectivity along the busy El Camino Real Corridor; El Camino Real through Colma is currently a high-risk corridor for pedestrians and cyclists due to a lack of adequate infrastructure and dangerous traffic conditions, the project will benefit the many commuters who drive, take transit or use other modes of transportation along this corridor to reach jobs in neighboring cities of South San Francisco and Daly City as well as broader regions across Silicon Valley; the project will make the project will make this corridor safer for all transportation users, including individuals with limited mobility, seniors, and children, etc.

I applaud C/CAG of San Mateo County's efforts to complete these improvements, and I will be an active and supportive partner of the Colma El Camino Real Road Safety Improvements Project. I hope you will prioritize this funding for Fiscal Year 2026. Thank you for your time and consideration.

Sincerely,

Catherine Stefani  
Assemblymember, Nineteenth District





METROPOLITAN  
TRANSPORTATION  
COMMISSION

4.2 a2b  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
www.mtc.ca.gov

March 26, 2025

*Sue Noack, Chair*  
Cities of Contra Costa County

*Stephanie Moulton-Peters,  
Vice Chair*  
Marin County and Cities

*Margaret Abe-Koga*  
Santa Clara County

*Eddie Ahn*  
San Francisco Bay Conservation  
and Development Commission

*Candace Andersen*  
Contra Costa County

*Marilyn Ezzy Ashcraft*  
Cities of Alameda County

*Pat Burt*  
Cities of Santa Clara County

*David Canepa*  
San Mateo County

*Dina El-Tawansy*  
California State  
Transportation Agency

*Victoria Fleming*  
Sonoma County and Cities

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

*Alicia Jobn-Baptiste*  
San Francisco Mayor's Appointee

*Rebecca Kaplan*  
Oakland Mayor's Appointee

*Matt Maban*  
San Jose Mayor's Appointee

*Amber Manfree*  
Napa County and Cities

*Mitch Masburn*  
Solano County and Cities

*Myrna Melgar*  
City and County of San Francisco

*Nate Miley*  
Alameda County

*Gina Papan*  
Cities of San Mateo County

*Belia Ramos*  
Association of Bay Area  
Governments

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

*Andrew B. Fremier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

The Honorable Alex  
Padilla  
112 Hart Senate Office  
Building  
Washington, D.C. 20510

The Honorable Adam  
Schiff  
112 Hart Senate Office  
Building  
Washington, D.C. 20510

The Honorable Kevin Mullin  
1117 Longworth House Office  
Building  
Washington, D.C. 20510

RE: Letter of Support for the Colma El Camino Real Road Safety Improvements Project

Dear Senator Padilla, Senator Schiff, and Representative Mullin:

The Metropolitan Transportation Commission (MTC) is the Metropolitan Planning Organization (MPO) for the nine-county Bay Area. Our current long-range Regional Transportation Plan (RTP) and regional Sustainable Communities Strategy, *Plan Bay Area 2050*, was adopted in October 2021.

MTC submits this letter of support for the City and County Association of Governments of San Mateo County's (C/CAG) funding request for \$2,960,000 in Congressionally Directed Spending for the *Colma El Camino Real Road Safety Improvements project*. The proposed project will implement safety, accessibility, and mobility upgrades along the segment of El Camino Real, from Albert M. Teglia Boulevard to Mission Road, in the Town of Colma.

This project is consistent with and supports the implementation of *Plan Bay Area 2050*. Furthermore, MTC confirms that the project is currently being added to the FTIP 2025 amendment, which is pending MTC, Caltrans, and FHWA approval

If you have any questions regarding our support for this project, please contact me at (415) 778-6772 or Mark Dedrick, MTC's Washington Representative, at (202) 494-3618.

Sincerely,

Theresa Romell  
Section Director, Funding Policy and Programs

TR:KA  
J:\PROJECT\Funding\T6-IIJA\CPF-CDS\2025\2025 CPFCDs Support Letters\CCAG\_ColmaECR - draft.docx

## San Mateo Countywide OneWatershed Initiative

### Project Information

**Within which account in the Transportation, Housing, and Urban Development bill are you applying for funding?**

**Required**

National Oceanic and Atmospheric Administration (NOAA); Operations, Research, and Facilities (ORF); Special Projects

### Amount Requested

**Required**

Write out the numeral (i.e. \$1,000,000)

\$1,500,000

### Total Project Cost

**Required**

Write out the numeral (i.e. \$1,000,000)

\$1,500,000

**What percentage of the project will this funding cover?**

**Required**

100%

**Is this project scalable? Yes**

**Would you be willing to accept part of the requested funding amount? What level funding would you be able to accept?**

Yes, funding for this project is scalable. The San Mateo Countywide OneWatershed Initiative includes several key components of a comprehensive strategic planning process, which can be completed sequentially and in separate phases as funding is available. For example funding provided at a lower level of approximately \$1,000,000 could be used to conduct the necessary interagency and stakeholder coordination to develop the OneWatershed Initiative vision, goals, objectives and performance measures, as well as to update OneWatershed and climate hazard/vulnerability databases and dashboards to prepare for advancing additional OneWatershed pilot studies and a coordinated implementation funding approach in a future phase.

### Brief Summary of Project

**Required**

Please provide a concise (1-2 sentences max) description of the project and what the requested funding would be used for. For example: This funding will support the repair and replacement of aging sewer lines in the City of Cityville. (50/50 words)

This funding will advance integrated watershed management in San Mateo County through coordinated risk analysis, data visualization, strategic planning, and policy integration. This will include pilot watershed studies, conceptual design for large-scale projects, and implementation of small-scale green infrastructure projects to strengthen watershed management, protect communities, and improve infrastructure resilience.

## Description of Project

### Required

This description must provide:

1. *A brief summary of the project including its purpose, goals, history, and current status, as well as the justification for the project (i.e., why funding is in the interest of taxpayers). The description should also state who/how many people the project will serve and what performance standards will be used to measure whether this project has achieved its objectives.*
2. *A detailed budget breakdown of how the requested federal funding will be spent (i.e., \$ -x- for salaries; \$ -x- for programming; \$ -x- for equipment; etc.). Please be specific when describing the activities and expenditures. The most common issue in determining if a project is eligible for funding is a lack of specific information on what the funding will be used for.*
3. *The status of planning and environmental review work.*

This description must be complete on its own and may not simply incorporate supporting materials by reference. (984/1,000 words)

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## 1) Project Overview

C/CAG seeks \$1,500,000 in Congressionally Directed Spending funds under the Commerce, Justice, Science, and Related Agencies (CJS) National Oceanic and Atmospheric Administration's (NOAA) Operations, Research, and Facilities (ORF) Special Projects Account for the San Mateo Countywide OneWatershed Initiative. The San Mateo Countywide OneWatershed Initiative aims to develop a comprehensive, integrated approach to managing climate hazards and improving watershed resilience throughout San Mateo County. The initiative will include updating countywide climate hazard exposure and risk analyses to establish a data-driven foundation for decision-making and ensure effective stormwater management, flood mitigation, and climate adaptation. This initiative will deliver an updated countywide OneWatershed asset data inventory and visualization tools that will enhance infrastructure planning and investment for water systems. A primary deliverable of the initiative will be a OneWatershed Strategic Plan, which develops policy recommendations and pilot studies to demonstrate scalable resilience solutions for priority watershed areas across the county. Funding will also support the development of up to ten concept designs for large-scale projects and the implementation of three to five small-scale pilot OneWatershed infrastructure projects in select watersheds, which would be outcomes of community engagement and pilot watershed studies.

**Project Need & Background:** San Mateo County is highly vulnerable to climate hazards that have significant consequences for watershed infrastructure and resources. San Mateo County has the highest population of any county in California living in projected sea level rise inundation areas, with an estimated \$39.1 billion in assets at risk to flooding in the next 50 to 100 years. In



addition to public infrastructure, nearly 30,000 homes and 3,000 commercial parcels in San Mateo County are vulnerable to the impacts of sea level rise, including potential displacement and job loss. The county's location, bounded by the Pacific Ocean to the west and the San Francisco Bay to the east, makes it especially vulnerable to extreme rainfall through atmospheric river events, high tides/storm surge, and sea level rise, which place strain on the County's infrastructure and impact communities. In 2023, a number of communities in San Mateo County experienced unprecedented wet weather events, and portions of the County received more than four inches of rain in a single storm, causing major property flooding, road closures, and even deaths. Communities in San Mateo County are anticipated to face additional severe climate risks in the coming decades, including coastal flooding and erosion, with especially significant erosion on the Pacific Coast side of the County; upland flooding from increasing extreme precipitation events; wildfire, with an eight-fold increase in probability of a large fire occurring in the County by 2070; increased water stress due to drought, with two major droughts in the County spanning nine out of eleven consecutive years (between January 2012 and December 2022) with record-high heat and low precipitation; and increased urban heat, especially in the highly urbanized communities along the bayshore.

C/CAG has led efforts to develop the **One Watershed Framework**, which is a new integrated watershed management approach that builds upon and integrates prior resilience planning work related to water to better address a suite of identified climate hazards and impacts specific to water infrastructure (including stormwater/flood, sewer, and water supply). In 2023, the City/County Association of Governments of San Mateo County (C/CAG) received a \$649,640 grant from the California Integrated Climate Adaptation and Resilience Program (ICARP) to develop and pilot the OneWatershed Framework. This cross-asset climate change adaptation framework and community of practice will serve as a model for community-led risk and project opportunity area identification throughout San Mateo County and beyond.

Informed by robust community engagement efforts, in December of 2024, C/CAG and its partners – Climate Resilient Communities (CRC), OneShoreline, City of San Bruno, County of San Mateo Sustainability Department, City of South San Francisco's South San Francisco-San Bruno Regional Water Quality Control Plant, and the Bay Area Water Supply & Conservation Agency (BAWSCA) – completed the OneWatershed Framework Report, which outlines a community co-creation approach to listen to the lived experiences of community members and weigh this input along with available quantitative on climate hazard exposure data and projections. This stepwise process aligns with the California Office of Emergency Services Adaptation Planning Guide to support local agencies with their climate hazard mitigation and adaptation planning efforts, and has been designed to be used on a watershed basis for any watershed in San Mateo County to develop hyper-local watershed-specific OneWatershed Resilience Plans that leverage countywide tools but are guided by the priorities of local communities:

Step 1. Identify multi-agency, multi-stakeholder collaborative partnerships specific to communities in the target watershed.

Step 2. Assess watershed-scale vulnerability of water infrastructure and assets to climate hazards:

- a) Use the Countywide shared-risk analysis to identify hot spots of climate hazard exposure.
- b) Conduct a Community Vulnerability Assessment to understand community sensitivity to, potential impact from, and adaptive capacity to moderate harm from climate hazards.,
- c) Use the outcomes of a) and b) to prioritize vulnerable infrastructure assets within the watershed.

**Step 3: Identify and prioritize climate resilience projects.**

As communities and stakeholders throughout the county begin to deploy the OneWatershed Framework to prioritize and implement climate resilience projects, C/CAG is taking the lead in coordinating a comprehensive investment plan and the institutional structures necessary to implement it, while advancing pilot projects to demonstrate the OneWatershed approach.

**Project Scope:** With NOAA ORF funds, C/CAG will build upon the OneWatershed Framework by completing the following San Mateo Countywide OneWatershed Initiative scope of work and deliverables:

- **Project Administration & Management**
  - C/CAG will oversee project implementation, financial management, and reporting.
  - C/CAG will engage a consultant team to conduct the planning effort.
- **Data Analysis & Dashboard update**
  - The consultant team will work with C/CAG and local stakeholders to develop an updated countywide climate hazard and risk analysis of key climate hazards to water infrastructure at a countywide scale, including: updated future precipitation modeling for San Mateo County as needed to advance watershed-scale resilience planning and optimization of multi-benefit stormwater infrastructure projects (as well as potential updates to other existing climate hazard data); updated OneWatershed infrastructure asset data inventory and visualization tools; analysis of increased exposure risk and vulnerability for critical watershed infrastructure assets. The updated analysis will build on existing datasets from the OneWatershed Framework project and further examine the location and relative risk of priority climate impacts to water infrastructure and resources in San Mateo County, to help prioritize watersheds for mobilizing resources and to support OneWatershed pilot study development at a watershed scale.
  - Informed by this analysis, the consultant team will work with C/CAG to update the OneWatershed Dashboard, which was integrated with C/CAG's [Green Infrastructure Tracking Tool](#) as part of the OneWatershed Framework project. The OneWatershed Dashboard is a web-based tracking and visualization tool that will continue to be a primary planning and implementation tool to prioritize and track OneWatershed Infrastructure projects over time.
- **Stakeholder & Community Engagement**
  - C/CAG will coordinate with local and regional agencies to ensure alignment on watershed management and resilience goals.
  - The project team will develop and implement a comprehensive strategy for engaging stakeholders and residents to solicit input and active participation from

residents, community-based groups, and institutions in the entire planning process.

- OneWatershed Strategic Plan Development
  - C/CAG and the consultant team will confirm a strategic framework outlining OneWatershed’s long-term vision and guiding principles.
  - The project team will develop a “OneWatershed Strategic Plan” that will include an infrastructure investment roadmap, administrative program structures, and policy recommendations to advance the program goals.
  - The plan will include the development of three to five pilot studies in priority watersheds.
- Pilot Resilience Projects & Concept Development
  - The project team will work with local stakeholders to develop conceptual designs for up to ten large-scale climate resilience projects.
  - The project team will implement three to five small-scale “tactical green infrastructure projects” in priority watershed areas to reduce localized flooding in vulnerable areas, improve water quality, provide cooling benefits, improve air quality, and reduce long-term maintenance costs.

**Population Served, Benefits to Taxpayers, Performance Measurement:** The San Mateo Countywide One Watershed Initiative will support San Mateo County’s entire population (~765,000 residents), with a specific focus on vulnerable and disadvantaged communities in flood-prone and climate-impacted areas. Investing in the San Mateo Countywide OneWatershed Initiative will result in the following benefits to taxpayers:

- Reduction of flood risks and mitigation of infrastructure failures that threaten homes, businesses, and critical services, as measured by fewer properties in high-risk flood zones, reduced flood insurance premiums, and lower flood-related emergency response costs.
- Improved water infrastructure efficiency, as measured by decreased maintenance costs for stormwater and drainage systems, increased lifespan of existing infrastructure, and improved stormwater capture rates for co-benefits such as water supply augmentation.
- Enhanced public health and environmental resilience through improved stormwater and water quality management as well as community safety, as measured by reduction in pollutants such as sediment and heavy metals, improved compliance with water quality regulations, increased green infrastructure filtration capacity, reduced incidences of health related impacts of extreme heat and poor air quality resulting from urban greening efforts, increased active transportation and transit use, as measured by bike and pedestrian counts and transit ridership numbers, and increased safety at improved intersections and active transportation corridors where OneWatershed infrastructure projects are built, as measured by reduced vehicle and bicycle-pedestrian incidences.
- Increased economic benefits through strategic infrastructure investments and local job creation in climate resilience sectors and maximization cost-effectiveness by leveraging science-based planning and multi-benefit solutions.

## 2) Detailed Budget Breakdown

- C/CAG Project Administration: \$50,000

- Consultant Project Management: \$100,000
- OneWatershed Framework and Dashboard updated analysis/data gaps: \$450,000
- OneWatershed Agency Coordination and Engagement: \$100,000
- OneWatershed Stakeholder Engagement: \$50,000
- OneWatershed Community Engagement (Strategy and Implementation): \$100,000
- OneWatershed Strategic Plan (including program vision, goals, objectives and performance measures; infrastructure investment plan; administrative program structures; policy recommendations; and development of three to five OneWatershed pilot studies including up to 10 conceptual designs for large scale OneWatershed infrastructure projects – to be selected through solicitation/proposals from C/CAG agencies: \$450,000
- Pilot OneWatershed Projects in pilot watershed areas (construction of three to five small-scale “tactical green infrastructure projects” in selected watersheds): \$200,000

Total Project Cost: \$1,500,000

Total CDS Request: \$1,500,000

March 25, 2025

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

The Honorable Adam Schiff  
United State Senator  
B40C Dirksen Senate Office  
Building  
Washington, DC 20510

The Honorable Kevin Mullin  
1404 Longworth House  
Office Building  
Washington, DC 20515

**RE: San Mateo County Supports the San Mateo Countywide OneWatershed Initiative**

Dear Senator Padilla, Senator Schiff, and Representative Mullin,

On behalf of the San Mateo County Board of Supervisors, I write to express our support for the City and County Association of Governments (C/CAG) of San Mateo County's request for FY26 Congressionally Directed Spending/Community Project Funding under the Commerce, Justice, Science, and Related Agencies (CJS) National Oceanic and Atmospheric Administration's (NOAA) Operations, Research, and Facilities (ORF) Special Projects account to support the San Mateo Countywide OneWatershed Initiative. The proposed project will advance integrated watershed management and hazard mitigation in San Mateo County through coordinated risk analysis, data visualization, strategic planning, policy integration, and pilot project implementation.

Following the San Mateo County OneWatershed Climate Resilience Framework published in April of 2024, the County has continued its efforts in making this framework come to fruition. The OneWatershed Initiative provides a strategic, data-driven approach to protecting our communities from flooding, drought, and climate risks while ensuring smart investment in resilient infrastructure. San Mateo County is one of the top hotspots for sea level rise in the country. It has the greatest population of any county in California living within projected inundation areas and the greatest economic assets at risk of flooding in the next 50-100 years. Extreme weather events are putting vulnerable and historically underserved communities, such as those living in the cities of East Palo Alto, Daly City, Colma, San Bruno, Redwood City, South San Francisco, and portions of unincorporated San Mateo County, at a disproportionate risk. These communities, for example, experience the greatest impacts during large storms due to their locations in low-lying geographies where aging, undersized, and underfunded storm drainage systems are failing, and these impacts are only expected to increase with projected future changes in precipitation from climate change.

The OneWatershed Initiative will enhance ecosystem health, improve water quality, and mitigate climate change impacts for San Mateo County residents. Strengthening our region's water infrastructure through the OneWatershed Initiative will also protect local businesses from costly flood damage and help ensure a reliable water supply that is critical for economic resilience. Overall, the initiative fosters collaboration across jurisdictions, ensuring a unified, science-based approach to managing water resources and protecting communities from climate-driven water challenges. Investing in the OneWatershed Initiative supports a forward-thinking, cost-effective strategy to protect lives, property,



San Mateo County Board of Supervisors – Support for the San Mateo Countywide OneWatershed Initiative

March 25, 2025

Page 2 of 2

and critical infrastructure from the increasing threats of climate change.

Thank you for your consideration of this request, and should you have any questions about our support for this project, please contact Connie Juarez-Diroll, Chief Legislative Officer, at 650-599-1341 or via email at [cjuarez-diroll@smcgov.org](mailto:cjuarez-diroll@smcgov.org).

Sincerely,

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

David Canepa, President  
San Mateo County Board of Supervisors

CC: San Mateo County Delegation Members  
San Mateo County Board of Supervisors  
San Mateo County Executive



March 25, 2025

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

The Honorable Adam Schiff  
 United State Senator  
 B40C Dirksen Senate Office Building  
 Washington, DC 20510

The Honorable Kevin Mullin  
 United States Representative  
 1404 Longworth House Office Building  
 Washington, DC 20515

**Subject: Letter of Support for the San Mateo Countywide OneWatershed Initiative**

Dear Senator Padilla, Senator Schiff and Congressman Mullin,

The Bay Area Water Supply and Conservation Agency (BAWSCA) has crafted this letter to express our strong support for the City and County Association of Governments (C/CAG) of San Mateo County's request for FY26 Congressionally Directed Spending/Community Project Funding under the Commerce, Justice, Science, and Related Agencies (CJS) National Oceanic and Atmospheric Administration's (NOAA) Operations, Research, and Facilities (ORF) Special Projects account to support the San Mateo Countywide OneWatershed Initiative. The proposed project will advance integrated watershed management and hazard mitigation in San Mateo County through coordinated risk analysis, data visualization, strategic planning, policy integration, and pilot project implementation.

BAWSCA is a special district that provides regional water supply planning, water resource development, and conservation program services to enhance the reliability of the 16 cities, 8 water districts, and 2 private water suppliers that provide water to over 1.8 million people and 40,000 commercial, industrial, and institutional accounts in Alameda, Santa Clara, and San Mateo Counties. Beginning in early 2023, BAWSCA partnered with C/CAG's OneWatershed Initiative efforts, representing the water supply interests in San Mateo County by providing information and key feedback as C/CAG developed a project workplan and associated financial plan. The work effort began in earnest in 2024, and is proposed to advance in the coming years.



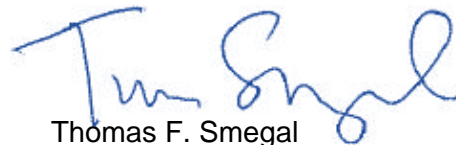
BAWSCA continues to support C/CAG's ongoing OneWatershed Initiative, as it builds upon the work efforts already underway, such that when it is completed it will provide a strategic, data-driven approach to protecting San Mateo County communities from flooding, drought, and climate risks while ensuring smart investment in resilient infrastructure. Aside from that benefit, the OneWatershed Initiative can enhance ecosystem health, improve water quality, and mitigate climate change impacts for San Mateo County residents.

Regarding climate change impacts, this initiative addresses the need to better define disproportionate climate risks faced by underserved communities and to offer pathways to ensure that all residents have access to sustainable, climate-resilient infrastructure.

Strengthening our region's water infrastructure through the OneWatershed Initiative also helps protect local businesses from costly flood damage and ensures a reliable water supply critical for economic resilience. The initiative works to foster collaboration across jurisdictions, ensuring a unified, science-based approach to managing water resources and protecting communities from climate-driven water challenges. BAWSCA believes that investing in the OneWatershed Initiative supports a forward-thinking, cost-effective strategy to protect lives, property, and critical infrastructure from the increasing threats of climate change.

BAWSCA intends to continue to be an active and supportive partner of the San Mateo Countywide OneWatershed Initiative. Please give this project the highest consideration for funding.

Sincerely,



Thomas F. Smegal  
CEO/General Manager

TF/TS/le



## Climate Resilient Communities

3921 East Bayshore Road  
Palo Alto, 94303  
(408) 990 - 6447



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

The Honorable Adam Schiff  
United State Senator  
B40C Dirksen Senate Office  
Building  
Washington, DC 20510

The Honorable Kevin Mullin  
United States Representative  
1404 Longworth House Office  
Building  
Washington, DC 20515

RE: Climate Resilient Communities supports the San Mateo Countywide OneWatershed Initiative

Dear Senator Padilla, Senator Schiff, and Representative Mullin,

I write to express my strong support for the City and County Association of Governments (C/CAG) of San Mateo County's request for FY26 Congressionally Directed Spending/Community Project Funding under the Commerce, Justice, Science, and Related Agencies (CJS) National Oceanic and Atmospheric Administration's (NOAA) Operations, Research, and Facilities (ORF) Special Projects account to support the San Mateo Countywide OneWatershed Initiative. The proposed project will advance integrated watershed management and hazard mitigation in San Mateo County through coordinated risk analysis, data visualization, strategic planning, policy integration, and pilot project implementation.

Climate Resilient Communities is a community-based organization empowering community voices to implement equitable climate solutions for unity, resilience, and justice. Climate Resilient Communities supports the San Mateo Countywide OneWatershed Initiative because the OneWatershed Initiative provides a strategic, data-driven approach to protecting our communities from flooding, drought, and climate risks while ensuring smart investment in resilient infrastructure and addresses the disproportionate climate risks faced by underserved communities and ensures that all residents have access to sustainable, climate-resilient infrastructure.

Climate Resilient Communities will be an active and supportive partner of the San Mateo Countywide OneWatershed Initiative. Please give this project the highest consideration for funding.

Sincerely,

Violet Saena  
Executive Director

## San Mateo County Residential Graywater Capture Pilot

### Project Information

#### Amount Requested

##### Required

Write out the numeral (i.e. \$1,000,000)

\$472,000

#### Total Project Cost

##### Required

Write out the numeral (i.e. \$1,000,000)

\$590,000

#### What percentage of the project will this funding cover?

##### Required

80%

#### Is this project scalable? Yes

Would you be willing to accept part of the requested funding amount? What level funding would you be able to accept?

\$400,000

#### Brief Summary of Project

##### Required

Please provide a concise (1-2 sentences max) description of the project and what the requested funding would be used for. For example: This funding will support the repair and replacement of aging sewer lines in the City of Cityville. (49/50 words)

The funding will support the launch of a San Mateo Residential Graywater Pilot. Through pilot installations of residential graywater systems, training, and public outreach, the project will conserve municipal potable water supplies, promote drought resilience, offer cost-savings to residents, create job opportunities, and establish a scalable and cost-effective water conservation model.

#### Description of Project

##### Required

This description must provide:

*1. A brief summary of the project including its purpose, goals, history, and current status, as well as the justification for the project (i.e., why funding is in the interest of taxpayers). The description should also state who/how many people the project will serve and what performance standards will be used to measure whether this project has achieved its objectives.*

2. *A detailed budget breakdown of how the requested federal funding will be spent (i.e., \$ -x- for salaries; \$ -x- for programming; \$ -x- for equipment; etc.). Please be specific when describing the activities and expenditures. The most common issue in determining if a project is eligible for funding is a lack of specific information on what the funding will be used for.*

3. *The status of planning and environmental review work.*

This description must be complete on its own and may not simply incorporate supporting materials by reference. (984/1,000 words)

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## 1) Project Overview

The City and County Association of Governments of San Mateo County (C/CAG) seeks \$472,000 in FY26 Interior & Environment appropriations funds under the Environmental Protection Agency (EPA) State & Tribal Assistance Grant Program (STAG) for Drinking Water projects with \$118,000 in local match to launch a residential graywater capture pilot to improve water conservation and resilience as drought risk continues to rise in California. The program will engage the community and small businesses in training on simple water reuse systems allowed under the current residential plumbing code. The pilot will focus on diverting residential laundry water to landscapes, conserving up to 20% of a household's use of potable water.

**Project History & Need:** San Mateo County faces significant drought challenges. In 2021, San Mateo County was classified under “extreme drought” by the U.S. Drought Monitor and was included in Governor Newsom’s emergency drought proclamation. Climate projections indicate that San Mateo County will continue to experience more frequent and severe droughts. Statewide, temperatures are projected to increase by 2-4°C under medium emissions scenarios and 4-7°C under high emissions scenarios by the end of the century. These temperature increases are expected to result in fewer wet days, wetter winters, drier springs and autumns, and an increase in both dry years and maximum precipitation events in a single day.

Approximately 85% of San Mateo County's water is sourced from the Hetch Hetchy Reservoir. During droughts, reduced precipitation and snowpack can diminish inflows to this reservoir, which leads to decreased water availability for the county. Residential areas account for approximately 67% of the county's water consumption, with outdoor irrigation comprising over half of this usage.

C/CAG and its partners have been collaborating on water resilience planning for several years to develop innovative solutions to California’s growing water crisis. The Bay Area Water Supply and Conservation Agency (BAWSCA), along with the San Mateo Resource Conservation District and other stakeholders, identified laundry-to-landscape graywater capture systems as a cost-effective and scalable solution for water conservation. About 17% of household water usage is typically dedicated to laundry water, which, after use, is discharged into wastewater systems. However, this water can be repurposed to maintain trees and landscapes, while conserving potable water for consumption. Laundry-to-landscape graywater capture systems are easy to install and require no additional energy. Widespread adoption of this model could help provide a long-term, decentralized solution to water scarcity.

**Project Scope & Objectives:** With EPA STAG funds, the C/CAG project team will complete the following scope of work for the San Mateo Residential Graywater Capture Pilot:

- **Project Team:** C/CAG will procure a specialized consultant to provide coordination, training, and certification for participants in the laundry-to-landscape pilot program.
- **Pilot Installations:** The project team will identify ten homes in San Mateo County to serve as training sites for installation of the “laundry-to-landscape” graywater capture system.
- **Training & Certification** - The project team will train small businesses, such as gardeners, landscapers, and handypersons on the process, materials, and requirements for installing the laundry-to-landscape systems.
- **Community Outreach & Education** - The project team will develop public content, including bilingual educational materials and an interactive website, to share lessons learned at the pilot sites and promote the adoption of laundry-to-landscape graywater capture systems.
- **Long-Term Scalability:** The pilot will establish a framework to support up to 500 additional installations post-pilot.
- **Performance Evaluation:** The pilot will measure the impacts of laundry-to-landscape graywater capture systems on household water conservation, aiming to conserve 20% of household water use for participating households.

**Population Served, Benefits to Taxpayers, Performance Measurement:** The proposed San Mateo Residential Graywater Capture Pilot project will conserve potable water, promote drought resilience, offer cost-savings to residents, and create job opportunities through training programs. The project will benefit residents across the county, including disadvantaged communities in East Palo Alto, Redwood City, Daly City, South San Francisco, and coastal towns. The project will benefit small businesses, including local landscapers, handypersons, and gardeners, by providing certification and employment opportunities. The project will benefit municipal water agencies by reducing the demand on potable water supplies. By establishing a replicable mode for graywater reuse and conservation, the project will support long-term benefits for the broader Bay Area region.

The success of the pilot project will be measured through the following performance indicators:

- **Number of Certified Installers** – Train at least 50 individuals to install laundry-to-landscape graywater capture systems.
- **Household Adoption** – Install laundry-to-landscape graywater capture systems at 10 pilot sites and generate the framework and momentum for up to 500 future installations.
- **Water Conservation Impact** – Measure estimated reductions in potable water use of at least 20% in participating households.
- **Community Engagement** – Track public participation in trainings, online resources, and inquiries.
- **Economic Benefits** – Assess the impact of job creation and increased earnings for small business installers.

The proposed San Mateo Residential Graywater Capture Pilot project is a high-impact investment in California's water future, leveraging sustainable, cost-effective, and decentralized solutions to enhance water resilience and mitigate water scarcity during future droughts.

## **2) Detailed Budget Breakdown**

Project Administration: \$47,000

Consultant Procurement: \$35,425

Identification of and training materials for small business installers: \$102,250

Training and education of Installers, Cities, Communities: \$373,325

Ongoing Outreach: \$32,000

**TOTAL: \$590,000**

## 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*

Date: March 25, 2025

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

The Honorable Adam Schiff  
United State Senator  
B40C Dirksen Senate Office Building  
Washington, DC 20510

The Honorable Kevin Mullin  
United States Representative  
1404 Longworth House Office Building  
Washington, DC 20515

RE: C/CAG support of the San Mateo County Residential Graywater Capture Pilot project

Dear Senator Padilla, Senator Schiff, and Representative Mullin,

I write to express my strong support for the City and County Association of Governments (C/CAG) of San Mateo County's request for FY26 Congressionally Directed Spending/Community Project Funding under the Interior & Environment Environmental Protection Agency (EPA) State & Tribal Assistance Grant Program (STAG) Drinking Water account for the San Mateo County Residential Graywater Capture Pilot project. Through pilot installations of laundry-to-landscape graywater systems, training, and public outreach, the project will create a new pathway for San Mateo County residents to conserve potable water, promote drought resilience, realize monthly cost-savings, create economic opportunity, and support a scalable and cost-effective water conservation model.

C/CAG is the County Transportation Agency (CTA) and also the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's 764,442 residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resiliency, mobility, the environment, and equity, as well as prioritizing safety throughout San Mateo County. C/CAG supports the San Mateo County Residential Graywater Capture Pilot Project because the project provides a scalable, practical solution that will help our region stretch our water supplies during prolonged droughts. Installing a graywater system is an easy and affordable way for homeowners to take leadership to reduce water waste and help the community to stay resilient in the face of water shortages. The pilot will demonstrate a scalable strategy for reducing unnecessary strain on municipal water supplies, helping utilities manage supplies more efficiently while promoting responsible water use.

C/CAG will lead the San Mateo County Residential Graywater Capture Pilot project. Thank you for your consideration. If you have any questions, please contact Executive Director Sean Charpentier at: [scharpentier@smcgov.org](mailto:scharpentier@smcgov.org).

Sincerely,



Adan Rak, Chair



March 24, 2025

The Honorable Kevin Mullin  
1404 Longworth House Office Building  
Washington, DC 20515

**RE: Assemblymember Papan supports the San Mateo Residential Graywater Capture Pilot project**

Dear Congressman Mullin:

I write to express my support for the City and County Association of Governments (C/CAG) of San Mateo County's request for FY26 Congressionally Directed Spending/Community Project Funding under the Interior & Environment Environmental Protection Agency (EPA) State & Tribal Assistance Grant Program (STAG) Drinking Water account for the San Mateo Residential Graywater Capture Pilot project. Through pilot installations of laundry-to-landscape graywater systems, training, and public outreach, the project will conserve potable water, promote drought resilience, offer cost-savings to residents, create job opportunities, and establish a scalable and cost-effective water conservation model.

As a member of the California State Assembly who represents San Mateo County, I support the San Mateo Residential Graywater Capture Pilot Project because adapting to increasing drought patterns requires innovative solutions like graywater reuse. These initiatives help to mitigate the effects of drought while promoting long-term sustainability in urban environments.

I will be an active and supportive partner of the San Mateo Residential Graywater Capture Pilot project. Please give this the highest consideration for funding.

Thank you again for your attention to this matter. If you have any questions, please feel free to contact my office at 650-349-2200.

Sincerely,

A handwritten signature in black ink, appearing to read "Diane Papan", is written over a horizontal line.

Assemblymember Diane Papan  
21<sup>st</sup> District





March 24, 2025

The Honorable Alex Padilla  
331 Hart Senate Office Building  
Washington, DC 20510

**RE: Assemblymember Papan supports the San Mateo Residential Graywater Capture Pilot project**

Dear Senator Padilla:

I write to express my support for the City and County Association of Governments (C/CAG) of San Mateo County's request for FY26 Congressionally Directed Spending/Community Project Funding under the Interior & Environment Environmental Protection Agency (EPA) State & Tribal Assistance Grant Program (STAG) Drinking Water account for the San Mateo Residential Graywater Capture Pilot project. Through pilot installations of laundry-to-landscape graywater systems, training, and public outreach, the project will conserve potable water, promote drought resilience, offer cost-savings to residents, create job opportunities, and establish a scalable and cost-effective water conservation model.

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Assemblymember Diane Papan  
21<sup>st</sup> District





March 24, 2025

The Honorable Adam Schiff  
112 Hart Senate Office Building  
Washington, DC 20510

**RE: Assemblymember Papan supports the San Mateo Residential Graywater Capture Pilot project**

Dear Senator Schiff:

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Assemblymember Diane Papan  
21<sup>st</sup> District

## C/CAG AGENDA REPORT

Date: April 10, 2025

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

From: Sean Charpentier, Executive Director

Subject: Written Communications - Information Only (4 Letters)

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

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### BACKGROUND

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

1. **3/20/2025** – To Administrator Deanne Criswell, Federal Emergency Management Agency RE: Support for San Mateo County's FEMA BRIC Grant Application – Mirada Road Resiliency Project
2. **3/20/2025** – To Honorable Kevin Mullin, United States House of Representatives RE: Letter of Support for Congressionally Directed Spending Request for SamTrans Real Time Information Upgrades
3. **3/20/2025** – To Honorable Alex Padilla, United States Senate RE: Letter of Support for Congressionally Directed Spending Request for SamTrans Real Time Information Upgrades
4. **3/20/2025** – To Honorable Adam Schiff, United States Senate RE: Letter of Support for Congressionally Directed Spending Request for SamTrans Real Time Information Upgrades

### 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/>)