



**City/County Association of Governments
of San Mateo County**

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MEETING AGENDA

C/CAG Legislative Committee

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

Date: Thursday, April 10, 2025	Join by Webinar: https://us02web.zoom.us/j/87258476776?pwd=FK6aa27VmCxObGXP36bUYh75qwYnku.1
Time: 5:30 p.m.	
Primary Location: 1250 San Carlos Ave. 2 nd Floor, Auditorium San Carlos, CA 94070	Webinar ID: 872 5847 6776 Password: 041025 Join by Phone: (669) 900-6833

Chair: Gina Papan **Vice Chair:** Stacey Jimenez

Members: Eddie Flores, Anders Fung, Lisa Gauthier, Elizabeth Lewis,
Andrea Pappajohn, Adam Rak (C/CAG Chair), Michael Salazar (C/CAG Vice Chair), Greg Wright

This meeting of the Legislative Committee 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 Committee 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.

Meeting Agenda

1.	Call to Order	Papan	
2.	Roll call	Bogert	
3.	Public comment on items not on the agenda.	Papan	
4.	Review and approve the Legislative Committee meeting minutes from the meeting held on March 13, 2025.	Action Sternkopf	Pages 1-4
5.	Review and approve draft C/CAG Legislative Policies for 2025.	Action Charpentier	Pages 5-10
6.	Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)	Possible Action Robinson/Antwih/Shaw Papan	Pages 11-57
7.	Adjournment	Papan	

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

1. Your written comment should be emailed to dsternkopf@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 Committee 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 Committee members and included in the administrative record of the meeting as soon as practicable.

SPOKEN COMMENTS: Members of the public who wish to speak on matters not on the agenda will be given an opportunity to address the Committee during the agenda item titled “Public Comment on Items Not on the Agenda.” Members of the public who wish to speak on a matter on the agenda will have two minutes each to address the Committee on that agenda item unless a different time limit is established by the Chair. No speaker who has already spoken on an item will be entitled to speak to that item again. At the call of the Chair, public comments will be taken in-person and remote. Public comments will be taken first by speakers in person followed by via Zoom. If you have documents you wish to distribute to the Committee and include in the official record, please hand it to the C/CAG Staff who will distribute the information to the Committee members and staff. *Those participating remotely will:

1. Access the meeting through Zoom at the online location or via phone as indicated at the top of this agenda.
2. 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. 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. Click on “raise hand” when the C/CAG Clerk or Chair calls for the item on which you wish to speak. 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:

If you have any questions about this agenda, please contact C/CAG staff:

Executive Director: Sean Charpentier: scharpentier@smcgov.org

Senior Stormwater Program Specialist: Dan Sternkopf at dsternkopf@smcgov.org

Administrative Assistant: Mima Guilles (650) 599-1406

C/CAG AGENDA REPORT

Date: April 10, 2025

To: City/County Association of Governments of San Mateo County Legislative Committee

From: Sean Charpentier, Executive Director

Subject: Review and approve the Legislative Committee meeting minutes from the meeting held on March 13, 2025.

(For further information, contact Dan Sternkopf at dsternkopf@smcgov.org)

RECOMMENDATION

That the Legislative Committee review and approve the Legislative Committee meeting minutes from the meeting held on March 13, 2025.

ATTACHMENTS

1. Draft C/CAG Legislative Committee Meeting Minutes, March 13, 2025

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
LEGISLATIVE COMMITTEE**

**Draft Meeting Minutes
March 13, 2025 Meeting**

Staff and Guests Attending:

C/CAG Staff:

Sean Charpentier, Kim Springer, Reid Bogert, Mima Crume, Kaki Cheung, Jeffery Lacap, Van O Campo, Audrey Shiramizu, Dan Sternkopf

Legislative Consultants:

Matt Robinson
Andrew Antwih
Silvia Solis Shaw

Others Attending:

Marc Hershman

1. Call to Order.

Chair Papan called the meeting to order at approximately 5:33 p.m.

2. Roll call.

C/CAG staff conducted roll call, and a quorum of eight were present.

Agency	Name	In Person	Remote AB 2449
Atherton	Elizabeth Lewis	X	
Burlingame	Andrea Pappajohn	X	
Foster City	Stacy Jimenez	X	
Millbrae	Anders Fung		
Millbrae	Gina Papan (Chair)		
Pacifica	Greg Wright	X	
San Bruno	Michael Salazar	X	
San Carlos	Adam Rak	X	
San Mateo County	Lisa Gauthier	X	
South SF	Eddie Flores	X	

3. Public comment on items not on the agenda.

There were no written or public comments.

4. Review and approve the Legislative Committee meeting minutes from the meeting held on February 13, 2025.

The Committee voted on approval of the minutes of the February 13, 2025 meeting, with a motion from Member Salazar, seconded by Member Rak. A vote was taken, and the motion passed (8,0,0).

5. Update on March 4, 2025 C/CAG legislative visit to Sacramento.

Executive Director, Sean Charpentier provided an overview of the legislative meeting visit to Sacramento on March 4, 2025. Meetings were attended by the Legislative Committee and C/CAG Board chairs and vice chairs, and staff Sean Charpentier and Kaki Cheung. Charpentier shared the details of the meetings, which are included in the meeting agenda packet for this meeting.

Members of the Committee shared three additional bills to track for this legislative session:

- SB 79 (Wiener) – Transit Oriented Development
- SB 390 (Becker) – Community Facilities Districts
- SB 338 (Becker) – Mobile Health Pilot

6. Review and approve draft C/CAG Legislative Policies for 2025.

Staff shared the most recent version of the C/CAG Legislative Priorities for 2025. Legislative Committee Chair, Gina Papan provided some suggested edits that were shared with the Committee. The Committee chose to move finalizing and approving the Policies to the April meeting. No action was taken.

7. 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.)

C/CAG Legislative Consultant, Matt Robinson from Shaw Yoder Schmeltzer & Lange (SYASL) provided an update to the Committee, based on their monthly report provided in the agenda packet. Robinson updated the committee on various topics, including the legislative session calendar, governor priorities, budget, and election outcomes.

The legislature is holding policy committee meetings with deadlines remaining for conversion of spot bills into fully written bills or to remain as two-year bills; March 17 for the Assembly and March 28th for the Senate. There were some 2400 bills introduced.

At this time, SB 63 (Wiener) – Regional Measure is not completely written and may not be complete until the March 26 deadline. Robinson also mentioned the SB 707 (Durazo) – Brown Act Reform, which was recommended as support, the Committee should move to a watch position. Robinson also discussed SB 71 (Wiener) – CEQA Exemptions for Clean Transportation and mentioned potential housing and transportation bonds.

Robinson continued to a \$2B transit operations/capital budget ask. Senators Arreguin, Wiener, and Gonzalez have requested funding for both operations and capital for transit agencies across CA, which is being supported through a letter from agencies, including SAMCEDA. Board Chair

Rak suggested C/CAG send a letter requesting the focus being on operations, not just projects. The committee discussed potential elements of the letter, including how the funding would be allocated and, at least, supporting the concept.

The Committee authorized sending of a letter, with a draft being reviewed by C/CAG leadership. A motion was made by Member Gauthier, seconded by Lewis. A vote was taken, and the motion passed (8,0,0).

Director Charpentier shared that staff would work with leadership to get a letter out on SB 63 and provided an overview of the polling results on a regional measure from MTC and SamTrans.

8. Adjournment.

The meeting adjourned at approximately 6:28 P.M.

Next meeting is scheduled for April 10, 2025.

C/CAG AGENDA REPORT

Date: April 10, 2025

To: C/CAG Legislative Committee

From: Sean Charpentier, Executive Director

Subject: Review and approve a recommendation to the C/CAG Board to adopt the C/CAG Legislative Policies for 2025.

(For further information or response to questions, contact Dan Sternkopf at dsternkopf@smcgov.org)

RECOMMENDATION

That the C/CAG Legislative Committee review and approve a recommendation to the C/CAG Board to adopt the C/CAG Legislative Policies for 2025.

FISCAL IMPACT

None

BACKGROUND

Annually, staff shares a proposed updated version of the C/CAG Legislative Policies for the coming year. Staff worked with C/CAG's legislative consultant, Shaw Yoder Antwih Smeltzer & Lange, to review and update the 2024 Legislative Policies document. Staff is providing a reorganized version of the Legislative Policies document, which reflects changes to policy categories based on earlier suggestions from Committee Member Salazar and including additional recommended updates from a Legislative Ad Hoc Committee meeting held in December, which included Members Salazar, Rak, and Fung, to move the document towards finalization for the 2025 legislative session.

At the March 13, 2025 meeting, the Committee briefly reviewed the proposed revisions to the Legislative Policies document. Prior to the meeting, Chair Papan suggested additional changes to the document in writing to C/CAG staff, and the Committee and staff attempted to review her recommended changes during the meeting. Due to time constraints, the Committee decided to postpone additional discussion and consideration of the final Legislative Policies document until the April 10, 2025 meeting. The current draft document is provided as Attachment 1 to this staff report.

With approval of recommendation from the Committee, the 2025 C/CAG Legislative Policies document (with any amendments) will be presented to the C/CAG Board during the April 10 meeting for consideration of adoption.

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 Policies 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.

ATTACHMENT

1. Final Draft 2025 C/CAG Legislative Policies – Clean

2025 C/CAG LEGISLATIVE POLICIES

(Draft: April 10, 2025 C/CAG Legislative Committee and Board meetings)

POLICY #1 - PROTECT AND ENHANCE LOCAL REVENUE AND OPPOSE INCREASES TO LOCAL COSTS.

- 1.1 Support State and regional stakeholders and initiatives that protect and/or increase local revenues.
- 1.2 Work toward aligning State and regional disadvantaged community screening tools with San Mateo County communities' needs.
- 1.3 Support appropriate new State and local funding for economic development and affordable housing.
- 1.4 Pursue and support efforts that direct State and regional funds equitably to ensure a return to source.
- 1.5 Ensure that all State mandates and delegated responsibilities are fully reimbursed and oppose unfunded mandates.

POLICY #2 – STRENGTHEN LOCAL GOVERNMENT AND LAND USE AUTHORITY.

- 2.1 Support State actions that provide funding for local agencies to plan, incentivize, fund and mitigate for future housing development.
- 2.2 Monitor, evaluate, and engage in efforts to seek authorizing legislation and voter approval for regional funding measures for affordable housing.
- 2.3 Support State actions that allow flexibility for local agencies to pool resources and share credit on their housing production reports.
- 2.4 Oppose State actions that would withhold funding (including transportation funds) from jurisdictions based on Housing Element Compliance and housing production performance outcomes.
- 2.5 Monitor legislation and ballot initiatives that impact local housing and land-use authority and oppose legislation that would restrict or limit or reduce a local government's authority regarding land-use decisions.
- 2.6 Support legislation that identifies revenue to fund airport/land use compatibility plans.
- 2.7 Support constitutional amendments and legislation that reduce the vote thresholds for special purpose taxes and fees and that maintain or expand flexibility for expenditures.
- 2.8 Oppose constitutional amendments that increase the threshold for voter approval requirements above a 50% majority for revenue measures or that impose burdensome restrictions on state and local government's ability to raise revenues.
- 2.9 Monitor and Support Brown Act reforms that provide flexibility, facilitate public engagement, provide greater control over un-protected meeting interruption, and allow for transparent, accessible, and participatory remote public meetings; with the goals of increasing participation from board members, committee members, and the public; and reducing vehicle miles traveled.
- 2.10 Pursue opportunities to protect cities by improving housing element approval processes through HCD.

POLICY #3 - PROTECT WATER QUALITY AND SUPPORT SUSTAINABLE WATER AND STORMWATER MANAGEMENT.

- 3.1 Focus efforts on securing additional revenue sources and achieving cost effectiveness for both C/CAG and its member agencies in meeting State- and federally-mandated stormwater compliance and water supply and conservation efforts.
 - a. Advocate for funding to support implementation of San Mateo County Stormwater Resource Plan, San Mateo County Sustainable Streets Master Plan, San Mateo County Regional Collaborative Program, and local Green Infrastructure Plans.
 - b. Advocate for inclusion of water quality and stormwater management as a priority for funding in state resources and climate bonds.
 - c. Track, advocate, and pursue resources for stormwater management, potable water

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- recycling and conservation in State and Federal grant and loan programs.
 - d. Work with legislators to pursue additional funding for multi-benefit stormwater projects in San Mateo County related to C/CAG's countywide planning work (including regional stormwater capture projects, sustainable streets projects, integrated water management and climate resilience infrastructure and green schoolyards).
 - e. Coordinate funding efforts with the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline) and C/CAG's member agencies as appropriate.
 - f. Support mechanisms that allow credit trading approaches for stormwater management and water quality improvement.
 - g. Support the Bay Area Water Supply and Conservation Association (BAWSCA) efforts in the protection of water user rights for San Mateo County users.
- 3.2 Advocate to support legislative strategies towards achieving long-term reductions in harmful bacteria, trash, plastics, mercury, PCBs, and other pollutants discharging to the Bay and ocean as well as strategies to reduce flooding, recharge groundwater, adapt to a changing climate, and otherwise enhance the health and resiliency of local communities.
- a. Support efforts to secure statewide legislation mandating abatement of polychlorinated biphenyls (PCBs) in building materials prior to demolition of relevant structures, in accordance with requirements in the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit.
 - b. Pursue and support efforts that control pollutants at the source and extend producer responsibility, especially regarding trash control and emerging contaminants of concern.
 - c. Support efforts to place the burden/ accountability of reporting, managing, and meeting municipal stormwater requirements on the responsible source rather than the cities or county.
 - d. Advocate for integrated, prioritized, and achievable stormwater regulations that protect water quality and beneficial uses and account for limitations on municipal funding.
 - e. Pursue and support pesticide and rodenticide regulations that protect water quality and reduce pesticide toxicity.

POLICY #4 - PROTECT AND SUPPORT TRANSPORTATION FUNDING AND POLICIES ALIGNED WITH C/CAG'S PRIORITIES.

- 4.1 Maximize the Bay Area's and San Mateo County's fair share of overall State revenue and any State General Fund surplus revenue invested in local/regional transportation.
- 4.2 Support efforts that protect transportation revenues from being pledged, transferred, or used for non-transportation purposes.
- 4.3 Monitor and engage in the planning for and potential implementation of new transportation funding sources, including identifying viable alternatives to the gas tax; and regional proposals to study congestion pricing.
- 4.4 Monitor legislation related to the California high-speed rail project and advocate for funding as it affects the San Mateo County region.
- 4.5 Support legislation that identifies funding for active transportation, complete streets, and bike/pedestrian infrastructure projects, including multi-benefit projects that integrate transportation improvements with green stormwater infrastructure, and climate goals.
- 4.6 Support efforts to secure the appropriation and allocation of "cap and trade" revenues for investment in and sustainable communities, clean transportation, urban greening, and clean energy projects within San Mateo County.
- 4.7 Support or sponsor efforts that finance and/ or facilitate operational improvements on the state highway system and highway corridors in San Mateo County, including the 101

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- Express Lanes project and the 101/92 Interchange.
- 4.8 Monitor implementation of bridge toll programs and advocate for an appropriate share of new revenues for projects in San Mateo County.
 - 4.9 Monitor, evaluate, and engage in efforts to seek authorizing legislation and voter approval for regional funding measures for transportation to ensure that it is supportive of San Mateo County's mobility needs and priorities.
 - 4.10 Support efforts that incentivize ridership and improve integration & connectivity among Bay Area transit systems. Monitor legislation that promotes transit-oriented development.
 - 4.11 Support policies, including expanding community broadband access and technological advancements to encourage telecommuting, and others aimed at reducing vehicle miles traveled and associated traffic congestion by reducing the share of commuting by single-occupant vehicles.
 - 4.12 Support efforts to improve the performance and utilization of high-occupancy vehicle (HOV) and express lanes.
 - 4.13 Monitor or support legislation improving bicycle and pedestrian safety.
 - 4.14 Support legislation that would amend Government Code Section 65089.20 to increase the maximum voter-approved vehicle license fee from its existing \$10 to enhance revenue for congestion and pollution mitigation programs.
 - 4.15 Support and monitor efforts to facilitate the deployment of transformative transportation and mobility technologies, including autonomous vehicles, with the goal of accelerating safety, mobility, environmental, equity and economic benefits. Additionally, ensure strong federal vehicle safety standards while also preserving the ability of state and local agencies to continue to set policies governing the operation of vehicles on highways and local roads, regardless of whether they are driven autonomously or manually.
 - 4.16 Support legislation that streamlines public agency project delivery, including simplifying streamlining CEQA, and accelerating project permit approvals.

POLICY #5 - SUPPORT BOLD CLIMATE PROTECTION ACTION, GREENHOUSE GAS REDUCTION, AND ENERGY CONSERVATION AND RESILIENCE LEGISLATION

- 5.1 Support incentive approaches toward implementing AB 32 (California Global Warming Solutions Act of 2006), SB 32 (extension of the target date and goals), and AB 398 (Cap and Trade), and legislation that supports electrification of infrastructure and the adoption of alternative fuel technologies.
- 5.2 Support legislation requiring the state to survey collect, and make public greenhouse gas and other emission data, and publish community-scale emission inventories for local governments, statewide.
- 5.3 Monitor the regulatory process for implementing SB 743 (Evaluation of Transportation Impacts in CEQA) and impacts the regulations may have on congestion management plans.
- 5.4 Support legislation that would require recording of vehicle miles of travel (VMT) annually as part of vehicle registration and initiatives that provide no-cost VMT and vehicle class data from the DMV to cities to evaluate trends in community greenhouse gas emissions and transit project outcomes.
- 5.5 Support efforts that ensure continued funding and oppose efforts that threaten ratepayer-funded local government partnerships to foster energy efficiency, electrification, and resilience, or expand funding for generation and use of renewable and/ or clean energy sources (wind, solar, etc.).
- 5.6 Work to initiate legislation or grants that provide new funding and incentives for building energy electrification, transition to electric vehicles, or other initiatives to support transition to State and regional (CARB and BAAQMD) greenhouse gas reduction goals.

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- 5.7 Support funding for electric vehicle and bike charging infrastructure, electric power storage capacity, and rebates for electric vehicle purchase.
- 5.8 Support legislation for C/CAG's goals common with Peninsula Clean Energy (PCE), Bay Area Water Supply and Conservation Agency (BAWSCA), and One Shoreline, and oppose legislation that does not.
- 5.9 Support State, regional, and local grid reliability plans , expanded communication with utility customers, and streamlining of permit and energization processes.

POLICY #6 – ADVANCE THE GOALS OF EQUITY AND INCLUSION

- 6.1 Support/advocate for legislation that advances the goals and actions in C/CAG's Equity Assessment and Action Plan, and projects and programs in C/CAG's Community Based Transportation Plans.
- 6.2 Support legislation that supports equity efforts to ensure that all households can participate in and benefit from the transition to clean energy, water conservation, and access to affordable housing and transportation.

DRAFT

C/CAG AGENDA REPORT

Date: April 10, 2025

To: City/County Association of Governments of San Mateo County Legislative Committee

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)

RECOMMENDATION

C/CAG staff recommend that the C/CAG Legislative Committee 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.

Project	\$\$\$	Submitted To
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
Total	\$8,290,000	

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. Link to SB 63 (Wiener) – Regional Transportation Measure:
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB63
3. 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

Below are informational 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 search 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](#)
- [Legislation from 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/>



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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**

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)

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

Ray Mueller
Board of Supervisors, Third District

County Government Center
400 County Center, 1st 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



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



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.

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

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



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

for
DINA A. EL-TAWANSY
District 4 Director

March 26, 2025

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 CITY OF
HALF MOON BAY
CALIFORNIA

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

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, reading "Sue Beckmeyer", with a long horizontal flourish 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)

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,

A handwritten signature in black ink, appearing to read 'V. Saena', is written over a light gray, textured background.

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

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,

A handwritten signature in blue ink, appearing to read 'Catherine', with a large, stylized flourish at the end.

Catherine Stefani
Assemblymember, Nineteenth District

March 26, 2025

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)

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,

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.

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.

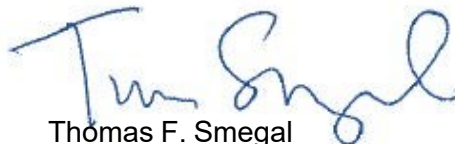
BAWSCA continues to support C/CAG's ongoing OneWatershed Initiative, as it builds upon the work efforts already underway, such that when it is completed it will provide a strategic, data-driven approach to protecting San Mateo County communities from flooding, drought, and climate risks while ensuring 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,

A handwritten signature in blue ink, appearing to read "Tom Smegal".

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)

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.

Sincerely,

A handwritten signature in dark ink, appearing to read "Adan Rak", written over a light gray circular stamp.

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,



Assemblymember Diane Papan
21st 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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Sincerely,



Assemblymember Diane Papan
21st 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

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Sincerely,



Assemblymember Diane Papan
21st District