

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

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

Meeting No. 383

<p>Date: Thursday, May 8, 2025</p> <p>Time: 6:30 p.m.</p> <p>Primary Location: 1250 San Carlos Ave. 2nd Floor, Auditorium San Carlos, CA 94070</p>	<p>Join by Webinar: https://us02web.zoom.us/j/86940533347?pwd=7qP6fNCJYI2vET1hWqkhIZRka6FEb3.1</p> <p>Webinar ID: 869 4053 3347</p> <p>Password: 050825</p> <p>Join by Phone: (669) 900-6833</p>
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HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

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

1.0 CALL TO ORDER/ ROLL CALL

2.0 PRESENTATIONS / ANNOUNCEMENTS

- 2.1 Receive an update on the San Mateo County Safe Routes to School Program Annual Report for Fiscal Year 2023-2024. p. 1
- 2.2 Receive a presentation on the San Mateo County Energy Watch Program and the partnership with Pacific Gas and Electric Company. p. 3

- 2.3 Certificate of Appreciation to Mima Crume for her ten years of dedicated service to C/CAG. p. 5

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

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

- 3.1 Approval of minutes of regular business meeting No. 382 dated April 10, 2025. ACTION p. 6
- 3.2 Review and approval of Resolution 25-22 authorizing the C/CAG Executive Director to execute a funding agreement with the Town of Colma to purchase conduit for the Smart Corridor project in an amount not to exceed \$30,437.15. ACTION p. 12
- 3.3 Review and approval of Resolution 25-23 approving Agreement with the San Mateo County Superintendent of Schools (San Mateo County Office of Education) for the San Mateo County Safe Routes to School Program in an amount not to exceed \$798,223 for Fiscal Year 2025-26. ACTION p. 16
- 3.4 Review and approval of Resolution 25-24 adopting the C/CAG distribution policy for the Fiscal Year 2025-26 State Transit Assistance (STA) Population-Based funds. ACTION p. 20
- 3.5 Review and approval of Resolution 25-25 awarding up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA) for Town of Hillsborough's Rapid Electric Vehicle Chargers. ACTION p. 25
- 3.6 Review and approval of Resolution 25-26 authorizing the C/CAG Executive Director to execute an agreement with Kittelson & Associates, Inc. to provide consultant services for the San Bruno-Millbrae El Camino Real Multimodal Corridor Study in an amount not to exceed \$760,000. ACTION p. 31
- 3.7 Review and approval of the reallocation and time extension of \$240,000 in Transportation Development Act Article 3 Funds for the City of Brisbane's Pedestrian Walkway – Alvarado Street to San Benito Road Project. ACTION p. 36
- 3.8 Review and approval of Resolution 25-27 authorizing the C/CAG Executive Director to execute Amendment No.1 to the on-call agreement with EOA, Inc. for technical support to the Countywide Stormwater Program, extending the contract term to September 30, 2027 and making additional minor updates. ACTION p. 40
- 3.9 Review and approval of Resolution 25-28 determining that a proposed 8-story, 65-unit affordable housing development at 678 Ralston Ave., Belmont, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. ACTION p. 43
- 3.10 Review and approval of Resolution 25-29 determining that a proposed 8-story, 63-unit

affordable housing development at 951 Old County Rd., Belmont, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. ACTION p. 50

3.11 Review and approval of Resolution 25-30 authorizing the C/CAG Executive Director to execute Amendment No. 13 to the agreement with the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$112,000 for Fiscal Year 2025-26. ACTION p. 57

3.12 Review and approval of Resolution 25-31 authorizing the C/CAG Executive Director to execute Amendment No. 3 to the construction cooperative agreement with Caltrans for the Northern Cities Smart Corridor Expansion construction. ACTION p. 63

3.13 Review and approval of the appointment of Christina Donovan to the C/CAG RMCP Committee and Councilmember Greg Wright of Pacifica to the C/CAG BPAC. ACTION p. 69

4.0 **REGULAR AGENDA**

4.1 Review and approve appointment to fill one vacant Public Member seat on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC). ACTION p. 76

4.2 Review the initial draft of C/CAG Fiscal Year 2025-26 Program Budget. INFORMATION p. 83

4.3 Review and approval of the appointment of three C/CAG Board members to serve on the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) for a two-year term. ACTION p. 101

4.4 Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.) POSSIBLE ACTION p.103

5.0 **COMMITTEE REPORTS**

5.1 Chairperson's Report

5.2 Board Members Report/Communication

6.0 **EXECUTIVE DIRECTOR'S REPORT**

7.0 **COMMUNICATIONS - Information Only**

7.1 Written Communication – 5 Letters p. 112

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

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

9.0 ADJOURNMENT

Next scheduled meeting June 12, 2025

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

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

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

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

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

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

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

***In-person participation:**

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

***Remote participation:**

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

- calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.
5. When called, please limit your remarks to the time allotted.

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

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Receive an update on the San Mateo County Safe Routes to School Program Annual Report for Fiscal Year 2023-2024.

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

RECOMMENDATION

That the C/CAG Board of Directors receive an update on the San Mateo County Safe Routes to School Program Annual Report for Fiscal Year 2023-2024.

FISCAL IMPACT

None.

SOURCE OF FUNDS

The San Mateo County Safe Routes to School (SRTS) Program is funded using a combination of federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds from the One Bay Area Grant (OBAG) Program and local Measure M funding, which is the \$10 vehicle registration fee levied in San Mateo County. The recommended \$798,223 Safe Routes to School Agreement with the County Office of Education for fiscal year 25/26 is Item 3.3 on the May 8th C/CAG Board Agenda.

BACKGROUND

Since 2010, the City/County Association of Governments of San Mateo County (C/CAG) has partnered with the San Mateo County Office of Education (SMCOE) to administer the countywide Safe Routes to School (SRTS) Program. The program supports a range of activities promoting active and safe travel to school, including bike and pedestrian rodeos, walk and roll to school events, and funding for special initiatives. To meet its annual reporting requirements, SMCOE compiles a yearly report highlighting completed activities and goals for the upcoming year. SRTS Program Coordinator Theresa Vallez-Kelly will present the FY 2023-2024 report to the C/CAG Congestion Management and Environmental Quality Committee.

In FY 23-24, the program supported 83 schools throughout San Mateo County, organizing 98 educational and encouragement events. These included International Walk to School Day, Ruby

Bridges Walk to School Day, Bike Month activities, bike rodeos, and helmet safety performances.

School Travel Fellowship Program

The SRTS program also completed its third cycle of the School Travel Fellowship Program, which supports collaboration between municipalities, schools, and community organizations to enhance safety and accessibility around school zones. Five city teams—East Palo Alto, Menlo Park, South San Francisco, San Mateo, and Redwood City—were selected to participate. Each team, made up of school officials, city staff, and community partners, implemented quick-build and demonstration projects to address local traffic safety concerns:

- **San Mateo (Hillsdale High School):** Curb extensions and upgraded crosswalks along 31st Avenue.
- **East Palo Alto (Costaño Elementary):** Installation of a roundabout to improve pedestrian safety.
- **South San Francisco (Parkway Heights Middle School):** Added vertical delineators and curb extensions to deter unsafe driving.
- **Redwood City (McKinley Institute of Technology):** Launched the SPOKES bicycle maintenance program, teaching students cycling skills.
- **Menlo Park:** Focused on improved communication strategies for future crosswalk upgrades.

Three cities that took part in the program have since secured infrastructure funding to make their demonstration projects permanent. Through the San Mateo County Transportation Authority’s Cycle 7 Bicycle and Pedestrian Call for Projects, San Mateo was awarded \$350,000, while South San Francisco received \$2,000,000. Additionally, East Palo Alto received \$400,000 in funding from C/CAG’s TDA Article 3 grant program.

Slow Speed School Zones

In collaboration with Redwood City and Daly City, the SRTS program piloted the Slow Speed School Zones initiative, aiming to reduce vehicle speeds around schools for safer walking and biking. The Slow Speed School Zones guidebook, developed in 2024, continues to serve as a resource for cities to evaluate school zone conditions, implement traffic-calming strategies, and engage community stakeholders. Recommendations include signage, infrastructure changes, and public education.

Equity Impacts and Considerations

The San Mateo County Safe Routes to School Program’s commitment to equity extends to educational opportunities, outreach events, and partnerships to improve safety in priority schools. The program further prioritizes grant funding in schools that are in Equity Priority Communities.

ATTACHMENT

FY 2023-2024 San Mateo County Office of Education Safe Routes to School Annual Report (The document is available on the C/CAG website. See “Additional Agenda Materials” for the relevant Board Meeting at:) at <https://ccag.ca.gov/committees/board-of-directors-2/>

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Receive a presentation on the San Mateo County Energy Watch Program and the partnership with Pacific Gas and Electric Company.

(For further information or questions, contact Susan Wright at swright@smcgov.org.)

RECOMMENDATION

That the C/CAG Board receive a presentation on the San Mateo County Energy Watch program (SMCEW) and the partnership with Pacific Gas and Electric Company.

SOURCE OF FUNDS

Funding for the SMCEW comes from the PG&E Local Government Partnership grant, which comes from the California Public Utilities Commission (CPUC) from Public Goods Funds. C/CAG provides local match from the C/CAG Congestion Relief Fund – Climate Change and Resiliency Planning category.

BACKGROUND

The San Mateo County Energy Watch, Local Government Partnership (LGP) with PG&E began on January 1, 2009, under the auspices of the California Public Utilities Commission (CPUC). Since the original program cycle, which ended on December 31, 2009, PG&E has contracted with C/CAG for the SMCEW for seven additional program cycles, 2010-2012, 2013-2014, 2015, 2016-2018, 2019, January 1, 2020 through June 30, 2020, fiscal years 2021 through 2023, and most recently July 2023 to December 2025.

The SMCEW program refers local governments, special district, K-12 public school districts, and small businesses to PG&E programs for technical support and financing to support implementation of energy efficiency and decarbonization projects. It also partially funds the RICAPS Climate Collaborative, which supports all jurisdictions in the county with comprehensive and tailored technical support for developing and implementing climate action plans, including, but not limited to, community greenhouse gas emissions inventories and climate action measure quantification tools. RICAPS hosts monthly full-group meetings for jurisdiction staff as well as working groups dedicated to advancing specific decarbonization projects. The program also supports efforts to adopt policies and long-term strategic planning for countywide energy efficiency and emission reduction efforts.

Success of the program has been tracked by key performance indicators (KPIs), such as number of customer contacts, which include meetings with decision-makers at public agencies. Other indicators include the number of RICAPS Climate Collaborative meetings and Facilities Working Group meetings held on a monthly or bi-monthly basis for municipal and school staff countywide. In addition, the number of referrals of project opportunities to PG&E contractors is also tracked. Performance is tracked by the four main customer segments served: local governments and special districts, K-12 public school districts, small businesses, and the RICAPS and Facilities Working Groups. The KPIs are reported to PG&E monthly.

Examples of other program deliverables include but aren't limited to:

- [Grid Reliability and Building Electrification Explainer](#)
- [Building Electrification Best Practices Review](#)
- Methane Gas Catalog Tool
- Climate Action Plan Template + Menu of Measures
- Greenhouse gas emissions inventories for each jurisdiction
- Forecasting + measure quantification tools

In order to receive funding beyond December 31, 2025, staff submitted a proposal in February 2025 outlining proposed enhancements to the existing scope of work based on input from stakeholder conversations to determine current needs. The C/CAG Board will be asked to approve a contract extension for an existing agreement between C/CAG and Pacific Gas and Electric Company (PG&E) in June, adding \$1,450,400 for a new total not to exceed \$4,235,400. The new amendment, if approved, will extend the agreement end date to December 31, 2027.

With the extension, the SMCEW program will broaden the type of small businesses to beyond only those considered “hard to reach” or in disadvantaged community areas. In addition, the program will provide more systematic technical and administrative support to help local government, special district, and K-12 public school district facilities staff plan decarbonization projects.

C/CAG has contracted with the County’s Office of Sustainability staff to successfully support the Program. There is a separate staffing agreement between C/CAG and the County, with a current end date of December 31, 2025.

Staff will provide a presentation on the Energy Watch program at the meeting.

EQUITY IMPACTS

The Program aims to prioritize outreach and services to low-income households, small businesses, and public agencies in disadvantaged and hard-to-reach communities.

ATTACHMENT

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

C/CAG

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CERTIFICATE OF APPRECIATION

HONORING MIMA CRUME

FOR HER TEN YEARS OF EXEMPLARY ADMINISTRATIVE SERVICE TO THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS (C/CAG)

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

WHEREAS, Mima Crume has faithfully served C/CAG for ten years, demonstrating unwavering dedication and professionalism in support of the agency’s mission and operations; and

WHEREAS, she has provided exceptional administrative assistance to both the Board of Directors at C/CAG and the Express Lanes Joint Powers Authority (JPA), ensuring the seamless coordination and execution of meetings and board-related activities; and

WHEREAS, Mima’s keen attention to detail, organizational skills, and steady support have been critical to maintaining the effectiveness and efficiency of C/CAG’s work; and

WHEREAS, Mima is also known and appreciated for her thoughtful gestures, including bringing her delicious homemade cookies to meetings, adding a warm and personal touch that lifts everyone’s spirits; and

WHEREAS, through her tireless behind-the-scenes efforts, Mima has helped create a professional and welcoming environment that enables productive discussion and informed decision-making by C/CAG and JPA members; and

WHEREAS, Mima Crume’s ten years of service reflect her dedication to excellence and have made a lasting, positive impact on the agency’s ability to serve the communities of San Mateo County.

NOW, THEREFORE, the Board of Directors of C/CAG does hereby recognize and commend Mima Crume for her outstanding contributions and extends its heartfelt appreciation for her continued service and dedication.

PASSED, APPROVED, AND ADOPTED THIS 8TH DAY OF MAY 2025.

Adam Rak, Chair

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

C/CAG BOARD MEETING NOTICE MINUTES

Meeting No. 382

April 10, 2025

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

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

1.0 CALL TO ORDER/ ROLL CALL

Vice Chair Michael Salazar called the meeting to order at 6:33 p.m. Roll call was taken.

AGENCY:	IN-PERSON:	ABSENT:	REMOTE AB 2449	REMOTE Publicly Accessible Teleconference Location:
Atherton	Elizabeth Lewis			
Belmont	Julia Mates			
Brisbane	Coleen Mackin			
Burlingame	Peter Stevenson			
Colma	Thomas Walsh			
Daly City			Juslyn Manalo	
East Palo Alto	Martha Barragan			
Foster City	Stacy Jimenez			
Half Moon Bay	Paul Nagengast			
Hillsborough	Sophie Cole			
Menlo Park	Cecilia Taylor			
Millbrae	Anders Fung			
Pacifica	Sue Beckmeyer			
Portola Valley	Rebecca Flynn			
Redwood City	Elmer Martinez Saballos			
San Bruno	Michael Salazar			
San Carlos		Absent		
San Mateo	Lisa Diaz Nash			
South San Francisco	Flor Nicolas			
Woodside		Absent		
San Mateo County		Absent		

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

C/CAG Staff Present (In-Person):	C/CAG Staff Present (Remote):
Sean Charpentier – Executive Director	
Tim Fox – Legal Counsel	Members of the Public (Remote):
Mima Crume – Clerk of the Board	*Rico E. Medina – SMCTA
Audrey Shiramizu	Kelly Ma – Caltrans
Dan Sternkopf	Gary Lai – Caltrans
Eva Gaye	
Jeff Lacap	Members of the Public (In-Person):
Kaki Cheung	Greg Wright – City of Pacifica
Kim Wever	
Reid Bogert	
Susy Kalkin	
Van Ocampo	

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

2.0 PRESENTATIONS / ANNOUNCEMENTS

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

The Board received a presentation from Caltrans on two upcoming highway projects along the US 101 corridor in San Mateo County. The first, the US 101/SR 92 Interchange Short-Term Improvements Project, includes four safety and operational upgrades. Construction is expected to begin within two weeks and finish by summer 2028.

The second, the US 101 Multi-Asset Capital Preventive Maintenance Project, is a \$178 million SHOPP-funded effort to rehabilitate 22 miles of pavement and infrastructure, with construction scheduled from fall 2025 to fall 2027.

Directors discussed traffic impacts, project coordination, and outreach efforts. Caltrans confirmed both projects are within existing right-of-way and will include public communication led by PIO Janine Crawford.

No public comments received.

3.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate

discussion on these items unless members of the Board, staff, or public request specific items to be removed for separate action.

- 3.1 Approval of minutes of regular business meeting No. 381 dated March 13, 2025. APPROVE
- 3.2 Receive a copy of the executed Amendment No. 2 to the agreement with Fehr & Peers for maintenance services of the San Mateo Countywide Vehicle Miles Traveled (VMT) Estimation Tool, extending the agreement term only. APPROVE
- 3.3 Receive a copy of executed Amendment No. 4 to the agreement with the County of San Mateo Information Services Department for GIS staff support, for an additional amount not to exceed \$8,119.20. INFORMATION
- 3.4 Review and approval of the Resolutions 25-18, 25-19, and 25-20, authorizing the C/CAG Executive Director to execute Memoranda of Understanding between C/CAG and the City of East Palo Alto, City of Daly City and Town of Colma to implement three sustainable streets design projects with a total of \$850,000 in Congressionally Directed Spending funds from Fiscal Year 2024.
 - 3.4.1 Resolution 25-18, authorizing the C/CAG Executive Director to execute a Memorandum of Understanding between C/CAG and the City of East Palo Alto for implementing the Fordham Street Sustainable Street Design Pilot Project with \$109,000 in Congressionally Directed Spending funds from Fiscal Year 2024. APPROVE
 - 3.4.2 Resolution 25-19, authorizing the C/CAG Executive Director to execute a Memorandum of Understanding between C/CAG and the City of Daly City for implementing the Bayshore Elementary School and Woodrow Wilson Elementary School Sustainable Streets Design Pilot Project with \$370,500 in Congressionally Directed Spending funds from Fiscal Year 2024. APPROVE
 - 3.4.3 Resolution 25-20, authorizing the C/CAG Executive Director to execute a Memorandum of Understanding between C/CAG and the Town of Colma for implementing the Colma El Camino Real Sustainable Streets Design Pilot Project with \$370,500 in Congressionally Directed Spending funds from Fiscal Year 2024. APPROVE
- 3.5 Receive a copy of the funding agreement with Steer Davies & Gleave, Inc for the development of the Measure M 3-Yr Performance Report covering the period of July 1, 2021, to June 30, 2024, in an amount not to exceed \$19,754.30. APPROVE
- 3.6 Review and approval of Resolution 25-21 authorizing the C/CAG Executive Director to execute an agreement with Fehr & Peers for the preparation of the San Mateo Countywide Transportation Plan in an amount not to exceed \$399,992, establish a contingency in the

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

APPROVE

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

APPROVE

Board Member Stevenson MOVED to approve the consent agenda items 3.1 through 3.7 with the modification to Item 3.7 (Appointment of Members to C/CAG Standing Committees) was introduced to remove Susan Baker from consideration for the business community seat on CMEQ at her request. Board Member Barragan SECONDED.

MOTION CARRIED 18-0-0

APPROVED

4.0 **REGULAR AGENDA**

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

INFORMATION

The Board received a presentation from C/CAG staff member Audrey Shiramizu on the San Mateo County Smart Corridor project, including an overview, construction updates, and future applications.

The Smart Corridor uses technologies like CCTV cameras, message signs, and fiber optic cable to manage traffic and support emergency response. The southern segment is complete, with construction ongoing in South San Francisco, Daly City, Colma, and Brisbane. Once finished, the system will include nearly 900 devices and 64 miles of fiber.

Cities have used the infrastructure for adaptive traffic signals, emergency coordination, and Caltrans traffic alerts. Future uses may include public Wi-Fi and smart lighting.

Board members raised questions about Caltrain coordination, fiber network resilience, sea-level rise, and the corridor's potential to reduce highway widening needs. Staff noted that performance data is being tracked and could be shared in future presentations.

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

The Board received a legislative update from Executive Director Sean Charpentier, including a summary of five budget and earmark requests totaling \$8.2 million submitted to the state and federal delegations. One of the requests includes funding for a coast side incident response plan using ITS technology.

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

The Legislative Committee recommended supporting SB 71, which removes the 2030 sunset and expands project eligibility for CEQA exemptions. It was clarified that state

agencies cannot use these exemptions inappropriately within the county. The Board unanimously approved a support position.

Board Member Salazar MOVED to support SB 71 (Wiener). Board Member Barragan SECONDED. **MOTION CARRIED 18-0-0** APPROVED

SB 457 (Becker) – Builder’s Remedy Clarification
This bill clarifies that jurisdictions actively submitting housing elements to HCD should not be subject to the builder’s remedy. The Board unanimously approved a support position.

Board Member Salazar MOVED to support SB 457 (Becker). Board Member Manalo SECONDED. **MOTION CARRIED 18-0-0** APPROVED

AB 650 (Papan) – Housing Element Process Reform
AB 650 proposes starting the RHNA process six months earlier, improving consistency and timeliness of HCD feedback, and providing builder’s remedy protection while housing elements are under review. The Board supported the bill and discussed the importance of reviewer continuity and shorter response timelines.

Board Member Barragan MOVED to support AB 650 (Papan). Board Member Manalo SECONDED. **MOTION CARRIED 18-0-0** APPROVED

SB 63 (Wiener) – Regional Transportation Measure
The Board approved a watch position and will send a letter to the author acknowledging recent amendments that allow San Mateo County to opt into a potential regional transit funding measure. The letter will also express concerns regarding local funding control, opposition to a regional 10% set-aside, proportional support for only BART and Caltrain COVID losses, timing around Measure A renewal, efficiency expectations, and tax burden. Coordination with TA and SamTrans will occur before submitting the letter.

Board Member Salazar MOVED to take a watch position and issue a letter of and coordinate with the TA/SamTrans regarding SB 63. Board Member Cole SECONDED. **MOTION CARRIED 18-0-0** APPROVED

5.0 COMMITTEE REPORTS

5.1 Chairperson’s Report

No report.

5.2 Board Members Report/Communication

No report.

6.0 EXECUTIVE DIRECTOR’S REPORT

Executive Director Sean Charpentier briefly reported that staff member Ms. Crume passed her 10-year work anniversary with C/CAG in March. Formal recognition will be brought to the Board next month.

7.0 **COMMUNICATIONS** - Information Only

7.1 Written Communication – 4 Letters

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

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

No public comments received.

9.0 **ADJOURNMENT**

Next scheduled meeting May 8, 2025

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 25-22 authorizing the C/CAG Executive Director to execute a funding agreement with the Town of Colma to purchase conduit for the Smart Corridor project in an amount not to exceed \$30,437.15.

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

RECOMMENDATION

That the C/CAG Board reviews and approves of Resolution 25-22, authorizing the C/CAG Executive Director to execute a funding agreement with the Town of Colma to purchase conduit for the Smart Corridor project in an amount not to exceed \$30,437.15.

FISCAL IMPACT

The funding agreement amount is \$30,437.15.

SOURCE OF FUNDS

Funding for this agreement will come from local Measure M funds (the \$10 vehicle registration fee).

BACKGROUND

The San Mateo County Smart Corridor project has been a longstanding Agency priority. It is designed to improve mobility of local arterial streets by installing Intelligent Transportation System (ITS) equipment, such as an interconnected traffic signal system, close circuit television (CCTV) cameras, dynamic message signs, and vehicle detection system, on predefined designated local streets and state routes. The ITS infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities to address recurring and non-recurring traffic congestion. The segments between City of San Bruno at the northern limits to the Santa Clara County line in the City of East Palo Alto has been completed. This portion of the project includes more than 238 intersections, 50 miles of fiberoptic communication cable, and 600 devices installed as part of the Smart Corridor, including 270 CCTV cameras, 117 trailblazer/arterial dynamic message signs, and 40 vehicle detection systems. The South San Francisco expansion is in construction and is expected to be complete this summer.

Continuing with the vision to build the Smart Corridor from the Santa Clara County line to the San Francisco County line, the Northern Cities segment is the next segment of the project. The project is a joint effort between the cities of Daly City and Brisbane, the Town of Colma, C/CAG, and the California Department of Transportation. The project corridors include Junipero Serra Blvd, Southgate Ave., Serramonte Blvd., Bayshore Blvd., and Tunnel Ave. A map of the Northern Cities project corridors is included as Attachment 2 to the staff report.

For the Smart Corridor devices to communicate with the Transportation Management Center, fiber optic communication infrastructure plays a critical role. The fiber communications network enables the

sharing of data, supports coordinated and interoperable transportation systems across multiple jurisdictions, and facilitates technology-based transportation management strategies. Typically, Smart Corridor construction includes the installation of underground conduits for fiber optic cables, either by trenching the surface street or by direct underground boring.

Intermountain Infrastructure Group, LLC (IIG) has installed conduits and fiber in various locations throughout the Town. Portions of the routes installed by IIG overlap with the Smart Corridor alignment. As Smart Corridor project sponsor, C/CAG will partially fund purchase of a conduit for the portion of the right-of-way that aligns with the Smart Corridor. Proceeding with the purchase of the already-installed conduit results in significant construction cost savings.

C/CAG will reimburse the Town's costs related to the conduit installation up to \$30,437.15. It is expected that the Town will own and maintain the conduit, as well as sharing the 144 strands of fiber with C/CAG. Additionally, C/CAG and its designees will have access to the conduit and the C/CAG-owned fiber, allowing for maintenance as-needed. Staff will bring a separate Ownership, Operations and Maintenance Agreement, along with a fiber sharing agreement with the Town to the C/CAG Board for approval at a future meeting.

Staff recommends that the C/CAG Board review and approve of Resolution 25-22 authorizing the C/CAG Executive Director to execute a funding agreement with the Town of Colma to purchase conduit for the Smart Corridor project in an amount not to exceed \$30,437.15.

EQUITY IMPACTS AND CONSIDERATIONS

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

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

ATTACHMENTS

1. Resolution 25-22
2. Northern Cities Smart Corridor Project Map

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

3. Draft Funding Agreement between the Town of Colma and C/CAG

RESOLUTION 25-22

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE A FUNDING AGREEMENT WITH THE TOWN OF COLMA TO PURCHASE CONDUIT FOR THE SMART CORRIDOR PROJECT IN AN AMOUNT NOT TO EXCEED \$30,437.15.

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

WHEREAS, the C/CAG sponsored San Mateo County Smart Corridor Project (Smart Corridor) is an Intelligent Transportation System (ITS) project that extends 20 miles along El Camino Real and major local streets connecting to US-101 and enables cities and the California Department of Transportation (Caltrans) to proactively manage daily traffic and non-recurring traffic congestion cause by diverted traffic due to major incidents on the freeway; and

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

WHEREAS, partnering with the Town to purchase conduit would significantly reduce the future construction costs and maintain project schedule; and

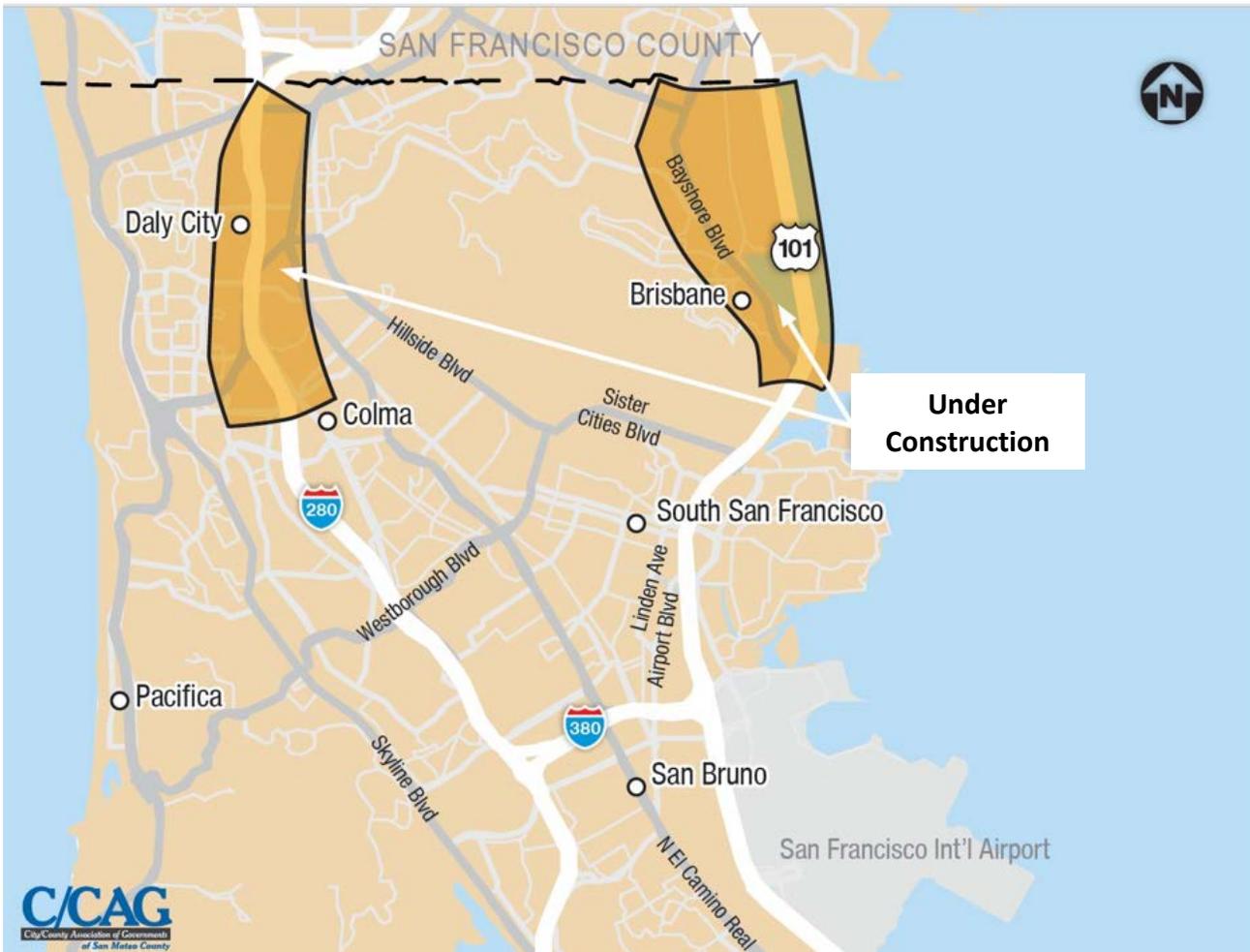
WHEREAS, C/CAG and the Town of Colma desire to enter into a funding agreement for the purchase of Smart Corridor conduit in an amount not to exceed \$30,437.15.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Executive Director is authorized to execute a funding agreement with the Town of Colma to purchase conduit for the Smart Corridor Project in an amount not to exceed \$30,437.15. Be it further resolved that the Executive Director is authorized to negotiate the final terms prior to execution by parties, and execute future contract amendments, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF MAY 2025.

Adam Rak, Chair

Northern Cities Project Corridors Map



C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, C/CAG Executive Director

Subject: Review and approval of Resolution 25-23 approving Agreement with the San Mateo County Superintendent of Schools (San Mateo County Office of Education) for the San Mateo County Safe Routes to School Program in an amount not to exceed \$798,223 for Fiscal Year 2025-26.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 25-23 authorizing an agreement with the San Mateo County Superintendent of Schools (San Mateo County Office of Education) for the San Mateo County Safe Routes to School Program in an amount not to exceed \$798,223 for Fiscal Year 2025-2026.

FISCAL IMPACT

The project funding for fiscal year 2025-2026 shall not exceed \$798,223. The Funding model for FY 25-26 includes \$798,223 of both Federal Surface Transportation Program funds and local Measure M funds (\$706, 267.71 of STP funds and an additional \$91,955.29 of Measure M funds).

SOURCE OF FUNDS

The San Mateo County Safe Routes to School (SRTS) Program receives its funding through a blend of federal Surface Transportation Program (STP) funds from the Metropolitan Transportation Commission (MTC) One Bay Area Grant (OBAG) Program, as well as local Measure M funding, which is generated by the \$10 vehicle registration fee imposed in San Mateo County. A total of \$2,120,000 in STP funds and \$274,669 in local Measure M funding has been allocated to administer the Safe Routes to School Program over a four-year period (FYs 2022-23 through 2025-26). For FY 25-26, the San Mateo County Office of Education will be granted a partial allocation of \$798,223.

BACKGROUND

Safe Routes to School Program

The San Mateo County Safe Routes to School (SRTS) Program is a collaborative effort between the City County/Association of Governments (C/CAG) of San Mateo and the San Mateo County Office of Education (SMCOE). The program is designed to encourage and enable school children and their parents to utilize active modes of transportation (walking, bicycling, carpool, and public transit) as

a means of getting to school. Through education, on pedestrian and bicycle safety as well as awareness around human impact on the environment, the SRTS program supports schools to implement projects and activities that decrease traffic congestion around school sites, reduce school-related travel emissions, and improve the health, well-being, and safety of student participants.

As the County Transportation Agency (CTA) for San Mateo County, C/CAG receives a combination of federal Congestion Mitigation and Air Quality (CMAQ) funding, Surface Transportation Program (STP) funding and local Measure M funding to administer the SRTS program. The San Mateo County Superintendent of Schools, also referred to as San Mateo County Office of Education (SMCOE), is the lead agency responsible for managing the day-to-day program operations as well as project implementation of activities. C/CAG enters into an annual agreement with the San Mateo County Office of Education to implement the Safe Routes to School Program

Agreement with the San Mateo County Office of Education

The City/County Association of Governments (C/CAG) of San Mateo began its partnership with the San Mateo County Office of Education (SMCOE) to implement the Safe Routes to School Program in 2010. Since then, SMCOE has successfully delivered the Safe Routes to School programming to students across the county in a variety of ways. Given their overall success with the program, C/CAG has continued its partnership with SMCOE in the form of an annual agreement to continue to deliver the SRTS program in San Mateo County.

In fiscal year 2025-2026, SMCOE proposes to conduct the following activities:

- Coordinate School Travel Fellowship and other opportunities for districts/schools and their respective municipalities to collaborate.
- Coordinate county-wide walk and roll to school days
- Coordinate bike and pedestrian education in San Mateo County schools
- Connect districts with Micromobility resources and trainings
 - Pilot an e-bike/e-scooter training at an identified school with high rate of usage
- Vet all Safe Routes to School vendors for inclusion on the approved vendor list
- Provide bike and pedestrian educational materials
- Conduct student travel tallies once a year at schools receiving SRTS services
- Coordinate Safe Routes to School professional development opportunities
- Plan and deliver program training, based upon the needs and interests of participants and key stakeholders
- Facilitate quarterly Safe Routes to School Community Advisory Committee meetings
- Conduct public information activities that involve media releases and updating the Safe Routes web page on the County Office's Web site
- Foster collaborative networks across the county to strengthen program awareness and implementation
- Complete and submit quarterly progress reports to C/CAG
- Conduct annual evaluation and submit report to C/CAG

- Contract with transportation planning firm to complete the following tasks
 - Assist with planning and facilitation of Safe Routes to School Community Advisory Committee meetings
 - Prioritize the following through School Travel Fellowship projects
 - Infrastructure needs at priority locations and areas of concern as identified in the high injury network (HIN) analysis
 - Conduct safety campaign based on crash causes in areas of concern

EQUITY IMPACTS AND CONSIDERATIONS

The San Mateo County Safe Routes to School Program’s commitment to equity extends to educational opportunities, outreach events, and partnerships to improve safety in priority schools. The program further prioritizes grant funding in schools that are in Equity Priority Communities.

ATTACHMENTS

1. Resolution 25-23
2. Draft Agreement between C/CAG and SMCOE for FY 2025-2026 (The document is available on the C/CAG website. See “Additional Agenda Materials” for the relevant Board Meeting at: <https://ccag.ca.gov/committees/board-of-directors-2/>)

RESOLUTION 25-23

RESOLUTION TO THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AGREEMENT WITH THE SAN MATEO COUNTY OFFICE OF EDUCATION TO ADMINISTER AND MANAGE THE SAN MATEO COUNTY SAFE ROUTES TO SCHOOL PROGRAM IN AN AMOUNT NOT TO EXCEED \$798,223 FOR FY 2025-26.

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

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

WHEREAS, C/CAG has determined that the San Mateo County Office of Education will serve as the lead agency to implement the Safe Routes to School Program; and

WHEREAS, the overall goal of the Safe Routes to School Program is to enable and encourage children and their parents to walk or bicycle to school by implementing projects and activities to improve health and safety;

WHEREAS, C/CAG and the San Mateo County Office of Education wish to enter into an agreement to implement the Safe Routes to School program for FY 2025-2026 in an amount not to exceed \$798,223; and

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an agreement between C/CAG and the San Mateo County Office of Education for the San Mateo County Safe Routes to School Program in an amount not to exceed \$798,223 for FY 2025-26. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final scope and terms of the Agreement and related materials prior to execution by both parties, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED, THIS 8TH OF MAY, 2025.

Adam Rak, Chair

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 25-24 adopting the C/CAG distribution policy for the Fiscal Year 2025-26 State Transit Assistance (STA) Population-Based funds.

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

RECOMMENDATION

That the Congestion Management and Environmental Quality (CMEQ) Committee review and recommend approval of Resolution 25-24 adopting the C/CAG distribution policy for the Fiscal Year 2025-26 State Transit Assistance (STA) Population-Based funds.

FISCAL IMPACT

Based on the latest STA fund estimate published in February 2025, an estimated amount of \$2,733,545 is available in the Population-Based State Transit Assistance (STA) program for San Mateo County in Fiscal Year 2025-2026.

SOURCE OF FUNDS

The State Transit Assistance (STA) Program funds are derived from a sales tax on diesel fuel. The funding for the program is split between a Revenue Based Program, which is distributed to transit operators by MTC. The Population-Based Program is distributed to the Bay Area based on the 19% share of the state's population. In Fiscal Year 2025-2026, San Mateo County will receive approximately \$2,733,545 in Population- Based State Transit Assistance (STA) funding, based on the current STA Fund Estimate.

BACKGROUND

According to the proposed Fiscal Year 2025-2026 State Budget, the Bay Area would receive \$77 million in Population based STA funds. The state allocates Revenue-Based STA to transit operators based on their revenue, as defined by PUC 99314 (b). The Metropolitan Transportation Commission (MTC) receives a share of the Population-Based STA money under a population formula.

In the past, the MTC Resolution 3837 governed the State Transit Assistance (STA) Population-Based fund distribution policy. Under Resolution 3837, funding was distributed to fund northern

county small transit operators, Regional Paratransit, the Lifeline Transportation Program, and MTC regional coordination programs. Paratransit and Lifeline Transportation Program funds were further distributed among the nine bay area counties.

The purpose of the Lifeline Program is to fund projects, identified through the community-based transportation planning (CBTP) process. The process aims to improve the mobility of residents within Equity Priority Communities. Identified by MTC, Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color.

MTC assigned STA funds to each county and then split each county's share to fund a) Paratransit service and b) to fund the Lifeline Transportation Program. MTC often added a small amount of other funds to the Lifeline Transportation Program funds, but a significant portion of the funds for every cycle came from the STA Population-Based funds.

Since 2006, the Metropolitan Transportation Commission (MTC) delegated the responsibility of administering the Lifeline Transportation Program to C/CAG. In 2018, under MTC Resolution 4321, MTC established the new STA County Block Grant Program policy, whereby the nine Bay Area Congestion Transportation Agencies (CTA) would determine how to invest the population-based STA funds in public transit services and lifeline transportation services. MTC developed a formula distribution to each county that factors STA eligible small transit operators, regional paratransit, and the Lifeline Transportation Program.

As the CTA, C/CAG coordinates with STA-eligible transit operators and develops the STA Population-Based distribution policy within San Mateo. SamTrans is the only STA-eligible operator in San Mateo County. In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG has continued to set aside its share of STA funding for a Lifeline Transportation Program Call for Projects.

Fiscal Year 2025-2026

For Fiscal Year 2025-2026, the County share of population-based STA funds is estimated to be \$2,733,545 per the Governor's budget. This estimate may change depending on the actual STA revenue generated.

In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG staff is proposing to continue the historical breakdown of 37% for paratransit and 63% for the Lifeline programs in Fiscal Year and 2025-26. This would result in approximately \$1,011,412 for paratransit and \$1,221,133 for the next cycle of the Lifeline Transportation Program, slated to begin in Winter 2025. On April 7, 2025, C/CAG staff discussed this with the SamTrans staff and received concurrence on the proposal.

The C/CAG TAC reviewed and approved the C/CAG distribution policy for the Fiscal Year 2025-2026 State Transit Assistance (STA) Population-Based funds at the April 17, 2025 meeting. The Congestion Management and Environmental Quality (CMEQ) Committee reviewed and approved the C/CAG

distribution policy for the Fiscal Year 2025-2026 State Transit Assistance (STA) Population-Based funds at the April 28, 2025 meeting.

Recommendation

C/CAG Staff requests that the C/CAG Board review and approve Resolution 25-24 adopting the C/CAG distribution policy for the Fiscal Year 2025-2026 State Transit Assistance (STA) Population-Based funds.

EQUITY IMPACTS AND CONSIDERATIONS

STA Population-Based funds are allocated to the Lifeline Transportation Program, which is administered by C/CAG. This program supports projects identified through the Community-Based Transportation Planning (CBTP) process, which aims to improve mobility for residents in Equity Priority Communities (EPCs). Designated by MTC, EPCs are census tracts with a high concentration of underserved populations, including low-income households and people of color.

ATTACHMENT

1. Resolution 25-24
2. MTC Resolution No. 4321 (The document is available on the C/CAG website. See “Additional Agenda Materials” for the relevant Board Meeting at: <https://ccag.ca.gov/committees/board-of-directors-2/>)

RESOLUTION 25-24

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ADOPTING THE DISTRIBUTION POLICY FOR FISCAL YEAR 2025-26 STATE TRANSIT ASSISTANCE (STA) POPULATION- BASED FUNDS

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

WHEREAS, the Metropolitan Transportation Commission (MTC), the regional transportation agency for the San Francisco Bay Area, established guidelines MTC resolution 3837 governed the State Transit Assistance (STA) Population- Based fund distribution policy; and

WHEREAS, under Resolution 3837, funding was distributed to fund northern county small transit operators, Regional Paratransit, the Lifeline Transportation Program, and MTC regional coordination programs; and

WHEREAS, MTC established the new STA County Block Grant Program policy under MTC Resolution 4321, whereby the nine Bay Area Congestion Transportation Agencies (CTA's) would determine how to invest the population-based STA funds in public transit services and lifeline transportation services; and

WHEREAS, the City/County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency for San Mateo County; and

WHEREAS, C/CAG is delegated to coordinate with STA-eligible transit operators and develop the STA Population-Based distribution policy within San Mateo County; and

WHEREAS, SamTrans is the only STA-eligible operator in San Mateo County; and

WHEREAS, the February 2025 MTC projection for the Fiscal Year 2025-26 San Mateo County share of STA Block grant was \$2,733,545; and

WHEREAS, because the STA annual funding amounts are projections, the distribution between SamTrans' paratransit program and the C/CAG Lifeline Transportation Program are recommended as percentages as opposed to a specific dollar amount; and

WHEREAS, C/CAG staff is proposing to maintain the historical distribution for of 37% for Paratransit and 63% for Lifeline Transportation; and

WHEREAS, On April 7, 2025, C/CAG staff discussed this with the SamTrans staff and received concurrence on the proposal; and

WHEREAS, this proposal was recommended by the C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) on April 17, 2025; and

WHEREAS, this proposal was recommended by the C/CAG Congestion Management and Environmental Quality (CMEQ) Committee on April 28, 2025; and

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County adopt the distribution policy for Fiscal Year 2025-26 State Transit Assistance (STA) Population- Based funds

PASSED, APPROVED, AND ADOPTED, THIS EIGHTH DAY OF MAY 2025.

Adam Rak, Chair

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 25-25 awarding up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA) for Town of Hillsborough's Rapid Electric Vehicle Chargers.

(For further information or questions, contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the C/CAG Board reviews and approves Resolution 25-25 awarding up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA) for Town of Hillsborough's Rapid Electric Vehicle Chargers.

FISCAL IMPACT

Up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA).

SOURCE OF FUNDS

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

BACKGROUND

In March 2025, the C/CAG Board adopted Resolution 25-11, approving the FY 2025/26 Expenditure Plan, which recommended funding for Commute.org's Countywide Voluntary Trip Reduction Program and BART Shuttle Program. The Board approved funding these two projects and allowed flexibility to allocate funds to other eligible projects, including previously unfunded proposals from previous Call for Project cycles. A balance of \$774,000 remains in the Fiscal Year 2025-2026 TFCA funding cycle. To ensure the timely obligation and use of funds, C/CAG staff proposes allocating this limited amount to eligible projects that were not awarded with funding from last year's TFCA Call for Projects.

Item 3.5 of the November 15, 2024 [C/CAG Board agenda packet](#) summarizes all the applications received from last year's TFCA Limited Call for Projects and the grant amounts awarded. The Board approved funding for two projects: the San Bruno's Public Works Corporation Yard Electrification and San Mateo's Battery Electric Street Sweeper projects. Other eligible projects from the cycle include

Town of Hillsborough’s rapid electric vehicle chargers and City of San Carlos’s San Carlos Ave asphalt pathway replacement and Brittan Ave sidewalk improvement project.

By the March 10th deadline, C/CAG staff received updated project cost-effectiveness worksheets from the Town of Hillsborough and City of San Carlos. The table below summarizes the projects and updated information received.

Lead Applicant (Agency/Jurisdiction)	Hillsborough	San Carlos
Project Title	Rapid Electric Vehicle Chargers	San Carlos Ave Asphalt Pathway Replacement and Brittan Ave Sidewalk Improvement Project
Brief Description	The project installs four (4) Level 3 Rapid Electric Vehicle Chargers at the Walnut Lot adjacent to Hillsborough Town Hall and the Hillsborough Public Works Corporation Yard.	The project includes the installation of new sidewalk, curb and gutter in previously unimproved areas. The project will help fill the gaps between existing sidewalks, new buffered bicycle lanes, and new high visibility traffic striping.
Score (Out of 100) from last Call for Projects	76.63	74
Meets Cost-Effectiveness Ratio	Yes	Yes
Funding Need	Yes	Recently received SMCTA Grant in the amount of \$2M
Total Project Cost	\$612,120	\$5,078,800
TFCA Grant Amount Request	\$306,060	\$500,000
Recommended FYE2026 TFCA Award	\$306,060	\$ -

Staff corresponded with the City of San Carlos regarding their project funding plan. The City confirmed that the project is fully funded through the SMCTA Cycle 7 Pedestrian and Bicycle Program Grant. As a result, staff does not recommend allocating additional funding to the project from the current TFCA program.

Based on updated information and project cost-effectiveness worksheets, staff recommends funding Hillsborough’s project and staff will return to the Board for the remaining \$467,940. Both the Congestion Management Program Technical Advisory Committee (TAC) and the Congestion Management and Environmental Quality (CMEQ) Committee reviewed and recommended approval of up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA) for Town of Hillsborough’s rapid electric vehicle chargers at their April 17th and April 28th meetings, respectively.

Multi-Year Call for Projects for remaining balance and upcoming FYs

The TAC also discussed and supported a multi-year TFCA Call for Projects process. This process would streamline administration and improve project competitiveness. Extending the planning horizon will increase program attractiveness by allowing local jurisdictions to better align potential projects with their capital improvement plans and long-term priorities. Given that many jurisdictions face limited staffing resources, a multi-year cycle will reduce the frequency of application preparation, enabling agencies to

focus their efforts on developing more robust and well-planned proposals. Furthermore, a multi-year cycle may improve the overall quality of submissions, as applicants will have additional time to scope projects, secure necessary approvals, and leverage other funding sources.

The total remaining for Fiscal Year 2026 TFCA funds is \$467,940. This amount must be fully allocated by November 2025 to avoid forfeiture. Additionally, it is estimated that \$370,000 is available annually in Fiscal Year 2027 and 2028. In total, approximately \$1.21M is available for a three-year call for projects.

Eligible project categories include the following:

1. **Clean air vehicles and electric and hydrogen recharging stations:** Alternative fuel and plug-in hybrid-electric vehicles, scrapping of older vehicles, and installation of alternative fuel infrastructure.
2. **Ridesharing/First-Last Mile Connections:** Shuttle services, vanpool, carpool, transit enhancements, rail-bus, and smart growth projects.
3. **Bicycle Facilities:** Installation of new bicycle paths/lanes/routes and secure bike parking, such as lockers and racks,
4. **Infrastructure Improvement for Trip Reduction:** Traffic-calming measures and construction of facilities that expand access to mass transit, such as a new ferry terminal or bus-rapid-transit lane.

Projects will be evaluated based on the following criteria: Cost-Effectiveness (C-E) results, project readiness and timely use of funds, community support and equity, local match, and innovation. For bicycle and pedestrian projects, two additional factors will be considered, including safety and countywide plans/consistency. Cost Effectiveness (C-E), as defined in the Guidance, is used as screening criteria for all projects considered for allocation under the TFCA program. For instance, ridesharing projects must result in a C-E of less than \$150,000 per weighted ton of reduced emissions. Existing First and Last Mile Connection (Shuttles) must show a C-E of less than \$200,000 per weighted ton of reduced emissions.

Staff recommends ranking projects based on the aforementioned criteria and the TFCA funds will be allocated annually as they become available. Because the C-E threshold can vary annually based on guidelines from the Air District, eligible jurisdictions must submit updated C-E worksheets before funds are awarded.

Recommendation

Staff requests that the C/CAG Board reviews and approves Resolution 25-25 awarding up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA) for Town of Hillsborough's Rapid Electric Vehicle Chargers and staff will return to the Board for the remaining \$467,940.

EQUITY IMPACTS AND CONSIDERATIONS

Funding allocated through this program serves to benefit all community members by facilitating the implementation of projects aimed at reducing air pollution from motor vehicles.

ATTACHMENT

1. Resolution 25-25

RESOLUTION 25-25

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE AWARD OF UP TO \$306,060 IN FISCAL YEAR 2026 TRANSPORTATION FUND FOR CLEAN AIR FUNDS (TFCA) FOR TOWN OF HILLSBOROUGH’S RAPID ELECTRIC VEHICLE CHARGERS.

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

WHEREAS, The Bay Area Air Quality Management District (BAAQMD) is authorized to levy a fee on motor vehicles. Funds generated by the fee are referred to as the Transportation Fund for Clean Air (TFCA) funds. Forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds. For San Mateo County, C/CAG has been designated as the administering agency to receive the funds; and

WHEREAS, the Board of Directors of the City/County Association of Governments, at its March 13, 2025 meeting, approved certain projects and programs for funding through San Mateo County’s local share of Fiscal Year 2025-2026 Transportation Fund for Clean Air (TFCA) revenues, including a balance of \$774,000 that is to be allocated to previously unfunded projects from past call for projects cycles and considering other regionally significant projects at a later time; and

WHEREAS, to ensure the timely obligation and use of funds, C/CAG staff proposes allocating this limited amount to eligible projects that were not awarded with funding from last year’s TFCA Call for Projects. By the March 10, 2025 deadline, C/CAG staff received updated project cost-effectiveness worksheets from the Town of Hillsborough and City of San Carlos.

WHEREAS, the City of San Carlos confirmed that the project is fully funded through the SMCTA Cycle 7 Pedestrian and Bicycle Program Grant. As a result, staff does not recommend allocating additional funding to the project from the current TFCA program; and

WHEREAS, the Town of Hillsborough requested funds for the Rapid Electric Vehicle Chargers Project. The project installs three (3) public Level 3 Rapid Electric Vehicle Chargers at the Walnut Lot adjacent to Hillsborough Town Hall and one(1) Level 3 Rapid Electric Vehicle Charger at the Hillsborough Public Works Corporation Yard; and

WHEREAS, based on updated information and project cost-effectiveness worksheets, C/CAG staff, the Congestion Management Technical Advisory Committee (TAC), as well as the Congestion Management & Environmental Quality (CMEQ) Committee recommended Town of Hillsborough’s project to the Board of Directors for award; and

WHEREAS, the Board of Directors hereby approves the project scopes and specific

recommended grant amounts for the aforementioned project; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County authorizes the award of up to \$306,060 in Fiscal Year 2026 Transportation Fund for Clean Air Funds (TFCA) for Town of Hillsborough's Rapid Electric Vehicle Chargers and C/CAG staff will return to the Board for the remaining \$467,940 in Fiscal Year 2025-2026 TFCA funds.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF MAY 2025.

Adam Rak, Chair

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 25-26 authorizing the C/CAG Executive Director to execute an agreement with Kittelson & Associates to provide consultant services for the San Bruno-Millbrae El Camino Real Multimodal Corridor Study in an amount not to exceed \$760,000.

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

RECOMMENDATION

That the C/CAG Board reviews and approves of Resolution 25-26 authorizing the C/CAG Executive Director to execute an agreement with Kittelson & Associates to provide consultant services for the San Bruno-Millbrae El Camino Real Multimodal Corridor Study in an amount not to exceed \$760,000.

FISCAL IMPACT

The agreement amount is \$760,000.

SOURCE OF FUNDS

Funding for this agreement comes from state earmark funding from former Assemblymember (and current Congressional Representative) Kevin Mullin.

BACKGROUND

The El Camino Real corridor (State Route 82) serves as a critical north-south route connecting people traveling between San Jose and San Francisco. Parallel to the US-101 highway, El Camino Real provides access to local serving retail centers with grocery stores, offices, businesses, and residences, in addition to major transit stations like Caltrain and Bay Area Rapid Transit Service (BART). This auto-oriented corridor has been identified as a high stress facility for bicyclists in the C/CAG 2021 Comprehensive Bicycle and Pedestrian Plan, due to the relatively high vehicular traffic speed and lack of dedicated biking infrastructure. Specifically, the stretch between Murchison Avenue in Millbrae to Noor Avenue in San Bruno was identified as a key stretch for bike lane upgrades. Despite the challenging conditions for bicyclists, many still choose to travel on this route because it provides the most direct link between communities.

The annual average daily traffic for El Camino Real within the project limits ranges from 22,400 to 45,200 according to the latest 2017 Caltrans traffic volume data. Pedestrian and bicycle collision rates reflect that there is minimal accommodation for active transportation users. Between 2014 to 2020, there were close to 60 incidents in the City of Millbrae segment involving bicyclists and pedestrians, and in the City of San Bruno segment, there were 21 incidents involving bicyclists and pedestrians.

Additionally, the corridor is located to serve areas with great need. The corridor is located within two Metropolitan Transportation Commission Equity Priority Communities (EPCs) and within two C/CAG

Equity Focus Areas (EFAs). The corridor is also located in the region's Priority Development area, which will increase access to housing, economic and cultural opportunities.

In 2022, C/CAG received \$760,000 of state earmark funding, secured by then Assemblymember Kevin Mullin, to assess and study transportation infrastructure along El Camino Real within the cities of Millbrae and San Bruno. This study's primary goal is to develop and prioritize short-term, quick-build projects that enhance multimodal safety and connectivity using the existing transportation infrastructure. The project will be completed in partnership and coordination with the two local jurisdictions. Longer-term planning may be considered in future phases.

Consultant Procurement

In accordance with the C/CAG adopted Procurement Policy, a Request for Qualifications (RFP) was released on February 14, 2025, seeking a consultant to develop the San Bruno-Millbrae El Camino Real Corridor Multimodal Improvement Study. The RFP was distributed to more than 250 parties. The project scope includes project management, data collection and existing conditions review, traffic analysis, developing roadway concepts, and community outreach.

C/CAG received six proposals by the March 21, 2025 deadline. Proposers who submitted Statements of Qualifications include Fehr & Peers, Hexagon Transportation Consultants, Inc., Kimley-Horn & Associates, Inc., Kittelson & Associates, Inc., TJKM Transportation Consultants, and WSP USA, Inc. A four-member evaluation panel consisting of representatives from the Cities of San Bruno and Millbrae, SamTrans, and C/CAG convened to review the proposals. The proposals were evaluated based on the following criteria: the firm's expertise and experience, past performance, understanding of project scope, proposed project approach, and cost effectiveness.

The evaluation panel interviewed the top three firms that scored the highest based on the evaluation criteria. Following the evaluation, the panel recommended selecting Kittelson & Associates, Inc. to develop the San Bruno-Millbrae El Camino Real Corridor Multimodal Improvement Study.

Staff recommends that the C/CAG Board review and approve of Resolution 25-26 authorizing the C/CAG Executive Director to execute an agreement with Kittelson & Associates to provide consultant services for the San Bruno-Millbrae El Camino Real Multimodal Corridor Study in an amount not to exceed \$760,000.

EQUITY IMPACTS AND CONSIDERATIONS

El Camino Real is a critical north-south route for San Mateo County and the Bay Area. The auto-oriented corridor has been identified as a high stress facility for bicyclists in the C/CAG 2021 Comprehensive Bicycle and Pedestrian Plan. Additionally, the specific corridor between San Bruno and Millbrae serves areas with great need. The project area is located within two Metropolitan Transportation Communities (EPCs) and within two C/CAG Equity Focus Areas (EFAs). The corridor is also located in the region's Priority Development Area, which will increase access to housing, economic, and cultural opportunities.

ATTACHMENTS

1. Resolution 25-26

The following attachments are available on the C/CAG website (*See “Additional Agenda Materials” for the May 2025 Board Meeting*) at: <https://ccag.ca.gov/committees/board-of-directors-2/>

2. Draft Agreement for the San Bruno-Millbrae El Camino Real Multimodal Corridor Study

RESOLUTION 25-26

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AN AGREEMENT WITH KITTELSON & ASSOCIATES TO PROVIDE CONSULTANT SERVICES FOR THE SAN BRUNO-MILLBRAE EL CAMINO REAL MULTIMODAL CORRIDOR IMPROVEMENT STUDY IN AN AMOUNT NOT TO EXCEED \$760,000.

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

WHEREAS, C/CAG received \$760,000 in member directed state funding from then Assemblymember Kevin Mullin for the San Bruno-Millbrae El Camino Real multimodal corridor improvement study; and

WHEREAS, the purpose of the study is to develop and prioritize transportation projects along the project corridor that enhance multimodal safety and connectivity using the existing transportation corridor; and

WHEREAS, C/CAG is the Project Sponsor and Implementing Agency for the Project; and

WHEREAS, in accordance with the C/CAG adopted Procurement Policy, a Request for Qualifications (RFP) was released on February 14, 2025, seeking a consultant to develop the San Bruno-Millbrae El Camino Real Corridor Multimodal Improvement Study; and

WHEREAS, the evaluation panel consisting of representatives from City of San Bruno, City of Millbrae, SamTrans, and C/CAG reviewed and ranked the proposals based on the following criteria: the firm's expertise and experience, past performance, understanding of project scope, proposed project approach, and cost effectiveness; and

WHEREAS, the panel has determined that Kittelson & Associates, Inc. has the qualifications and experience to perform the work, and C/CAG desires to enter into a 2-year agreement with Kittelson & Associates, Inc. to develop the San Bruno-Millbrae El Camino Real Corridor Multimodal Improvement Study in an amount not to exceed \$760,000.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Executive Director of C/CAG is authorized to execute an agreement with Kittelson & Associates, Inc. for the San Bruno-Millbrae El Camino Real Corridor Multimodal Improvement Study, in an amount not to exceed \$760,000. Be it further resolved that the Executive Director is authorized to negotiate the final terms prior to execution by parties, and execute future contract amendments, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF MAY 2025.

Adam Rak, Chair

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of the reallocation and time extension of \$240,000 in Transportation Development Act Article 3 Funds for the City of Brisbane’s Pedestrian Walkway – Alvarado Street to San Benito Road Project.

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

RECOMMENDATION

That the C/CAG Board reviews and approves of the reallocation and time extension of \$240,000 in Transportation Development Act Article 3 Funds for the City of Brisbane’s Pedestrian Walkway – Alvarado Street to San Benito Road Project.

FISCAL IMPACT

In FY 2022/23, the C/CAG Board awarded \$240,000 of TDA Article 3 funds to the City of Brisbane for the Pedestrian Walkway – Alvarado Street to San Benito Road Project. The full grant amount is still available.

SOURCE OF FUNDS

TDA Article 3 funds are derived from Local Transportation Funds and the State Transit Assistance Fund. Local Transportation Funds (LTF) are derived from a ¼ cent of the general sales tax collected statewide.

BACKGROUND

The Alvarado to San Benito Stairway Project will enhance pedestrian safety in Brisbane by providing a convenient walkway along an existing hillside between Alvarado Street and San Benito Road. Existing conditions discourage the heavy use of the pathway by pedestrians, as the steep slope and lack of infrastructure makes this hillside difficult to navigate, especially for seniors and children. Walking demand is expected to increase once the safety and comfort of this facility is improved through the addition of a stairway. Construction will include excavation and earthwork, concrete stairways, a free-standing metal stair section, metal handrails, and pathway lights.

The project will also improve the overall pedestrian network in Brisbane, providing a connection for residents in Brisbane’s upper streets to the remainder of the improved pedestrian path north of Alvarado Street.

The City of Brisbane received a \$240,000 TDA Article 3 grant for the Pedestrian Walkway – Alvarado Street to San Benito Road Project. The project has not expended any of the \$240,000 in TDA Article 3 grant for the construction.

The City of Brisbane is requesting a six-month extension of the TDA Article 3 grant fund deadline from June 30, 2025 to December 31, 2025. The request is to avoid a situation where unforeseen delays during the construction phase result in the project completion date exceeding the grant fund expenditure deadline. The completion of the project has been delayed for several reasons. These include a preceding project involving an existing public water line on the property that needed to be lined, incorporation of features by the Public Art Committee, and coordinating new PG&E services for pathway lighting. The project has been advertised and five bids were received on March 5, 2025. The City awarded the construction contract for the project at the April 3, 2025 City Council meeting.

The revised schedule is included below.

<i>MAJOR MILESTONE</i>	<i>ANTICIPATED START DATE</i>	<i>ANTICIPATED COMPLETION DATE</i>
Award Contract	April 2025	April 2025
Construction of walkway	May 2025	July 2025
Artist installation of lighting and handrails	August 2025	September 2025
Project Close out	October 2025	October 2025

At the March 27, 2025 Bicycle and Pedestrian Advisory Committee (BPAC) meeting, the committee voted to approve this request for an extension. If approved by the C/CAG Board, this action would extend the project completion timeline to December 31, 2025.

EQUITY IMPACTS AND CONSIDERATIONS

In recent years, C/CAG has worked to prioritize equity and incentivize the development of more TDA 3 projects in underserved areas. For example, for the FY2024-2025 cycle, staff updated the scoring criteria to include more points for projects located within C/CAG Equity Focus Areas (EFA) or MTC Equity Priority Communities (EPCs). Additionally, maximum points were awarded if a project was located mostly in an EFA or EPC and provided the minimum local match.

In addition, for the FY2024-2025 call for projects, C/CAG distributed information on the grant availabilities to C/CAG’s new Community Based Organization (CBO) list. C/CAG also hosted three Community Workshop meetings on Zoom open to members of the public. C/CAG encouraged public members to advocate for local projects that they would like to see built or improved within their communities.

ATTACHMENT

1. Grant Extension Request Letter from Karen Kinser, Deputy Director of Public Works, City of Brisbane



CITY OF BRISBANE
 Department of Public Works
 50 Park Place
 Brisbane, CA 94005-1310
 (415) 508-2130

March 14th, 2025

Ms. Kaki Cheung
 Program Director
 City/County Association of Governments of San Mateo County

Subject: BPAC Request for Reallocation
 TDA Article 3 Grant Funding Extension
 Pedestrian Walkway – Alvarado Street to San Benito Road

Dear Ms. Cheung:

The Pedestrian Walkway – Alvarado Street to San Benito Road Project will enhance pedestrian safety in Brisbane by providing a convenient walkway along an existing hillside between Alvarado Street and San Benito Road. Existing conditions discourage the heavy use of the pathway by pedestrians, as the steep slope and lack of infrastructure makes this hillside difficult to navigate, especially for seniors and children. Walking demand is expected to increase once the safety and comfort of this facility is improved through the addition of a stairway. Construction will include excavation and earthwork, concrete stairways, a free-standing metal stair section, metal handrails, and pathway lights.

The project will also improve the overall pedestrian network in Brisbane, providing a connection for residents in Brisbane's upper streets to the remainder of the improved pedestrian path north of Alvarado Street.

The City of Brisbane was awarded a \$240,000 TDA Article 3 grant in FY 22/23 for the construction phase of the project and is requesting an extension to the grant fund deadline from June 30th, 2025, to December 31st, 2025. The reason for the extension request is to avoid a situation where unforeseen delays during the construction phase result in the project completion date exceeding the grant fund expenditure deadline.

The completion of the project was delayed for several reasons. These include a preceding project involving an existing public water line on the property that was required to be lined prior to stair construction (completed Fall 2024), incorporation of artistic features by the Public Art Committee which required further coordination, and coordinating new PG&E service for the pathway lighting at the project location ahead of construction.

The project has been advertised, and five bids were received on March 5th, 2025. The City plans to award the project at the April 3rd, 2025 City Council meeting. As a result, the revised schedule is shown below:

<i>MAJOR MILESTONE</i>	<i>ANTICIPATED START DATE</i>	<i>ANTICIPATED COMPLETION DATE</i>
Award Contract	April 2025	April 2025
Construction of walkway	May 2025	July 2025
Artist installation of lighting and handrails	August 2025	September 2025
Project Close out	October 2025	October 2025

With expected completion in October, we are asking for an extension to December 31, 2025 in order to have some contingency time, and so that we are confident that we can meet the revised deadline.

Thank you for your consideration, and if there are any questions you can contact me directly at kkinser@brisbaneca.org or (415) 508-2133.

Sincerely,



Karen Kinser
Deputy Director of Public Works

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 25-27 authorizing the C/CAG Executive Director to execute Amendment No. 1 to the on-call agreement with EOA, Inc. for technical support to the Countywide Stormwater Program, extending the contract term to September 30, 2027 and making additional minor updates.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 25-27 authorizing the C/CAG Executive Director to execute Amendment No. 1 to the on-call agreement with EOA, Inc. for technical support to the Countywide Stormwater Program, extending the contract term to September 30, 2027 and making additional minor updates.

FISCAL IMPACT

None. The proposed amendment is a no-cost time extension of the on-call technical support services agreement with EOA, Inc. Under the existing on-call agreement, the C/CAG Executive Director is authorized to execute annual task orders consistent with the C/CAG Annual Program Budget process.

SOURCE OF FUNDS

Funding for the Countywide Stormwater Program is provided primarily by the countywide NPDES fees and Measure M.

BACKGROUND

The San Mateo Countywide Water Pollution Prevention Program (Countywide Stormwater Program) was established by C/CAG in the early 1990's to manage implementation of the San Francisco Bay Municipal Stormwater Permit (MRP) on behalf of C/CAG's 21 member agencies and the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline). Since its inception, C/CAG has utilized consultants for technical support to the Countywide Stormwater Program for MRP compliance. Consultant contracts are typically governed by the standard three-year C/CAG procurement policy, with an option to extend contracts to match the full five-year permit term of the MRP. Traditionally, C/CAG's Executive Director issues Task Orders to the Countywide Stormwater Program consultant(s) under an on-call agreement on a fiscal year basis, consistent with the adopted Annual C/CAG Program Budget.

In May 2022, C/CAG issued a Request for Proposals for technical support services to the Countywide Stormwater Program and subsequently executed two on-call technical support services agreements,

pursuant to Board approved Resolution 22-68, with EOA, Inc. (EOA) and Craftwater Engineering. The on-call agreement with EOA specified comprehensive support for MRP compliance support to the Countywide Stormwater Program, whereas the Craftwater on-call agreement specified only compliance support in the areas of Green Infrastructure and Regional Collaborative Program Planning, based on staff review of the proposals. The existing on-call consultant agreements have an expiration date of September 30, 2025, with the option to extend the contracts to provide ongoing support to the Countywide Stormwater Program through the end of the current five-year MRP term, which expires June 30, 2027.

Given ongoing Countywide Stormwater Program budget constraints and the focus of the program on providing core compliance support to achieve the requirements of the MRP, staff recommend extending only the on-call agreement with EOA and not the on-call agreement with Craftwater Engineering.

In addition to extending the contract term, the proposed amendment to the on-call agreement with EOA would update the consultant rate sheets for EOA and the subcontractors under the contract with a flat 4% increase in all rates. EOA has not increased staff rates during the initial three-year term of the existing contract. The amendment would also update the contact information for the EOA project manager.

Having presented the proposed amendment to the Stormwater Committee at its April 20 meeting with no additional input, C/CAG staff recommends the C/CAG Board review and approve Resolution 25-27 authorizing the C/CAG Executive Director to execute Amendment No. 1 to the on-call agreement with EOA, Inc. for technical support to the Countywide Stormwater Program, extending the contract term to September 30, 2027 and making additional minor updates. Consistent with current practice, once the amendment is executed, C/CAG staff will then develop a scope of work and budget to be issued as a Task Order to EOA for Fiscal Year 2025-26 Countywide Stormwater Program support services, which will be brought to the C/CAG Board for consideration in June.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

- 1) Resolution 25-27

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

- 2) Amendment No. 1 to the On-call Agreement with EOA, Inc.
- 3) Resolution 22-68 (authorizing the execution of the existing on-call agreement with EOA and allowing for the option to extend the agreement for the full five-year term of the MRP)

RESOLUTION 25-27

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 1 TO THE ON-CALL AGREEMENT WITH EOA, INC. FOR TECHNICAL SUPPORT TO THE COUNTYWIDE STORMWATER PROGRAM, EXTENDING THE CONTRACT TERM TO SEPTEMBER 30, 2027 AND MAKING ADDITIONAL MINOR UPDATES.

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

WHEREAS, C/CAG administers the San Mateo Countywide Water Pollution Prevention Program (Countywide Stormwater Program); and

WHEREAS, C/CAG requires outside consulting services to provide technical assistance to its member agencies to meet state and federal mandated requirements of the Municipal Regional Stormwater Permit (MRP) administered by the San Francisco Bay Regional Water Quality Control Board; and

WHEREAS, pursuant to C/CAG Board approved Resolution 22-68, C/CAG has existing on-call technical support services agreements with EOA, Inc. (EOA) and Craftwater Engineering to provide MRP compliance support to its member agencies, both of which expire September 30, 2025; and

WHEREAS, prior to the Board’s approval of the agreements, C/CAG staff completed a Request for Proposals process that included an option to extend the on-call agreement(s) at the end of the initial three-year contract term to provide consistent and uninterrupted technical support to the Countywide Stormwater Program for the remaining two years of the five-year MRP term; and

WHEREAS, C/CAG and EOA jointly wish to amend the on-call technical support services agreement with EOA, specifying a new contract termination date of September 30, 2027 and providing the option to consider additional future time extensions in the instance of a delay in the reissuance of the Municipal Regional Stormwater Permit, updating the consultant rate sheets for EOA and the subconsultants under contract with EOA, and updating the EOA project manager contact information.

NOW, THEREFORE BE IT RESOLVED that the C/CAG Executive Director is authorized to execute Amendment No. 1 to the on-call agreement with EOA, Inc. for technical support to the Countywide Stormwater Program, extending the contract term to September 30, 2027 and making additional minor updates. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said amendments prior to execution, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF May, 2025.

Adam Rak, Chair

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 25-28 determining that a proposed 8-story, 65-unit affordable housing project located at 678 Ralston Ave., Belmont, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

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

RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, approve Resolution 25-28 determining that a proposed 8-story, 65-unit affordable housing project located at 678 Ralston Ave., Belmont, is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following conditions:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Belmont an FAA “Determination of No Hazard” for construction-related equipment.*
- *The City of Belmont shall advise the project sponsor of their obligation to comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.*
- *Prior to issuance of a building permit, the City of Belmont shall require that the project sponsor provide evidence of a recorded ‘Overflight Notification’ on each residential parcel in accordance with Overflight Policy 2 of the San Carlos ALUCP. (An example for the Overflight Notification to be used to fulfill this condition is included in the amended San Carlos ALUCP, Appendix E, Exhibit E-4.)*

BACKGROUND

Belmont has processed an application for a 65-unit affordable housing development at 678 Ralston Avenue, comprised of seven levels of residential units above a surface level garage.

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

DISCUSSION

I. ALUCP Consistency Evaluation

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

(a) Noise Policy Consistency

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

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

(b) Safety Policy Consistency

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

(c) Airspace Protection Policy Consistency

Structures Heights

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

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

The height of the structure is approximately 91' to the top of the stair tower. Given an existing site elevation of approximately 33' above mean sea level (AMSL), the maximum height of the project would be approximately 124 ft. AMSL. As shown on San Carlos ALUCP Exhibit 4-4, **Attachment 4**, the Part 77 Airspace Protection Surface lies approximately 255' ft AMSL, so the proposed project would be well below this surface, in compliance with the Airspace Protection policies of the ALUCP. Additionally, as shown on San Carlos on ALUCP Exhibit 4-4a, **Attachment 5**, the proposed project height of 91' is below the threshold height of 100' where FAA review is required for a hazard determination. Therefore, the height of the proposed project is consistent with the Airspace

Protection Policies. However, as noted in the application materials, it is likely that construction related equipment will exceed the notification heights, so the following condition is recommended:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Belmont an FAA “Determination of No Hazard” for construction-related equipment.*

Other Flight Hazards

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

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

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

(d) Overflight Compatibility Consistency

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

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

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

Airport Land Use Committee

The Airport Land Use Committee considered this application at its April 24, 2025 meeting, and recommended that it be determined consistent with the policies of the SFO ALUCP, subject to the conditions discussed above.

Equity Impacts and Considerations

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

ATTACHMENTS

1. Resolution 25-28

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

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

RESOLUTION 25-28

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT A PROPOSED 8-STORY, 65-UNIT AFFORDABLE HOUSING PROJECT LOCATED AT 678 RALSTON AVE., BELMONT, IS CONDITIONALLY CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN CARLOS AIRPORT.

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

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

WHEREAS, the City of Belmont has processed an application for an 8-story, 65-unit affordable housing development at 678 Ralston Ave., which falls within Airport Influence Area (AIA) B for San Carlos Airport, and has referred the project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP); and

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

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

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

The proposed structures would have an overall maximum height of 124 feet above mean sea level (AMSL). Per San Carlos ALUCP Exhibit 4-4, the Part 77 Airspace Protection Surface lies at approximately 255 ft AMSL, so the proposed project would be well below this surface, in compliance with the Airspace Protection policies. Additionally, and per San Carlos ALUCP Exhibit 4-4a, the project sponsor will not be required to file Form 7460-1 with the FAA for a hazard determination for the structure height but will likely need to file for construction related equipment; therefore, a condition is included in Exhibit A to ensure compliance.

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

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that subject to the conditions contained in Exhibit A, attached, the proposed 65-unit affordable housing project located at 678 Ralston Ave., Belmont, is determined to be consistent with the policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF MAY 2025.

Adam Rak, Chair

Resolution 25-28 – Conditions of Consistency Determination:

1. Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Belmont an FAA “Determination of No Hazard” for construction-related equipment.
2. The City of Belmont shall advise the project sponsor of their obligation to comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.
3. Prior to issuance of a building permit the City of Belmont shall require that the project sponsor provide evidence of a recorded ‘Overflight Notification’ for each residential parcel in accordance with Overflight Policy 2 of the San Carlos ALUCP. (An example for the Overflight Notification to be used to fulfill this condition is included in the amended San Carlos ALUCP, Appendix E, Exhibit E-4.)

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 25-29 determining that a proposed 8-story, 63-unit affordable housing project located at 951 Old County Rd., Belmont, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

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

RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, approve Resolution 25-29 determining that a proposed 8-story, 63-unit affordable housing project located at 951 Old County Rd., Belmont, is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following conditions:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Belmont an FAA “Determination of No Hazard” for construction-related equipment.*
- *The City of Belmont shall advise the project sponsor of their obligation to comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.*
- *Prior to issuance of a building permit, the City of Belmont shall require that the project sponsor provide evidence of a recorded ‘Overflight Notification’ on each residential parcel in accordance with Overflight Policy 2 of the San Carlos ALUCP. (An example for the Overflight Notification to be used to fulfill this condition is included in the amended San Carlos ALUCP, Appendix E, Exhibit E-4.)*

BACKGROUND

Belmont has processed an application for a 63-unit affordable housing development at 951 Old County Rd. comprised of seven levels of residential units above a surface level garage.

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

DISCUSSION

I. ALUCP Consistency Evaluation

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

(a) Noise Policy Consistency

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

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

(b) Safety Policy Consistency

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

(c) Airspace Protection Policy Consistency

Structures Heights

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

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

The height of the structure is approximately 91' to the top of the stair tower. Given an existing site elevation of approximately 35' above mean sea level (AMSL), the maximum height of the project would be approximately 126 ft. AMSL. As shown on San Carlos ALUCP Exhibit 4-4, **Attachment 4**, the Part 77 Airspace Protection Surface lies approximately 255' ft AMSL, so the proposed project would be well below this surface, in compliance with the Airspace Protection policies of the ALUCP. Additionally, as shown on San Carlos on ALUCP Exhibit 4-4a, **Attachment 5**, the proposed project height of 91' is below the threshold height of 100' where FAA review is required for a hazard determination. Therefore, the height of the proposed project is consistent with the Airspace Protection Policies. However, as noted in the application materials, it is likely that construction related equipment will exceed the notification heights, so the following condition is recommended:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Belmont an FAA “Determination of No Hazard” for construction-related equipment.*

Other Flight Hazards

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

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

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

(d) Overflight Compatibility Consistency

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

The Project Area is located within both the Airport Influence Area (AIA) A & B boundaries for San Carlos Airport, so is subject to the requirements of both Overflight Policies. As neither the

application materials nor Belmont’s municipal code address these requirements, the following conditions are recommended:

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

Airport Land Use Committee

The Airport Land Use Committee considered this application at its April 24, 2025 meeting, and recommended that it be determined consistent with the policies of the SFO ALUCP, subject to the conditions discussed above.

Equity Impacts and Considerations

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

ATTACHMENTS

1. Resolution 25-29

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

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

RESOLUTION 25-29

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT A PROPOSED 8-STORY, 63-UNIT AFFORDABLE HOUSING PROJECT LOCATED AT 951 OLD COUNTY RD., BELMONT, IS CONDITIONALLY CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN CARLOS AIRPORT.

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

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

WHEREAS, the City of Belmont has processed an application for an 8-story, 63-unit affordable housing development at 951 Old County Rd., which falls within Airport Influence Area (AIA) B for San Carlos Airport, and has referred the project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP); and

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

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

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

The proposed structures would have an overall maximum height of 126 feet above mean sea level (AMSL). Per San Carlos ALUCP Exhibit 4-4, the Part 77 Airspace Protection Surface lies at approximately 255 ft AMSL, so the proposed project would be well below this surface, in compliance with the Airspace Protection policies. Additionally, and per San Carlos ALUCP Exhibit 4-4a, the project sponsor will not be required to file Form 7460-1 with the FAA for a hazard determination for the structure height but will likely need to file for construction related equipment; therefore, a condition is included in Exhibit A to ensure compliance.

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

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that subject to the conditions contained in Exhibit A, attached, the proposed 8-story, 63-unit affordable housing project located at 951 Old County Rd., Belmont, is determined to be consistent with the policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF MAY 2025.

Adam Rak, Chair

Resolution 25-29 – Conditions of Consistency Determination:

1. Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Belmont an FAA “Determination of No Hazard” for construction-related equipment.
2. The City of Belmont shall advise the project sponsor of their obligation to comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.
3. Prior to issuance of a building permit the City of Belmont shall require that the project sponsor provide evidence of a recorded ‘Overflight Notification’ for each residential parcel in accordance with Overflight Policy 2 of the San Carlos ALUCP. (An example for the Overflight Notification to be used to fulfill this condition is included in the amended San Carlos ALUCP, Appendix E, Exhibit E-4.)

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 25-30 authorizing the C/CAG Executive Director to execute Amendment No. 13 to the agreement with the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$112,000 for Fiscal Year 2025-26.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 25-30, authorizing the C/CAG Executive Director to execute Amendment No. 13 to the agreement with the City of San Carlos. This amendment provides financial services to C/CAG for an amount not to exceed \$112,000 for FY 2025-26.

FISCAL IMPACT

The amendment is estimated to cost \$112,000 for FY 2025-26. The funding is included in the proposed C/CAG budget for FY 2025-26.

SOURCE OF FUNDS

Member assessments, parcel fee, motor vehicle registration fee, and State/Federal Transportation Funds.

BACKGROUND

The City of San Carlos is the Financial Agent for C/CAG. C/CAG annually negotiates a fee for these services. The agreement was first entered into by both parties in 2012. On June 14, 2012, C/CAG Board approved Resolution 12-42 authorizing the Chair to execute an agreement between C/CAG and City of San Carlos to provide financial services to C/CAG in an amount of \$73,600 for fiscal year 2012-13. Since then, the C/CAG Board has authorized annual amendment to said agreement each following fiscal year for the City of San Carlos to provide financial services. Rates were adjusted each year approximately by the CPI. For fiscal year 2015-16, Amendment No. 3 included the additional effort to implement Government Accounting Standards Board (GASB) Statement No. 68, *Accounting and Financial Reporting for Pensions*.

The City of San Carlos provide a variety of financial services, which include maintaining bank and investment accounts, implementing internal financial controls, paying vendors and project sponsors, managing receivables, investing surplus cash, financial reporting, managing audit processes, attending

Finance Committee meetings, and more. A high level of service has been achieved by the City of San Carlos. All reports were provided on a timely basis. The City of San Carlos and C/CAG staff has formed positive working relationships, and San Carlos staff has been very responsive to requests.

The City of San Carlos has updated the annual cost to ensure full recovery of cost for services, including an adjustment of hourly rate, and added hours for the preparation of the State Controller's Annual Financial Transaction report, and hours for the Program Audits. It is proposed, as part of Amendment No. 13, the fee for regular financial services for fiscal year 2025-26 be \$112,000. In addition, City will be reimbursed by C/CAG for other services and special projects, as requested by C/CAG, at the fully burdened hourly rate of \$214 per hour.

The cost for bank fees, storage, postage, as well as costs for audit services are not included in the original agreement or any amendment. Those costs are billed separately.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. Resolution 25-30
2. Amendment No. 13 to the agreement between C/CAG and the City of San Carlos to provide financial services.

RESOLUTION 25-30

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 13 TO THE AGREEMENT BETWEEN C/CAG AND THE CITY OF SAN CARLOS TO PROVIDE FINANCIAL SERVICES TO C/CAG FOR A TOTAL OF \$112,000 FOR FY 2025-26

WHEREAS, the City/County Association of Governments (C/CAG) of San Mateo County is a Joint Powers Authority created by the Cities and the County; and,

WHEREAS, C/CAG utilizes the services of its member agencies in order to minimize staff and cost; and,

WHEREAS, the City of San Carlos has been designated as the C/CAG Financial Agent; and,

WHEREAS, C/CAG Resolution 12-42 (June 14, 2012) authorized the Chair to execute an agreement between C/CAG and City of San Carlos to provide financial services to C/CAG in an amount of \$73,000 for fiscal year 2012-13; and,

WHEREAS, C/CAG has executed the following amendments to said agreement for City of San Carlos to provide financial services to C/CAG; and

Amendment No. 1, \$75,366 for FY 13-14, approved by Resolution 13-16 (June 13, 2013); and Amendment No. 2, \$77,700 for FY 14-15, approved by Resolution 14-10 (May 8, 2014); and Amendment No. 3, \$80,430 for FY 15-16, approved by Resolution 15-18 (May 14, 2015); and Amendment No. 4, \$82,440 for FY 16-17, approved by Resolution 16-06 (May 12, 2016); and Amendment No. 5, \$85,000 for FY 17-18, approved by Resolution 17-25 (June 7, 2017); and Amendment No. 6, \$88,200 for FY 18-19, approved by Resolution 18-35 (June 14, 2018); and Amendment No. 7, \$93,000 for FY 19-20, approved by Resolution 19-27 (May 9, 2019); and Amendment No. 8, \$95,300 for FY 20-21, approved by Resolution 20-38 (June 11, 2020); and Amendment No. 9, \$97,000 for FY 21-22, approved by Resolution 21-24 (May 13, 2021); and Amendment No. 10, \$97,000 for FY 22-23, approved by Resolution 22-37 (June 9, 2022); and Amendment No. 11, \$105,400 for FY 23-24, approved by Resolution 23-61 (June 8, 2023); and Amendment No. 12, \$108,500 for FY 24-25, approved by Resolution 23-61 (June 13, 2024); and

WHEREAS, the City of San Carlos has proposed a fee of \$112,000 to provide financial services for fiscal year 2025-26; and,

WHEREAS, C/CAG and the City of San Carlos wish to set forth the terms and conditions, funding, and scope of work for the financial services as provided in Amendment No. 13.

THEREFORE BE IT RESOLVED NOW, by the Board of Directors of the City/County Association of Governments of San Mateo County authorizing the C/CAG Executive Director to execute Amendment No. 13 to the Financial Service Agreement for fiscal year 2025-26 between the City of San Carlos and C/CAG in an amount not to exceed \$112,000; and further authorize the C/CAG Executive Director to negotiate the final terms prior to its execution, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF MAY 2025.

AMENDMENT No. 13

AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN THE CITY OF SAN CARLOS AND CITY/COUNTY ASSOCIATION of GOVERNMENTS OF SAN MATEO COUNTY

This Thirteenth Amendment to the Agreement for Professional Services is made and entered into as of July 1, 2025, by and between the City of San Carlos, hereinafter referred to as "CITY" and the City/County Association of Governments of San Mateo County, hereinafter referred to as "C/CAG".

WITNESSETH:

WHEREAS, on June 14, 2012, the City and C/CAG entered into an agreement for the performance of the agreed financial services by the City's Administrative Services Department through the Finance Division (the "Original Agreement"); and

WHEREAS, on July 1, 2013, the City and C/CAG executed Amendment One to the Agreement which adjusted the compensation, added background check requirement for certain City employees providing financial services to C/CAG, amended scope of services to include City serving as C/CAG's Controller with duties limited to making or contracting for an annual audit, and amending Notice delivery to Sandy Wong; and

WHEREAS, on July 1, 2014, the City and C/CAG executed Amendment Two to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2015, the City and C/CAG executed Amendment Three to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2016, the City and C/CAG executed Amendment Four to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2017, the City and C/CAG executed Amendment Five to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2018, the City and C/CAG executed Amendment Six to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2019, the City and C/CAG executed Amendment Seven to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2020, the City and C/CAG executed Amendment Eight to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2021, the City and C/CAG executed Amendment Nine to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2022, the City and C/CAG executed Amendment Ten to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2023, the City and C/CAG executed Amendment Eleven to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2024, the City and C/CAG executed Amendment Twelve to the Agreement which adjusted the compensation; and

WHEREAS, pursuant to Section B.3 set forth in Exhibit A of the Original Agreement, the City will provide financial services to C/CAG for a fixed annual fee and this fixed fee will be adjusted on an annual basis; and

WHEREAS, pursuant to Section B.6 set forth in Exhibit A of the Original Agreement, the City will bill an hourly rate excluding expenses for other services and special projects, and this rate should be adjusted annually based on the fully burdened hourly rate set for the fiscal year; and

WHEREAS, both parties now wish to amend Sections B.3 and B.6 of the Original Agreement.

NOW, THEREFORE, IT IS HEREBY AGREED BY THE PARTIES HERETO AS FOLLOWS:

1. C/CAG agrees to reimburse CITY for Financial Services. The fixed annual fee for Fiscal Year 2025-26 (July 1, 2025 to June 30, 2026) will be adjusted from \$108,500 to \$112,000.
2. C/CAG agrees to reimburse CITY for other services and special projects. The fully burdened hourly rate for Fiscal Year 2025-26 (July 1, 2025 to June 30, 2026) will be adjusted to \$214 per hour. Expenses are excluded from this rate and will be billed separately.
3. All other terms of the Original Agreement and Amendment One remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused this amendment to the Original Agreement between C/CAG and the City of San Carlos to be executed effective as of the date first above written.

CITY OF SAN CARLOS

DATE: _____

Jeff Maltbie, City Manager

ATTEST:

DATE: _____

Crystal Mui, City Clerk

APPROVED AS TO FORM

DATE: _____

Gregory J Rubens, City Attorney

C/CAG

DATE: _____

Sean Charpentier, Executive Director

APPROVED AS TO FORM

DATE: _____

Melissa Andrikopoulos,
C/CAG Legal Counsel

C/CAG AGENDA REPORT

Date: May 8, 2025

To: C/CAG Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 25-31 authorizing the C/CAG Executive Director to execute Amendment No. 3 to the construction cooperative agreement with Caltrans for the Northern Cities Smart Corridor Expansion construction.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve of Resolution 25-31 authorizing the C/CAG Executive Director to execute Amendment No. 3 to the construction cooperative agreement with Caltrans for the Northern Cities Smart Corridor Expansion construction.

FISCAL IMPACT

The total project cost under this cooperative agreement is \$11,355,534.

SOURCE OF FUNDS

The project is funded by a combination of C/CAG Measure M (the \$10 vehicle registration fee), Local Partnership Program (LPP) state funds, and State Transportation Improvement Program (STIP) funds.

BACKGROUND

The San Mateo County Smart Corridor project is a longstanding Agency priority. It is designed to improve mobility of local arterial streets by installing Intelligent Transportation System (ITS) equipment, such as an interconnected traffic signal system, close circuit television (CCTV) cameras, dynamic message signs, and vehicle detection system, on predefined designated local streets and state routes. The equipment is connected to underground fiberoptic communication infrastructure, enabling the equipment to communicate and share data with local transportation management centers (TMCs). The ITS infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities to address recurring and non-recurring traffic congestion. The segments between City of San Bruno at the northern limits to the Santa Clara County line in the City of East Palo Alto has been completed. This portion of the project includes more than 238 intersections, 50 miles of fiberoptic communication cable, and 600 devices installed as part of the Smart Corridor. The devices include 270 CCTV cameras, 117 trailblazer/arterial dynamic message signs, and 40 vehicle detection systems. The South San Francisco expansion is currently in construction and is expected to be completed this summer.

Continuing with the vision to build the Smart Corridor from the Santa Clara County line to the San Francisco County line, the Northern Cities segment is the next segment of the project. The project is a joint effort by the cities of Daly City and Brisbane, the Town of Colma, C/CAG, and Caltrans. The design is complete for the Northern Cities segment and the project began construction in January

2025. A map of the Northern Cities project is included as Attachment 2 to the staff report. C/CAG is the program manager and project sponsor. The City of Daly City is leading construction of the segment located in Daly City and Colma. The City of Brisbane is managing construction within its city limit.

Caltrans Construction Cooperative Agreement

On May 11, 2023, C/CAG and the California Department of Transportation (Caltrans) entered into a construction cooperative agreement (co-op) outlining project responsibilities and funding details for project construction. The funding in the co-op agreement is for costs associated with the construction phases of the project in Daly City/Colma and Brisbane. The original funding total was \$9,912,000.

The co-op was first amended in September 2023 to remove all Federal RIP-COVID funds from the project and replace those funds with the same amount of State RIP-COVID funds. The amendment also added \$4,938 of Local Funds for Department Furnished Materials, for a new updated total of \$9,916,938.

The co-op was amended a second time in October 2024 to add an additional \$400,000 of LPP funds, \$865,046 of local funds to Construction Support, and \$173,550 of local funds to Construction Capital, for a new updated total of \$11,355,534.

A summary of the existing funding in the co-op agreement is provided below.

Existing Co-op Funding Table					
Implementing Agency →			C/CAG		Totals
Source	Party	Fund Type	Const. Support	Const. Capital	
LOCAL	C/CAG	Local	\$865,046	\$178,488	\$1,043,534
STATE	CALTRANS	SB 1 (LPP)	\$0	\$1,000,000	\$1,000,000
STATE	C/CAG	STIP/RIP	\$0	\$6,215,000	\$6,215,000
STATE	C/CAG	RIP-COVID	\$1,266,860	\$1,830,140	\$3,097,000
Totals			\$2,131,906	\$9,223,628	\$11,355,534

Due to an internal funding swap, the RIP-COVID funds have been swapped for the same amount of STIP/RIP funds. This necessitates amendment number 3 to the co-op agreement with Caltrans. The STIP/RIP and RIP-COVID fund types will be combined into one fund type. A summary of the proposed amended funding table is provided in below.

Proposed Amendment No. 3: Co-op Funding Table					
Implementing Agency →			C/CAG		Totals
Source	Party	Fund Type	Const. Support	Const. Capital	
LOCAL	C/CAG	Local	\$865,046	\$178,488	\$1,043,534
STATE	CALTRANS	SB 1 (LPP)	\$0	\$1,000,000	\$1,000,000
STATE	C/CAG	STIP/RIP	\$1,266,860	\$8,045,140	\$9,312,000
Totals			\$2,131,906	\$9,223,628	\$11,355,534

Staff recommends that the C/CAG Board review and approve of Resolution 25-31 authorizing the C/CAG Executive Director to execute Amendment No. 3 to the construction cooperative agreement with Caltrans for the Northern Cities Smart Corridor Expansion construction.

EQUITY IMPACTS AND CONSIDERATIONS

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

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

The Northern Cities expansion will provide a comprehensive system all along US-101 in the County, providing Smart Corridor benefits for the many different communities that live and travel within and around the bayside. The expansion will also connect communities along I-280 for the first time.

ATTACHMENTS

1. Resolution 25-31
2. Northern Cities Smart Corridor Project Map

The following attachments are available on the C/CAG website (*See “Additional Agenda Materials” for the May 2025 Board Meeting*) at: <https://ccag.ca.gov/committees/board-of-directors-2/>

3. Draft Caltrans Cooperative Agreement Amendment No. 3

RESOLUTION 25-31

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE EXECUTIVE DIRECTOR OF C/CAG TO EXECUTE AMENDMENT NO. 3 TO THE CONSTRUCTION COOPERATIVE AGREEMENT WITH CALTRANS FOR THE NORTHERN CITIES SMART CORRIDOR EXPANSION CONSTRUCTION

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

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

WHEREAS, the Smart Corridor Northern Cities Expansion Project (Project) is being constructed in the Cities of Daly City, Brisbane, and the Town of Colma; and

WHEREAS, C/CAG developed the Plans, Specifications and Estimate (PS&E) for the Project; and

WHEREAS, C/CAG is the Project Sponsor and Implementing Agency for the construction of the Project; and

WHEREAS, under the authority granted by Resolution 23-31, Caltrans and C/CAG entered into a Cooperative Agreement, to document the obligations and responsibilities of C/CAG as Project Sponsor and Implementing Agency, and Caltrans as the owner/operator of the State Highway System, for the construction of the Project.

WHEREAS, in September 2023, C/CAG and Caltrans executed amendment no. 1 to the Agreement to remove all Federal RIP-COVID funds and replace with State RIP-COVID funds, and added \$4,938 of Local Funds; and

WHEREAS, in October 2024, due to higher-than-expected construction bids, C/CAG and Caltrans executed amendment no. 2 to the Agreement to add an additional \$400,000 of Local Partnership Program (LPP) funds and \$1,038,596 of local funding; and

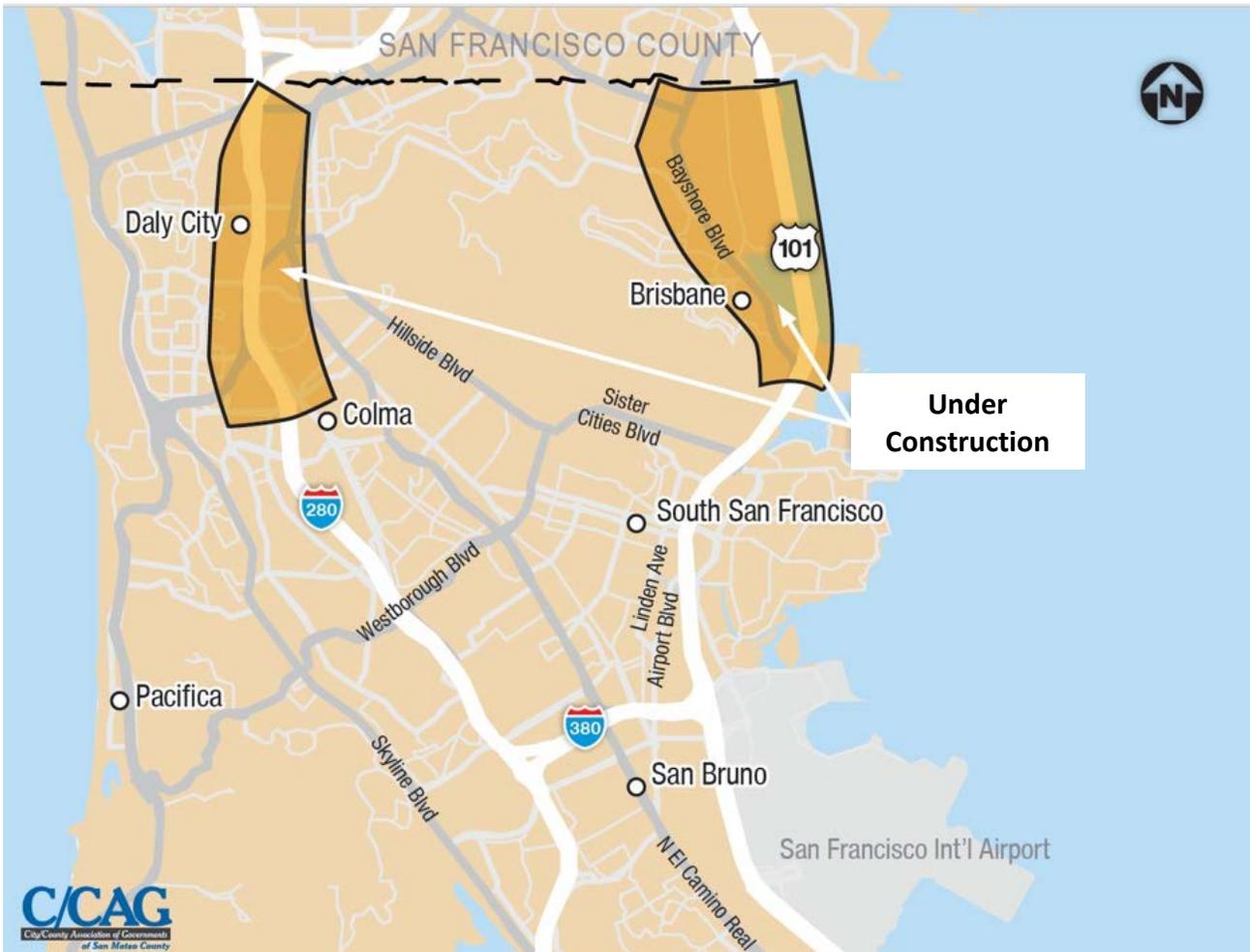
WHEREAS, due to an internal funding swap, RIP-COVID funds have been swapped for the same amount of STIP/RIP funds for this project, necessitating amendment no. 3 to this Agreement.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Executive Director is authorized to execute Amendment No. 3 to the construction cooperative agreement with Caltrans for the Northern Cities Smart Corridor Expansion construction. Be it further resolved that the Executive Director is authorized to negotiate the final terms prior to execution by parties, and execute future contract amendments, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF MAY 2025.

Adam Rak, Chair

Northern Cities Project Corridors Map



C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of the appointment of Christina Donovan to the C/CAG RMCP Committee and Councilmember Greg Wright of Pacifica, to the C/CAG BPAC.

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

RECOMMENDATION

That the C/CAG Board review and approve the appointment of Christina Donovan to the C/CAG RMCP Committee and Councilmember Greg Wright of Pacifica to the C/CAG BPAC.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not Applicable.

BACKGROUND

Resource Management and Climate Protection Committee:

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

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

There is one vacant business/chamber of commerce seat on the C/CAG RMCP Committee currently.

A recruitment letter for the vacant seat on RMCP was sent to all elected officials in San Mateo County on April 21, 2025, with a due date for letters of interest of April 30, 2025 by 5:00 P.M., and notice that, if the vacant seats are not filled, the recruitment will remain open until filled.

By the deadline, C/CAG staff received one letter of interest from Christina Donovan. Ms. Donovan is the Senior Project Manager and Sustainability Lead, Commercial Development at Sares Regis Group of Northern California (SRGNC).

The Bicycle and Pedestrian Advisory Committee (BPAC)

The BPAC provides advice and recommendations to the full C/CAG Board of Directors on matters relating to bicycle and pedestrian improvement projects. The BPAC advises the C/CAG Board on priority projects for funding through the Transportation Development Act Article 3 grant program and the One Bay Area Grant program. Meetings are typically held bi-monthly on the fourth Thursday of the month at 6:00 p.m. Additional meetings are scheduled as needed. The meetings are hosted at the Burlingame Community Center at 850 Burlingame Avenue in Burlingame, CA. The BPAC has approximately six meetings per year. No more than two BPAC members can reside in the same jurisdiction.

There is one vacant seat for an Elected Official on the BPAC. A recruitment letter for the vacant seat on the BPAC was sent to all elected officials and interested parties in San Mateo County on April 21, 2025 with a due date of April 30, 2025 by 5:00 P.M., and notice that, if the vacant seats are not filled, the recruitment will remain open until filled.

By the deadline, C/CAG staff received one letter of interest from Councilmember Greg Wright of Pacifica.

Staff recommends that the C/CAG Board considers the appointment of Christina Donovan to the C/CAG RMCP Committee and Councilmember Greg Wright of Pacifica to the C/CAG BPAC.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. April 2025 RMCP Committee Roster
2. Letter of Interest – Christina Donovan
3. April 2025 BPAC Committee Roister
4. Letter of Interest – Greg Wright, Councilmember, City of Pacifica

C/CAG

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San Francisco • Woodside

Resource Management and Climate Protection Committee (April 2025)	
Elected Officials (7)	
Donna Colson – <u>Committee Chair</u> Councilmember City of Burlingame dcolson@burlingame.org	Sue Beckmeyer Councilmember City of Pacifica sbeckmeyer@pacifica.gov
Kaia Eakin Councilmember City of Redwood City keakin@redwoodcity.org	Helen Wolter Councilmember Town of Portola Valley hwolter@portolavalley.net
Betsy Nash Councilmember City of Menlo Park bnash@menlopark.gov	Ray Mueller County Supervisor – District 3 County of San Mateo SMC_SupMueller@smcgov.org
Bob Nguyen Councilmember City of Millbrae bnguyen@ci.millbrae.ca.us	
<u>Stakeholder Representatives (6)</u>	
<u>Energy</u>	Ortensia Lopez Executive Director El Concilio of San Mateo County or10sia@el-concilio.com
<u>Water</u>	Tom Francis – <u>Committee Vice Chair</u> Water Resources Manager Bay Area Water Supply and Conservation Agency tfrancis@bawsca.org

Resource Management and Climate Protection Committee

(April 2025)

<u>Utility</u>	Bill Chiang Government Relations Pacific Gas and Electric Company william.chiang@pge.com
<u>Nonprofit</u>	Alex Fernandez Chief Operating Officer Filoli Center afernandez@filoli.org
<u>Business/Chamber of Commerce</u>	<i>Vacant</i>
<u>Environmental</u>	Sarah Hubbard Executive Director Sustainable San Mateo County shubbard@sustainableanmateo.org



Mr. Sean Charpentier

April 30, 2025

C/CAG Executive Director

City/County Association of Governments of San Mateo

555 County Center, 5th Floor

Redwood City, CA. 94063

RE: Vacant Seat on the C/CAG Resource Management and Climate Protection Committee (RMCP)

Dear Sean,

I am writing to express my interest in filling the Business/Chamber of Commerce vacant seat on the Resource Management and Climate Protection Committee (RMCP). With over a decade of experience advancing sustainability in real estate, and deep roots in the Bay Area, I am eager to contribute to the region's efforts in climate action, water resilience, and equitable development.

For the past nine years, I've worked at Sares Regis Group of Northern California (SRGNC), one of the most active real estate developers, owners, and managers in the Bay Area for over 30 years. We are a vertically integrated company with a commercial division delivering innovative projects for partners like Google, NVIDIA and Adobe, a residential division that's been a leader in housing and mixed-use development from South San Francisco to San Jose, and a property management arm overseeing thousands of apartments.

In my role as Senior Project Manager, I managed the sustainability efforts for Google's Bay View Campus, a LEED v4.1 Platinum project and 2022 ENR's Best Global Project winner, which is on track to become the largest development to achieve Living Building Challenge Water Petal Certification. I also co-founded and lead SRGNC's internal Sustainability Committee, shaping company-wide environmental goals and advising clients across our portfolio. Outside of work, I lecture on sustainable real estate development at UC Berkeley.

Through this work and my personal commitment to the region, I've seen how crucial coordinated, local action is for building long-term climate resilience. I would be honored to support RMCP's mission and contribute to programs like SMCEW and RICAPS.

Thank you for considering my letter of interest.

Sincerely,

Christina Donovan

Christina Donovan

Senior Project Manager and Sustainability Lead, Commercial Development

C/CAG**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
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BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**MEMBERSHIP ROSTER – April 2025****ELECTED OFFICIALS:**

Flor Nicolas City of South San Francisco	Patrick Sullivan City of Foster City
Mary Bier City of Pacifica	Desiree Thayer City of Burlingame
Stephen Rainaldi City of Millbrae	Isabella Chu City of Redwood City
Paul Nagengast City of Half Moon Bay	<i>Vacant</i>

PUBLIC MEMBERS:

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



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www.cityofpacifica.org

MAYOR
Sue Beckmeyer

MAYOR PRO TEM
Christine Boles

COUNCIL
Mary Bier
Mayra Espinosa
Greg Wright

April 30, 2025

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

My name is Greg Wright, and I serve as the District 4 Council Representative for the City of Pacifica. I am writing to you today to express my desire to be part of the Bicycle and Pedestrian Advisory Committee (BPAC).

The City of Pacifica has a very active bicycling community, and I would welcome the opportunity to bring this perspective to the Committee. Furthermore, we are surrounded by mountain bike trails as well as many other outdoor recreational activities, such as hiking and surfing. We have been working diligently to increase the interconnectivity of our bicycle trails in the City of Pacifica, and I look forward to continuing that effort through the Committee. I would welcome the opportunity to serve alongside City of Pacifica Councilmember Mary Bier, who also serves on the Committee.

I currently serve as a member on the CCAG Legislative Committee, an alternate on the Local Agency Formation Commission (LAFCo), and an alternate on Peninsula Clean Energy (PCE). Lastly, I serve on my local soccer board as well as the German School of San Francisco board. I am fortunate to be able to dedicate my time to these organizations and look forward to being able to contribute further.

Respectfully,

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

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approve appointment to fill one vacant Public Member seat on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC).

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

RECOMMENDATION

That the C/CAG Board review and approve appointment to fill one vacant Public Member seat on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC).

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A.

BACKGROUND

The Bicycle and Pedestrian Advisory Committee (BPAC)

The BPAC provides advice and recommendations to the full C/CAG Board of Directors on matters relating to bicycle and pedestrian improvement projects. The BPAC advises the C/CAG Board on priority projects for funding through the Transportation Development Act Article 3 grant program and the One Bay Area Grant program. Meetings are typically held bi-monthly on the fourth Thursday of the month at 6:00 p.m. Additional meetings are scheduled as needed. The meetings are hosted at the Burlingame Community Center at 850 Burlingame Avenue in Burlingame, CA. The BPAC has approximately six meetings per year. No more than two BPAC members can reside in the same jurisdiction.

There is one vacant seat for a public member on the BPAC. A recruitment letter for the vacant seat on the BPAC was sent to all elected officials and interested parties in San Mateo County on April 22, 2025 with a due date of April 30, 2025.

Two letters of interest were received for one open seat prior to the recruitment deadline of April 30, 2025:

- Jean Yang, City of Redwood City
- James A. Cowing, City of Redwood City

The current BPAC roster is provided as Attachment 1, and the letters of interest are provided as

Attachments 2 and 3.

Staff recommends that the C/CAG Board review and approve appointments to fill one vacant public member seat on the C/CAG BPAC.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. April 2025 BPAC Roster
2. Letter of Interest from Jean Yang, City of Redwood City
3. Letter of Interest from James A. Cowing, City of Redwood City

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BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

MEMBERSHIP ROSTER – April 2025

ELECTED OFFICIALS:

Flor Nicolas City of South San Francisco	Patrick Sullivan City of Foster City
Mary Bier City of Pacifica	Desiree Thayer City of Burlingame
Stephen Rainaldi City of Millbrae	Isabella Chu City of Redwood City
Paul Nagengast City of Half Moon Bay	<i>Vacant</i>

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Angela Hey Resident of: Portola Valley	Mike Swire (Chair) Resident of: San Mateo
<i>Vacant</i>	

Jean Yang

Redwood City, CA 94062
jeanyang@csail.mit.edu

April 30, 2025

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

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

Dear Director Charpentier and team,

For the last year, I have been taking action to improve bicycle and pedestrian safety in my neighborhood. I am interested in serving on Bicycle and Pedestrian Advisory Committee to expand the scope of my service.

I am a cyclist and runner with a Caltrain commute that includes five miles of walking. My neighbors and I see increased car accidents as one of the biggest threats to the livability of our neighborhood. Bicycle and pedestrian safety is my main priority.

Before living in San Mateo County, I lived in Boston, MA for twelve years, where the bicycle commute rate is 33%. In Boston, I regularly biked to work and other engagements. When I first moved to the Bay Area, I biked everywhere, even to important venture capital pitch meetings. During my years in the Bay Area, my cycling has decreased substantially, in large part because I do not feel protected from cars. I was unsurprised to discover the Peninsula bike commute rates are far lower. I want to help improve mobility through projects like those funded by the Transportation Development Act Article 3.

My interest in road safety grew after a spate of car accidents in my neighborhood. Two years ago, a car crashed onto my neighbor's lawn. Some months later, a car crashed onto my lawn, the third of at least five car-on-lawn accidents in our neighborhood. In the weeks following, I went door-to-door in my neighborhood to get support for a traffic calming petition. During my canvassing, I learned that traffic safety was the top concern of my neighbors, many of whom worry about the growing volume of traffic through Redwood

City. I am committed to helping keep neighborhoods like ours safe from traffic accidents and would be very interested in advising on use of the One Bay Area Grant.

While the Bicycle and Pedestrian Advisory would be my first stint working with local government, I have proven effective in prior service activities in my communities:

- **Redwood City traffic calming petition.** Fall 2024, I got 50 local households to sign my petition for traffic calming at the intersection of Brewster Avenue and Nevada Street. We now have a crosswalk at this intersection and the city has temporarily shut the stretch of Southgate Street feeding into the intersection.
- **Pandemic fundraising.** During the pandemic lockdown, I co-directed two Zoom-to-Twitch improv shows, raising over \$86k for Feeding America and the NAACP. Here's coverage in [CNN](#) and [Forbes](#).
- **Co-founding Graduate Women at MIT.** In 2009, I co-founded Graduate Women at MIT after discovering there was a high attrition rate of female students and few resources for women. The organization grew to serve hundreds of constituents, with two annual conferences and a mentoring program. We won several group awards and I won an individual service award for our impact.

A former startup founder and current department leader at a San Francisco tech company, I bring the following skills to this position:

- **Research mindset for understanding community needs.** As an MIT-educated computer scientist turned startup founder, I have extensive experience understanding community needs, using methods ranging from data analysis to small-scale interviews to larger-scale surveys. For my recent traffic petition, I was able to get the support of 50 households in large part because I understood the needs and objections of the neighbors.
- **Practical approach to timelines and budgets.** As a former startup founder and a current department head at my company of over 850, I am familiar with prioritizing aggressively, making tradeoffs, and getting buy-in across stakeholders.
- **Willingness to do the work.** As part of my product development work, I have manually messaged hundreds of people I found on LinkedIn just to get the right introductions for user interviews. To build support for my traffic petition, I went door-to-door across four different blocks.

If you select me for the BPAC, I will do the work. Thank you for your consideration.

Sincerely yours,



Jean Yang

From: james.a.cowing@gmail.com <james.a.cowing@gmail.com>

Sent: Wednesday, April 30, 2025 10:42 AM

To: Sean Charpentier (C/CAG) <scharpentier@smcgov.org>

Cc: james.a.cowing@gmail.com

Subject: Bicycle and Pedestrian Advisory Committee (BPAC) Application - James A. Cowing

Members of the Selection Committee,

Please accept my application for the City/County Association of Governments of San Mateo County (C/CAG) Bicycle and Pedestrian Advisory Council (BPAC). As a 30+ year resident of San Mateo County living in Redwood City, I think that my background and experience would be a good fit and I could make significant contribution to the BPAC. I am an avid cyclist and member of the [Redwood Shores Cycling Meetup \(RSCM\)](#). We have weekend beginner and intermediate level group rides from Redwood City which have varying distances and destinations throughout the peninsula – usually 25-50 miles north and south. Throughout the year we encourage various ride events throughout the area including those by the Silicon Valley Biking Coalition. In August each year, our RSCM group holds a full-day cycling event called [Civilized Century ride](#) offering longer ride up and down the peninsula for varying distances of 60, 75 and 100 miles for approximately 300 riders. I think my participation in this group has given me a good understanding of the cycling and pedestrian needs for San Mateo County and especially the perspective that cyclists share for improving our roadways, streets and neighborhoods to enhance safety for all.

My BPAC participation goal is to give-back to the community by contributing my time and help to advise on projects that could enhance public safety improvements for the benefit of pedestrians and cyclists of all ages, rider types throughout the Peninsula. The BPAC projects and initiatives were impressive and help to foster a better and safer riding experience for many cyclists who are more frequently getting out of our vehicles and taking to the public roadways for work, school and other travel. I support the Complete Streets initiative and would like to advocate for more effective traffic signaling, better crosswalks and safer access and roadway areas for pedestrians and cyclists. A lot of progress has been made in San Mateo County over the past 10 years, but there is still so much more that could be and should be done to improve bicycling and pedestrian safety. I have reviewed the C/CAG website and reviewed BPAC meeting agendas and minutes from the past year.

My professional background is available on [LinkedIn](#). I am a government employee, working as a Cybersecurity expert helping to protect the banking industry, within a bureau of the US Treasury for the past 7 years. My role within federal government has given an appreciation and understanding of the critical role government plays in promoting our public infrastructures. My daily commute is riding my bike to and from my home in Redwood Shores to Caltrain and/or BART, into downtown San Francisco which gives me a good grasp of the commuter's mindset from San Mateo County. Prior to working for the government, I ran a boutique security consulting firm in San Mateo County for 12+ years. During my professional career, I have participated in a number of task forces including government and professional work and advocacy groups, for example my participation with a group to help develop the Digital Signature legislation for the California State Assembly, and representation on various industry groups. I hold various professional certifications including my financial background as a Certified Public Accountant (CPA).

My community involvement includes a member of [CERT](#) (Community Emergency Response Team) for Redwood City/San Carlos CERT for the past 7 years. I am a member of [SCARES](#) (South County Amateur Radio Emergency Services). Previously, I have held various roles on my local neighborhood homeowner associations (HOAs), including President and Treasurer for a 5-year period. I have an MBA in Finance and an undergraduate degree in Economics and Psychology from UCLA.

I am hopeful this message has provided some initial information about me. I welcome an opportunity to talk further about the issues relevant to BPAC and how I may provide value in advocating for issues brought before the committee. I hope you will consider my strong interest in contributing to the C/CAG BPAG.

Best regards,

James A. Cowing

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review the initial draft of C/CAG Fiscal Year 2025-26 Program Budget.

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

RECOMMENDATION

That the C/CAG Board review the initial draft of the C/CAG Fiscal Year 2025-26 Program Budget and Member Fees and provide feedback.

FISCAL IMPACT

In accordance with the proposed C/CAG 2025-26 Program Budget.

SOURCE OF FUNDS

Funding sources for C/CAG include member assessments, cost reimbursements from partners, grants, regional/state/federal transportation and other funds, property taxes/fees, Department of Motor Vehicle fees, and interest earnings.

BACKGROUND

Each year, the C/CAG Finance Committee reviews the draft annual budget and member fees in the month of April in advance of full Board review (May) and approval (June).

For fiscal year 2025-26, it is proposed that the total member fees and assessments are as follows:

- Member Fees (including General Fund and Gas Tax Fees) – Pursuant to budget guidance approved in C/CAG Resolution 22-04, an annual increase that is consistent with the most recent regional Consumer Price Index (CPI) at a rate not to exceed 3% is authorized. The CPI adjustment provides stability for C/CAG’s ongoing operations and avoids the future need of a large increase to make up for inflation. The annual 2024 regional Consumer Price Index rate was 2.8%. Per the resolution, the fiscal year 2025-26 C/CAG membership fees will increase by this amount.
- Congestion Relief Program Assessment – For fiscal year 2025-26, the amount of this assessment has also increased 2.8%, to a total of \$1,996,890 Countywide, pursuant to C/CAG Resolution 23-63. This resolution provides for the fee to be escalated by CPI, with a maximum annual increase of 3%. This is in an effort to maintain the current levels of service and investment.

For budgeting purposes, the draft member fees for each individual member agency were sent to City Managers and the County Executive on March 20, 2025.

The draft C/CAG Fiscal Year 2025-26 program budget and Member Fees was presented to the

Finance Committee for review at its April 28, 2025 meeting. The C/CAG Board will review the draft budget at the May 8, 2025 meeting. The final will be submitted to C/CAG Board for approval on June 12, 2025.

Assumptions and Highlights on the Draft Fiscal Year 2025-26 Budget:

C/CAG manages its funds by grouping related revenues and expenditures into ten specific Program Funds. This includes General Fund, Transportation Fund, Smart Corridor Fund, Stormwater (NPDES) Fund, Measure M (\$10 Vehicle Registration Fee) Fund, Express Lanes Joint Powers Authority, Congestion Relief Program, Energy Watch, Transportation Fund for Clean Air, and AB 1546 (\$4 Vehicle Registration Fee).

The General Fund is set up to cover C/CAG general overhead related revenues/expenditures. The allowable expenses, such as legal and accounting fees and printing costs, are shared by the other C/CAG program funds prorated based on the proportionate share. Airport/Land Use (ALUC) related expenses are fully funded by the General Fund.

Revenues - Primary sources of funds:

1. Member fees – As described on page 1, assessments for this year reflect a 2.8% increase.
2. Vehicle registration fees and property taxes – C/CAG levies a \$10 vehicle registration fee for transportation and stormwater runoff programs. C/CAG receives certain property tax for the stormwater program. C/CAG also receives a portion of the Air District levied vehicle registration fee. For the FY 2025-26 budget, it is assumed the overall revenues will be substantially the same as last year.
3. Grants – C/CAG receives two types of grants:
 - a. On-going planning grants: MTC provides a five-year grant for various transportation planning and programming related activities and projects, allocated on an annual basis. Any unspent amount can be rolled over to the following fiscal year. Revenue is on a reimbursement basis.
 - b. Project specific grants: This type of grant is for specific projects, typically on a reimbursable basis. Project specific grant amounts will likely vary year-over-year to account for the variability of grant opportunities.

Expenditures – The majority of C/CAG expenditures are in the following four categories:

Administrative Services:

Costs in this category reflect the staffing costs for C/CAG’s Executive Director and Clerk, as well as for the ongoing retiree medical costs for three former C/CAG employees. Administrative services expenditures represent two percent of the fiscal year 2025-26 C/CAG budget.

Professional Services:

The FY2025-2026 budget includes funding for a new Express Lane Program Manager position. The dedicated program manager role supports the implementation and oversight of the San Mateo County 101 Express Lanes, a program jointly managed by C/CAG and the San Mateo County Transportation Authority (TA) through the San Mateo County 101 Express Lanes Joint Powers Authority. This stems from an organizational assessment initiated by the JPA to evaluate long-term staffing needs. Based on the assessment and direction from the JPA Board, C/CAG will serve as the

hiring agency for this new position. The Program Manager will provide dedicated oversight of program milestones, budgets, and deliverables, ensure continuity with external partners, and improve interagency coordination. The costs are reimbursed from the express lanes toll revenues.

The professional services costs reflect the fully-burdened costs for County of San Mateo Department of Public Works staff who support various C/CAG initiatives. The costs billed by the County to C/CAG also include a charge for County overhead expenditures. Total expenditures related to professional services is approximately 12 percent of the fiscal year 2025-26 C/CAG budget.

Consultant Services:

C/CAG spends a significant amount of its funding on consultants, approximately 32 percent of total budgeted expenditures for fiscal year 2025-26. These consultants provide specialized technical services in support of various C/CAG initiatives and projects.

Distributions:

C/CAG serves as either a direct funding source or a pass-through funding source to a number of organizations such as Commute.org. For 2025-26, this category also includes \$8.0 million in funding to the cities leading the construction phase for the Smart Corridor program in the northern portion of the County. In total, distributions to other entities represent approximately 54 percent of the C/CAG budget for 2025-26.

Additional details on the draft C/CAG Fiscal Year 2025-26 Program Budget and Member Fees will be included in the presentation to the Finance Committee.

Additional Discussions:

Express Lane JPA Loan

C/CAG provided a \$2.7 million in operating advances to the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) to support start-up activities starting in FY2020. As toll operations ramp up and revenues begin to flow, there are sufficient toll revenues collected to consider repayment of the outstanding operating loan balance. The operating loan is expected to be repaid in the next fiscal year 2025-26.

This repayment comes at a critical time, as C/CAG faces ongoing uncertainty in federal and state funding. Recovering these funds will enhance financial flexibility and support staffing, programs, and project delivery.

Agency Funding Outlook

Due to the short-term nature of many C/CAG funding sources and rising costs, C/CAG is on track to nearly deplete its One Bay Area Grant Cycle 3 funds before the end of the new fiscal year 2025–26. To manage the financial situation, we are shifting more expenditures to the Congestion Relief Program (CRP) to support C/CAG operation.

As we look ahead to OBAG Cycle 4, we anticipate needing to allocate a greater share of funds to support C/CAG’s core planning, programming, and monitoring functions. This shift is necessary to ensure the continuity of essential activities given the limited and uncertain nature of federal and

state funding sources. At their April meeting, the Finance Committee reviewed and discussed the draft annual budget and member fees. The Committee directed staff to also consider Stormwater funding sources for the future.

EQUITY IMPACTS AND CONSIDERATIONS

C/CAG is committed to advancing equity through its budgetary decisions by ensuring that resources are allocated in a way that supports inclusive planning, improves access to opportunity, and addresses historical disparities in transportation investment. The draft FY2025-26 budget includes \$7,500 in funding for an equity scholarship. The agency also prioritizes funding for programs and projects that benefit underserved and disadvantaged communities, promote multimodal access, and enhance public health and environmental sustainability.

ATTACHMENTS

1. Proposed C/CAG Member Fee for Fiscal Year 2025-26
2. Consolidated Fiscal Year 2025-26 Proposed Budget
 - a. Exhibits A-J: 2023-24 Actuals, 2024-25 Adjusted Budget, 2024-25 Estimated Revenues and Expenditures, and 2025-26 Proposed Budget summaries by fund.

Proposed Member Fees - FY 2025-2026

C/CAG Member Fees - FY 2025-2026¹

Agency	Population ³	Percent of Population	General Fund Fee ²	Gas Tax Fee ²	Total Member Fee
Atherton	6,976	0.941%	\$ 2,969	\$ 4,422	\$ 7,391
Belmont	26,931	3.632%	\$ 11,464	\$ 17,070	\$ 28,533
Brisbane	4,661	0.629%	\$ 1,984	\$ 2,954	\$ 4,938
Burlingame	30,513	4.115%	\$ 12,988	\$ 19,340	\$ 32,328
Colma	1,410	0.190%	\$ 600	\$ 894	\$ 1,494
Daly City	101,458	13.682%	\$ 43,187	\$ 64,307	\$ 107,494
East Palo Alto	29,078	3.921%	\$ 12,377	\$ 18,430	\$ 30,808
Foster City	32,581	4.394%	\$ 13,869	\$ 20,651	\$ 34,519
Half Moon Bay	11,238	1.515%	\$ 4,784	\$ 7,123	\$ 11,907
Hillsborough	11,116	1.499%	\$ 4,732	\$ 7,046	\$ 11,777
Menlo Park	33,140	4.469%	\$ 14,106	\$ 21,005	\$ 35,112
Millbrae	23,093	3.114%	\$ 9,830	\$ 14,637	\$ 24,467
Pacifica	37,062	4.998%	\$ 15,776	\$ 23,491	\$ 39,267
Portola Valley	4,249	0.573%	\$ 1,809	\$ 2,693	\$ 4,502
Redwood City	81,863	11.039%	\$ 34,846	\$ 51,887	\$ 86,733
San Bruno	42,152	5.684%	\$ 17,943	\$ 26,717	\$ 44,660
San Carlos	29,420	3.967%	\$ 12,523	\$ 18,647	\$ 31,170
San Mateo	103,352	13.937%	\$ 43,993	\$ 65,507	\$ 109,501
South San Francisco	64,601	8.711%	\$ 27,498	\$ 40,946	\$ 68,444
Woodside	5,133	0.692%	\$ 2,185	\$ 3,253	\$ 5,438
San Mateo County	61,538	8.298%	\$ 26,194	\$ 39,005	\$ 65,199
TOTAL	741,565	100.000%	315,657	470,025	\$ 785,682

NOTES:
 1. C/CAG member fees are comprised of two components: General Fund and Gas Tax.
 2. Per CCAG Resolution 22-04, C/CAG member fees for both the General Fund and the Gas Tax portions are to increase by the annual regional Consumer Price Index (CPI), with a max at 3%. For 2024 CPI increase was 2.8% (U.S. Bureau of Labor Statistics).
 3. Individual jurisdiction's share is based on new population data from Dept of Finance, 1/1/2024, adopted by CCAG Resolution 25-05.

Congestion Relief Program (CRP) Assessment - FY 2025-2026¹

Agency	Percent of Population ²	Total Trips ²	% of Trips	Congestion Relief
Atherton	0.941%	32,815	0.617%	\$ 15,556
Belmont	3.632%	166,620	3.134%	\$ 67,556
Brisbane	0.629%	66,207	1.245%	\$ 18,711
Burlingame	4.115%	313,808	5.903%	\$ 100,024
Colma	0.190%	50,528	0.951%	\$ 11,389
Daly City	13.682%	554,083	10.423%	\$ 240,675
East Palo Alto	3.921%	143,743	2.704%	\$ 66,150
Foster City	4.394%	263,851	4.964%	\$ 93,426
Half Moon Bay	1.515%	93,359	1.756%	\$ 32,666
Hillsborough	1.499%	55,931	1.052%	\$ 25,472
Menlo Park	4.469%	354,196	6.663%	\$ 111,147
Millbrae	3.114%	145,056	2.729%	\$ 58,338
Pacifica	4.998%	208,298	3.918%	\$ 89,024
Portola Valley	0.573%	36,833	0.693%	\$ 12,639
Redwood City	11.039%	735,787	13.842%	\$ 248,421
San Bruno	5.684%	296,184	5.572%	\$ 112,385
San Carlos	3.967%	251,045	4.723%	\$ 86,764
San Mateo	13.937%	818,876	15.405%	\$ 292,961
South San Francisco	8.711%	461,262	8.677%	\$ 173,616
Woodside	0.692%	43,111	0.811%	\$ 15,009
San Mateo County	8.298%	224,172	4.217%	\$ 124,961
TOTAL	100.000%	5,315,765	100.000%	\$ 1,996,890

NOTES:
 1. Per C/CAG Resolution 23-63, Total CRP (countywide total) assessment fees are to increase by the annual regional Consumer Price Index (CPI), with a max at 3%. For 2024 CPI increase was 2.8% (U.S. Bureau of Labor Statistics) (\$54,390 countywide, from \$1,942,500 to \$1,996,890).
 2. Congestion Relief Fee is calculated based on population (Dept of Finance 2024) and trips generated (C/CAG/VTA travel demand model 2019), 50% each, respectively.

NPDES Member Fee^{1,2,4}

Agency	NPDES Basic ³	NPDES	TOTAL NPDES
Atherton			
Belmont			
Brisbane	\$ -	\$ 12,473	\$ 12,473
Burlingame			
Colma	\$ -	\$ 4,213	\$ 4,213
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	\$ -	\$ 129,887	\$ 129,887
South San Francisco			
Woodside	\$ 11,203	\$ 8,802	\$ 20,005
San Mateo County			
TOTAL	\$ 11,203	\$ 155,376	\$ 166,579

NOTES:
 1. NPDES assessments shown above are DRAFT and are for INFO ONLY.
 2- Fees for agencies not listed are collected on the County Tax roll by the Flood Control Dist.
 3- Basic fees for Brisbane, Colma, San Mateo are collected by the Flood Control District.
 4. NPDES assessments are based on total parcels and parcel type in each jurisdiction.

FISCAL YEAR 2025-26 C/CAG CONSOLIDATED PROGRAM BUDGET

	Administrative Program	Transportation Programs	Express Lanes JPA	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA Programs	NPDES Programs	AB 1546 Fees	Measure M Fees	Total
BEGINNING BALANCE	2,240,386	4,552,179	189,382	6,014,561	2,625,216	1,102,653	958,566	1,045,410	421,098	8,833,570	27,983,021
REVENUES											
Interest Earnings	85,510	197,903	0	186,100	161,314	27,606	94,153	70,792	17,418	490,563	1,331,359
Member Contribution	315,657	470,025	0	1,996,890	0	0	0	166,257	0	0	2,948,829
Cost Reimbursements	0	0	799,109	0	0	0	0	0	0	706,535	1,505,644
MTC/ Federal Funding	0	1,320,591	0	0	0	0	0	0	0	0	1,320,591
Grants	0	1,020,271	0	0	6,910,278	950,000	0	1,015,000	0	0	9,895,549
DMV Fee	0	0	0	0	0	0	1,044,800	0	0	6,700,000	7,744,800
NPDES Fee	0	0	0	0	0	0	0	1,624,102	0	0	1,624,102
TA Cost Share	0	250,000	0	200,000	0	0	0	0	0	0	450,000
Miscellaneous/ SFIA	0	0	0	0	0	0	0	0	0	0	0
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PPM-STIP	0	308,000	0	0	0	0	0	0	0	0	308,000
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	0	0	0	0	0	0	0	0
TOTAL	401,167	3,566,790	799,109	2,382,990	7,071,592	977,606	1,138,953	2,876,151	17,418	7,897,098	27,128,874
TOTAL SOURCES OF FUNDS	2,641,553	8,118,969	988,491	8,397,551	9,696,808	2,080,259	2,097,519	3,921,561	438,516	16,730,668	55,111,895
EXPENDITURES											
Administration Services	156,361	54,387	135,966	183,555	20,395	40,790	0	40,790	0	47,588	679,832
Professional Services	201,806	762,353	555,250	1,183,997	149,190	65,636	54,029	523,177	0	429,308	3,924,746
Consulting Services	547,500	1,899,400	0	1,380,821	1,175,016	875,000	0	2,790,984	20,000	1,974,923	10,663,644
Supplies	8,000	0	0	10,000	0	0	0	4,000	0	0	22,000
Prof. Dues & Memberships	13,000	0	0	0	0	17,500	0	35,235	0	500	66,235
Conferences & Meetings/Trainings	15,000	0	0	17,500	0	0	0	18,000	0	2,500	53,000
Printing/ Postage	10,000	0	0	0	0	0	0	0	0	0	10,000
Publications	3,000	0	0	0	0	0	0	0	0	0	3,000
Distributions	0	0	0	1,100,494	7,988,874	0	1,855,147	25,000	374,000	6,634,247	17,977,762
OPEB Trust	55,000	0	0	0	0	0	0	0	0	0	55,000
Miscellaneous	15,000	0	0	0	0	0	0	1,000	0	0	16,000
Bank Fee	3,500	0	0	0	0	0	0	0	0	0	3,500
Audit Services	25,000	0	0	0	0	0	0	0	0	0	25,000
Loan to SMCEL JPA	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,053,167	2,716,140	691,216	3,876,367	9,333,475	998,926	1,909,176	3,438,186	394,000	9,089,066	33,499,719
TRANSFERS											
Transfers In	107,500	0	0	0	691,000	161,910	0	40,000	0	0	1,000,410
Transfers Out	0	0	0	226,410	0	21,500	0	21,500	0	731,000	1,000,410
Administrative Allocation	(662,832)	127,487	107,893	213,464	26,471	16,612	8,434	88,031	0	74,440	0
TOTAL	(770,332)	127,487	107,893	439,874	(664,529)	(123,798)	8,434	69,531	0	805,440	0
NET CHANGE	118,332	723,163	0	(1,933,251)	(1,597,354)	102,478	(778,657)	(631,566)	(376,582)	(1,997,408)	(6,370,845)
TRANSFER TO RESERVES	0	0	0	0	0	0	0	0	0	0	0
TOTAL USE OF FUNDS	282,835	2,843,627	799,109	4,316,241	8,668,946	875,128	1,917,610	3,507,717	394,000	9,894,506	33,499,719
ENDING BALANCE	2,358,718	5,275,342	189,382	4,081,310	1,027,862	1,205,131	179,909	413,844	44,516	6,836,162	21,612,176
RESERVE FUND											
Beginning Balance	40,000	800,000	0	300,000	0	0	0	120,000	0	340,000	1,600,000
Transfers In	0	0	0	0	0	0	0	0	0	0	0
Transfers Out	0	0	0	0	0	0	0	0	0	0	0
Ending Balance	40,000	800,000	0	300,000	0	0	0	120,000	0	340,000	1,600,000

FISCAL YEAR 2024-25 C/CAG CONSOLIDATED YEAR-END ESTIMATE

	Administrative Program	Transportation Programs	Express Lanes JPA	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA Programs	NPDES Programs	AB 1546 Fees	Measure M Fees	Total
BEGINNING BALANCE	1,855,857	4,004,405	1,738	5,910,889	4,363,573	702,739	1,953,850	1,738,412	412,120	10,680,878	31,624,461
REVENUES											
Interest Earnings	93,170	215,631	69,244	220,770	175,764	30,078	102,588	77,133	18,978	534,507	1,537,863
Member Contribution	307,060	457,222	0	1,942,500	0	0	0	164,083	0	0	2,870,865
Cost Reimbursements	0	0	634,116	0	0	0	0	0	0	706,666	1,340,782
MTC/ Federal Funding	0	2,355,444	0	0	0	0	0	0	0	0	2,355,444
Grants	0	120,151	0	0	3,406,660	850,000	0	1,140,000	0	0	5,516,811
DMV Fee	0	0	0	0	0	0	1,044,800	0	0	6,669,515	7,714,315
NPDES Fee	0	0	0	0	0	0	0	1,599,603	0	0	1,599,603
TA Cost Share	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous/ SFIA	0	0	0	0	0	0	0	0	0	0	0
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PPM-STIP	0	308,000	0	0	0	0	0	0	0	0	308,000
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	0	0	0	0	0	0	0	0
TOTAL	400,230	3,456,448	703,360	2,163,270	3,582,424	880,078	1,147,388	2,980,819	18,978	7,910,688	23,243,683
TOTAL SOURCES OF FUNDS	2,256,087	7,460,853	705,098	8,074,159	7,945,997	1,582,817	3,101,238	4,719,231	431,098	18,591,566	54,868,144
EXPENDITURES											
Administration Services	119,907	52,747	88,085	101,147	13,825	32,103	0	33,287	0	87,899	529,000
Professional Services	86,837	1,436,453	272,454	64,382	0	51,088	29,260	474,546	0	191,135	2,606,155
Consulting Services	323,909	1,059,470	0	308,800	749,363	524,694	0	3,050,850	10,000	1,930,223	7,957,309
Supplies	23,000	0	0	10,000	0	2,000	0	4,000	0	0	39,000
Prof. Dues & Memberships	18,525	0	0	0	0	17,500	0	33,000	0	500	69,525
Conferences & Meetings/Trainings	31,000	15,000	0	15,000	0	2,000	0	6,000	0	2,500	71,500
Printing/ Postage	10,000	0	0	0	0	0	0	0	0	0	10,000
Publications	3,000	0	0	0	0	0	0	0	0	0	3,000
Distributions	0	0	0	895,500	7,432,823	0	2,106,141	15,000	0	5,051,570	15,501,034
OPEB Trust	55,000	0	0	0	0	0	0	0	0	0	55,000
Miscellaneous	15,000	0	0	0	0	0	0	100	0	0	15,100
Bank Fee	3,500	0	0	0	0	0	0	0	0	0	3,500
Audit Services	25,000	0	0	0	0	0	0	0	0	0	25,000
Loan to SMCEL JPA	0	0	0	0	0	0	0	0	0	0	0
TOTAL	714,678	2,563,670	360,539	1,394,829	8,196,011	629,385	2,135,401	3,616,783	10,000	7,263,827	26,885,123
TRANSFERS											
Transfers In	0	0	0	60,000	2,900,000	157,500	0	40,000	0	0	3,157,500
Transfers Out	0	0	60,000	657,500	0	0	0	0	0	2,440,000	3,157,500
Administrative Allocation	(698,977)	345,004	95,177	67,269	24,770	8,279	7,271	97,038	0	54,169	0
TOTAL	(698,977)	345,004	155,177	664,769	(2,875,230)	(149,221)	7,271	57,038	0	2,494,169	0
NET CHANGE	384,529	547,774	187,644	103,672	(1,738,357)	399,914	(995,284)	(693,002)	8,978	(1,847,308)	(3,641,440)
TRANSFER TO RESERVES	0	0	0	0	0	0	0	0	0	0	0
TOTAL USE OF FUNDS	15,701	2,908,674	515,716	2,059,598	5,320,781	480,164	2,142,672	3,673,821	10,000	9,757,996	26,885,123
ENDING BALANCE	2,240,386	4,552,179	189,382	6,014,561	2,625,216	1,102,653	958,566	1,045,410	421,098	8,833,570	27,983,021
RESERVE FUND											
Beginning Balance	40,000	800,000	0	300,000	0	0	0	120,000	0	340,000	1,600,000
Transfers In	0	0	0	0	0	0	0	0	0	0	0
Transfers Out	0	0	0	0	0	0	0	0	0	0	0
Ending Balance	40,000	800,000	0	300,000	0	0	0	120,000	0	340,000	1,600,000

FISCAL YEAR 2024-25 C/CAG CONSOLIDATED ADJUSTED BUDGET

	Administrative Program	Transportation Programs	Express Lanes JPA	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA Programs	NPDES Programs	AB 1546 Fees	Measure M Fees	Total
BEGINNING BALANCE	1,855,857	4,004,405	1,738	5,910,889	4,363,573	702,739	1,953,850	1,738,412	412,120	10,680,878	31,624,461
REVENUES											
Interest Earnings	87,373	123,591	69,244	158,567	144,147	21,032	46,651	78,662	19,471	347,862	1,096,600
Member Contribution	307,060	457,222	0	1,942,500	0	0	0	164,343	0	0	2,871,125
Cost Reimbursements	0	0	634,116	0	0	0	0	0	0	0	634,116
MTC/ Federal Funding	0	2,197,165	0	0	0	0	0	0	0	706,268	2,903,433
Grants	0	1,777,273	0	0	10,316,938	850,000	0	1,525,000	0	0	14,469,211
DMV Fee	0	0	0	0	0	0	1,044,800	0	0	6,700,000	7,744,800
NPDES Fee	0	0	0	0	0	0	0	1,602,602	0	0	1,602,602
TA Cost Share	0	200,000	0	0	0	0	0	0	0	0	200,000
Miscellaneous/ SFIA	0	0	0	0	0	0	0	0	0	0	0
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PPM-STIP	0	308,000	0	0	0	0	0	0	0	0	308,000
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	0	0	0	0	0	0	0	0
TOTAL	394,433	5,063,251	703,360	2,101,067	10,461,085	871,032	1,091,451	3,370,607	19,471	7,754,130	31,829,887
TOTAL SOURCES OF FUNDS	2,250,290	9,067,656	705,098	8,011,956	14,824,658	1,573,771	3,045,301	5,109,019	431,591	18,435,008	63,454,348
EXPENDITURES											
Administration Services	111,984	103,944	195,387	93,725	16,834	19,763	2,000	26,010	0	50,838	620,485
Professional Services	95,743	1,871,572	349,604	291,462	125,000	27,646	39,637	529,636	0	259,339	3,589,639
Consulting Services	640,729	2,741,895	0	1,705,793	941,000	892,125	0	3,666,984	10,000	1,948,288	12,546,814
Supplies	23,000	0	0	10,000	0	2,000	0	4,000	0	0	39,000
Prof. Dues & Memberships	18,525	0	0	0	0	17,500	0	33,000	0	500	69,525
Conferences & Meetings/Trainings	31,000	15,000	0	15,000	0	2,000	0	7,000	0	2,500	72,500
Printing/ Postage	10,000	0	0	0	0	0	0	0	0	0	10,000
Publications	3,000	0	0	0	0	0	0	0	0	0	3,000
Distributions	0	0	0	1,285,500	13,762,081	0	2,351,848	30,000	374,000	6,459,817	24,263,246
OPEB Trust	55,000	0	0	0	0	0	0	0	0	0	55,000
Miscellaneous	15,000	0	0	0	0	0	0	1,000	0	0	16,000
Bank Fee	3,500	0	0	0	0	0	0	0	0	0	3,500
Audit Services	25,000	0	0	0	0	0	0	0	0	0	25,000
Loan to SMCEL JPA	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,032,481	4,732,411	544,991	3,401,480	14,844,915	961,034	2,393,485	4,297,630	384,000	8,721,282	41,313,709
TRANSFERS											
Transfers In	0	0	0	60,000	3,441,000	157,500	0	40,000	0	0	3,698,500
Transfers Out	0	0	60,000	848,500	0	0	0	0	0	2,790,000	3,698,500
Administrative Allocation	(698,977)	345,004	95,177	67,269	24,770	8,279	7,271	97,038	0	54,169	0
TOTAL	(698,977)	345,004	155,177	855,769	(3,416,230)	(149,221)	7,271	57,038	0	2,844,169	0
NET CHANGE	60,929	(14,164)	3,192	(2,156,182)	(967,600)	59,219	(1,309,305)	(984,061)	(364,529)	(3,811,321)	(9,483,822)
TRANSFER TO RESERVES	0	0	0	0	0	0	0	0	0	0	0
TOTAL USE OF FUNDS	333,504	5,077,415	700,168	4,257,249	11,428,685	811,813	2,400,756	4,354,668	384,000	11,565,451	41,313,709
ENDING BALANCE	1,916,786	3,990,241	4,930	3,754,707	3,395,973	761,958	644,545	754,351	47,591	6,869,557	22,140,639
RESERVE FUND											
Beginning Balance	40,000	800,000	0	300,000	0	0	0	120,000	0	340,000	1,600,000
Transfers In	0	0	0	0	0	0	0	0	0	0	0
Transfers Out	0	0	0	0	0	0	0	0	0	0	0
Ending Balance	40,000	800,000	0	300,000	0	0	0	120,000	0	340,000	1,600,000

GENERAL FUND ADMINISTRATION

	2023-24	2024-25	2024-25	2025-26	Y-O-Y Budget
	ACTUALS	ADJUSTED	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	1,425,977	1,855,857	1,855,857	2,240,386	
REVENUES					
Interest Earnings	96,255	87,373	93,170	85,510	-2.13%
Member Contribution	298,116	307,060	307,060	315,657	2.80%
Cost Reimbursements	0	0	0	0	-
MTC/ Federal Funding	0	0	0	0	-
Grants	0	0	0	0	-
DMV Fee	0	0	0	0	-
NPDES Fee	0	0	0	0	-
TA Cost Share	0	0	0	0	-
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	0	0	0	0	-
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	394,371	394,433	400,230	401,167	1.71%
TOTAL SOURCES OF FUNDS	1,820,348	2,250,290	2,256,087	2,641,553	17.39%
EXPENDITURES					
Administration Services	103,784	111,984	119,907	156,361	39.63%
Professional Services	247,287	95,743	86,837	201,806	110.78%
Consulting Services	97,372	640,729	323,909	547,500	-14.55%
Supplies	4,860	23,000	23,000	8,000	-65.22%
Prof. Dues & Memberships	4,300	18,525	18,525	13,000	-29.82%
Conferences & Meetings/Trainings	18,735	31,000	31,000	15,000	-51.61%
Printing/ Postage	1,308	10,000	10,000	10,000	0.00%
Publications	99	3,000	3,000	3,000	0.00%
Distributions	0	0	0	0	-
OPEB Trust	78,805	55,000	55,000	55,000	0.00%
Miscellaneous	1,916	15,000	15,000	15,000	0.00%
Bank Fee	0	3,500	3,500	3,500	0.00%
Audit Services	9,466	25,000	25,000	25,000	0.00%
Loan to SMCEL JPA	0	0	0	0	
TOTAL	567,932	1,032,481	714,678	1,053,167	2.00%
TRANSFERS					
Transfers In	0	0	0	107,500	-
Transfers Out	0	0	0	0	-
Administrative Allocation	(603,441)	(698,977)	(698,977)	(662,832)	-5.17%
TOTAL	(603,441)	(698,977)	(698,977)	(770,332)	10.21%
NET CHANGE	429,880	60,929	384,529	118,332	94.21%
TRANSFER TO RESERVES	0	0	0	0	-
TOTAL USE OF FUNDS	(35,509)	333,504	15,701	282,835	-15.19%
ENDING BALANCE	1,855,857	1,916,786	2,240,386	2,358,718	23.06%
RESERVE FUND					
Beginning Balance	40,000	40,000	40,000	40,000	0.00%
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	40,000	40,000	40,000	40,000	0.00%

TRANSPORTATION PROGRAMS

	2023-24	2024-25	2024-25	2025-26	Y-O-Y Budget
	ACTUALS	ADJUSTED	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	3,671,575	4,004,405	4,004,405	4,552,179	
REVENUES					
Interest Earnings	219,816	123,591	215,631	197,903	60.13%
Member Contribution	443,905	457,222	457,222	470,025	2.80%
Cost Reimbursements	0	0	0	0	-
MTC/ Federal Funding	2,053,230	2,197,165	2,355,444	1,320,591	-39.90%
Grants	409,957	1,777,273	120,151	1,020,271	-42.59%
DMV Fee	0	0	0	0	-
NPDES Fee	0	0	0	0	-
TA Cost Share	0	200,000	0	250,000	25.00%
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	236,000	308,000	308,000	308,000	0.00%
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	3,362,908	5,063,251	3,456,448	3,566,790	-29.56%
TOTAL SOURCES OF FUNDS	7,034,483	9,067,656	7,460,853	8,118,969	-10.46%
EXPENDITURES					
Administration Services	94,471	103,944	52,747	54,387	-47.68%
Professional Services	1,450,079	1,871,572	1,436,453	762,353	-59.27%
Consulting Services	1,089,534	2,741,895	1,059,470	1,899,400	-30.73%
Supplies	0	0	0	0	-
Prof. Dues & Memberships	12,904	0	0	0	-
Conferences & Meetings/Trainings	6,205	15,000	15,000	0	-100.00%
Printing/ Postage	0	0	0	0	-
Publications	3,521	0	0	0	-
Distributions	0	0	0	0	-
OPEB Trust	0	0	0	0	-
Miscellaneous	0	0	0	0	-
Bank Fee	0	0	0	0	-
Audit Services	1,950	0	0	0	-
Loan to SMCEL JPA	0	0	0	0	-
TOTAL	2,658,664	4,732,411	2,563,670	2,716,140	-42.61%
TRANSFERS					
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Administrative Allocation	371,414	345,004	345,004	127,487	-63.05%
TOTAL	371,414	345,004	345,004	127,487	-63.05%
NET CHANGE	332,830	(14,164)	547,774	723,163	-5205.64%
TRANSFER TO RESERVES	0	0	0	0	-
TOTAL USE OF FUNDS	3,030,078	5,077,415	2,908,674	2,843,627	-43.99%
ENDING BALANCE	4,004,405	3,990,241	4,552,179	5,275,342	32.21%
RESERVE FUND					
Beginning Balance	800,000	800,000	800,000	800,000	0.00%
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	800,000	800,000	800,000	800,000	0.00%

EXPRESS LANES JPA

	2023-24	2024-25	2024-25	2025-26	Y-O-Y Budget
	ACTUALS	ADOPTED	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	3,044,665	1,738	1,738	189,382	
REVENUES					
Interest Earnings	101,869	69,244	69,244	0	-100.00%
Member Contribution	0	0	0	0	-
Cost Reimbursements	0	634,116	634,116	799,109	26.02%
MTC/ Federal Funding	0	0	0	0	-
Grants	0	0	0	0	-
DMV Fee	0	0	0	0	-
NPDES Fee	0	0	0	0	-
TA Cost Share	363,606	0	0	0	-
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	0	0	0	0	-
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	465,475	703,360	703,360	799,109	13.61%
TOTAL SOURCES OF FUNDS	3,510,140	705,098	705,098	988,491	40.19%
EXPENDITURES					
Administration Services	125,649	195,387	88,085	135,966	-30.41%
Professional Services	237,957	349,604	272,454	555,250	58.82%
Consulting Services	0	0	0	0	-
Supplies	0	0	0	0	-
Prof. Dues & Memberships	1,985	0	0	0	-
Conferences & Meetings/Trainings	0	0	0	0	-
Printing/ Postage	0	0	0	0	-
Publications	0	0	0	0	-
Distributions	0	0	0	0	-
OPEB Trust	0	0	0	0	-
Miscellaneous	0	0	0	0	-
Bank Fee	0	0	0	0	-
Audit Services	101,868	0	0	0	-
Loan to SMCEL JPA	0	0	0	0	-
TOTAL	467,459	544,991	360,539	691,216	26.83%
TRANSFERS					
Transfers In	0	0	0	0	-
Transfers Out	3,040,943	60,000	60,000	0	-100.00%
Administrative Allocation	0	95,177	95,177	107,893	13.36%
TOTAL	3,040,943	155,177	155,177	107,893	-30.47%
NET CHANGE	(3,042,927)	3,192	187,644	0	-100.00%
TRANSFER TO RESERVES	0	0	0	0	-
TOTAL USE OF FUNDS	3,508,402	700,168	515,716	799,109	14.13%
ENDING BALANCE	1,738	4,930	189,382	189,382	3741.42%
RESERVE FUND					
Beginning Balance	0	0	0	0	-
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	0	0	0	0	-
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SAN MATEO COUNTY SMART COORIDOR

	2023-24	2024-25	2024-25	2025-26	Y-O-Y Budget
	ACTUALS	ADJUSTED	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	4,378,302	4,363,573	4,363,573	2,625,216	
REVENUES					
Interest Earnings	224,639	144,147	175,764	161,314	11.91%
Member Contribution	0	0	0	0	-
Cost Reimbursements	0	0	0	0	-
MTC/ Federal Funding	0	0	0	0	-
Grants	0	10,316,938	3,406,660	6,910,278	-33.02%
DMV Fee	0	0	0	0	-
NPDES Fee	0	0	0	0	-
TA Cost Share	0	0	0	0	-
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	0	0	0	0	-
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	224,639	10,461,085	3,582,424	7,071,592	-32.40%
TOTAL SOURCES OF FUNDS	4,602,941	14,824,658	7,945,997	9,696,808	-34.59%
EXPENDITURES					
Administration Services	10,703	16,834	13,825	20,395	21.15%
Professional Services	0	125,000	0	149,190	19.35%
Consulting Services	393,154	941,000	749,363	1,175,016	24.87%
Supplies	0	0	0	0	-
Prof. Dues & Memberships	0	0	0	0	-
Conferences & Meetings/Trainings	0	0	0	0	-
Printing/ Postage	0	0	0	0	-
Publications	0	0	0	0	-
Distributions	526,511	13,762,081	7,432,823	7,988,874	-41.95%
OPEB Trust	0	0	0	0	-
Miscellaneous	0	0	0	0	-
Bank Fee	0	0	0	0	-
Audit Services	0	0	0	0	-
Loan to SMCEL JPA	0	0	0	0	-
TOTAL	930,368	14,844,915	8,196,011	9,333,475	-37.13%
TRANSFERS					
Transfers In	947,500	3,441,000	2,900,000	691,000	-79.92%
Transfers Out	256,500	0	0	0	-
Administrative Allocation	0	24,770	24,770	26,471	6.87%
TOTAL	(691,000)	(3,416,230)	(2,875,230)	(664,529)	-80.55%
NET CHANGE	(14,729)	(967,600)	(1,738,357)	(1,597,354)	65.08%
TRANSFER TO RESERVES	0	0	0	0	
TOTAL USE OF FUNDS	239,368	11,428,685	5,320,781	8,668,946	-24.15%
ENDING BALANCE	4,363,573	3,395,973	2,625,216	1,027,862	-69.73%
RESERVE FUND					
Beginning Balance	0	0	0	0	-
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	0	0	0	0	-
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SAN MATEO LGP ENERGY WATCH

	2023-24	2024-25	2024-25	2025-26	Y-O-Y Budget
	ACTUALS	ADJUSTED	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	564,995	702,739	702,739	1,102,653	
REVENUES					
Interest Earnings	36,565	21,032	30,078	27,606	31.26%
Member Contribution	0	0	0	0	-
Cost Reimbursements	0	0	0	0	-
MTC/ Federal Funding	0	0	0	0	-
Grants	517,002	850,000	850,000	950,000	11.76%
DMV Fee	0	0	0	0	-
NPDES Fee	0	0	0	0	-
TA Cost Share	0	0	0	0	-
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	0	0	0	0	-
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	553,567	871,032	880,078	977,606	12.24%
TOTAL SOURCES OF FUNDS	1,118,562	1,573,771	1,582,817	2,080,259	32.18%
EXPENDITURES					
Administration Services	22,175	19,763	32,103	40,790	106.40%
Professional Services	150,919	27,646	51,088	65,636	137.42%
Consulting Services	293,564	892,125	524,694	875,000	-1.92%
Supplies	0	2,000	2,000	0	-100.00%
Prof. Dues & Memberships	0	17,500	17,500	17,500	0.00%
Conferences & Meetings/Trainings	60,748	2,000	2,000	0	-100.00%
Printing/ Postage	0	0	0	0	-
Publications	20,598	0	0	0	-
Distributions	0	0	0	0	-
OPEB Trust	0	0	0	0	-
Miscellaneous	0	0	0	0	-
Bank Fee	0	0	0	0	-
Audit Services	0	0	0	0	-
Loan to SMCEL JPA	0	0	0	0	-
TOTAL	548,004	961,034	629,385	998,926	3.94%
TRANSFERS					
Transfers In	150,000	157,500	157,500	161,910	2.80%
Transfers Out	0	0	0	21,500	-
Administrative Allocation	17,819	8,279	8,279	16,612	100.65%
TOTAL	(132,181)	(149,221)	(149,221)	(123,798)	-17.04%
NET CHANGE	137,744	59,219	399,914	102,478	73.05%
TRANSFER TO RESERVES	0	0	0	0	-
TOTAL USE OF FUNDS	415,823	811,813	480,164	875,128	7.80%
ENDING BALANCE	702,739	761,958	1,102,653	1,205,131	58.16%
RESERVE FUND					
Beginning Balance	0	0	0	0	-
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	0	0	0	0	-

TRANSPORTATION FUND FOR CLEAN AIR

	2023-24	2024-25	2024-25	2025-26	Y-O-Y Budget
	ACTUALS	ADJUSTED	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	1,379,289	1,953,850	1,953,850	958,566	
REVENUES					
Interest Earnings	109,856	46,651	102,588	94,153	101.82%
Member Contribution	0	0	0	0	-
Cost Reimbursements	0	0	0	0	-
MTC/ Federal Funding	0	0	0	0	-
Grants	0	0	0	0	-
DMV Fee	1,057,331	1,044,800	1,044,800	1,044,800	0.00%
NPDES Fee	0	0	0	0	-
TA Cost Share	0	0	0	0	-
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	0	0	0	0	-
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	1,167,187	1,091,451	1,147,388	1,138,953	4.35%
TOTAL SOURCES OF FUNDS	2,546,476	3,045,301	3,101,238	2,097,519	-31.12%
EXPENDITURES					
Administration Services	0	2,000	0	0	-100.00%
Professional Services	24,557	39,637	29,260	54,029	36.31%
Consulting Services	0	0	0	0	-
Supplies	0	0	0	0	-
Prof. Dues & Memberships	0	0	0	0	-
Conferences & Meetings/Trainings	0	0	0	0	-
Printing/ Postage	0	0	0	0	-
Publications	0	0	0	0	-
Distributions	556,197	2,351,848	2,106,141	1,855,147	-21.12%
OPEB Trust	0	0	0	0	-
Miscellaneous	0	0	0	0	-
Bank Fee	0	0	0	0	-
Audit Services	0	0	0	0	-
Loan to SMCEL JPA	0	0	0	0	-
TOTAL	580,754	2,393,485	2,135,401	1,909,176	-20.23%
TRANSFERS					
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Administrative Allocation	11,872	7,271	7,271	8,434	16.00%
TOTAL	11,872	7,271	7,271	8,434	16.00%
NET CHANGE	574,561	(1,309,305)	(995,284)	(778,657)	-40.53%
TRANSFER TO RESERVES	0	0	0	0	-
TOTAL USE OF FUNDS	592,626	2,400,756	2,142,672	1,917,610	-20.12%
ENDING BALANCE	1,953,850	644,545	958,566	179,909	-72.09%
RESERVE FUND					
Beginning Balance	0	0	0	0	-
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	0	0	0	0	-

AB1546 (\$4 DMV FEE) PROGRAM

	2023-24	2024-25	2024-25	2025-26	Y-O-Y Budget
	ACTUALS	ADJUSTED	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	525,868	412,120	412,120	421,098	
REVENUES					
Interest Earnings	21,244	19,471	18,978	17,418	-10.54%
Member Contribution	0	0	0	0	-
Cost Reimbursements	0	0	0	0	-
MTC/ Federal Funding	0	0	0	0	-
Grants	0	0	0	0	-
DMV Fee	8	0	0	0	-
NPDES Fee	0	0	0	0	-
TA Cost Share	0	0	0	0	-
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	0	0	0	0	-
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	21,252	19,471	18,978	17,418	-10.54%
TOTAL SOURCES OF FUNDS	547,120	431,591	431,098	438,516	1.60%
EXPENDITURES					
Administration Services	0	0	0	0	-
Professional Services	0	0	0	0	-
Consulting Services	10,000	10,000	10,000	20,000	100.00%
Supplies	0	0	0	0	-
Prof. Dues & Memberships	0	0	0	0	-
Conferences & Meetings/Trainings	0	0	0	0	-
Printing/ Postage	0	0	0	0	-
Publications	0	0	0	0	-
Distributions	125,000	374,000	0	374,000	0.00%
OPEB Trust	0	0	0	0	-
Miscellaneous	0	0	0	0	-
Bank Fee	0	0	0	0	-
Audit Services	0	0	0	0	-
Loan to SMCEL JPA	0	0	0	0	-
TOTAL	135,000	384,000	10,000	394,000	2.60%
TRANSFERS					
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Administrative Allocation	0	0	0	0	-
TOTAL	0	0	0	0	-
NET CHANGE	(113,748)	(364,529)	8,978	(376,582)	3.31%
TRANSFER TO RESERVES	0	0	0	0	
TOTAL USE OF FUNDS	135,000	384,000	10,000	394,000	2.60%
ENDING BALANCE	412,120	47,591	421,098	44,516	-6.46%
RESERVE FUND					
Beginning Balance	0	0	0	0	-
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	0	0	0	0	-
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance					
	99				

MEASURE M (\$10 DMV FEE)

	2023-24	2024-25	2024-25	2025-26	Y-O-Y Budget
	ACTUALS	ADJUSTED	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	9,362,417	10,680,878	10,680,878	8,833,570	
REVENUES					
Interest Earnings	579,251	347,862	534,507	490,563	41.02%
Member Contribution	187,213	0	0	0	-
Cost Reimbursements	777,418	0	706,666	706,535	-
MTC/ Federal Funding	0	706,268	0	0	-100.00%
Grants	0	0	0	0	-
DMV Fee	6,850,964	6,700,000	6,669,515	6,700,000	0.00%
NPDES Fee	0	0	0	0	-
TA Cost Share	0	0	0	0	-
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	0	0	0	0	-
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	8,394,846	7,754,130	7,910,688	7,897,098	1.84%
TOTAL SOURCES OF FUNDS	17,757,263	18,435,008	18,591,566	16,730,668	-9.25%
EXPENDITURES					
Administration Services	45,826	50,838	87,899	47,588	-6.39%
Professional Services	184,470	259,339	191,135	429,308	65.54%
Consulting Services	2,237,875	1,948,288	1,930,223	1,974,923	1.37%
Supplies	0	0	0	0	-
Prof. Dues & Memberships	0	500	500	500	0.00%
Conferences & Meetings/Trainings	2,634	2,500	2,500	2,500	0.00%
Printing/ Postage	0	0	0	0	-
Publications	0	0	0	0	-
Distributions	4,517,621	6,459,817	5,051,570	6,634,247	2.70%
OPEB Trust	0	0	0	0	-
Miscellaneous	0	0	0	0	-
Bank Fee	0	0	0	0	-
Audit Services	2,185	0	0	0	-
Loan to SMCEL JPA	0	0	0	0	-
TOTAL	6,990,611	8,721,282	7,263,827	9,089,066	4.22%
TRANSFERS					
Transfers In	157,800	0	0	0	-
Transfers Out	197,800	2,790,000	2,440,000	731,000	-73.80%
Administrative Allocation	45,774	54,169	54,169	74,440	37.42%
TOTAL	85,774	2,844,169	2,494,169	805,440	-71.68%
NET CHANGE	1,318,461	(3,811,321)	(1,847,308)	(1,997,408)	-47.59%
TRANSFER TO RESERVES	0	0	0	0	-
TOTAL USE OF FUNDS	7,076,385	11,565,451	9,757,996	9,894,506	-14.45%
ENDING BALANCE	10,680,878	6,869,557	8,833,570	6,836,162	-0.49%
RESERVE FUND					
Beginning Balance	340,000	340,000	340,000	340,000	0.00%
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	340,000	340,000	340,000	340,000	0.00%
	100				

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of the appointment of three C/CAG Board members to serve on the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) for a two-year term.

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

RECOMMENDATION

Review and approval of the appointment of three C/CAG Board members to serve on the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) for a two-year term.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A.

BACKGROUND

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

The Joint Exercise of Powers Agreement establishing the SMCEL-JPA provides that the governing board will consist of three (3) members appointed by C/CAG and three (3) members appointed by SMCTA, with each Board member will serve for a term of two years. Appointment for a term or multiple terms is at the pleasure of the C/CAG Board of Directors.

The SMCEL-JPA Board is responsible for approving policies, budgets, and service contracts. Likely major upcoming SMCEL-JPA tasks in the next two years include developing an Expenditure Plan to

identify where net toll revenue will be invested to improve mobility in the corridor, implementing the next generation Express Lanes Community Benefits program (equity program), investigating the possibility of a camera based vehicle occupancy detection pilot to address toll leakage, and procuring a new Policy Program Manager to provide consultant support.

The current C/CAG Board Members on the SMCEL-JPA Board of Directors are below:

1. Stacy Jimenez, appointed in November 2024
2. Adam Rak, appointed in December 2024
3. Michael Salazar, appointed in November 2023

The three incumbents expressed interest in continuing to serve on the SMCEL-JPA Board.

In June, the SMCEL-JPA appoints a Chair and Vice Chair. The Chair and the Vice Chair of the SMCEL-JPA alternate between a Board Member from C/CAG and a Board Member from SMCTA. Currently, Rico Medina and Michael Salazar is the Chair and Vice-Chair of the SMCEL-JPA, respectively. Historically, the Vice Chair has become Chair.

The new two-year terms would begin in June 2025 and end in May 2027. The SMCEL-JPA Board of Directors meets at 9am on the first Friday, approximately six times a year, at the SamTrans Office in San Carlos. More information on the SMCEL-JPA can be found at: <https://smcexpresslanes.org/>.

If any **additional** C/CAG Board members are interested in serving on the SCMEL-JPA Board, they should submit a letter of interest to the Executive Director by 12pm on Wednesday May 7th. The Executive Director will email any letters received to the C/CAG Board members, in addition to posting them online before the C/CAG Board meeting on May 8th.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENT

None.

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

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

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

RECOMMENDATION

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

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from C/CAG's State legislative advocate, Shaw Yoder Antwih Schmelzer & Lange (Consultant). Important 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 the May 8, 2025 meeting, the Board will receive an update on bills of interest to C/CAG.

At the April 10, 2025 meeting, with recommendations from the Legislative Committee, the C/CAG Board voted to take the following positions: SUPPORT on SB 71 (Weiner) – CEQA Exemptions for Clean Transportation Projects; SUPPORT on SB 457 (Becker) – Housing Element Compliance; SUPPORT on AB 650 (Papan) – Planning and zoning: housing element: regional housing needs allocation. The Committee agreed to continue to maintain a WATCH on SB 707 (Durazo) – Brown Act Reform without taking a position until further revisions to the bill are made. Lastly, with the recommendation of the Committee, the C/CAG Board voted to WATCH SB 63 (Weiner) – Regional Transportation Funding Measure. A letter to the authors was proposed with the watch position. Though the Committee and Board do not typically vote on WATCH considerations, the Committee agreed it was warranted to demonstrate to the bill's authors that C/CAG is thoughtfully engaged in the development of the legislation.

See Attachment 3 for position letters on the \$2 billion transit budget request, SB 63, and AB 650.

Regional Transportation Measure

State Senators Weiner and Arreguín have introduced SB 63. Regional Measure SB 63 is now a fully written bill and in print, the link to which is provided as Attachment 2 to this staff report. The bill was heard in the Senate Transportation Committee on April 22, passing the committee on an 11-3 vote, and the Senate Revenue and Taxation Committee on April 23, passing the committee on a 4-1 vote. The Legislative Committee will further discuss SB 63 (Wiener and Arreguín) Regional Measure under consideration of bills of interest. Staff will update the Legislative Committee and the Board at the May 8, 2025 meeting with the most recent information. On April 21, C/CAG, the San Mateo Transit District and the San Mateo County Transportation Authority submitted a joint comment letter documenting feedback from the Legislative Committee and the C/CAG Board on the proposed Regional Measure, especially regarding the desire for local countywide transportation authority control of revenue, revenue allocation structures and the need for appropriate accountability measures (Attachment 3). Staff will provide an update on SB 63 at the May 8th meeting.

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 in early April. 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	

Since submitting the funding requests, C/CAG staff and consultants have met with staff and/or representatives from the offices of U.S. Senator Padilla and Senator Schiff, Congressional Representative Licardo, as well as State Assemblymember Stefani. Staff have been notified that Congressman Mullin is resubmitting proposals from Fiscal Year 2024 rather than soliciting new proposals for Fiscal Year 2025.

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 30, 2025 from Shaw Yoder Antwih Schmelzer & Lange
2. Link to SB 63 (Wiener and Arreguín) – Regional Transportation Measure:
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB63
3. Position letters on the \$2 billion transit budget request, SB 63, and AB 650 are available under #7 Communications on the C/CAG website (*See “Additional Agenda Materials” for the May 2025 Board Meeting*) at: <https://ccag.ca.gov/committees/board-of-directors-2/>

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/>



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

April 30, 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 – May 2025**

Legislative Update

The Legislature adjourned for Spring Recess on April 10 and reconvened on April 21. Upon its return to Sacramento, the Legislature immediately held a series of policy committee hearings to meet the first house deadline. The deadline for policy committees to meet and hear bills with a fiscal impact is May 2 for bills in the first house (May 9 for non-fiscal bills). Most bills that pass policy committees are referred to the appropriations committees. Bills determined to have a fiscal impact on the state are referred to the appropriations committees' suspense files. The deadline for the fiscal committees to move bills to the floor of each house is May 23, therefore we expect the appropriations committees' suspense file hearings to be held May 22. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

May Revise

As a reminder, on January 10, Governor Newsom released his proposed [Fiscal Year \(FY\) 2025-26 budget](#), projecting a balanced \$322.3 billion budget. The actions taken as part of the FY 2024-25 budget process improved economic conditions and successfully addressed the then-projected deficits, leaving the proposed FY 2025-26 budget with a modest \$363 million surplus, \$16.9 billion in reserves, and no projected deficit. However, due to several factors – including the stock market's significant dip, the Los Angeles wildfires, the impacts of federal tariffs, and the potential for lost federal revenues – the budget picture may become much bleaker. In response to the wildfires, the state authorized several billion dollars in relief. Affected residents were also given until October 15, 2025 to file their 2024 taxes – further obfuscating the state's budget picture. In addition, the stock market's significant dip may also have an outsized effect on California's finances, due to their strong correlation with capital gains tax revenue. This revenue makes up a large part of California's General Fund. Finally, the Trump Administration is threatening to withhold billions of dollars from California which could require the state to fund additional services and/or further support local governments. The Governor is expected to release his updated budget – the May Revise – on or around May 14.

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 was heard in the Senate Transportation Committee on April 22, passing the committee on an 11-3 vote, and the Senate Revenue and Taxation Committee on April 23, passing the committee on a 4-1 vote. 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.

Governor, Legislative Leaders Announce Update to Cap-and-Trade Re-Authorization

On April 15, Governor Newsom, Senate President pro Tempore Mike McGuire and Assembly Speaker Robert Rivas officially announced they will work to extend California’s Cap-and-Trade program in 2025. The program is currently set to sunset in 2030, but some argue extending the program sooner rather than later will offer the market greater certainty and stability. This announcement comes on the heels of the Trump Administration’s threats to further roll back climate action, including the Cap-and-Trade program. Revenues from Cap-and-Trade provide key funding for transit and other greenhouse-gas reducing projects.

Governor Newsom Appoints New CARB Member

On April 25, Governor Newsom announced the appointment of Riverside Mayor Patricia Lock Dawson to the California Air Resources Board (CARB). Dawson will serve as the board's member from the South Coast Air Quality Management District, replacing attorney Gideon Kracov, who stepped down from CARB and SCAQMD earlier this month. Dawson was picked by cities in Riverside County to represent their region on SCAQMD in March 2023. She previously ran a consulting firm and was a wildlife biologist at the Bureau of Land Management.

Bills with Positions

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

SB 457 (Becker) Housing Element Compliance – SUPPORT

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. *This bill is not moving forward in 2025.*

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.

AB 650 (Papan) Housing Element Compliance – SUPPORT

AB 650 proposes a three-pronged approach: start the RHNA process earlier, allowing cities to begin planning sooner; require HCD to provide clear feedback and guidance; and offer relief to good actor cities in the form of a stay on the builder's remedy while they are awaiting a response from HCD. By bolstering clarity in the housing review process, local jurisdictions will be able to develop housing plans

on time that comply with California’s complex laws, thus readying themselves for much-needed housing production.

Bills of Interest

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. ***This bill is not moving forward in 2025.***

SB 601 (Allen) Waste Discharge – WATCH

This bill would require dischargers from regulated industries to demonstrate enrollment in with applicable National Pollutant Discharge Elimination System (NPDES) or the Waste Discharge Requirement (WDR) permits when applying for local business licenses or building/construction permits. The bill also expands the NPDES/WDR permits to cover previously unregulated waterways as defined by the Clean Water Act, now including “nexus waters” to essentially mean any waters of the state not designated as navigable under federal law. The bill would thereby significantly increase the types and number of regulated waterways and the associated types and number of regulated industries that would be required to demonstrate enrollment in NPDES/WDR permits compared to existing law. It would also expand citizen suit provisions under the Porter-Cologne Water Quality Control Act applicable to all newly regulated nexus waters.

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. ***This bill is not moving forward in 2025.***

AB 1085 (Stefani) License Plate Obstruction – RECOMMEND SUPPORT

Existing law prohibits a person from obstructing a license plate that inhibits the plate's recognition by an electronic device in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility. Existing law also prohibits the sale of a product or device that obscures a license plate. This bill would further expand on the list of obscuring devices to include a shade or tint that obstructs the reading or recognition of a license and would increase the penalty for the manufacture of these products from \$250 to \$2,500.

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

C/CAG AGENDA REPORT

Date: May 8, 2025

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

From: Sean Charpentier, Executive Director

Subject: Written Communications - Information Only (5 Letter)

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

BACKGROUND

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

1. **4/21/2025** – To The Honorable Dave Cortese, Chair, Senate Transportation Committee and The Honorable Jerry McNerney, Senate Revenue and Taxation Committee RE: SB 63 (Wiener and Arreguin) Regional Transportation Funding
2. **4/22/2025** – To The Honorable Sam Liccardo, United States House of Representatives RE: Letter of Support for the Mirada Road Resiliency Project – Community Project Funding Request
3. **4/22/2025** – To Robyn Fennig, California State Hazard Mitigation Officer, Letter of Support for the Mirada Road Resiliency Project – Hazard Mitigation Grant Program Funding Request
4. **5/1/2025** – To The Honorable Juan Carrillo, Chair, Assembly Local Government RE: AB 650 (Papan) Planning and zoning: housing element: regional housing needs allocation.
5. **5/1/2025** - The Honorable Scott Wiener, Chair, Senate Budget Committee and The Honorable Jesse Gabriel, Chair, Assembly Budget Committee RE: Support Legislative Request for \$2 Billion in New Funding for Public Transit

ATTACHMENTS

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