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November 7, 2025

Ms. Courtney Tyler, Clerk to the Board
State Water Resources Control Board
1001 I Street
Sacramento, CA 95812

Submitted via electronic mail to LSJR-SD-Comments@waterboards.ca.gov

Re: Comment Letter – Draft TVA Scientific Basis Report (SBR)

Dear Ms. Tyler:

My name is Sean Charpentier. I serve as the Executive Director of the City/County Association of Governments for San Mateo County (C/CAG). C/CAG represents all 764,442 residents through its 21-member Board of Directors, which includes a representative from every jurisdiction in the county. C/CAG deals with issues that affect quality of life; including transportation, air quality, climate resiliency, stormwater runoff, hazardous waste, and water conservation.

While significant progress has been made in reducing per capita water demand in the County, all 21 jurisdictions in the County continue to rely on water from the SFPUC system. Having reliable access to high-quality water at a fair price is also of great importance to County residents. As detailed in Urban Water Management Plans (UWMPs) developed by our member Cities and water agencies, there could be potential water supply cutbacks of up to 50% during some drought conditions. Reductions of this scale would pose significant fiscal costs and other hardships on our residents, businesses, and jurisdictions. Water reductions of this magnitude could create significant headwinds against the progress we are making on planning for the 45,000 new housing units in our current RHNA cycle.

I would like to express my appreciation for the work of the State Board for the preparation of the Scientific Basis Report (SBR), and for continuing to work on the Tuolumne River's Healthy Rivers and Landscapes Proposal (Tuolumne HRL Proposal). An agreement among effected parties that accomplishes our shared conservation and water supply goals would be preferable to costly, time-consuming, and unpredictable litigation. I would also like to express my appreciation for the many other stakeholders who are engaged in this process. Through this scientific analysis and robust dialogue we will find solutions that advance our goals of conservation and reliable water supply.

Thank you for the opportunity to provide comments. If you have any questions or comments, please do not hesitate to contact me at: scharpentier@smcgov.org.

Best Regards,



Sean Charpentier
Executive Director
City/County Association of Governments for San Mateo County (C/CAG)

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November 7, 2025

Caltrans District 4
111 Grand Avenue
Oakland, CA 94623-0660
Attn: Becky Frank and Stephen Conteh

Subject: Letter of Support for San Mateo County's Grant Application for the ATP/LSRP Update Project

Dear Ms. Frank and Mr. Conteh;

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am pleased to offer our strong support for San Mateo County's (County) Caltrans Sustainable Transportation Planning grant application to update its Active Transportation Plan (ATP) and Local Roadway Safety Plan (LRSP). This initiative will enable the County to advance multimodal transportation safety and promote mobility by ensuring that planning efforts are informed by current data, community needs, and equity considerations.

As the designated County Transportation Agency (CTA) and Congestion Management Agency (CMA) for San Mateo County, C/CAG represents all 764,442 residents through its 21-member Board of Directors, which includes a representative from every jurisdiction in the county. Our agency is committed to advancing initiatives that promote climate resilience, mobility, environmental sustainability, equity, and roadway safety across the region.

We commend the County's commitment to engaging stakeholders, analyzing recent collision trends, and re-evaluating project priorities to better serve all residents, including those in equity priority communities. The ATP/LSRP will serve as critical tools for guiding future investments in infrastructure and safety improvements. The updated plans will align with regional, state, and federal goals and position the County to be eligible for implementation funds from the One Bay Area Grant, Active Transportation Program, Highway Safety Improvement Program, and Safe Streets and Roads for All.

The City/County Association of Governments of San Mateo County (C/CAG) looks forward to supporting this project and collaborating with the County to advance shared goals for safer, healthier, and more accessible transportation systems.

Thank you for your consideration. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,



Sean Charpentier
Executive Director
City/County Association of Governments of San Mateo County

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November 3, 2025

Caltrans Sustainable Communities Grant Review Committee
California Department of Transportation
Division of Transportation Planning

RE: Support for City of South San Francisco Multimodal Transportation Action Plan

Dear Caltrans Grant Review Committee,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am pleased to express strong support for the City of South San Francisco's application for a Sustainable Communities Grant. Their proposed Multimodal Transportation Action Plan (MTAP) will thoughtfully integrate walking, bicycling, transit, parking management, and transportation demand management strategies with a focus on aging-adult mobility and equitable access east of US 101.

As the designated County Transportation Agency (CTA) and Congestion Management Agency (CMA) for San Mateo County, C/CAG represents all 764,442 residents through its 21-member Board of Directors, which includes a representative from every jurisdiction in the county. Our agency is committed to advancing initiatives that promote climate resilience, mobility, environmental sustainability, equity, and roadway safety across the region.

This Plan will provide a strategic, actionable roadmap to guide future investments, better leverage regional transit and funding resources, and reduce reliance on single-occupant vehicles in alignment with regional goals. Our agency commits to collaborate in data sharing, technical coordination, and consultation during plan development and implementation.

We believe this project will produce regional benefits by improving connectivity, enhancing mode shift opportunities, and supporting equity outcomes consistent with our Regional Transportation Plan and sustainability priorities.

Thank you for your consideration. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,



Sean Charpentier
Executive Director
City/County Association of Governments of San Mateo County



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November 3, 2025

Albert Savay
Director, Community Development
City of San Carlos
600 Elm Street
San Carlos, CA 94070

RE: Letter of Support for the Old County Road Complete Streets Study

Dear Mr. Savay:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to express strong support for the City of San Carlos' grant application for Caltrans' Sustainable Transportation Planning Grant Program for the Old County Road Complete Streets Study.

As the designated County Transportation Agency (CTA) and Congestion Management Agency (CMA) for San Mateo County, C/CAG represents all 764,442 residents through its 21-member Board of Directors, which includes a representative from every jurisdiction in the county. Our agency is committed to advancing initiatives that promote climate resilience, mobility, environmental sustainability, equity, and roadway safety across the region.

The proposed Old County Road Complete Streets Plan will further the City's commitment to a connected, sustainable transportation system, advancing the goals established in San Carlos' Bicycle & Pedestrian Master Plan and other City, county, and state planning efforts that envision a transportation system that works for everyone. These recommendations will help the City:

- Improve mobility and accessibility for pedestrian, bicyclist, and transit trips - connecting communities to healthcare centers, employment hubs, downtown, and regional transportation
- Improve safety for those who walk and bicycle
- Encourage more trips by active transportation modes and foster a healthier community
- Contribute to a healthier environment by reducing motorized travel
- Proactively support multimodal options for up to 2,000 units of infill housing

By investing in enhancements for pedestrian and bicycling facilities, residents will have improved transportation options and greater opportunities to incorporate physical activity into their daily lives. One of the main obstacles preventing more San Carlos residents and visitors from walking and biking is a lack of safe and comfortable north/south route options. This Complete Streets Study will address this challenge by developing viable design alternatives on Old County Road.

We applaud San Carlos' efforts to secure funding for this endeavor and have confidence that the City will succeed in this work. It will significantly benefit the residents and improve their quality of life. We look forward to working with the City of San Carlos on this planning effort.

Thank you for your consideration. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,

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

Sean Charpentier
Executive Director
City/County Association of Governments of San Mateo County



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October 20, 2025

Joel Shaffer, Britt Tanner, Mika Miyasato
Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG)
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: Bay Area Transit Priority Policy for Roadways: Revised Draft Policy Memo

Dear Joel Shaffer, Britt Tanner, and Mika Miyasato:

Thank you for the opportunity to provide additional comments on the revised framework of the Bay Area Transit Priority Policy for Roadways (TPPR). We appreciate MTC's commitment to enhancing transit reliability and customer experience through this policy. We also thank MTC staff for presenting the TPPR framework to the C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) and the Congestion Management and Environmental Quality (CMEQ) Committee in May.

We remain supportive of the policy goals of increasing transit ridership along our existing network of roadways, and would like to highlight additional and continued concerns that were raised by our CMP Technical Advisory Committee at the October 16th meeting.

Concern About Coordination with Transit Agencies

A 45-day maximum review period is too long for typical grant application windows to incorporate feedback before the funding application is due. To put this into perspective, most CEQA EIRs have a 45-day review and comment period. To better align with grant application timelines and local review processes, we recommend reducing the initial comment response timeframe with transit agencies from 20 to 10 business days, allowing for more timely and efficient coordination.

Continued Concern about \$250,000 Threshold

The current \$250,000 project cost threshold for applying the TPPR and Complete Streets Checklist requirements is too low, especially in the context of rising construction costs and the administrative burden of managing state and/or federal funds. Consider increasing the threshold to focus policy requirements on larger-scale projects where transit integration is more feasible and impactful.

Need for a Dedicated Funding Stream for Transit Improvements

There is strong concern about the funding responsibility for required transit improvements. Key transit supportive infrastructure (like bus bulbs, boarding islands, new shelters, etc.) require more resources during all phases of a project, and typically have more impacts (e.g., like drainage), that will either require additional environmental review and/or increased project costs. As is currently drafted, the policy may unintentionally shift the financial burden to local jurisdictions seeking grant funding, which

could discourage participation. Local jurisdictions are facing resource and budgetary constraints. Consider a dedicated funding stream for transit priority improvements that would support implementation without diverting resources from other transportation projects.

Exceptions and Infeasibility Criteria

We recommend expanding the exceptions and infeasibility criteria to include when a project would:

- Require additional right of way.
- Be incompatible with local priorities and/or policies, including but not limited to the loss of parking.
- Conflict with local existing infrastructure or planned infrastructure and land uses.

These additions would ensure that the policy remains flexible and implementable within local contexts. Thank you again for the opportunity to provide input. We look forward to continued engagement on this effort. If you have any questions, please contact Jeff Lacap, C/CAG Program Director at jlacap@smcgov.org.

Sincerely,



Sean Charpentier
Executive Director
C/CAG San Mateo County



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September 12, 2025

The Honorable Gavin Newsom
Governor, State of California
1021 O Street, Suite 9000
Sacramento, CA 95814
Transmitted via Electronic Mail

RE: SB 71 (Wiener) California Environmental Quality Act: exemptions: transit projects – SIGNATURE REQUEST

Dear Governor Newsom:

On behalf of the City/County Association of Governments of San Mateo County, I write to request your **SIGNATURE on SB 71 (Wiener)**. SB 71 would make clarifying changes to, and modify slightly, the existing statutory exemptions to the California Environmental Quality Act (CEQA) for clean transportation projects, established by SB 288 (Wiener) [Chapter 200, Statutes of 2020], while also extending the law's January 1, 2030 sunset date for most of the projects permitted by the statute to January 1, 2040. This bill would also add additional project-types to the list of exemptions, including ferry terminals, microtransit, paratransit, and more.

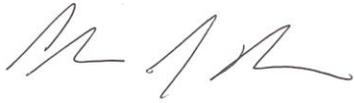
In 2020, SB 288 (Wiener) was signed into law, establishing a set of statutory exemptions from CEQA in the Public Resources Code for certain clean transportation projects, with the goal of accelerating clean transportation projects that reduced greenhouse gas emissions. SB 288 was followed by SB 922 (Wiener, 2022) which extended the sunset date, added additional exemptions to the law, and provided clarifying definitional and process amendments. In 2024, AB 2503 (Lee) further refined the exemptions to include specified zero-emission passenger rail projects.

Since the passage of SB 288 in 2020, over 90 projects statewide have moved forward more quickly and cost effectively, including transit priority projects, bicycle & pedestrian projects, bus rapid transit projects, traffic calming projects, zero-emission vehicle charging infrastructure, ADA curb and sidewalk repairs, and transit maintenance facility modernization.

For these reasons, we respectfully request your **SIGNATURE** on SB 71 (Wiener). Thank you for your consideration and please contact Sean Charpentier, C/CAG Executive

Director at scharpentier@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Rak', with a stylized flourish at the end.

Adam Rak, Chair
City/County Association of Governments of San Mateo County

CC: The Honorable Scott Wiener, California State Senate
Myles White, Deputy Legislative Affairs Secretary, Office of Governor Newsom



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September 12, 2025

The Honorable Gavin Newsom
Governor, State of California
1021 O Street, Suite 9000
Sacramento, CA 95814

RE: AB 650 (Papan) Planning and zoning: housing element: regional housing needs allocation. – SIGNATURE REQUEST

Dear Governor Gavin Newsom:

On behalf of the City/County Association of Governments of San Mateo County, I respectfully request your **SIGNATURE** on **AB 650 (Papan)**, which makes significant improvements to the housing element review process by starting the Regional Housing Needs Determination and Allocation processes earlier and by requiring the Department of Housing and Community Development (HCD) to provide specific feedback to local agencies during the process.

Local governments have faced significant challenges with HCD in achieving timely certification of their housing elements. These include inconsistent feedback, unclear guidance, and changing requirements. As a result, many jurisdictions have been forced to submit numerous drafts and miss the compliance deadline. These delays with HCD lead to cities being penalized through no fault of their own. 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.

For these reasons, we respectfully request your signature on AB 650 (Papan). Thank you for your consideration and please contact Sean Charpentier, C/CAG Executive Director at scharpentier@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Adam Rak', is written over a light blue horizontal line.

Adam Rak, Chair
City/County Association of Governments of San Mateo County

CC: The Honorable Diane Papan, California State Assembly

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September 10, 2025

RE: Letter of Support for the City of East Palo Alto's FY 25 TA Measure A and Measure W Highway Safety Program for the Woodland Avenue Safety Upgrades Project

To Whom It May Concern,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am writing to express our support for the City of East Palo Alto's application to the San Mateo County Transportation Authority's (TA) Measure A and W Highway Program Call for Projects for improvements on Woodland Avenue.

C/CAG is the County Transportation Agency (CTA) and the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resiliency, mobility, the environment, and equity throughout San Mateo County.

The grant seeks funds to design pedestrian and bicycle improvements on Woodland Avenue from University Avenue to Newell Road. The project proposes to increase pedestrian and traffic safety along the corridor which would help encourage more residents to walk and bike around the City and would provide better connection to the newly constructed bike/pedestrian overcrossing.

As part of the project scope, complete street improvements will also help manage congestion. By reducing conflict points and potential collisions, traffic flow and reliability along Woodland Avenue will improve. Intersection upgrades will reduce queuing and delays, ensuring the corridor functions more efficiently while supporting safe, multimodal access.

We strongly support the TA Grant application for the design of these safety and congestion management improvements on Woodland Avenue as they will promote sustainable modes of transportation and improve connectivity between the East and West sides of East Palo Alto.

Thank you for your consideration. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,



Sean Charpentier
Executive Director
City/County Association of Governments of San Mateo County (C/CAG)



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September 4, 2025

Mr. Patrick Gilster
Director, Planning and Fund Management
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

Subject: Town of Colma's FY 25 TA Measure A and Measure W Highway Grant Application for El Camino Real Bicycle and Pedestrian Improvement Project

Dear Director Gilster,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am pleased to express our strong support for the Town of Colma's application to the San Mateo County Transportation Authority's 2025 Measure A and Measure W Highway Program Call for Projects. The application seeks funding for the El Camino Real Bicycle and Pedestrian Improvement Project—a critical multi-segment effort being developed in partnership with the City of South San Francisco, Caltrans, the San Mateo County Transportation Authority (SMCTA), and C/CAG.

As the designated County Transportation Agency (CTA) and Congestion Management Agency (CMA) for San Mateo County, C/CAG represents all 764,442 residents through its 21-member Board of Directors, which includes a representative from every jurisdiction in the county. Our agency is committed to advancing initiatives that promote climate resilience, mobility, environmental sustainability, equity, and roadway safety across the region.

The Town of Colma is seeking funding for the Plans, Specifications, and Estimates (PS&E) phase for Segments A and C, and the Right-of-Way (ROW) phase for Segments A, B, and C of the El Camino Real Bicycle and Pedestrian Improvement Project. This corridor extends from Mission Road/Albert M. Teglia Boulevard in Colma to Hickey Boulevard in South San Francisco and serves as a vital connection for people walking, biking, and using transit.

The project will deliver key safety and mobility enhancements, including:

- Continuous sidewalks and protected bike lanes
- Curb extensions and ADA-compliant curb ramps
- High-visibility crosswalks and improved street lighting
- Landscaping and stormwater treatment infrastructure
- Upgraded bus stops
- Intersection realignment and new signalization at El Camino Real/Mission Road

Once completed, the project will significantly improve access to the Colma and South San Francisco BART stations, SamTrans bus routes, and the broader regional walking and biking network. It will promote active transportation, enhance safety for all users, and support the Town's goals related to Complete Streets, Vision Zero, climate action, and infill housing development.

C/CAG fully supports the Town of Colma's efforts to advance the PS&E and ROW phases of this transformative project. This investment will lay the groundwork for timely construction and long-term benefits in safety, mobility, and economic vitality for the entire region.

Sincerely,

A handwritten signature in black ink that reads "Sean Charpentier". The signature is fluid and cursive, with the first name "Sean" being larger and more prominent than the last name "Charpentier".

Sean Charpentier

Executive Director

City/County Association of Governments of San Mateo County



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August 26, 2025

The Honorable Gavin Newsom
Governor, State of California
1021 O Street, Suite 9000
Sacramento, CA 95814
Transmitted via Electronic Mail

RE: AB 1085 (Stefani) License Plate Obstruction – SIGNATURE REQUEST

Dear Governor Gavin Newsom:

On behalf of the City/County Association of Governments of San Mateo County, I write to request your **SIGNATURE** on **AB 1085 (Stefani)**, which would add to the list of illegal devices used to obscure devices and increase the penalties for manufacturing and selling these devices in California.

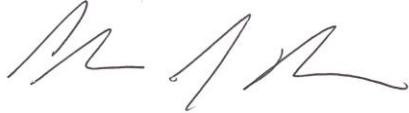
C/CAG, as the Congestion Management Agency for San Mateo County, works with local stakeholders to plan and implement the County's transportation program. San Mateo County relies on revenues from the Bay Area's bridge tolls, as well as managed lanes on US 101 to support our transportation infrastructure. C/CAG jointly manages the express lanes on US 101 with the San Mateo County Transportation Authority. These facilities rely on automated license plate readers (ALPR) and in-vehicle transponders (FasTrak) to ensure that tolls are collected. Additionally, ALPRs are used to enforce parking violations, speed enforcement, and other traffic violations throughout California.

As noted in the recent committee analysis, the Bay Area Toll Authority (BATA) reports that state-owned bridges had 946,740 unpaid crossings due to obstructed or defaced plates, resulting in loss revenue of \$6.8 million, or around 1% of total revenue, with small percentage of that lost revenue stemming from customers intentionally obscuring their plates.

AB 1085 would make illegal additional products used to obscure plates, while also creating a financial disincentive for selling and using these devices. This

would help to ensure there are additional revenues available to support transportation infrastructure in our region. For these reasons, C/CAG respectfully asks that you please sign AB 1085. Thank you for your consideration and please contact Sean Charpentier, C/CAG Executive Director at scharpentier@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Rak', written in a cursive style.

Adam Rak, Chair
City/County Association of Governments of San Mateo County

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August 1, 2025

Sue-Ellen Atkinson
Manager, Planning and Fund Management
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

Subject: Alternative Congestion Relief and Transportation Demand Management (TDM) Program Letter of Support for Bus Stop Improvement Plan Implementation – Near Term (Project)

Dear Ms. Atkinson,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write in support of the SamTrans Bus Stop Improvement Plan Implementation – Near Term (Project) grant application for the Cycle 3 Alternative Congestion Relief and Transportation Demand Management (TDM) Program. The project seeks funding to construct high-priority bus stops in San Mateo County identified in the SamTrans Bus Stop Improvement Plan (BSIP).

C/CAG is the County Transportation Agency (CTA) and the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resiliency, mobility, the environment, and equity throughout San Mateo County.

Improvements to bus stop locations were selected based on factors such as ridership, equity, and amenities, representing key near-term improvements. BSIP was informed by its own extensive outreach program, focusing on rider needs, identifying barriers to access, and prioritizing improvements to safety, comfort, and accessibility at bus stops throughout the SamTrans service area.

By focusing on bus stops within Equity Priority Areas SamTrans has demonstrated a clear commitment to improving equity. This focus ensures that resources are directed to communities with significant mobility and economic disparities. The project enhances stops in these areas, which have higher ridership and greater need for equitable transportation outcomes. The TDM Program aims to promote the use of sustainable transportation options and improve mobility across San Mateo County. This project directly supports these goals by enhancing the accessibility, comfort, and safety at bus stops, making public transit a more attractive option.

We urge the Transportation Authority to fund this project, a vital step toward improving transit, promoting equitable access, and supporting congestion relief and sustainable mobility in San Mateo County. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,



Sean Charpentier
Executive Director
City/County Association of Governments of San Mateo County (C/CAG)

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July 25, 2025

San Mateo County Transportation Authority
2025 Cycle 3 Transportation Demand Management Program Selection Committee
1250 San Carlos Avenue
San Carlos, CA 94070

Subject: Intelligent Transportation System (ITS) Signal Resiliency and Smart Corridor Expansion Project Letter of Support

Dear 2025 Cycle 3 Transportation Demand Management Program Selection Committee,

I am writing on behalf of the City/County Association of Governments of San Mateo County (C/CAG) in strong support for the City of San Carlos' application to the San Mateo County Transportation Authority's 2025 Cycle 3 Transportation Demand Management (TDM) Program for the Intelligent Transportation System (ITS) Signal Resiliency and Smart Corridor Expansion Project. This project invests in critical infrastructure that enhances efficiency, safety, and environmental sustainability of transportation infrastructure in San Carlos.

C/CAG is the County Transportation Agency (CTA) and the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resiliency, mobility, the environment, and equity throughout San Mateo County.

The scope of the project includes installing battery backup systems and interconnecting developer installed signals. This will improve traffic flow and reduce congestion for commuters, businesses, and emergency services, especially as the City of San Carlos continues to grow and develop. Smoother traffic translates directly to reduced fuel consumption, lower greenhouse gas emission, and thus healthier lifestyles.

Furthermore, the project prioritizes emergency response time by securing secondary systems when outages or closures may occur. This will address current challenges and build a more resilient, responsive, and sustainable future.

I respectfully urge you to fund this vital project and appreciate your consideration of support to modernizing transportation systems for San Carlos and San Mateo County residents. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,



Sean Charpentier
Executive Director
City/County Association of Governments of San Mateo County (C/CAG)



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July 21, 2025

Sue-Ellen Atkinson, Manager of Planning & Fund Management
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

**RE: Support for the South San Francisco TDM Implementation and Technical Assistance
Program Grant Application for SMCTA's 2025 Cycle 3 Transportation Demand
Management (TDM) Program Call for Projects**

Dear Ms. Atkinson,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am writing to express my strong support for the City of South San Francisco's grant application to develop and implement a comprehensive TDM Implementation and Technical Assistance Program. This program will allow the City to expand the implementation of its TDM Ordinance and make significant progress on key mobility and sustainability goals.

C/CAG is the County Transportation Agency (CTA) and the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resiliency, mobility, the environment, and equity throughout San Mateo County.

The proposed TDM Implementation and Technical Assistance Program will include several elements such as instituting a fine structure for non-compliant sites; conducting outreach to sites in advance of fine implementation; providing technical assistance to support sites in achieving compliance with their TDM plans; auditing existing programs (for example, available shuttle service) to ensure current programs can support compliance; implementing trip cap monitoring for the area east of Highway 101; and conducting annual monitoring of sites.

The proposed TDM Program is anticipated to make great strides towards the City's goals of reducing single-occupancy trips, vehicles miles traveled, and greenhouse gas emissions and of easing congestion and promoting the use of active transportation. Through the proposed enforcement, monitoring, and outreach efforts, the City can better ensure that sites meet the goals and measures in their site-specific TDM plans. These efforts will also support SMCTA's Alternative Congestion Relief and Transportation Demand Management Program goals of providing congestion relief, increasing sustainable transportation options, and promoting sustainability and health.

The proposed TDM Implementation and Technical Assistance Program is an important step towards achieving a more sustainable and multimodal future for the City of South San Francisco and its employees and residents. By providing practical tools, education, and enforcement, the proposed

program will encourage meaningful mode shift and provide commuters with more options for their daily commutes. This will result in measurable improvements to air quality, public health, and quality of life.

C/CAG fully supports this important program and asks that SMCTA approves this request for the Cycle 3 Transportation Demand Management (TDM) Program funding. Thank you for your consideration of the City's application. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean Charpentier", is placed over a light gray rectangular background.

Sean Charpentier

Executive Director

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



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July 21, 2025

Sue-Ellen Atkinson
San Mateo County Transportation Authority
1250 San Carlos Ave
San Carlos, CA 94070

RE: Support for the South San Francisco Advanced Signal Priority Transportation Demand Management Project

Dear Ms. Atkinson:

I am writing on behalf of the City/County Association of Governments of San Mateo County (C/CAG) to express my strong support for the City of South San Francisco's proposed citywide deployment of advanced traffic signal priority systems to improve emergency response times and transit service performance. These improvements are urgently needed to improve emergency response times and enhance the reliability and efficiency of public transit.

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This project addresses critical needs in both public safety and sustainable transportation. Delays at signalized intersections can significantly impact emergency response times, and the consequences can be fatal. A national study across 2,268 counties found that longer EMS response times are associated with substantially higher motor vehicle crash mortality rates—up to 46% higher when response times exceed 12 minutes compared to under 7 minutes. In urban and suburban areas, more than 14% of crash-related deaths were attributable to prolonged response times. In Fremont, California, the City deployed similar emergency vehicle preemption (EVP) technologies and achieved dramatic improvements—reducing emergency response times through a key corridor from 47 minutes to just 13 minutes. These results show what's possible when modern signal operations are aligned with life-saving services.

Transit signal priority (TSP) is also essential to making public transit more competitive with driving. Intersection delay is a major contributor to unreliable bus service and longer travel times, which in turn discourages ridership and increases reliance on single-occupancy vehicles. Studies show that advanced signal priority systems can reduce average bus delay by more than 25 seconds per major intersection. This translates into improved on-time performance, faster travel times, and lower operating costs—creating the conditions necessary for a meaningful shift toward transit use.

This project represents a high-impact, cost-effective strategy to achieve several of South San Francisco's transportation goals: improving emergency response, reducing transit delay, shifting trips away from single-occupancy vehicles, and supporting equitable access to mobility. By enhancing reliability and performance for transit and public safety vehicles, the City is investing in a smarter, safer, and more sustainable transportation system. We urge support for this important initiative.

C/CAG fully supports this important program and asks that SMCTA approves this request for the Cycle 3

Transportation Demand Management (TDM) Program funding. Thank you for your consideration of the City's application. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,



Sean Charpentier

Executive Director

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

C/CAG

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July 21, 2025

San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

RE: Letter of Support for the City of Millbrae's BRAVE Project (Bus Rider Access, Visibility and Experience)

Dear Review Committee,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am writing to express our strong support for the City of Millbrae's BRAVE Project (Bus Rider Access, Visibility and Experience), submitted as part of the 2025 TDM Cycle 3 Call for Projects. This initiative will enhance the bus stop at El Camino Real and Victoria Avenue with essential amenities including a new shelter, seating, real-time digital information, solar-powered lighting, route signage, and a trash receptacle. These improvements will meaningfully improve the transit experience for riders in an Equity Priority Area with a high percentage of low-income, non-white, and zero-vehicle households.

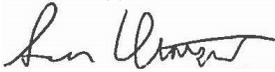
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The BRAVE Project directly supports regional and local goals to reduce vehicle miles traveled, increase public transit ridership, and improve transportation equity. By investing in rider comfort, safety, and access to information, this project encourages sustainable mode shifts, particularly for those who rely on SamTrans service for daily commutes, essential errands, and school travel. The upgraded stop will serve a critical segment of the El Camino corridor and support connections to Millbrae's intermodal station, job centers, and other community destinations.

We commend the partnership between the City of Millbrae and SamTrans in delivering this thoughtful and cost-effective investment. The project maximizes limited funding by leveraging SamTrans' vendor networks and long-term maintenance support, ensuring lasting benefits without placing future burdens on the local budget. We urge the San Mateo County Transportation Authority to fully fund this project and help bring these much-needed enhancements to a high-need transit location.

Thank you for your consideration. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,



Sean Charpentier

Executive Director

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

C/CAG

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July 21, 2025

Sue-Ellen Atkinson
Manager of Planning & Fund Management
San Mateo County Transportation Authority
atkinsons@samtrans.com

RE: Letter of Support for the City of Burlingame's E-Micromobility program

Dear Ms. Sue-Ellen Atkinson:

I am writing on behalf of the City/County Association of Governments of San Mateo County (C/CAG) in support of the City of Burlingame's E-Micromobility Program application to San Mateo County's Transportation Authority 2025 TDM Cycle 3 Call for Projects. C/CAG supports micromobility as a transportation alternative in the region and worked with the City of Burlingame as part of C/CAG's Micromobility Feasibility Study.

C/CAG is the County Transportation Agency (CTA) and the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resiliency, mobility, the environment, and equity throughout San Mateo County.

The City of Burlingame's Multijurisdictional Bike Sharing Program, in partnership with the City of Millbrae, provides a transportation alternative for Burlingame and Millbrae residents, employees, and visitors. The requested grant funds will be used to continue to subsidize bike share costs for riders, offering a proven and cost-effective solution for last mile commutes and other daily rides.

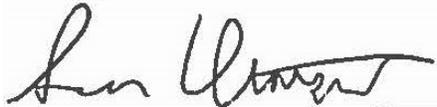
Burlingame's grant request also includes an innovative pilot rebate program for cargo e-bikes. Due to their hauling capability, cargo e-bikes are equipped to replace vehicle trips and reduce vehicle miles traveled. Burlingame seeks to offer rebates for the purchase of a cargo e-bike. The program would complement Peninsula Clean Energy's e-bike rebate for income qualified residents.

Other elements of Burlingame's grant application include purchasing e-bikes for the City's fleet; and subsidizing e-bikes for Burlingame staff commutes. This effort will support the City of Burlingame in leading by example by encouraging its staff to mode shift toward clean transportation.

By offering financing incentives and promoting mode shift among residents and city staff, Burlingame's E-Micromobility Program will achieve vehicle mile reductions and support regional climate goals.

Thank you for your time and we encourage the Transportation Authority to give favorable consideration to the City of Burlingame's application. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean Charpentier", written over a light gray rectangular background.

Sean Charpentier

Executive Director

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

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July 8, 2025

San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

RE: Letter of Support for the City of Millbrae's e-Micromobility Project

Dear Review Committee,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am pleased to offer strong support for the City of Millbrae's e-Micromobility Project, submitted as part of the 2025 TDM Cycle 3 Call for Projects. This multifaceted project aims to reduce vehicle miles traveled by expanding equitable access to active transportation options within the city.

C/CAG is the County Transportation Agency (CTA) and the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resiliency, mobility, the environment, and equity throughout San Mateo County.

The e-Micromobility Project will provide e-bike and e-scooter rebates for qualifying low-income individuals in Millbrae, modeled after successful local rebate programs. By reducing the cost barrier to e-mobility, the project will enable more residents to replace car trips with cleaner, more affordable options. In addition to supporting residents, the project will fund the development of an e-bike fleet for use by City of Millbrae staff. This will offer a practical alternative to city vehicle trips for site visits, inspections, and intra-city travel, demonstrating local government leadership in reducing emissions and congestion.

The project will also support the Multijurisdictional Electric Bicycle Sharing Program subsidies for all riders in and around Millbrae and Burlingame, with a clear plan to gradually phase out the subsidy over 18 months as ridership stabilizes. This transition strategy will build a self-sustaining shared mobility network while ensuring affordability during the initial period of behavior change. By offering financial incentives, enhancing convenience, and promoting mode shift among both residents and city staff, the e-Micromobility Project addresses critical climate and equity goals for the region.

We applaud the City of Millbrae for its leadership and commitment to sustainable transportation, and we respectfully urge the San Mateo County Transportation Authority to fully fund this innovative and impactful project. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,



Sean Charpentier

Executive Director

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

C/CAG

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July 21, 2025

Sue-Ellen Atkinson
Manager of Planning & Fund Management
San Mateo County Transportation Authority
atkinsons@samtrans.com

RE: Letter of Support for the City of Burlingame's E-Micromobility program

Dear Ms. Sue-Ellen Atkinson:

I am writing on behalf of the City/County Association of Governments of San Mateo County (C/CAG) in support of the City of Burlingame's E-Micromobility Program application to San Mateo County's Transportation Authority 2025 TDM Cycle 3 Call for Projects. C/CAG supports micromobility as a transportation alternative in the region and worked with the City of Burlingame as part of C/CAG's Micromobility Feasibility Study.

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The City of Burlingame's Multijurisdictional Bike Sharing Program, in partnership with the City of Millbrae, provides a transportation alternative for Burlingame and Millbrae residents, employees, and visitors. The requested grant funds will be used to continue to subsidize bike share costs for riders, offering a proven and cost-effective solution for last mile commutes and other daily rides.

Burlingame's grant request also includes an innovative pilot rebate program for cargo e-bikes. Due to their hauling capability, cargo e-bikes are equipped to replace vehicle trips and reduce vehicle miles traveled. Burlingame seeks to offer rebates for the purchase of a cargo e-bike. The program would complement Peninsula Clean Energy's e-bike rebate for income qualified residents.

Other elements of Burlingame's grant application include purchasing e-bikes for the City's fleet; and subsidizing e-bikes for Burlingame staff commutes. This effort will support the City of Burlingame in leading by example by encouraging its staff to mode shift toward clean transportation.

By offering financing incentives and promoting mode shift among residents and city staff, Burlingame's E-Micromobility Program will achieve vehicle mile reductions and support regional climate goals.

Thank you for your time and we encourage the Transportation Authority to give favorable consideration to the City of Burlingame's application. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,

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Sean Charpentier

Executive Director

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

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July 21, 2025

San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

RE: Letter of Support for the City of Millbrae's BRAVE Project (Bus Rider Access, Visibility and Experience)

Dear Review Committee,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am writing to express our strong support for the City of Millbrae's BRAVE Project (Bus Rider Access, Visibility and Experience), submitted as part of the 2025 TDM Cycle 3 Call for Projects. This initiative will enhance the bus stop at El Camino Real and Victoria Avenue with essential amenities including a new shelter, seating, real-time digital information, solar-powered lighting, route signage, and a trash receptacle. These improvements will meaningfully improve the transit experience for riders in an Equity Priority Area with a high percentage of low-income, non-white, and zero-vehicle households.

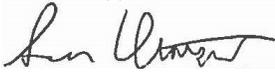
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The BRAVE Project directly supports regional and local goals to reduce vehicle miles traveled, increase public transit ridership, and improve transportation equity. By investing in rider comfort, safety, and access to information, this project encourages sustainable mode shifts, particularly for those who rely on SamTrans service for daily commutes, essential errands, and school travel. The upgraded stop will serve a critical segment of the El Camino corridor and support connections to Millbrae's intermodal station, job centers, and other community destinations.

We commend the partnership between the City of Millbrae and SamTrans in delivering this thoughtful and cost-effective investment. The project maximizes limited funding by leveraging SamTrans' vendor networks and long-term maintenance support, ensuring lasting benefits without placing future burdens on the local budget. We urge the San Mateo County Transportation Authority to fully fund this project and help bring these much-needed enhancements to a high-need transit location.

Thank you for your consideration. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,



Sean Charpentier

Executive Director

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



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July 21, 2025

Sue-Ellen Atkinson
San Mateo County Transportation Authority
1250 San Carlos Ave
San Carlos, CA 94070

RE: Support for the South San Francisco Advanced Signal Priority Transportation Demand Management Project

Dear Ms. Atkinson:

I am writing on behalf of the City/County Association of Governments of San Mateo County (C/CAG) to express my strong support for the City of South San Francisco's proposed citywide deployment of advanced traffic signal priority systems to improve emergency response times and transit service performance. These improvements are urgently needed to improve emergency response times and enhance the reliability and efficiency of public transit.

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This project addresses critical needs in both public safety and sustainable transportation. Delays at signalized intersections can significantly impact emergency response times, and the consequences can be fatal. A national study across 2,268 counties found that longer EMS response times are associated with substantially higher motor vehicle crash mortality rates—up to 46% higher when response times exceed 12 minutes compared to under 7 minutes. In urban and suburban areas, more than 14% of crash-related deaths were attributable to prolonged response times. In Fremont, California, the City deployed similar emergency vehicle preemption (EVP) technologies and achieved dramatic improvements—reducing emergency response times through a key corridor from 47 minutes to just 13 minutes. These results show what's possible when modern signal operations are aligned with life-saving services.

Transit signal priority (TSP) is also essential to making public transit more competitive with driving. Intersection delay is a major contributor to unreliable bus service and longer travel times, which in turn discourages ridership and increases reliance on single-occupancy vehicles. Studies show that advanced signal priority systems can reduce average bus delay by more than 25 seconds per major intersection. This translates into improved on-time performance, faster travel times, and lower operating costs—creating the conditions necessary for a meaningful shift toward transit use.

This project represents a high-impact, cost-effective strategy to achieve several of South San Francisco's transportation goals: improving emergency response, reducing transit delay, shifting trips away from single-occupancy vehicles, and supporting equitable access to mobility. By enhancing reliability and performance for transit and public safety vehicles, the City is investing in a smarter, safer, and more sustainable transportation system. We urge support for this important initiative.

C/CAG fully supports this important program and asks that SMCTA approves this request for the Cycle 3

Transportation Demand Management (TDM) Program funding. Thank you for your consideration of the City's application. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,



Sean Charpentier

Executive Director

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



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July 21, 2025

Sue-Ellen Atkinson, Manager of Planning & Fund Management
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

**RE: Support for the South San Francisco TDM Implementation and Technical Assistance
Program Grant Application for SMCTA's 2025 Cycle 3 Transportation Demand
Management (TDM) Program Call for Projects**

Dear Ms. Atkinson,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am writing to express my strong support for the City of South San Francisco's grant application to develop and implement a comprehensive TDM Implementation and Technical Assistance Program. This program will allow the City to expand the implementation of its TDM Ordinance and make significant progress on key mobility and sustainability goals.

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The proposed TDM Implementation and Technical Assistance Program will include several elements such as instituting a fine structure for non-compliant sites; conducting outreach to sites in advance of fine implementation; providing technical assistance to support sites in achieving compliance with their TDM plans; auditing existing programs (for example, available shuttle service) to ensure current programs can support compliance; implementing trip cap monitoring for the area east of Highway 101; and conducting annual monitoring of sites.

The proposed TDM Program is anticipated to make great strides towards the City's goals of reducing single-occupancy trips, vehicles miles traveled, and greenhouse gas emissions and of easing congestion and promoting the use of active transportation. Through the proposed enforcement, monitoring, and outreach efforts, the City can better ensure that sites meet the goals and measures in their site-specific TDM plans. These efforts will also support SMCTA's Alternative Congestion Relief and Transportation Demand Management Program goals of providing congestion relief, increasing sustainable transportation options, and promoting sustainability and health.

The proposed TDM Implementation and Technical Assistance Program is an important step towards achieving a more sustainable and multimodal future for the City of South San Francisco and its employees and residents. By providing practical tools, education, and enforcement, the proposed

program will encourage meaningful mode shift and provide commuters with more options for their daily commutes. This will result in measurable improvements to air quality, public health, and quality of life.

C/CAG fully supports this important program and asks that SMCTA approves this request for the Cycle 3 Transportation Demand Management (TDM) Program funding. Thank you for your consideration of the City's application. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean Charpentier", is written over a light gray rectangular background.

Sean Charpentier

Executive Director

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

C/CAG

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July 25, 2025

San Mateo County Transportation Authority
2025 Cycle 3 Transportation Demand Management Program Selection Committee
1250 San Carlos Avenue
San Carlos, CA 94070

Subject: Intelligent Transportation System (ITS) Signal Resiliency and Smart Corridor Expansion Project Letter of Support

Dear 2025 Cycle 3 Transportation Demand Management Program Selection Committee,

I am writing on behalf of the City/County Association of Governments of San Mateo County (C/CAG) in strong support for the City of San Carlos' application to the San Mateo County Transportation Authority's 2025 Cycle 3 Transportation Demand Management (TDM) Program for the Intelligent Transportation System (ITS) Signal Resiliency and Smart Corridor Expansion Project. This project invests in critical infrastructure that enhances efficiency, safety, and environmental sustainability of transportation infrastructure in San Carlos.

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The scope of the project includes installing battery backup systems and interconnecting developer installed signals. This will improve traffic flow and reduce congestion for commuters, businesses, and emergency services, especially as the City of San Carlos continues to grow and develop. Smoother traffic translates directly to reduced fuel consumption, lower greenhouse gas emission, and thus healthier lifestyles.

Furthermore, the project prioritizes emergency response time by securing secondary systems when outages or closures may occur. This will address current challenges and build a more resilient, responsive, and sustainable future.

I respectfully urge you to fund this vital project and appreciate your consideration of support to modernizing transportation systems for San Carlos and San Mateo County residents. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,



Sean Charpentier
Executive Director
City/County Association of Governments of San Mateo County (C/CAG)

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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August 1, 2025

Sue-Ellen Atkinson
Manager, Planning and Fund Management
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

Subject: Alternative Congestion Relief and Transportation Demand Management (TDM) Program Letter of Support for Bus Stop Improvement Plan Implementation – Near Term (Project)

Dear Ms. Atkinson,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write in support of the SamTrans Bus Stop Improvement Plan Implementation – Near Term (Project) grant application for the Cycle 3 Alternative Congestion Relief and Transportation Demand Management (TDM) Program. The project seeks funding to construct high-priority bus stops in San Mateo County identified in the SamTrans Bus Stop Improvement Plan (BSIP).

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Improvements to bus stop locations were selected based on factors such as ridership, equity, and amenities, representing key near-term improvements. BSIP was informed by its own extensive outreach program, focusing on rider needs, identifying barriers to access, and prioritizing improvements to safety, comfort, and accessibility at bus stops throughout the SamTrans service area.

By focusing on bus stops within Equity Priority Areas SamTrans has demonstrated a clear commitment to improving equity. This focus ensures that resources are directed to communities with significant mobility and economic disparities. The project enhances stops in these areas, which have higher ridership and greater need for equitable transportation outcomes. The TDM Program aims to promote the use of sustainable transportation options and improve mobility across San Mateo County. This project directly supports these goals by enhancing the accessibility, comfort, and safety at bus stops, making public transit a more attractive option.

We urge the Transportation Authority to fund this project, a vital step toward improving transit, promoting equitable access, and supporting congestion relief and sustainable mobility in San Mateo County. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,



Sean Charpentier
Executive Director
City/County Association of Governments of San Mateo County (C/CAG)



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August 26, 2025

The Honorable Gavin Newsom
Governor, State of California
1021 O Street, Suite 9000
Sacramento, CA 95814
Transmitted via Electronic Mail

RE: AB 1085 (Stefani) License Plate Obstruction – SIGNATURE REQUEST

Dear Governor Gavin Newsom:

On behalf of the City/County Association of Governments of San Mateo County, I write to request your **SIGNATURE** on **AB 1085 (Stefani)**, which would add to the list of illegal devices used to obscure devices and increase the penalties for manufacturing and selling these devices in California.

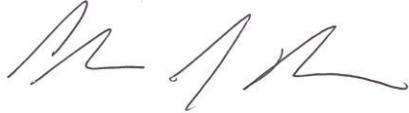
C/CAG, as the Congestion Management Agency for San Mateo County, works with local stakeholders to plan and implement the County's transportation program. San Mateo County relies on revenues from the Bay Area's bridge tolls, as well as managed lanes on US 101 to support our transportation infrastructure. C/CAG jointly manages the express lanes on US 101 with the San Mateo County Transportation Authority. These facilities rely on automated license plate readers (ALPR) and in-vehicle transponders (FasTrak) to ensure that tolls are collected. Additionally, ALPRs are used to enforce parking violations, speed enforcement, and other traffic violations throughout California.

As noted in the recent committee analysis, the Bay Area Toll Authority (BATA) reports that state-owned bridges had 946,740 unpaid crossings due to obstructed or defaced plates, resulting in loss revenue of \$6.8 million, or around 1% of total revenue, with small percentage of that lost revenue stemming from customers intentionally obscuring their plates.

AB 1085 would make illegal additional products used to obscure plates, while also creating a financial disincentive for selling and using these devices. This

would help to ensure there are additional revenues available to support transportation infrastructure in our region. For these reasons, C/CAG respectfully asks that you please sign AB 1085. Thank you for your consideration and please contact Sean Charpentier, C/CAG Executive Director at scharpentier@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Rak', written in a cursive style.

Adam Rak, Chair
City/County Association of Governments of San Mateo County



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September 4, 2025

Mr. Patrick Gilster
Director, Planning and Fund Management
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

Subject: Town of Colma's FY 25 TA Measure A and Measure W Highway Grant Application for El Camino Real Bicycle and Pedestrian Improvement Project

Dear Director Gilster,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am pleased to express our strong support for the Town of Colma's application to the San Mateo County Transportation Authority's 2025 Measure A and Measure W Highway Program Call for Projects. The application seeks funding for the El Camino Real Bicycle and Pedestrian Improvement Project—a critical multi-segment effort being developed in partnership with the City of South San Francisco, Caltrans, the San Mateo County Transportation Authority (SMCTA), and C/CAG.

As the designated County Transportation Agency (CTA) and Congestion Management Agency (CMA) for San Mateo County, C/CAG represents all 764,442 residents through its 21-member Board of Directors, which includes a representative from every jurisdiction in the county. Our agency is committed to advancing initiatives that promote climate resilience, mobility, environmental sustainability, equity, and roadway safety across the region.

The Town of Colma is seeking funding for the Plans, Specifications, and Estimates (PS&E) phase for Segments A and C, and the Right-of-Way (ROW) phase for Segments A, B, and C of the El Camino Real Bicycle and Pedestrian Improvement Project. This corridor extends from Mission Road/Albert M. Teglia Boulevard in Colma to Hickey Boulevard in South San Francisco and serves as a vital connection for people walking, biking, and using transit.

The project will deliver key safety and mobility enhancements, including:

- Continuous sidewalks and protected bike lanes
- Curb extensions and ADA-compliant curb ramps
- High-visibility crosswalks and improved street lighting
- Landscaping and stormwater treatment infrastructure
- Upgraded bus stops
- Intersection realignment and new signalization at El Camino Real/Mission Road

Once completed, the project will significantly improve access to the Colma and South San Francisco BART stations, SamTrans bus routes, and the broader regional walking and biking network. It will promote active transportation, enhance safety for all users, and support the Town's goals related to Complete Streets, Vision Zero, climate action, and infill housing development.

C/CAG fully supports the Town of Colma's efforts to advance the PS&E and ROW phases of this transformative project. This investment will lay the groundwork for timely construction and long-term benefits in safety, mobility, and economic vitality for the entire region.

Sincerely,

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

Sean Charpentier

Executive Director

City/County Association of Governments of San Mateo County

C/CAG

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September 10, 2025

RE: Letter of Support for the City of East Palo Alto's FY 25 TA Measure A and Measure W Highway Safety Program for the Woodland Avenue Safety Upgrades Project

To Whom It May Concern,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am writing to express our support for the City of East Palo Alto's application to the San Mateo County Transportation Authority's (TA) Measure A and W Highway Program Call for Projects for improvements on Woodland Avenue.

C/CAG is the County Transportation Agency (CTA) and the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resiliency, mobility, the environment, and equity throughout San Mateo County.

The grant seeks funds to design pedestrian and bicycle improvements on Woodland Avenue from University Avenue to Newell Road. The project proposes to increase pedestrian and traffic safety along the corridor which would help encourage more residents to walk and bike around the City and would provide better connection to the newly constructed bike/pedestrian overcrossing.

As part of the project scope, complete street improvements will also help manage congestion. By reducing conflict points and potential collisions, traffic flow and reliability along Woodland Avenue will improve. Intersection upgrades will reduce queuing and delays, ensuring the corridor functions more efficiently while supporting safe, multimodal access.

We strongly support the TA Grant application for the design of these safety and congestion management improvements on Woodland Avenue as they will promote sustainable modes of transportation and improve connectivity between the East and West sides of East Palo Alto.

Thank you for your consideration. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,



Sean Charpentier
Executive Director
City/County Association of Governments of San Mateo County (C/CAG)



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September 12, 2025

The Honorable Gavin Newsom
Governor, State of California
1021 O Street, Suite 9000
Sacramento, CA 95814

RE: AB 650 (Papan) Planning and zoning: housing element: regional housing needs allocation. – SIGNATURE REQUEST

Dear Governor Gavin Newsom:

On behalf of the City/County Association of Governments of San Mateo County, I respectfully request your **SIGNATURE** on **AB 650 (Papan)**, which makes significant improvements to the housing element review process by starting the Regional Housing Needs Determination and Allocation processes earlier and by requiring the Department of Housing and Community Development (HCD) to provide specific feedback to local agencies during the process.

Local governments have faced significant challenges with HCD in achieving timely certification of their housing elements. These include inconsistent feedback, unclear guidance, and changing requirements. As a result, many jurisdictions have been forced to submit numerous drafts and miss the compliance deadline. These delays with HCD lead to cities being penalized through no fault of their own. 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.

For these reasons, we respectfully request your signature on AB 650 (Papan). Thank you for your consideration and please contact Sean Charpentier, C/CAG Executive Director at scharpentier@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Adam Rak', is written over a light blue horizontal line.

Adam Rak, Chair
City/County Association of Governments of San Mateo County

CC: The Honorable Diane Papan, California State Assembly



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September 12, 2025

The Honorable Gavin Newsom
Governor, State of California
1021 O Street, Suite 9000
Sacramento, CA 95814
Transmitted via Electronic Mail

RE: SB 71 (Wiener) California Environmental Quality Act: exemptions: transit projects – SIGNATURE REQUEST

Dear Governor Newsom:

On behalf of the City/County Association of Governments of San Mateo County, I write to request your **SIGNATURE on SB 71 (Wiener)**. SB 71 would make clarifying changes to, and modify slightly, the existing statutory exemptions to the California Environmental Quality Act (CEQA) for clean transportation projects, established by SB 288 (Wiener) [Chapter 200, Statutes of 2020], while also extending the law's January 1, 2030 sunset date for most of the projects permitted by the statute to January 1, 2040. This bill would also add additional project-types to the list of exemptions, including ferry terminals, microtransit, paratransit, and more.

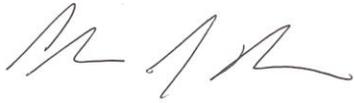
In 2020, SB 288 (Wiener) was signed into law, establishing a set of statutory exemptions from CEQA in the Public Resources Code for certain clean transportation projects, with the goal of accelerating clean transportation projects that reduced greenhouse gas emissions. SB 288 was followed by SB 922 (Wiener, 2022) which extended the sunset date, added additional exemptions to the law, and provided clarifying definitional and process amendments. In 2024, AB 2503 (Lee) further refined the exemptions to include specified zero-emission passenger rail projects.

Since the passage of SB 288 in 2020, over 90 projects statewide have moved forward more quickly and cost effectively, including transit priority projects, bicycle & pedestrian projects, bus rapid transit projects, traffic calming projects, zero-emission vehicle charging infrastructure, ADA curb and sidewalk repairs, and transit maintenance facility modernization.

For these reasons, we respectfully request your **SIGNATURE** on SB 71 (Wiener). Thank you for your consideration and please contact Sean Charpentier, C/CAG Executive

Director at scharpentier@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Rak', with a stylized flourish at the end.

Adam Rak, Chair
City/County Association of Governments of San Mateo County

CC: The Honorable Scott Wiener, California State Senate
Myles White, Deputy Legislative Affairs Secretary, Office of Governor Newsom



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October 20, 2025

Joel Shaffer, Britt Tanner, Mika Miyasato
Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG)
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: Bay Area Transit Priority Policy for Roadways: Revised Draft Policy Memo

Dear Joel Shaffer, Britt Tanner, and Mika Miyasato:

Thank you for the opportunity to provide additional comments on the revised framework of the Bay Area Transit Priority Policy for Roadways (TPPR). We appreciate MTC's commitment to enhancing transit reliability and customer experience through this policy. We also thank MTC staff for presenting the TPPR framework to the C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) and the Congestion Management and Environmental Quality (CMEQ) Committee in May.

We remain supportive of the policy goals of increasing transit ridership along our existing network of roadways, and would like to highlight additional and continued concerns that were raised by our CMP Technical Advisory Committee at the October 16th meeting.

Concern About Coordination with Transit Agencies

A 45-day maximum review period is too long for typical grant application windows to incorporate feedback before the funding application is due. To put this into perspective, most CEQA EIRs have a 45-day review and comment period. To better align with grant application timelines and local review processes, we recommend reducing the initial comment response timeframe with transit agencies from 20 to 10 business days, allowing for more timely and efficient coordination.

Continued Concern about \$250,000 Threshold

The current \$250,000 project cost threshold for applying the TPPR and Complete Streets Checklist requirements is too low, especially in the context of rising construction costs and the administrative burden of managing state and/or federal funds. Consider increasing the threshold to focus policy requirements on larger-scale projects where transit integration is more feasible and impactful.

Need for a Dedicated Funding Stream for Transit Improvements

There is strong concern about the funding responsibility for required transit improvements. Key transit supportive infrastructure (like bus bulbs, boarding islands, new shelters, etc.) require more resources during all phases of a project, and typically have more impacts (e.g., like drainage), that will either require additional environmental review and/or increased project costs. As is currently drafted, the policy may unintentionally shift the financial burden to local jurisdictions seeking grant funding, which

could discourage participation. Local jurisdictions are facing resource and budgetary constraints. Consider a dedicated funding stream for transit priority improvements that would support implementation without diverting resources from other transportation projects.

Exceptions and Infeasibility Criteria

We recommend expanding the exceptions and infeasibility criteria to include when a project would:

- Require additional right of way.
- Be incompatible with local priorities and/or policies, including but not limited to the loss of parking.
- Conflict with local existing infrastructure or planned infrastructure and land uses.

These additions would ensure that the policy remains flexible and implementable within local contexts. Thank you again for the opportunity to provide input. We look forward to continued engagement on this effort. If you have any questions, please contact Jeff Lacap, C/CAG Program Director at jlacap@smcgov.org.

Sincerely,



Sean Charpentier
Executive Director
C/CAG San Mateo County



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November 3, 2025

Albert Savay
Director, Community Development
City of San Carlos
600 Elm Street
San Carlos, CA 94070

RE: Letter of Support for the Old County Road Complete Streets Study

Dear Mr. Savay:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to express strong support for the City of San Carlos' grant application for Caltrans' Sustainable Transportation Planning Grant Program for the Old County Road Complete Streets Study.

As the designated County Transportation Agency (CTA) and Congestion Management Agency (CMA) for San Mateo County, C/CAG represents all 764,442 residents through its 21-member Board of Directors, which includes a representative from every jurisdiction in the county. Our agency is committed to advancing initiatives that promote climate resilience, mobility, environmental sustainability, equity, and roadway safety across the region.

The proposed Old County Road Complete Streets Plan will further the City's commitment to a connected, sustainable transportation system, advancing the goals established in San Carlos' Bicycle & Pedestrian Master Plan and other City, county, and state planning efforts that envision a transportation system that works for everyone. These recommendations will help the City:

- Improve mobility and accessibility for pedestrian, bicyclist, and transit trips - connecting communities to healthcare centers, employment hubs, downtown, and regional transportation
- Improve safety for those who walk and bicycle
- Encourage more trips by active transportation modes and foster a healthier community
- Contribute to a healthier environment by reducing motorized travel
- Proactively support multimodal options for up to 2,000 units of infill housing

By investing in enhancements for pedestrian and bicycling facilities, residents will have improved transportation options and greater opportunities to incorporate physical activity into their daily lives. One of the main obstacles preventing more San Carlos residents and visitors from walking and biking is a lack of safe and comfortable north/south route options. This Complete Streets Study will address this challenge by developing viable design alternatives on Old County Road.

We applaud San Carlos' efforts to secure funding for this endeavor and have confidence that the City will succeed in this work. It will significantly benefit the residents and improve their quality of life. We look forward to working with the City of San Carlos on this planning effort.

Thank you for your consideration. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,

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

Sean Charpentier
Executive Director
City/County Association of Governments of San Mateo County

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November 3, 2025

Caltrans Sustainable Communities Grant Review Committee
California Department of Transportation
Division of Transportation Planning

RE: Support for City of South San Francisco Multimodal Transportation Action Plan

Dear Caltrans Grant Review Committee,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am pleased to express strong support for the City of South San Francisco's application for a Sustainable Communities Grant. Their proposed Multimodal Transportation Action Plan (MTAP) will thoughtfully integrate walking, bicycling, transit, parking management, and transportation demand management strategies with a focus on aging-adult mobility and equitable access east of US 101.

As the designated County Transportation Agency (CTA) and Congestion Management Agency (CMA) for San Mateo County, C/CAG represents all 764,442 residents through its 21-member Board of Directors, which includes a representative from every jurisdiction in the county. Our agency is committed to advancing initiatives that promote climate resilience, mobility, environmental sustainability, equity, and roadway safety across the region.

This Plan will provide a strategic, actionable roadmap to guide future investments, better leverage regional transit and funding resources, and reduce reliance on single-occupant vehicles in alignment with regional goals. Our agency commits to collaborate in data sharing, technical coordination, and consultation during plan development and implementation.

We believe this project will produce regional benefits by improving connectivity, enhancing mode shift opportunities, and supporting equity outcomes consistent with our Regional Transportation Plan and sustainability priorities.

Thank you for your consideration. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,



Sean Charpentier
Executive Director
City/County Association of Governments of San Mateo County

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November 7, 2025

Ms. Courtney Tyler, Clerk to the Board
State Water Resources Control Board
1001 I Street
Sacramento, CA 95812

Submitted via electronic mail to LSJR-SD-Comments@waterboards.ca.gov

Re: Comment Letter – Draft TVA Scientific Basis Report (SBR)

Dear Ms. Tyler:

My name is Sean Charpentier. I serve as the Executive Director of the City/County Association of Governments for San Mateo County (C/CAG). C/CAG represents all 764,442 residents through its 21-member Board of Directors, which includes a representative from every jurisdiction in the county. C/CAG deals with issues that affect quality of life; including transportation, air quality, climate resiliency, stormwater runoff, hazardous waste, and water conservation.

While significant progress has been made in reducing per capita water demand in the County, all 21 jurisdictions in the County continue to rely on water from the SFPUC system. Having reliable access to high-quality water at a fair price is also of great importance to County residents. As detailed in Urban Water Management Plans (UWMPs) developed by our member Cities and water agencies, there could be potential water supply cutbacks of up to 50% during some drought conditions. Reductions of this scale would pose significant fiscal costs and other hardships on our residents, businesses, and jurisdictions. Water reductions of this magnitude could create significant headwinds against the progress we are making on planning for the 45,000 new housing units in our current RHNA cycle.

I would like to express my appreciation for the work of the State Board for the preparation of the Scientific Basis Report (SBR), and for continuing to work on the Tuolumne River's Healthy Rivers and Landscapes Proposal (Tuolumne HRL Proposal). An agreement among effected parties that accomplishes our shared conservation and water supply goals would be preferable to costly, time-consuming, and unpredictable litigation. I would also like to express my appreciation for the many other stakeholders who are engaged in this process. Through this scientific analysis and robust dialogue we will find solutions that advance our goals of conservation and reliable water supply.

Thank you for the opportunity to provide comments. If you have any questions or comments, please do not hesitate to contact me at: scharpentier@smcgov.org.

Best Regards,



Sean Charpentier
Executive Director
City/County Association of Governments for San Mateo County (C/CAG)

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November 7, 2025

Caltrans District 4
111 Grand Avenue
Oakland, CA 94623-0660
Attn: Becky Frank and Stephen Conteh

Subject: Letter of Support for San Mateo County's Grant Application for the ATP/LSRP Update Project

Dear Ms. Frank and Mr. Conteh;

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am pleased to offer our strong support for San Mateo County's (County) Caltrans Sustainable Transportation Planning grant application to update its Active Transportation Plan (ATP) and Local Roadway Safety Plan (LRSP). This initiative will enable the County to advance multimodal transportation safety and promote mobility by ensuring that planning efforts are informed by current data, community needs, and equity considerations.

As the designated County Transportation Agency (CTA) and Congestion Management Agency (CMA) for San Mateo County, C/CAG represents all 764,442 residents through its 21-member Board of Directors, which includes a representative from every jurisdiction in the county. Our agency is committed to advancing initiatives that promote climate resilience, mobility, environmental sustainability, equity, and roadway safety across the region.

We commend the County's commitment to engaging stakeholders, analyzing recent collision trends, and re-evaluating project priorities to better serve all residents, including those in equity priority communities. The ATP/LSRP will serve as critical tools for guiding future investments in infrastructure and safety improvements. The updated plans will align with regional, state, and federal goals and position the County to be eligible for implementation funds from the One Bay Area Grant, Active Transportation Program, Highway Safety Improvement Program, and Safe Streets and Roads for All.

The City/County Association of Governments of San Mateo County (C/CAG) looks forward to supporting this project and collaborating with the County to advance shared goals for safer, healthier, and more accessible transportation systems.

Thank you for your consideration. Should you require any further information, please do not hesitate to reach out to me at scharpentier@smcgov.org.

Sincerely,



Sean Charpentier
Executive Director
City/County Association of Governments of San Mateo County