

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. 389

<p>Date: Thursday, December 11, 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/89040872350?pwd=Qsj3SHi6F4E79ANFNcYlpx8btCuKif.1</p> <p>Webinar ID: 890 4087 2350</p> <p>Password: 121125</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 Presentation from Community Planning Collaborative on the 21 Elements effort. p. 1
- 2.2 Receive presentation from SamTrans on the Grand Boulevard Initiative Action Plan. p. 2

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 from November 13, 2025, C/CAG Board and ALUC Meeting No. 388. ACTION p. 4.
- 3.2 Review and approval of Resolution 25-73 determining that a proposed 8-story mixed-use residential/commercial project at 170 San Bruno Avenue, San Bruno, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. ACTION p. 10
- 3.3 Review and approval of the Finance Committee's recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of September 30, 2025. ACTION p. 17
- 3.4 Review and accept the C/CAG Financial Statements (Audit) for Fiscal Year Ended June 30, 2025. ACTION p. 25
- 3.5 Review and accept the C/CAG State Transportation Improvement Program (STIP) Planning, Programming & Monitoring Program (PPM) Final Project Expenditure Audit Report from July 1, 2024, through June 30, 2025. ACTION p. 26
- 3.6 Review and accept the Measure M Fund Financial Statements (Audit) for the Year Ended June 30, 2025. ACTION p. 28
- 3.7 Review and approval of Resolution 25-22 authorizing the C/CAG Executive Director to execute an agreement with Iteris, Inc to provide system integration and develop incident response plans for the Northern Cities Smart Corridor Project in an amount not to exceed \$425,000. ACTION p. 30
- 3.8 Review and approval of the appointment of Marjory Ruiz Hidalgo to the C/CAG RMCP Committee Utility seat. ACTION p. 35
- 3.9 Review and approval of Resolution 25-75 authorizing the C/CAG Executive Director to execute an agreement between C/CAG and Ken Brown Strategic Consulting for federal advocacy consulting services for an amount not to exceed \$270,000 through December 31, 2027. ACTION p. 40
- 3.10 Review and approval of Resolution 25-76 appointing Debbie Ruddock, City of Half Moon Bay, for the Coastal Region City/Town seat; Adam Rak, City of San Carlos, for the Central Region City/Town seat; and Marie Chuang, Town of Hillsborough, for the At-Large City/Town seat to the governing board of the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline). ACTION p. 43
- 3.11 Review and approval of Resolution 25-78 adding a Non-Voting Seat for a MTC Commissioner from San Mateo County to the Legislative Committee Roster. ACTION p. 56
- 3.12 Review and approval of the appointment of Gina Papan, MTC Commissioner, to the MTC Commissioner seat on the Legislative Committee. ACTION p. 62

4.0 **REGULAR AGENDA**

- 4.1 Receive a presentation on Countywide Stormwater Program updates. INFORMATION p. 66
- 4.2 Conduct a public hearing on the final draft update to the Congestion Management Program and consider review and approval of Resolution 25-77 adopting the 2025 Congestion Management Program. (*Special Voting Procedures apply*) ACTION p. 68
- 4.3 Review and approval of the 2026 C/CAG Board Meeting calendar. ACTION p. 74
- 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. 75

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. 81

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 February 12, 2026

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: December 11, 2025

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

FROM: Sean Charpentier, Executive Director

SUBJECT: Receive a presentation from Community Planning Collaborative on the 21 Elements effort.

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

RECOMMENDATION:

That the C/CAG Board of Directors receive a presentation from Community Planning Collaborative on the 21 Elements effort.

FISCAL IMPACT:

None.

BACKGROUND/DISCUSSION:

Since 2008, C/CAG and the County Department of Housing (DOH) have co-sponsored the 21 Elements initiative, staffed by Community Planning Collaborative (formerly Baird & Driskell Community Planning), through which all jurisdictions in San Mateo County cooperate to update their respective Housing Elements and share information on housing policies and programs. The 21 Elements effort is regionally recognized model for successful cooperation on housing issues.

This presentation on 21 Element activities is intended to provide a summary of the past year's accomplishments as well as a preview of upcoming efforts.

ATTACHMENT:

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

C/CAG AGENDA REPORT

DATE: December 11, 2025

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

FROM: Sean Charpentier, Executive Director

SUBJECT: Receive presentation from SamTrans on the Grand Boulevard Initiative Action Plan.
(For further information, please contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION:

That the C/CAG Board of Directors receive a presentation from SamTrans on the Grand Boulevard Initiative Action Plan.

FISCAL IMPACT:

None.

BACKGROUND/DISCUSSION:

El Camino Real serves as San Mateo County's main street, connecting downtowns and key destinations, but its infrastructure still largely reflects its historic role as a highway catering to automobile travel along the Peninsula. This mismatch results in one of the highest rates of injury collisions among streets in San Mateo County and creates barriers and conflicts for people walking, biking, and riding transit. El Camino Real is a corridor of high significance to C/CAG, as it is heavily referenced in the Countywide Local Road Safety Plan and a study is currently underway to identify improvements in San Bruno and Millbrae.

GBI is a multi-agency partnership led by SamTrans that involves 15 local jurisdictions, the San Mateo County Transportation Authority (SMCTA), C/CAG, Metropolitan Transportation Commission (MTC), Caltrans, advocates, and business groups. GBI's current focus is to establish a cohesive, countywide vision for modernizing transportation infrastructure on El Camino Real (Caltrans-owned State Route 82) to improve safety and mobility.

The GBI Action Plan is a planning document that builds on over a year of interagency coordination to evaluate corridor-wide needs, establish a vision for the future of El Camino Real, and build momentum toward implementation. The Action Plan also serves as the first step in the Caltrans project development process to implement corridor-wide changes on El Camino Real.

The accompanying presentation and this report provide background on GBI and how the Action Plan was developed in collaboration with stakeholders, as well as a summary of the draft GBI Action Plan, including the corridor-wide vision, problem statements, and goals.

SamTrans staff will incorporate C/CAG Board feedback along with stakeholder input on the draft Action Plan until December 15, 2025. SamTrans staff will then seek adoption of the Action Plan at a meeting of the SamTrans and SMCTA Board of Directors in early 2026.

For more information on GBI and to review the draft Action Plan in full, please go to the project webpage: <https://www.samtrans.com/gbi>.

EQUITY IMPACTS AND CONSIDERATIONS:

GBI includes 13 jurisdictions and the County of San Mateo through which El Camino Real passes. El Camino Real either passes through, is adjacent to, or serves community members from nearby equity priority areas as defined by the Metropolitan Transportation Commission and SamTrans. GBI will work with cities to ensure that plans moving forward ensure equitable access to all users, and that community engagement will include outreach to lower income/lower English-speaking communities and working with community-based organizations.

ATTACHMENT:

1. The following attachment is available on the C/CAG website (*See “Additional Agenda Materials” for the December 2025 Board Meeting*) at:
<https://ccag.ca.gov/committees/board-of-directors-2/>:
 - GBI Action Plan Presentation

C/CAG

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C/CAG BOARD & SAN MATEO COUNTY ALUC MEETING NOTICE

MINUTES

Meeting No. 388

November 13, 2025

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

This meeting of the C/CAG Board of Directors was held in person and by teleconference. Members of the public were able to participate in the meeting remotely via the Zoom platform and in person.

1.0 CALL TO ORDER/ ROLL CALL

Chair Rak called the meeting to order at 6:30 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		Absent		
East Palo Alto		Absent		
Foster City	Stacy Jimenez			
Half Moon Bay	Debbie Ruddock			
Hillsborough	Sophie Cole			
Menlo Park		Absent		
Millbrae	Anders Fung			
Pacifica	Sue Beckmeyer			
Portola Valley	Rebecca Flynn			
Redwood City	Elmer Maritnez-Saballos			
San Bruno	Michael Salazar			
San Carlos	Adam Rak			
San Mateo	Adam Loraine			
South San Francisco	Eddie Flores			
Woodside		Absent		
San Mateo County	Lisa Gauthier			

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

C/CAG Staff Present (In-Person):	C/CAG Staff Present (Remote):
Sean Charpentier – Executive Director	Kaki Cheung
Melissa Andrikopoulos – Legal Counsel	Kim Comstock – C/CAG – SMCEL-JPA
Mima Crume – Clerk of the Board	
Audrey Shiramizu	Members of the Public (In-Person):
Eva Gaye	Matt Robinson – SYASL
Dan Sternkopf	Lizzie Cootsona – SYASL
Jeff Lacap	Dave Vautin – MTC
Matt Petrofsky	Ruta Jariwala – TJKM
Reid Bogert	
Susy Kalkin	Members of the Public (Remote):
Van Ocampo	Mike Swire
	Paul Nagengast – Halfmoon Bay

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

Chair Rak noted that a Thanksgiving-style dinner was provided for the Board. The Chair announced a brief 10–15 minute recess for members to get food and socialize before continuing with the meeting. The Board meeting recessed and reconvened at 6:45 p.m.

2.0 PRESENTATIONS / ANNOUNCEMENTS

- 2.1 Receive a presentation from the Metropolitan Transportation Commission (MTC) on the Draft Plan Bay Area 2050+.

C/CAG staff Jeff Lacap introduced Dave Voutin, MTC Director of Regional Planning, who presented an overview of the Draft Plan Bay Area 2050+. The presentation covered the plan’s regional strategies for transportation, housing, economic development, and climate resilience, along with funding priorities and growth geographies in San Mateo County. Public comments on the draft is open through December 18.

Board members asked questions regarding public hearing locations, affordable housing costs, homeownership opportunities, regional governance, interregional travel, and the use of LOS versus VMT metrics. MTC staff and the Executive Director provided responses.

Additional Board comments addressed coastal congestion and interest in expanded transit options to recreational areas.

Public Comment: One speaker, Mike Swire, commented on highway expansion funding and encouraged prioritizing non-highway investments.

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 from October 16, 2025, C/CAG Board and ALUC Special Meeting No. 387. APPROVED
- 3.2 Review and approval of Resolution 25-62 authorizing the C/CAG Executive Director to execute a two-year funding agreement with Joint Venture Silicon Valley to support the State of the Valley Silicon Valley Index in an amount not to exceed \$35,000 for fiscal years 2025-26 and 2026-27. APPROVED
- 3.3 Review and approval of Resolution 25-63 ratifying C/CAG's submission of recommended project awards to the Bay Area Air District in an aggregate total of \$467,940 in Fiscal Year 2025/26 and \$152,556 in Fiscal Year 26/27 Transportation Fund for Clean Air Funds for the Half Moon Bay Eastside Parallel Trail - Segment 4 project, the East Palo Alto Civic Commons EV Charging Stations project, and the County of San Mateo Public Works Fleet Electrification project, and further authorizes the C/CAG Executive Director to execute associated funding agreements with project sponsors. APPROVED
- 3.4 Review and approval of Resolution 25-64 authorizing the C/CAG Executive Director to execute a five-year agreement with Business Oriented Software Solutions, Inc. to provide Smart Corridor 811 USA North Ticket Management Services in an amount not to exceed \$16,500 for fiscal years 2025-26 through 2029-2030. APPROVED
- 3.5 Review and approval of Resolution 25-65 determining that the Draft San Carlos Downtown Specific Plan is conditionally consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. APPROVED
- 3.6 Review and approval of Resolution 25-71 authorizing the C/CAG Executive Director to execute Amendment No. 2 to the Funding Agreement with DKG Consulting for Financial Services Support, increasing the contract amount by \$40,000 for a new not to exceed amount of \$85,000 and extending the term through December 31, 2027. APPROVED
- 3.7 Review and approval of Resolution 25-66 authorizing the C/CAG Chair to execute Amendment No. 5 to the funding agreement with City of South San Francisco, extending the term to December 31, 2026 for the construction phase of the South San Francisco Smart Corridor Expansion project for no additional cost. APPROVED
- 3.8 Review and approval of Resolution 25-67 authorizing the C/CAG Executive Director to execute Amendment No. 2 to the funding agreement with the City of Daly City and the Town of Colma, extending the term to December 31, 2026 for the construction phase of the Daly City/Colma Smart Corridor Expansion project for no additional cost. APPROVED
- 3.9 Review and approval of Resolution 25-68 authorizing the C/CAG Executive Director to execute Amendment No. 1 to the funding agreement with the City of Brisbane, extending

the term to December 31, 2026 for the construction phase of the Brisbane Smart Corridor Expansion project for no additional cost. APPROVED

3.10 Receive a copy of the Title VI Contract Extension between C/CAG and Evan Brooks Associates, adding no additional cost to the existing EBA Contract. INFORMATION

3.11 Review and approval of Resolution 25-69 authorizing a waiver of the Request for Proposals process and further authorizing the C/CAG Executive Director to execute an agreement with Kittelson & Associates in the amount not to exceed \$33,562 for technical assistance for the San Mateo Countywide Local Roadway Safety Plan waiving the RFP process due to specialized knowledge of countywide roadway safety planning. APPROVED

3.12 Review and approval of Resolution 25-70 authorizing the C/CAG Executive Director to execute a two-year funding agreement between C/CAG and the County of San Mateo County Sustainability Department for staff services to support the Regionally Integrated Climate Action Planning Support program in an amount not to exceed \$50,000 for calendar years 2026 and 2027. APPROVED

3.13 Review and approval of Resolution 25-72 authorizing the C/CAG Executive Director to execute Amendment No. 1 to the agreement with Shaw Yoder Antwih Schmelzer & Lang, Inc. for State Legislative Advocacy Services from January 1, 2026 through December 31, 2026 to add \$84,000 for a new not-to-exceed amount of \$336,000. APPROVED

Executive Director, Sean Charpentier noted that item 3.13, the one-year extension of the state advocacy contract with Shaw Yoder, was recommended for approval by the Legislative Committee.

Board Member Mates MOVED to approve the consent agenda items 3.1 through 3.13. Board Member Peterson SECONDED. **MOTION CARRIED 17-0-0**

4.0 REGULAR AGENDA

4.1 Open a public hearing on the draft update to the 2025 Congestion Management Program and continue the public hearing to December 11, 2025. APPROVED

C/CAG Staff Eva Gaye presented the draft 2025 CMP and described the required biennial update, the use of level of service (LOS) to monitor key roadways and intersections, and how the CMP informs transportation investment priorities.

Consultant Ruta Jariwala (TJKM) summarized key findings, noting that no CMP segments or intersections fall below adopted LOS standards after interregional exemptions, that weekend congestion is increasing at some locations, that US-101 express lanes show roughly 20% travel time savings over general-purpose lanes, and that transit ridership and bike/ped activity are recovering toward pre-pandemic levels.

Board members asked questions regarding Caltrain travel times and station utilization, the use of schedule data versus actual run times, and the roles of LOS and VMT metrics. Staff and the consultant responded that LOS is used for CMP monitoring, while VMT is primarily applied in CEQA analysis, and indicated they would coordinate with transit providers on additional data where feasible.

Public Comment:

One speaker, Mike Swire, commented on highway widening and express lane investments, questioned congestion outcomes in the general-purpose lanes, urged a stronger focus on VMT and GHG reduction, and requested a future discussion on VMT mitigation.

Board Member Ruddock MOVED to approve item 4.1 Board Member Gauthier SECONDED. A roll call vote was conducted, **MOTION CARRIED 17-0-0.**

- 4.2 Action on Compensation Adjustment for Executive Director and review and approval of Resolution 25-61 authorizing the C/CAG Chair to execute Amendment No. 4 to the agreement between C/CAG and Executive Director. APPROVED

Chair Rak provided the required Brown Act oral report: the proposed amendment to the Executive Director’s contract would set the salary at \$292,305.20, with no other changes to compensation or benefits.

No Board questions and no public comment were received.

Board Member Stevenson MOVED to approve item 4.2. Board Member Ruddock SECONDED. A roll call vote was conducted, **MOTION CARRIED 17-0-0.**

- 4.3 Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.) NO ACTION TAKEN

Mr. Charpentier provided the legislative update. He reported that the one-year extension of the Shaw Yoder contract was approved under the consent agenda. He also noted an informational item regarding a potential non-voting seat on the Legislative Committee for an MTC commissioner, which will return for action in December.

The update included a review of the 2024 legislative cycle, bills previously supported by C/CAG, and upcoming items to monitor, including SB 707 (Brown Act changes), AB 650 (RHNA process), and SB 79 (upzoning near transit). Potential new areas of focus include e-bike regulation and continued work related to SB 63 (Regional Transportation Measure). Staff also outlined upcoming federal and state budget request planning and expected key deadlines for the 2025 legislative session.

No Board questions and no public comment were received. No action was required.

5.0 **COMMITTEE REPORTS**

- 5.1 Chairperson’s Report – Chair Rak wished everyone an early Happy Thanksgiving.
- 5.2 Board Members Report/Communication – None.

6.0 **EXECUTIVE DIRECTOR’S REPORT**

Mr. Charpentier thanked the Board for its support during his performance evaluation.

He reported the following:

- Recruitment is underway for three expiring seats on the OneShoreline Board (central seat, coastal seat, and city-at-large). Letters of interest are due 5:00 p.m. on December 2nd.
- C/CAG is beginning a multimodal planning effort for El Camino Real between Millbrae and San Bruno, funded through a state earmark. A virtual community meeting will be held December 4th at 6:00 p.m.

Board members asked brief questions regarding coordination with Burlingame’s El Camino Real project; staff will follow up.

7.0 **COMMUNICATIONS** - Information Only

7.1 Written Communication – 17 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.

9.0 **ADJOURNMENT** – 8:05 p.m.

Next meeting is scheduled for December 11, 2025.

C/CAG AGENDA REPORT

Date: December 11, 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 25-73 determining that a proposed 8-story mixed-use residential/commercial project at 170 San Bruno Avenue, San Bruno, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International 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 25-73 determining that a proposed 8-story mixed-use residential/commercial project at 170 San Bruno Avenue, San Bruno, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, subject to the following conditions:

- *The City of San Bruno shall require that the residential units be sound insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources.*
- *Prior to issuance of a building permit, the property owner shall grant an avigation easement to the City and County of San Francisco for each subdivided residential unit within the proposed structure. The easement language shall be consistent with the sample included in the SFO ALUCP Appendix G.*
- *In accordance with Safety Compatibility Policy SP-2, the City of San Bruno shall condition any project approval to ensure future tenants of the commercial space comply with the Safety Compatibility Criteria for Safety Zone 3 as contained in Table IV-2 of the SFO ALUCP.*
- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Bruno an FAA “Determination of No Hazard”.*
- *The City of San Bruno shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.*

BACKGROUND

Project Description

The proposed project includes construction of an 8-story residential/commercial mixed-use development comprised of 910 sf ground floor retail space and 57 residential units on a 0.29-acre site at 170 San Bruno Avenue, at the intersection of Mill Street.

The subject project is located within Airport Influence Area B (AIA B), the “Project Referral” area, for San Francisco International Airport (SFO). California Government Code Section 65302.3 states that 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 (ALUCP). Since the City of San Bruno has not amended its General Plan and Zoning Ordinance to reflect the policies and requirements of the current SFO ALUCP all proposed development projects within AIA B are subject to ALUC review per PUC Section 21676.5(a) and SFO ALUCP Policy GP-10.1. In accordance with these requirements, the City of San Bruno has referred the subject development project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

ALUCP Consistency Evaluation

The SFO ALUCP contains policies and criteria to address four issues: (a) aircraft noise compatibility; (b) safety compatibility; (c) height of structures/airspace protection; and (d) real estate disclosure. The following sections describe the degree to which the project is compatible with each.

(a) Aircraft Noise Compatibility

The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP.

As shown on SFO ALUCP Exhibit IV-6, **Attachment 3**, the subject property lies within the bounds of the 65dB CNEL contour. Per SFO ALUCP Table IV-1, residential use is conditionally compatible within this noise contour subject to sound insulation requirements and provided an avigation easement is granted to the City and County of San Francisco. Accordingly, the following conditions are recommended:

- *The City of San Bruno shall require that the residential units be sound insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources.*
- *Prior to issuance of a building permit, the property owner shall grant an avigation easement to the City and County of San Francisco for each subdivided residential unit within the proposed structure. The easement language shall be consistent with the sample included in the SFO ALUCP Appendix G.*

Subject to these conditions, the proposed project would be consistent with the Noise Compatibility Policies of the SFO ALUCP.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on SFO ALUCP Exhibit IV-8, **Attachment 4**, the project site is located within Safety Zone 3, the Inner Turning Zone. Incompatible uses within this zone include Biosafety Level 3 and 4 facilities, children’s schools, large child day care centers, hospitals, nursing homes and stadiums and arenas. To ensure that the commercial space is not occupied by an incompatible use, the following condition is recommended:

- *In accordance with Safety Compatibility Policy SP-2, the City of San Bruno shall condition any project approval to ensure future tenants of the commercial space comply with the Safety Compatibility Criteria for Safety Zone 3 as contained in Table IV-2 of the SFO ALUCP.*

(c) *Height of Structures/Airspace Protection*

Structure Height

Pursuant to the SFO ALUCP Policy AP-3, the maximum height of a new building must be the lower of (1) the height shown on the critical aeronautical surfaces map or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

As proposed, the structure would be a maximum of 88’-8” above ground height, inclusive of any rooftop appurtenances. With a ground elevation of approximately 24 feet above mean sea level (MSL), the height of the project would therefore be about 113’ above MSL. As shown on **Attachment 5**, utilizing the SFO Online Airspace Tool, the critical aeronautical surface at the Project location is at an elevation of approximately 187 feet above MSL, so the project would be well below this height. However, SFO ALUCP Exhibit IV-11, **Attachment 6**, identifies that the Project is located in an area that requires FAA notification for structures between 30-65’ in height. Accordingly, 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 San Bruno an FAA “Determination of No Hazard”.*

Other Flight Hazards

Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per SFO ALUCP Policy AP-4, 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 an aircraft in flight
- Sources of electrical/electronic interference with aircraft communications/navigation equipment
- 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 present any unusual design features or characteristics that would conflict with air navigation and is therefore determined to comply with SFO ALUCP Policy AP-4.

(d) Real Estate Disclosure

The project site is located within the Airport Influence Area (AIA) of SFO, the real estate disclosure area. Pursuant to Policy IP-1, notification is required, prior to sale or lease of property located within the AIA, of the proximity of the airport and that therefore the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations.

To ensure consistency with this provision the following condition is proposed:

- *The City of San Bruno shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.*

Airport Land Use Committee – No meeting in November

Per State law, an ALUCP consistency determination must be rendered within 60 days of receipt of a complete application. Since the Airport Land Use Committee does not have a regularly scheduled meeting in either November or December due to holiday conflicts, this item has been forwarded directly to the Airport Land Use Commission (C/CAG Board) for action.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. Resolution 25-73

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 plan set excerpts
3. SFO ALUCP Exh. IV-6 – Noise Compatibility Zones
4. SFO ALUCP Exh. IV-8 –Safety Compatibility Zones
5. SFO Online Airspace Tool - iALP Readout
6. SFO ALUCP Exh. IV-11 – FAA Notification Form 7460-1 Area
7. Comment letter from SFO Planning and Environmental Affairs

RESOLUTION 25-73

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 MIXED-USE RESIDENTIAL/COMMERCIAL PROJECT AT 170 SAN BRUNO AVENUE, SAN BRUNO, IS CONDITIONALLY CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN FRANCISCO INTERNATIONAL 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, California Government Code Section 65302.3 states that 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 (ALUCP) and furthermore, per PUC Section 21676.5(a) and Policy GP-10.1 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), if a jurisdiction has not made its local plans consistent with the ALUCP all proposed development projects within AIA B may be subject to ALUC review; and

WHEREAS, the City of San Bruno has received an application for development of an 8-story residential/commercial mixed-use development at 170 San Bruno Avenue (the Project), which is located within Airport Influence Area B of San Francisco International Airport (SFO); and

WHEREAS, the Project was referred to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP; and

WHEREAS, three sets of airport/land use compatibility policies and criteria in the SFO ALUCP relate to the Project: (a) noise compatibility; (b) safety compatibility; and (c) airspace protection, as discussed below:

(a) Noise Compatibility – The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. Per SFO ALUCP Exhibit IV-6, the Project lies within the 65dB CNEL contour and, per SFO ALUCP Table IV-1, residential use is conditionally compatible within this noise contour subject to sound insulation requirements and provided an avigation easement is granted to the City and County of San Francisco. To ensure consistency with the noise policies, conditions have been included in Exhibit A, attached, addressing both sound insulation and avigation easement provisions.

(b) Safety Compatibility – The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. Per SFO ALUCP Exhibit IV-8, the Project site is located within Safety Zone 3, the Inner Turning Zone. Incompatible uses within this zone include Biosafety Level 3 and 4 facilities, children’s schools, large child day care centers, hospitals, nursing homes and stadiums and arenas. To ensure that the commercial space is not occupied by an incompatible use a condition is included in Exhibit A to require that any use comply with the with the Safety Compatibility Criteria for Safety Zone 3 as contained in Table IV-2 of the SFO ALUCP.

(c) Airspace Protection

1. Structure Height – Pursuant to SFO ALUCP Policy AP-3, the maximum height of a new building must be the lower of (1) the height shown on the SFO Critical Aeronautical Surfaces map or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

As proposed, the Project would be a maximum of 88’-6” above ground height, inclusive of any rooftop appurtenances. With a ground elevation of approximately 24 feet above mean sea level (MSL), the height would therefore be about 113’ above MSL. Utilizing the SFO Online Airspace Tool, the critical aeronautical surface at the Project location is at an elevation of approximately 187 feet above MSL, so the project would be well below critical airspace. However, as shown on SFO ALUCP Exhibit IV-11, the Project is located in an area that requires FAA notification for structures between 30-65’ in height, and a determination from the FAA that the project will not be a hazard to air navigation. In acknowledgement of this requirement, a condition is included in this consistency determination to require compliance,

2. Other Flight Hazards - Per SFO ALUCP Policy AP-4, certain land use characteristics are recognized as hazards to air navigation and projects need to be evaluated to ensure compatibility with FAA rules and regulations. The proposed project does not present any unusual design features or characteristics that would conflict with air navigation and is therefore determined to comply with SFO ALUCP Policy AP-4 ; and

WHEREAS, the Project site is located within the Airport Influence Area A (AIA A) of SFO, the real estate disclosure area. Pursuant to Policy IP-1, notification is required, prior to sale or lease of property located within the AIA, of the proximity of the airport and that the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations. This consistency determination includes a condition requiring compliance with the real estate disclosure requirements; and

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 Project is determined to be consistent with the applicable airport land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF DECEMBER 2025.

Adam Rak, Chair

Resolution 25-73 – Conditions of Consistency Determination:

1. The City of San Bruno shall require that the residential units be sound insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources.
2. Prior to issuance of a building permit, the property owner shall grant an avigation easement to the City and County of San Francisco for each subdivided residential unit within the proposed structure. The easement language shall be consistent with the sample included in the SFO ALUCP Appendix G.
3. In accordance with Safety Compatibility Policy SP-2, the City of San Bruno shall condition any project approval to ensure future tenants of the commercial space comply with the Safety Compatibility Criteria for Safety Zone 3 as contained in Table IV-2 of the SFO ALUCP.
4. Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Bruno an FAA “Determination of No Hazard”.
5. The City of San Bruno shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.

C/CAG AGENDA REPORT

Date: December 11, 2025

To: C/CAG Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and approval of the Finance Committee’s recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of September 30, 2025.

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

RECOMMENDATION

That the C/CAG Board review and approve the Finance Committee’s recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of September 30, 2025.

FISCAL IMPACT

Changes to the investment portfolio may impact the overall yield and risk profile for C/CAG investments, potentially resulting in higher or lower returns and associated risk exposure.

SOURCE OF FUNDS

C/CAG funds are held by the C/CAG Financial Agent (City of San Carlos) and invested in LAIF and the San Mateo County Investment Pool, in accordance with the Agency’s investment policy.

BACKGROUND

In accordance with the C/CAG Investment Policy adopted on September 10, 2020, the Finance Committee reviews the C/CAG investment portfolio on a quarterly basis. The policy states:

“The portfolio should be analyzed not less than quarterly by the C/CAG Finance Committee, and modified as appropriate periodically as recommended by the Finance Committee and approved by the C/CAG Board, to respond to changing circumstances in order to achieve the Safety of Principal.”

As of this date, the investment portfolio remains within the approved allocation parameters, originally established by the C/CAG Board on November 14, 2013:

Local Agency Investment Fund (LAIF)	50% to 70%
San Mateo County Investment Pool (COPOOL)	30% to 50%

In addition, per guidance from the Finance Committee on December 2, 2020 (approved by the Board on December 10, 2020), staff has continued to target a 60% allocation to the Local Agency Investment Fund (LAIF) and 40% to the San Mateo County Investment Pool (COPOOL), with adjustments based on prevailing interest rates.

The investment portfolio for the quarter ending September 30, 2025 is as follows:

Metric	LAIF	COPOOL
Net Interest Earning Rate	4.24%	3.854%
Average Life / Maturity	254 days (0.71 year)	2.62 years
Average Duration	N/A	2.36 years

The investment portfolio balances as of September 30, 2025, are presented below. For reference and comparison, the balances as of June 30, 2025, are also included.

	6/30/2025		9/30/2025	
	Amount	Percent	Amount	Percent
LAIF	\$17,564,681	60%	\$19,069,828	60%
COPOOL	\$11,705,457	40%	\$12,730,454	40%
Total	\$29,270,138	100%	\$31,800,282	100%

The Finance Committee last reviewed the portfolio on December 4, 2025, and recommended no changes, while advising continued monitoring of interest rates. While interest rates for both funds experienced slight decreases this quarter, the current portfolio continues to balance the priorities of principal safety, liquidity, and optimal yield, as outlined in the Investment Policy.

EQUITY IMPACTS AND CONSIDERATIONS

C/CAG's Investment Policy supports investment in authorized issuers that display adherence to strong environmental, social and governance (ESG) principles, including but not limited to, environmental sustainability, social and economic justice, and good corporate governance.

ATTACHMENTS

1. Quarterly Investment Report as of September 30, 2025 from San Carlos
2. Overview of Market and Investment Statements Quarter Ending September 30, 2025.

C/CAG
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
 Of San Mateo County

Board of Directors Agenda Report

To: Sean Charpentier, Executive Director
From: Paul Harris, Financial Services Manager
Date: December 4, 2025

SUBJECT: Quarterly Investment Report as of September 30, 2025

RECOMMENDATION:

It is recommended that the C/CAG Board review and accept the Quarterly Investment Report.

ANALYSIS:

The attached investment report (Attachment 1) indicates that on September 30, 2025, funds in the amount of \$31,800,282 were invested producing a weighted average yield of 4.09%. Of the total investment portfolio, 60.0% of funds were invested in the Local Agency Investment Fund (LAIF) and 40.0% in the San Mateo County Investment Pool (COPOOL). On December 2, 2020, the Finance Committee reviewed the investment portfolio and noted the increasing gap between the quarterly interest rate, net of administrative fees, of LAIF and the COPOOL, with LAIF lagging behind the COPOOL. The Finance Committee recommended no change to the investment portfolio, but guided Staff to target LAIF investments to 60% allocation and increase COPOOL investments to 40% allocation dependent upon the changes of the interest rate. These percentages are within the range specified by the C/CAG Board. The portfolio mix reflects the Board approved percentage invested in the County Investment Pool and LAIF. Accrued interest earnings for this quarter totaled \$339,235.

Below is a summary of the changes from the prior quarter:

	Qtr Ended 09/30/2025	Qtr Ended 06/30/2025	Increase (Decrease)
Total Portfolio	\$ 31,800,282	\$ 29,270,138	\$ 2,530,144
Weighted Average Yield	4.09%	4.18%	-0.09%
Accrued Interest Earnings	\$ 339,235	\$ 330,143	\$ 9,092

The portfolio balance increased by \$2.53 million at the end of the quarter compared to the previous quarter. This growth was primarily driven by the early payoff of the San Mateo County Express Lane – JPA loan at the beginning of Q1. Additionally, the timing of cash receipts, partially offset by expenditures related to Congestion Relief & Management, Measure M, and the Smart Corridor, contributed to the net increase. Although interest rates for both LAIF and the San Mateo County Pool were slightly lower than the prior quarter, the higher portfolio balance resulted in a small increase in accrued interest earnings.

Historical cash flow trends are compared to current cash flow requirements on an ongoing basis to ensure that C/CAG's investment portfolio will remain sufficiently liquid to meet all reasonably anticipated operating requirements. As of September 30, 2025, the portfolio

contains sufficient liquidity to meet the next six months of expected expenditures by C/CAG. All investments are in compliance with the Investment Policy. Attachment 2 shows a historical comparison of the portfolio for the past nine quarters.

The primary objective of the investment policy of C/CAG remains to be SAFETY OF PRINCIPAL. The permitted investments section of the investment policy also states:

Local Agency Investment Fund (LAIF) which is a State of California managed investment pool, and San Mateo County Investment pool, may be used up to the maximum permitted by California State Law. A review of the pool/fund is required when they are part of the list of authorized investments.

The Investment Advisory Committee has reviewed and approved the attached Investment Report.

Attachments

1 – Investment Portfolio Summary for the Quarter September 30, 2025

2 – Historical Summary of Investment Portfolio

CITY & COUNTY ASSOCIATION OF GOVERNMENTS
SUMMARY OF ALL INVESTMENTS
 For Quarter Ending September 30, 2025

Category	Quarterly Interest Rate**	Historical Book Value	% of Portfolio	GASB 31 ADJ Market Value
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Liquid Investments:

Local Agency Investment Fund (LAIF)	4.24%	19,069,828	60%	19,106,625
San Mateo County Investment Pool (COPOOL)	3.85%	12,730,454	40%	12,899,641

Agency Securities

none

Total - Investments	4.09%	31,800,282	100%	32,006,266
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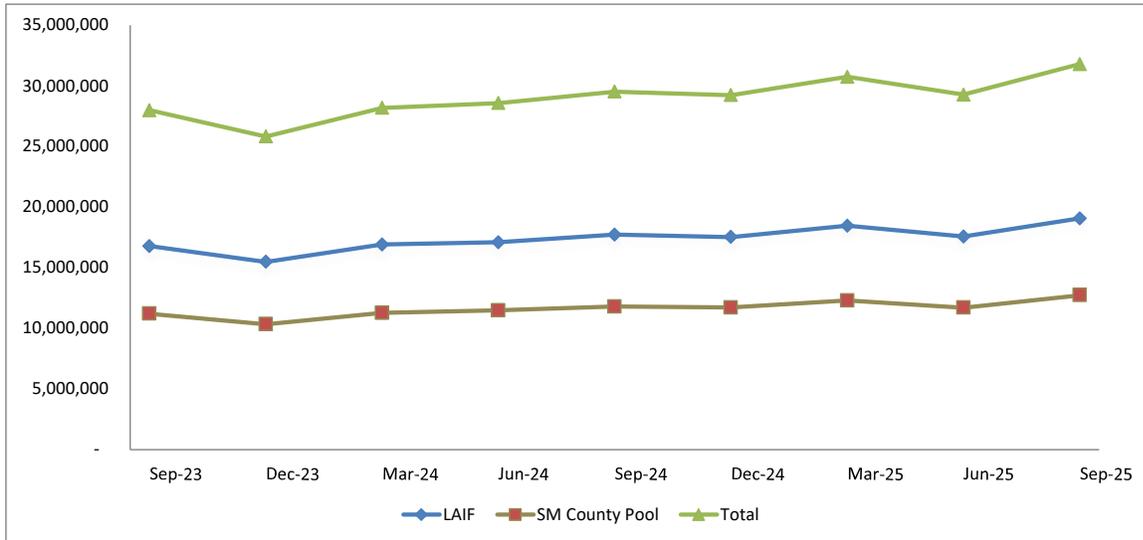
GRAND TOTAL OF PORTFOLIO	4.09%	\$ 31,800,282	100%	\$ 32,006,266
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Total Interest Earned This Quarter	339,235			
Total Interest Earned (Loss) Fiscal Year-to-Date	339,235			

Note: CCAG Board approved the following investment portfolio mix at its November 14, 2013 meeting:
 LAIF - 50% to 70%
 COPOOL - 30% to 50%
 On December 2, 2020, the Finance Committee reviewed the investment portfolio and noted the increasing gap between the quarterly interest rate, net of administrative fees, of LAIF and the COPOOL, with LAIF lagging behind the COPOOL. The Finance Committee recommended no change to the investment portfolio, but guided Staff to target LAIF investments to 60% allocation and increase COPOOL investments to 40% allocation dependent upon the changes of the interest rate.

*Difference in value between Historical Value and Market Value may be due to timing of purchase. Investments in the investment pools may have been purchased when interest rates were lower or higher than the end date of this report. As interest rates increase or decrease, the value of the investment pools will decrease or increase accordingly. However, interest rate fluctuations does not have any impact to CCAG's balance in the investment pools. The market values are presented as a reference only.
 **Presented net of administrative fees

City and County Association of Governments Historical Summary of Investment Portfolio September 30, 2025



Note: The chart type has been changed from Column to Line after receiving feedback from CCAG's Finance Committee

City/County Association of Governments Investment Portfolio

	Sep-23	Dec-23	Mar-24	Jun-24	Sep-24	Dec-24	Mar-25	Jun-25	Sep-25
LAIF	16,787,787	15,478,855	16,915,927	17,093,105	17,723,603	17,526,929	18,464,017	17,564,681	19,069,828
SM County Pool	11,204,132	10,341,684	11,267,828	11,485,218	11,799,618	11,706,841	12,288,882	11,705,457	12,730,454
Total	27,991,920	25,820,539	28,183,755	28,578,323	29,523,221	29,233,769	30,752,899	29,270,138	31,800,282

C/CAG Investment Portfolio Performance and Composition Q3 2025

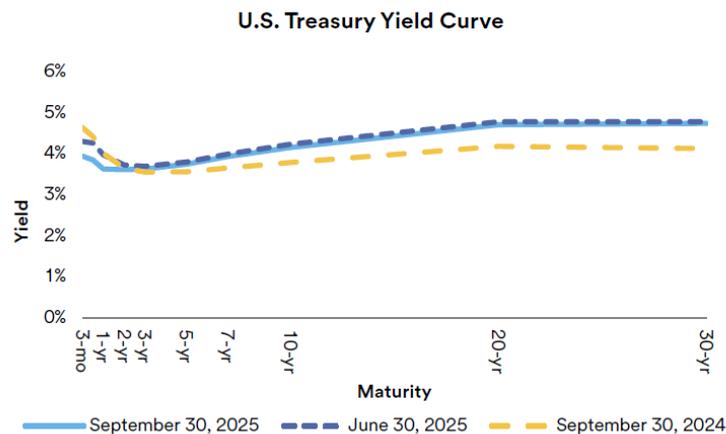
Report Created for Finance Committee December 4, 2025

Capital Markets Summary Q3 2025

During the third quarter of 2025, financial markets stabilized as uncertainty surrounding global trade policy eased and fears of a worst-case tariff outcome diminished. Despite continued pressure from elevated goods and services prices, consumer spending and business investment remained resilient. Labor market conditions softened, with job creation slowing and the unemployment rate rising to 4.3%, though layoffs remained limited. In September, the Federal Reserve initiated its first rate cut of the year, lowering the federal funds target range to 4.00%–4.25% in a “risk management” move reflecting increased concern over labor market conditions. Meanwhile, real GDP rebounded strongly in the second quarter to 3.8%, supported by improved trade and inventory dynamics and sustained household spending.

US Treasury Yield Curve & US Treasury Yields Over Time

U.S. Treasury yields declined across most of the curve during the third quarter, driven primarily by falling short-term rates as markets priced in additional Federal Reserve easing. Yields for maturities under one year fell by approximately 30–40 basis points, while longer-dated securities (3–30 years) experienced more modest declines. As of September 30, 2025, the 3-month, 2-year, and 5-year Treasury yields ended the quarter at 3.94%, 3.61%, and 3.74%, respectively. The 10- and 30-year yields declined to 4.15% and 4.73%. The yield curve steepened as short-end rates moved lower, and bond market volatility dropped to its lowest level in three years, contributing to positive returns across major Treasury indices.

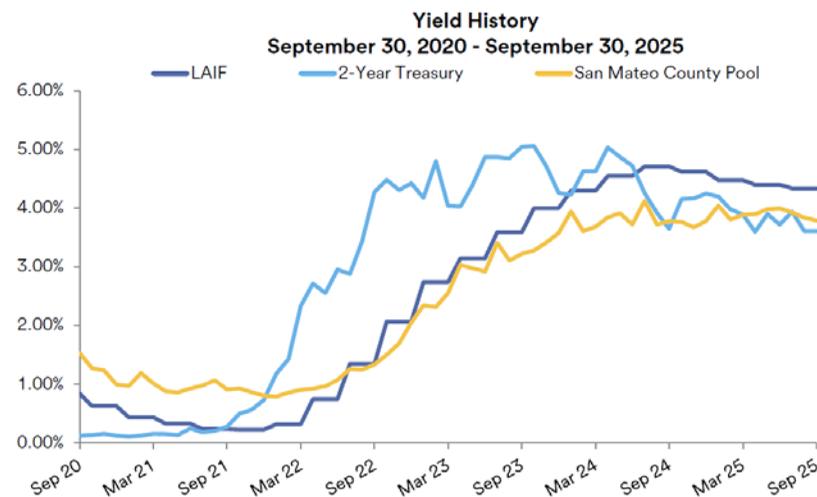


Source: PFM (Public Financial Management)

U.S. Treasury Yields

Maturity	Sep '25	Jun '25	Change over Quarter	Sep '24	Change over Year
3-Month	3.94%	4.30%	(0.36%)	4.63%	(0.69%)
1-Year	3.62%	3.97%	(0.35%)	4.01%	(0.39%)
2-Year	3.61%	3.72%	(0.11%)	3.64%	(0.03%)
5-Year	3.74%	3.80%	(0.06%)	3.56%	0.18%
10-Year	4.15%	4.23%	(0.08%)	3.78%	0.37%
30-Year	4.73%	4.78%	(0.05%)	4.12%	0.61%

Source: Bloomberg Finance L.P.



Source: PFM (Public Financial Management)

Portfolio Performance Q3 2025

The C/CAG investment portfolio performed steadily during the third quarter of 2025, remaining in full compliance with the agency's investment policy and approved allocation strategy. The gradual decline in monthly yields under the LAIF fund reflects broader market conditions, including the Federal Reserve's first rate cut of 2025 and easing short-term Treasury rates. Under the County Investment Pool program, despite softening yields, it continued to produce stable returns supported by diversified investments in U.S. Treasuries, Federal Agencies, Certificates of Deposit, Corporate Notes, and government instruments.

LAIF

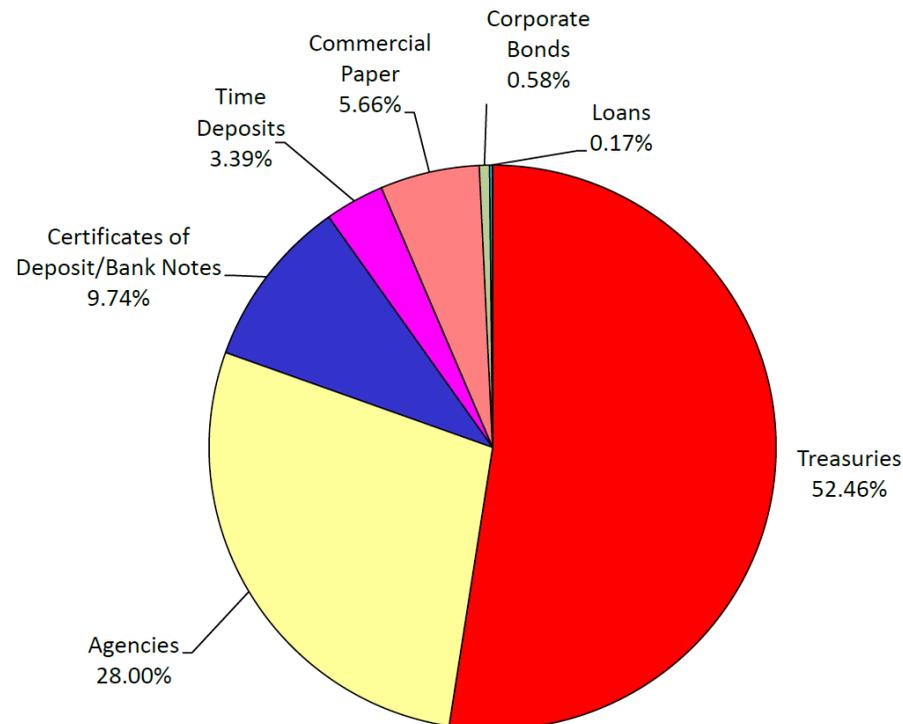
PMIA Average Monthly Effective Yields:

July 2025	4.258
August 2025	4.251
September 2025	4.212

PMIA Quarter to Date: 4.24%

PMIA Average Life: 254 days or 0.71 years

Portfolio Composition Pie Chart:



COPOOL

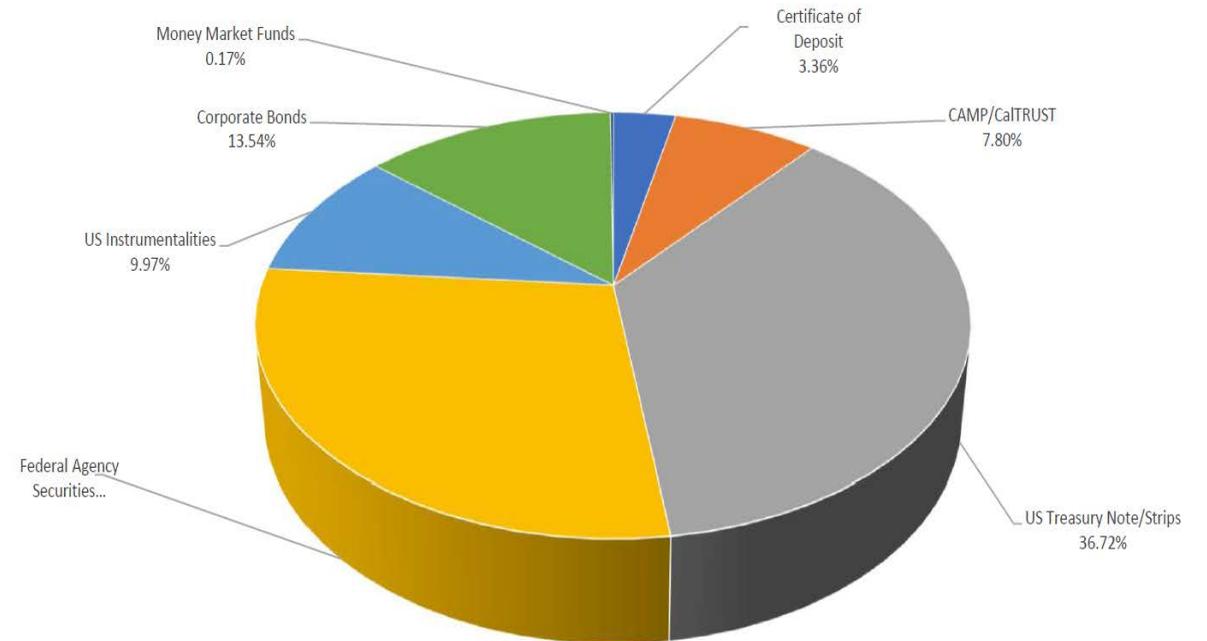
PMIA Average Monthly Effective Yields:

July 2025	3.926
August 2025	3.838
September 2025	3.792

PMIA Quarter to Date: 3.854%

PMIA Average Duration: 2.36 years

Portfolio Composition Pie Chart:



C/CAG AGENDA REPORT

Date: December 11, 2025

To: C/CAG Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and accept the C/CAG Financial Statements (Audit) for Fiscal Year Ended June 30, 2025.

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

RECOMMENDATION

That the C/CAG Board review and accept the C/CAG Financial Statements (Audit) for Fiscal Year Ended June 30, 2025.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Member assessments, parcel fee, motor vehicle fee (TFCA/ AB1546/ Measure M), grants from State/ Federal Transportation programs, and other grants.

BACKGROUND

An independent audit was performed on C/CAG's financial statements and the related notes to the financial statements for the year ended June 30, 2025. No issues were identified that required correction. The auditor issued an unmodified (clean) opinion that C/CAG's financial statements fairly present, in all material respects, the financial position of the governmental activities and each major fund as of June 30, 2025, as well as the changes in financial position for the year then ended, in accordance with generally accepted accounting principles in the United States of America.

The C/CAG Finance Committee received oral presentation and reviewed and accepted the audit at its December 4, 2025 meeting.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENT

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

1. C/CAG Financial Statements (Audit) for the Year Ended June 30, 2025

C/CAG AGENDA REPORT

Date: December 11, 2025

To: C/CAG Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and accept the C/CAG State Transportation Improvement Program (STIP) Planning, Programming & Monitoring Program (PPM) Final Project Expenditure Audit Report from July 1, 2024 through June 30, 2025.

(For further information contact Kaki Cheung at kcheung1@smc.gov.org)

RECOMMENDATION

That the C/CAG Board review and accept the C/CAG State Transportation Improvement Program (STIP) Planning, Programming & Monitoring Program (PPM) Final Project Expenditure Audit Report from July 1, 2024 through June 30, 2025.

FISCAL IMPACT

None.

SOURCE OF FUNDS

State Transportation Improvement Program (STIP) Planning, Programming & Monitoring (PPM) funds come from State transportation grant.

BACKGROUND

C/CAG received a State grant for Planning, Programming & Monitoring (PPM) fund from the State Transportation Improvement Program (STIP), in an amount of \$308,000 for fiscal year 2024/25. This grant was expended during the period from July 1, 2024 through June 30, 2025.

To comply with grantor's requirement, an independent audit was performed on this state grant. Final Project Expenditure Audit Report is shown in the attachment. No issues were identified that required correction.

The auditor expressed their opinion that the financial statements present fairly, in all material respects, the Final Project Expenditure Report as of June 30, 2025, and the respective changes in financial position for the period of July 1, 2024 through June 30, 2025, then ended in conformity with accounting principles generally accepted in the United States of America.

The C/CAG Finance Committee received oral presentation and reviewed and accepted the audit at its December 4, 2025 meeting.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENT

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

1. C/CAG State Transportation Improvement Program (STIP) Planning, Programming & Monitoring Program (PPM) Final Project Expenditure Audit Report from July 1, 2024 through June 30, 2025

C/CAG AGENDA REPORT

Date: December 11, 2025

To: C/CAG Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and accept the Measure M Fund Financial Statements (Audit) for the Year Ended June 30, 2025.

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

RECOMMENDATION

That the C/CAG Board review and accept the Measure M Fund Financial Statements (Audit) for the Year Ended June 30, 2025.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Dedicated motor vehicle fee.

BACKGROUND

On an annual basis, C/CAG conducts a separate independent audit on the Measure M Fund (\$10 vehicle registration fee). An audit report (Financial Statements) for the Measure M Funds for the year ended June 30, 2025 has been prepared. No issue was identified that require correction.

The auditor expressed their opinion that the Measure M financial statements present fairly, in all material respects, the respective financial position of the Measure M Fund, as of June 30, 2025, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

The C/CAG Finance Committee received oral presentation and reviewed and accepted the audit at its December 4, 2025 meeting.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENT

The following attachment is available on the C/CAG website (*See "Additional Agenda Materials" for*

the December 2025 Board Meeting) at: <https://ccag.ca.gov/committees/board-of-directors-2/>):

1. Measure M Fund Financial Statements (audit report) for Fiscal Year Ended June 30, 2025

C/CAG AGENDA REPORT

Date: December 11, 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 an agreement with Iteris, Inc. to provide system integration and develop incident response plans for the Northern Cities Smart Corridor Project in an amount not to exceed \$425,000.

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

RECOMMENDATION

That the C/CAG Board reviews and approves of Resolution 25-22 authorizing the C/CAG Executive Director to execute an agreement with Iteris, Inc. to provide system integration and develop incident response plans for the Northern Cities Smart Corridor Project in an amount not to exceed \$425,000.

FISCAL IMPACT

The agreement amount is \$425,000.

SOURCE OF FUNDS

Funding for this funding agreement comes from State Transportation Improvement Program (STIP), Local Measure M, Local Partnership Program (LPP) funds, and the San Mateo County Transportation Authority's Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) Program.

BACKGROUND

The San Mateo County Smart Corridor project has been a longstanding Agency priority. It is designed to improve mobility of local arterial streets by installing Intelligent Transportation System (ITS) equipment, such as an interconnected traffic signal system, close circuit television (CCTV) cameras, dynamic message signs, and vehicle detection system, on predefined designated local streets and state routes. The ITS infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities to address recurring and non-recurring traffic congestion. The segments between City of San Bruno at the northern limits to the Santa Clara County line in the City of East Palo Alto has been completed. 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 in 2026.

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 the California Department of Transportation (Caltrans). The Northern Cities segment is currently under construction.

The City of Daly City is leading construction of the segment located in Daly City and Colma, and the City of Brisbane is leading construction in its own city limit. Construction of the Daly City/Colma segment is expected to be completed this winter, and the Brisbane segment by spring 2026.

System integration and development of incident response plans are the final milestones for project completion. C/CAG is leading system integration and the incident response plan for the entire Northern Cities segment to ensure a seamless connection to the central San Mateo Smart Corridor hub. The Northern Cities segment, when completed and fully integrated, will interconnect with the South San Francisco and the existing southern cities segments from San Bruno southward to the County line in East Palo Alto.

Consultant Procurement

In accordance with the C/CAG adopted Procurement Policy, a Request for Qualifications (RFP) was released on September 29, 2025, seeking a consultant to provide system integration and develop incident response plans for the Northern Cities Smart Corridor. The RFP was distributed to more than 40 parties. The project scope includes integrating, configuring, testing, and verifying field devices, subsystems, and communications infrastructure to ensure seamless operations within the Caltrans District 4 Advanced Traffic Management System (ATMS) and Smart Corridor platforms. The scope also includes the development of an Incident Response Plan (IRP) for the Northern Cities segment and updating the existing response timing plans for the existing southern cities segments.

C/CAG received two proposals by the October 28, 2025 deadline. Proposers who submitted Statements of Qualifications include Iteris, Inc. and Kimley-Horn & Associates, Inc. A five-member evaluation panel consisting of representatives from the Northern Cities Smart Corridor project, South San Francisco Smart Corridor project, and Caltrans convened to review the proposals. The proposals were evaluated based on the following criteria: the firm's expertise and experience, project approach, project scope, and cost effectiveness.

The evaluation panel interviewed both firms. Following the evaluation, the panel recommended selecting Iteris, Inc. to provide system integration and develop incident response plans for the Northern Cities Smart Corridor Project.

Staff recommends that the C/CAG Board review and approve of Resolution 25-22 authorizing the C/CAG Executive Director to execute an agreement with Iteris, Inc. to provide system integration and develop incident response plans for the Northern Cities Smart Corridor Project in an amount not to exceed \$425,000.

EQUITY IMPACTS AND CONSIDERATIONS

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

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

a smartphone or internet access.

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

ATTACHMENTS

1. Resolution 25-22

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

2. Draft Agreement for the Northern Cities Smart Corridor System Integration and Incident Response Plan

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 AN AGREEMENT WITH ITERIS, INC. TO PROVIDE SYSTEM INTEGRATION AND DEVELOP INCIDENT RESPONSE PLANS FOR THE NORTHERN CITIES SMART CORRIDOR PROJECT IN AN AMOUNT NOT TO EXCEED \$425,000.

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

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

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

WHEREAS, System Integration and the development of incident response plans are the final milestones for project completion to ensure that the installed devices are connected to the San Mateo Smart Corridor hub and that Caltrans and local agencies can access the Smart Corridor network and manage traffic congestion; and

WHEREAS, C/CAG is leading System Integration and development of incident response plans for the Northern Cities segment; and

WHEREAS, in accordance with the C/CAG adopted Procurement Policy, a Request for Qualifications (RFP) was released on September 29, 2025, seeking a consultant to provide system integration and develop incident response plans for the project; and

WHEREAS, the evaluation panel consisting of representatives from the Northern Cities Smart Corridor project, South San Francisco Smart Corridor project, Caltrans, and C/CAG reviewed and ranked the proposals based on the following criteria: the firm’s expertise and experience, project approach, project scope, and cost effectiveness; and

WHEREAS, the panel has determined that Iteris, Inc. has the qualifications and experience to perform the work, and C/CAG desires to enter into a 1-year agreement with Iteris, Inc. to provide system integration and develop incident response plans for the Northern Cities Smart Corridor Project in an amount not to exceed \$425,000.

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 Iteris, Inc. to provide system integration and develop incident response plans for the Northern Cities Smart Corridor Project in an amount not to exceed \$425,000. 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 11TH DAY OF DECEMBER 2025.

Adam Rak, Chair

C/CAG AGENDA REPORT

Date: December 11, 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 Marjory Ruiz Hidalgo to the C/CAG RMCP Committee Utility seat.

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

RECOMMENDATION

That the C/CAG Board review and approve the appointment of Marjory Ruiz Hidalgo to the C/CAG RMCP Committee Utility seat.

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 seat for an elected official of City Councils and/or the San Mateo County Board of

Supervisors, and one vacant seat for a Utility on the C/CAG RMCP Committee currently. A recruitment letter for the vacant seats on RMCP was sent to all elected officials in San Mateo County on October 28, 2025, with a due date for letters of interest of November 5, 2025 by 5:00 P.M., and notice that, if the vacant seats are not filled, the recruitment will remain open until filled.

C/CAG staff received one letter of interest from Marjory Ruiz Hidalgo. Marjory Ruiz Hidalgo is a Senior Government Relations Representative at Pacific Gas and Electric Company.

Staff recommends that the C/CAG Board considers the appointment of Marjory Ruiz Hidalgo to the C/CAG RMCP Committee Utility seat.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. October 2025 RMCP Committee Roster
2. Letter of Interest – Marjory Ruiz Hidalgo

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

Resource Management and Climate Protection Committee (October 2025)	
Elected Officials (7)	
Donna Colson – <u>Committee Chair</u> Councilmember City of Burlingame dcolson@burlingame.org	Sue Beckmeyer Councilmember City of Pacifica sbeckmeyer@pacificagov.gov
Kaia Eakin Councilmember City of Redwood City keakin@redwoodcity.org	Ray Mueller County Supervisor – District 3 County of San Mateo SMC_SupMueller@smcgov.org
Betsy Nash Councilmember City of Menlo Park bnash@menlopark.gov	VACANT
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

(October 2025)

<u>Utility</u>	VACANT
<u>Nonprofit</u>	Alex Fernandez Chief Operating Officer Filoli Center afernandez@filoli.org
<u>Business/Chamber of Commerce</u>	Christina Donovan Senior Project Manager Saris Regis CDonovan@srgnc.com
<u>Environmental</u>	Sarah Hubbard Executive Director Sustainable San Mateo County shubbard@sustainablemateo.org



December 4, 2025

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

Dear Chair Colson, Mr. Charpentier, and RMCP Committee:

As PG&E's senior government relations representative for San Mateo County and the Peninsula, it would be my honor to serve on the Resource Management and Climate Protection (RMCP) Committee as the utility representative. I work closely with all 20 cities and the county on issues central to RMCP's mission, including undergrounding and right-of-way coordination, electrification planning, emergency preparedness, and climate-resilient infrastructure.

PG&E has been a long-standing partner to C/CAG through our support of the Energy Watch program, which advances local climate goals by helping cities, small businesses and community facilities reduce energy use. I look forward to continuing this collaboration and contributing to the committee's regional work.

Thank you for the opportunity to serve and to support RMCP's leadership on sustainability and climate protection.

Sincerely,
Marjory Ruiz Hidalgo
Senior Government Relations Representative
Pacific Gas and Electric Company

C/CAG AGENDA REPORT

Date: December 11, 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 25-75 authorizing the C/CAG Executive Director to execute an agreement between C/CAG and Ken Brown Strategic Consulting for federal advocacy consulting services for an amount not to exceed \$270,000 through December 31, 2027.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 25-75 authorizing the C/CAG Executive Director to execute an agreement between C/CAG and Ken Brown Strategic Consulting for federal advocacy consulting services for an amount not to exceed \$270,000 through December 31, 2027.

FISCAL IMPACT

The total cost of the two-year federal advocacy services contract is \$270,000. This amount includes \$194,880 for the monthly retainers in this period, and \$75,120 allocated for supplemental services and expenses, such as grant writing support and other activities necessary to advance the advocacy effort.

SOURCE OF FUNDS

Funding for the legislative advocacy consulting services will be provided through the General Fund and is included in the C/CAG Fiscal Year 2025–2026 budget. Funding for Fiscal Year 2026–2027 will be subject to approval as part of the agency’s annual budget process.

BACKGROUND

To support C/CAG in pursuing competitive federal funding opportunities and advancing the federal components of its annually adopted legislative priorities, staff is proposing to secure ongoing federal advocacy services. The consultant will assist C/CAG in proactively identifying, positioning for, and securing federal resources that benefit local and regional transportation, climate, and mobility initiatives.

Under this agreement, the consultant will provide direct federal representation and advocacy, maintain regular communication and engagement with the Bay Area Congressional delegation and federal agencies, and offer strategic guidance on grant pursuits. The consultant will also monitor emerging legislation and regulatory changes, coordinate federal meetings, and provide regular updates to C/CAG leadership and committees to ensure alignment with evolving federal opportunities.

Through these efforts, the federal advocate will enhance C/CAG’s visibility in Washington, DC and strengthen the agency’s ability to secure external revenue sources and advance policy objectives consistent with its mission. C/CAG’s federal lobbyist will focus on funding opportunities in sectors

related to C/CAG's programs.

Request for Proposal (RFP) Process

Consistent with C/CAG Procurement policies, a Request for Proposals was issued on October 1, 2025. The opportunity was widely distributed to 60 potential consultants and also posted on the C/CAG RFP/RFQ website. Proposals were due on October 22, 2025 and seven proposals were received by the deadline.

An evaluation panel consisting of four C/CAG staff reviewed and scored the seven (7) proposals from (in alphabetical order): Carpi & Clay, Inc., David Turch and Associates, HB Strategies, Ken Brown Strategic Consulting, Smith Garson, Inc., The Madison Group, and Winning Strategies Washington. A short list of firms was invited to participate in the interview process. Following the interviews, Ken Brown Strategic Consulting, along with sub-consultant Sustainable Strategies, were identified as the proposer best positioned to meet C/CAG's needs based on experience, approach, and proven success securing federal funding for public agencies. Staff are confident Ken Brown Consulting Services, will provide satisfactory federal advocacy services.

The proposed two-year agreement totals \$270,000, which consists of a fixed monthly retainer for the core advocacy services, and a separate allocation for supplemental support. The supplemental funding may be used for grant development or other activities that enhance C/CAG's federal funding competitiveness and will be authorized by the Executive Director on an as-needed basis.

The budget includes \$8,000 per month for 2026; \$8,240 per month for 2027 (a 3% annual escalation); \$10,000 for incidentals; and \$65,120 for grant writing services. The incidentals and grant writing services are utilized with written direction from C/CAG.

Staff recommends that the C/CAG Board review and approve Resolution 25-75 authorizing the C/CAG Executive Director to execute an agreement between C/CAG and Ken Brown Strategic Consulting for federal advocacy consulting services through December 31, 2027.

EQUITY IMPACTS AND CONSIDERATIONS

Through enhanced federal advocacy, C/CAG will strengthen its ability to secure competitive federal transportation, mobility, and climate infrastructure funding on behalf of all jurisdictions within San Mateo County. Increased federal investment enables the region to deliver projects that improve safety, expand mobility options, reduce greenhouse gas emissions, and enhance resilience—particularly in communities that have historically experienced underinvestment or disproportionate transportation burdens.

ATTACHMENTS

1. Resolution 25-75

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

2. Draft Agreement with Ken Brown Strategic Consulting

RESOLUTION 25-75

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AN AGREEMENT BETWEEN C/CAG AND KEN BROWN STRATEGIC CONSULTING FOR FEDERAL ADVOCACY CONSULTING SERVICES FOR AN AMOUNT NOT TO EXCEED \$270,000 THROUGH December 31, 2027

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

WHEREAS, the federal funding landscape continues to evolve, presenting opportunities for C/CAG to pursue external funding to support transportation, mobility, and climate initiatives benefitting San Mateo County; and

WHEREAS, C/CAG staff issued a Request for Proposals for Federal Advocacy Services on October 1, 2025, consistent with C/CAG Procurement Policy; and

WHEREAS, seven proposals were received by the deadline, and following a review, scoring and interviewing process, Ken Brown Consulting Services, with sub-consultant Sustainable Strategies, was determined to best meet the needs of C/CAG based on experience, qualifications, and demonstrated success in securing federal funding; and

WHEREAS, the agreement will provide core advocacy services and supplemental support authorized on an as needed basis to strengthen C/CAG's competitiveness or federal funding and advance annual legislative priorities.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Executive Director is authorized to execute an agreement between C/CAG and Ken Brown Strategic Consulting for federal advocacy consulting services for an amount not to exceed \$270,000 through December 31, 2027. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said amendment prior to its execution, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF DECEMBER 2025.

Adam Rak, Chair

C/CAG AGENDA REPORT

Date: December 11, 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 25-76 appointing Debbie Ruddock, City of Half Moon Bay, for the Coastal Region City/Town seat; Adam Rak, City of San Carlos, for the Central Region City/Town seat; and Marie Chuang, Town of Hillsborough, for the At-Large City/Town seat to the governing board of the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline).

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 25-76 appointing Debbie Ruddock, City of Half Moon Bay, for the Coastal Region City/Town seat; Adam Rak, City of San Carlos, for the Central Region City/Town seat; and Marie Chuang, Town of Hillsborough, for the At-Large City/Town seat to the governing board of the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline).

FISCAL IMPACT

None

SOURCE OF FUNDS

NA.

BACKGROUND

The C/CAG Board of Directors played a leadership role in the formation of OneShoreline, also known as the San Mateo County Flood and Sea Level Rise Resiliency District. In September 2019, the Governor signed AB 825 that modified the existing San Mateo County Flood Control District to establish OneShoreline.

OneShoreline's objectives are to address sea level rise, flooding, coastal erosion, and large-scale stormwater infrastructure improvements through integrated regional planning, design, permitting, project implementation, and long-term operations and maintenance to create a resilient "one shoreline" San Mateo County. In 2019, all 20 cities and San Mateo County approved resolutions of support and funding for OneShoreline during a start-up period of three

years. In November of 2024, OneShoreline requested funding commitments from the municipalities for an addition three years to support ongoing operations.

Key OneShoreline priorities include:

1. Continue to work with cities on key planning documents, and with developers to build resilience today.
2. Advance new multi-jurisdictional projects that connect and align substantial protection for neighboring jurisdictions.
3. Further the countywide Flood Early Warning System and create multi-jurisdictional Emergency Action Plans.
4. Develop long-term, stable funding to build regional resilience to multiple climate risks.
5. Ensure project financing reflects project benefits.

For more information, see the OneShoreline website at: <https://oneshoreline.org/>

As detailed in the authorizing legislation, the OneShoreline Board of Directors consists of seven seats, including five regional geographic representatives (four City Council representatives from the north, central, south, and coastal regions and one County Board of Supervisors representative from the coastal district) and two at-large seats designated for one City Council member and one County Supervisor from any area of the county.

Pursuant to Assembly Bill 825, the C/CAG Board of Directors appoints all five of the city seats. To accomplish staggered Board member terms, AB 825 established four-year terms for most seats, except for two-year initial terms for the City Council At-Large, Central Region, and Coast Region seats; as well as the County Supervisor At-Large seat. The current roster is included as Attachment 1.

Recruitment Process

At the October 16, 2025 Special Meeting, the C/CAG Board of Directors received a presentation on the draft recruitment package and schedule. C/CAG staff sent a recruitment letter to all local elected officials on October 24, 2025. See Attachment 4 for the recruitment letter. The deadline for submitting a Candidacy form and a Letter of interest was 5pm on December 2nd. C/CAG staff received the following candidacy forms/letters of interest:

Coastal Region City/Town Seat:

1. Debbie Ruddock, City of Half Moon Bay

Central Region City/Town Seat:

2. Adam Rak, City of San Carlos

At-Large City/Town Seat:

1. Marie Chuang, Town of Hillsborough

Attachment 3 includes the submitted Letters of Interest and Candidacy Forms.

C/CAG staff recommends the C/CAG Board review and approve of Resolution 25-76 appointing Debbie Ruddock, City of Half Moon Bay, for the Coastal Region City/Town seat; Adam Rak, City of San Carlos, for the Central Region City/Town sea; and Marie Chuang, Town of Hillsborough, for the At-Large City/Town seat to the governing board of the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline).

ATTACHMENTS

1. Current Roster (see below)
2. Resolution 25-76
3. Letters of Interest/Candidacy Forms
4. Recruitment Package (*See “Additional Agenda Materials” for the December 2025 Board Meeting*) at: <https://ccag.ca.gov/committees/board-of-directors-2/>):

Attachment 1: Current Roster

Seat	Representative	Appointing Agency	Appointed	Term Expires
City Council Southern Region	Kaia Eakin, City of Redwood City	C/CAG	12/12/2024 (filling vacancy for term from 2023-2027)	12/31/2027
City Council Northern Region	Donna Colson, City of Burlingame	C/CAG	06/13/2019 (term beginning 01/01/2020) – reappointed 12/14/2023)	12/31/2027
City Council Central Region	Adam Rak, City of San Carlos	C/CAG	1/12/2023 (filling vacancy for term from 2021-2025)	12/31/2025
City Council Coastal Region	Debbie Ruddock, City of Half Moon Bay	C/CAG	12/09/2021	12/31/2025
City Council At Large	Marie Chuang, Hillsborough	C/CAG	12/09/2021	12/31/2025
County Supervisor Coastal	Ray Mueller, District 3	County Board of Supervisors	Appointed by County Board of Supervisors	
County Supervisor At-Large	Lisa Gauthier, District 1	County Board of Supervisors	Appointed by County Board of Supervisors	

RESOLUTION 25-76

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY APPOINTING THE CITY/TOWN COASTAL, CENTRAL AND AT-LARGE GOVERNING BOARD MEMBERS FOR THE FLOOD AND SEA LEVEL RISE RESILIENCY DISTRICT (ONESHORELINE).

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

WHEREAS, the C/CAG Board previously approved Resolution 19-01 endorsing the proposal for the San Mateo County Flood and Sea Level Rise Resiliency District; and

WHEREAS, in September 2019, the State of California approved AB 825 that created the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline); and

WHEREAS, AB 825 created a new seven-member governing board that includes five city/town council seats to be appointed by C/CAG; and

WHEREAS, four of the city/town seats are geographically based and one is at-large; and

WHEREAS, C/CAG previously approved Resolution 19-15 defining the geographic boundaries for the At-Large (open to all cities/towns), Northern (Brisbane, Colma, South San Francisco, San Bruno, Millbrae, Burlingame), Central (Hillsborough, San Mateo, Foster City, Belmont, San Carlos), Southern (Redwood City, Menlo Park, East Palo Alto, Atherton, Woodside, Portola Valley), and Coastal (Daly City, Pacifica, Half Moon Bay) seats for the governing board; and

WHEREAS, at its October 16, 2025 Board meeting, the C/CAG Board of Directors received information on C/CAG's recruitment for the Coastal, Central, and At-Large City/Town seats, which will be vacant on December 31, 2025, and C/CAG staff subsequently distributed the recruitment package to all City Councilmembers in San Mateo County; and

NOW THEREFORE BE IT RESOLVED, the Board of Directors of the City/County Association of Governments of San Mateo County hereby appoints the candidates named in Exhibit A for the Coastal, Central, and At-Large City/Town seats on the governing board for the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline).

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF DECEMBER 2025.

Adam Rak, Chair

Exhibit A – Appointed Candidate

Exhibit A to Resolution 25-76

C/CAG-Appointed Members to the Governing Board of the
San Mateo County Flood and Sea Level Rise Resiliency District

Appointed at the December 11, 2025 C/CAG Board meeting

Coastal Member:

Debbie Ruddock, City of Half Moon Bay

Central Member:

Adam Rak, City of San Carlos

At-Large Member:

Marie Chuang, Town of Hillsborough

Attachment 1: Candidacy Form

**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*

Date: 11/09/2025

I, Delgorah Lyddock, am hereby submitting my candidacy for the
(Please print name)

following seat on OneShoreline (Flood and Sea Level Rise Resiliency District). Choose one seat only.

Central (Hillsborough, City of San Mateo, Foster City, Belmont, San Carlos)

Coastal (Daly City, Pacifica, Half Moon Bay)

At-Large (Any incorporated City/Town in San Mateo County)


Signature

Attachment: Letter of Interest



THE CITY OF
HALF MOON BAY
CALIFORNIA

Sean Charpentier

C/CAG Executive Director

SMCo City/County Association of Governments

scharpentier@smcgov.org

RE: OneShoreline Appointment – Coastal Seat

Dear Mr. Charpentier:

I am seeking reappointment as the coastal representative on the OneShoreline Board of Directors. I currently serve as board chair, and I served the previous four years as vice-chair.

I bring to the OneShoreline board more than 30 years of coastal zone management experience as a Half Moon Bay council member and mayor and as a grants manager and legislative liaison/analyst with State Coastal Conservancy. I also have served as an alternate on the California Coastal Commission. My work at the Coastal Conservancy familiarized me with both open coast and SF Bay shoreline issues, and it developed my skills in grants management and collaborative decision-making.

I would like to continue to add value to the exciting work of OneShoreline staff and board, including the completion of the several complex multi-jurisdictional climate and sea level rise adaptation projects now underway, and the development of climate-resilient land planning guidance for public infrastructure.

I am always open to hearing and learning from my colleagues and the public, whether in my capacity as a member of the C/CAG board or as a OneShoreline board member. I can be reached at my mobile number of (650) 533-7497 or at DRuddock@halfmoonbay.gov.

Sincerely,

Debbie Ruddock

Vice Mayor, City of Half Moon Bay

Office of the City Council

501 Main Street, Half Moon Bay, CA 94019 650 726 8250 www.hmbcity.com

Attachment 1: Candidacy Form

**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*

Date: 12/01/2025

I, Adam Rak, am hereby submitting my candidacy for the
(Please print name)

following seat on OneShoreline (Flood and Sea Level Rise Resiliency District). Choose one seat only.

Central (Hillsborough, City of San Mateo, Foster City, Belmont, San Carlos)

Coastal (Daly City, Pacifica, Half Moon Bay)

At-Large (Any incorporated City/Town in San Mateo County)


Signature

Attachment: *Letter of Interest*



Sean Charpentier
Executive Director
C/CAG
555 County Center, 5th Floor
Redwood City, CA 94063

December 1, 2025

RE: Appointment to the One Shoreline Central Region position.

Dear Mr. Charpentier:

I am writing to express my strong interest in continuing in the position of Central Region Representative on the San Mateo County Flood and Sea Level Rise Resiliency District Board (One Shoreline) and to respectfully ask for your consideration.

I have actively served in the role since 2023 filling the vacancy left by Assemblymember Diane Papan. As we all know, addressing our County's risk around flood and sea level rise is crucial. I am deeply committed to continuing to work with my fellow board members and the One Shoreline team to tackle our common emerging challenges in the fight to protect our county.

There are many urgent needs throughout our the county such as levee and creek improvements, adding more early warning systems and providing critical technical support on projects. Water does not follow city boundaries and what we do in one area can affect others.

In San Carlos I have worked to mitigate the impact of stormwater, by improving our pump stations, cleaning our creeks and adding bio swales for example. As we prepare for significant commercial growth, I have strongly advocated for long-term solutions to protect our creeks and the surrounding areas from flooding, including the enhancement or expansion of buffer zones.

I have served on the C/CAG board for the past seven years, including as the current Chair. I also serve on the C/CAG legislative and finance committees. I've worked closely with C/CAG members on stormwater issues that we've tackled as a board, and believe this experience makes me a better One Shoreline Board member. I have also worked on the legislative and long term planning subcommittees at One Shoreline leveraging my C/CAG experience. One Shoreline does not have a countywide dedicated funding stream and has relied on grants and the generous support of the county and cities. Attaining long term financial sustainability is a priority for me and the organization to ensure that we can continue the important work that is happening.

I am committed to bringing my ideas, time and energy to finding solutions to the challenges we all face, and respectfully ask for the support of the C/CAG board in electing me to this important position. Thank you for your consideration of my application. If you have any questions, please feel free to contact me at arak@cityofsancarlos.org or 650-766-1833.

Sincerely,

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

Adam Rak
San Carlos City Council Member

Attachment 1: Candidacy Form

**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*

Date: 11/26/2025

I, Marie Chuang, am hereby submitting my candidacy for the
(Please print name)

following seat on OneShoreline (Flood and Sea Level Rise Resiliency District). Choose one seat only.

 Central (Hillsborough, City of San Mateo, Foster City, Belmont, San Carlos)

 Coastal (Daly City, Pacifica, Half Moon Bay)

 X **At-Large** (Any incorporated City/Town in San Mateo County)

Marie Chuang

Signature

Attachment: Letter of Interest



TOWN OF HILLSBOROUGH
California

November 26, 2025

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

Via e-mail to: scharpentier@smcgov.org

Re: Application for Re-Appointment to the At-Large Seat on the OneShoreline Board

Dear Mr. Charpentier:

I respectfully submit my application for re-appointment to the At-Large seat on the OneShoreline Board. Serving on the Board has allowed me to help advance essential flood, sea level rise, and climate resiliency efforts throughout San Mateo County. I remain deeply committed to continuing this work and strengthening the partnerships that make these achievements possible.

Recent Contributions

- **Infrastructure and Project Delivery:** Supported the Bayfront Canal and Atherton Channel project through construction and post-construction monitoring. This project has already reduced flooding impacts in several jurisdictions.
- **Colma Creek Resilience Planning:** Helped move the Colma Creek effort forward by supporting the development of a strong planning and design framework, including environmental review and community engagement.
- **Bayside Creek Maintenance:** Backed the program that restores capacity in creeks from San Bruno to Belmont, reducing local flooding and extending the usefulness of existing infrastructure.
- **Resilient Infrastructure Guidance:** Encouraged adoption of OneShoreline's guidance to help cities incorporate climate adaptation into planning, permitting, and capital improvement programs.
- **Monitoring and Early Warning:** Supported the growth of the countywide flood and tide gauge network, which improves real-time response and long-term modeling.
- **Community Reporting Tools:** Promoted the launch of ISeeChange so residents can document flooding and other climate impacts to inform planning and advocacy.

Fiscal and Intergovernmental Work

- Supported budget amendments and agreements that strengthen long-term maintenance and operations of flood zones.
- Worked with partner jurisdictions to help secure multi-year operating funds for the District, ensuring stability and continuity.

Why My Continued Service Is Valuable

- My experience allows me to represent perspectives that are vital to the future of regional resilience.
- Advocacy for Hill Cities and Hill Neighborhoods: Climate impacts extend far inland. Many jurisdictions in our county have both shoreline and upland areas, and the needs of residents who live away from the Bay must remain part of regional decision-making. As a representative from Hillsborough, I bring forward the concerns and strengths of these communities.
- Experience in Fire and Emergency Services: My service on the Central County Fire Governing Board and the County's Emergency Service Council, along with my long-standing work in wildfire preparedness, aligns with OneShoreline's exploration of the relationship between wildfire, stormwater systems, and climate threats. This perspective is increasingly important as the District evaluates a potential countywide ballot measure.
- Collaborative Leadership: I have a strong record of listening to residents and working constructively with cities, county departments, and regional partners. I seek practical solutions, and I support staff by helping build consensus and trust across jurisdictions.

If re-appointed, I will continue to serve with dedication and focus, and will work to ensure that every community in San Mateo County benefits from the important work of OneShoreline.

Thank you for your consideration. I welcome the opportunity to continue contributing to this essential regional effort.

Sincerely,



Marie Chuang
Councilmember, Town of Hillsborough

C/CAG AGENDA REPORT

Date: December 11, 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 25-78 adding a Non-Voting Seat for a MTC Commissioner from San Mateo County to the Legislative Committee Roster.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve 25-78 adding a Non-Voting Seat for a MTC Commissioner from San Mateo County to the Legislative Committee roster.

FISCAL IMPACT

None

BACKGROUND

The C/CAG Board established the C/CAG Legislative Committee in its update to the C/CAG bylaws on September 12, 2013. Prior to that time, legislative matters were discussed, and decisions taken at the C/CAG Board. The C/CAG bylaws do not designate the makeup of the C/CAG Legislative Committee. Historically, the Committee has been composed of 10 elected officials from San Mateo County, with two members being the Chair and Vice Chair of the C/CAG Board.

The Legislative Committee provides advice and recommendations to the full C/CAG Board on all matters dealing with State legislation, ballot measures, and positions to take on specific bills. During the active legislative year (January through August) the Committee monitors bills of potential interest to C/CAG and member agencies and selects those to be tracked. The Committee then recommends positions on bills for consideration by the full C/CAG Board and acts as the liaison with C/CAG's State and federal legislative lobbyists.

In 2024, the C/CAG Board of Directors approved resolution 24-79 that included two changes to the Legislative Committee:

1. Allowing current Legislative Committee members to serve on the committee through the end of the Calendar year, even if their term as an elected official ended in November or early December. This was included as an option to ensure that there could be a quorum during a December meeting if members were no longer elected officials.
2. To allow for a 1-year appointment for a Legislative Committee member who ceases to be an elected official, but still represents San Mateo County on a regional body that is relevant to C/CAG's mission.

Upon adoption, the C/CAG Board appointed Gina Papan, the MTC Commissioner representing the Cities in San Mateo County, to a one-year term.

At the November 13, 2025 C/CAG Legislative Committee meeting, staff presented a recommendation that would allow the C/CAG Board, at its discretion, to appoint one of the MTC Commissioners to the C/CAG Legislative Committee in a non voting capacity.

ANALYSIS

Over the past several years, there has been a growing need for alignment between local and regional legislative advocacy, particularly in preparation for major regional funding measures such as SB 63 and potential housing-related initiatives. Closer coordination with MTC will allow C/CAG to more effectively represent San Mateo County's interests in regional discussions, strengthen relationships with partner agencies, and ensure that local priorities are reflected in regional policy development. Therefore, staff recommends updating the composition of the Legislative Committee to include an MTC Commissioner. This change is intended to enhance coordination on regional legislative priorities while maintaining the Committee's current voting membership structure.

Staff proposes the following amendment:

- a) Delete the provision allowing a one-year appointment of a member of a Regional Body who is no longer an elected official.
- b) Add a non-voting seat for one of the San Mateo County MTC Commissioners, subject to appointment by the C/CAG Board of Directors upon recommendation or interest. This seat would not count towards quorum, and could not serve as Chair or Vice Chair.

Removing the provision of a one-year appointment provides a more flexible and adaptable structure for regional coordination rather than a temporary exception. This structure improves continuity and transparency in committee membership. This approach also preserves the existing 10-member voting structure while adding a formal mechanism for regional coordination through a MTC Commissioner's participation. There is precedent for this in that the Congestion Management and Environmental Quality Committee (CMEQ) currently has a seat for one San Mateo County MTC Commissioner.

Since the November 11, 2025 Legislative Committee, staff have added proposed language (highlighted in grey on Attachment 1) that would specify that the position would not be eligible to serve as the Chair or the Vice Chair of the Legislative Committee.

Attachment 1 has a redlined version of the proposed changes.

San Mateo County has two MTC Commissioners:

1. San Mateo County Chair David Canepa who represents the County. This seat is appointed by the County Board of Supervisors.
2. Gina Papan, former City of Millbrae City Councilmember, who represents the Cities of San Mateo County. This seat is appointed by the San Mateo County City Selection Committee, which is comprised of Mayors of all 20 incorporated cities/towns in San Mateo County.

Both MTC Commissioners were informed of this proposal prior to the November 13, 2025 Legislative Committee meeting.

Attachment 2 has a table with the current Legislative Committee roster and the proposed changes.

There are multiple potential permutations that can accommodate this change.

1. One or both MTC Commissioners are already on the C/CAG Board of Directors, and that one or both would like to participate in the Legislative Committee.
2. None of the MTC Commissioners might be on the C/CAG Board of Directors, and one of them would like to participate in the C/CAG Legislative Committee.

Resolution 25-78 is included as Item 3.11 on the December 11, 2025 C/CAG Board of Directors Consent agenda, pending recommendation by the Legislative Committee.

MTC Commissioner Gina Papan, who represents the Cities in San Mateo County, submitted a letter of interest to be appointed to this position, if approved by the C/CAG Board of Directors. The Letter of Interest is included as Item 3.12 on the on the December 11, 2025 C/CAG Board of Directors Consent agenda.

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. Redlined Resolution 25-78
2. Table 1: Legislative Committee Membership

RESOLUTION 25-78

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY SPECIFYING THE MEMBERSHIP REQUIREMENTS FOR THE LEGISLATIVE COMMITTEE

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

WHEREAS, the C/CAG Board established the C/CAG Legislative Committee in its update to the C/CAG bylaws on September 12, 2013; and

WHEREAS, the C/CAG Legislative Committee provides advice and recommendations to the full C/CAG Board on all matters dealing with State legislation, ballot measures, and positions to take on specific bills during the active legislative year; and

WHEREAS, each calendar year, as the legislative session draws to a close and readiness for the next legislative session begins, C/CAG staff desire to establish continuity of participation in the Legislative Committee between State legislative sessions, while city council and supervisorial terms across San Mateo County may end; and

WHEREAS, C/CAG staff recommend, to support continuity for the C/CAG legislative cycle, that that the Legislative Committee continue to be comprised of eight elected officials from San Mateo County, and the C/CAG Chair and Vice Chair, for a total of ten Committee members, and that existing Legislative Committee members may continue to serve through the end of a calendar year in which they cease holding elective office; and

WHEREAS, C/CAG staff further recommend that, notwithstanding the foregoing, the Board of Directors may appoint a MTC Commissioner from San Mateo County to a non--voting seat on the Legislative Committee to facilitate communication and coordination on regional matters.

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

1. The Legislative Committee shall be comprised of 100 voting members, including the C/CAG Chair and Vice Chair, who shall be San Mateo County local elected officials (City/Town Councilmembers or County Supervisors), subject to the exceptions in numbers ~~2 and 3~~ below.
2. Legislative Committee members may continue to serve through the end of a calendar year in which they cease holding elected office.
- ~~3. If a Legislative Committee member ceases to hold local elected office and continues to represent San Mateo County or the San Mateo County cities on a regional body integral to C/CAG's mission, the C/CAG Board of Directors may appoint that member to the C/CAG Legislative Committee, at the Board of Director's sole discretion, if the Board of Directors finds that such appointment is desirable for advancing C/CAG's policy goals. Any member of the Legislative Committee appointed pursuant to this authority shall serve one one-year~~

~~term at the Board of Director's discretion.~~

~~4. The Board of Directors, may, at its sole discretion, appoint an MTC Commissioner that represents either San Mateo County or the Cities of San Mateo as a non-voting member. This non-voting position is in addition to the voting members, does not count towards quorum, and cannot serve as the either the Chair or the Vice Chair of the Legislative Committee.~~

PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF DECEMBER 2025.

Adam Rak, Chair

Table 1: Proposed Changes

	Current		Option 1: Staff Proposal (1)	
TYPE	Seats	Member	Seats	Member
Voting	1	Elizabeth Lewis	1	No Change
Voting	1	Eddie Flores	1	No Change
Voting	1	Andrea Pappajohn	1	No Change
Voting	1	Stacey Jimenez (Committee Vice Chair)	1	No Change
Voting	1	Anders Fung	1	No Change
Voting	1	Lisa Gauthier	1	No Change
Voting	1	Greg Wright	1	No Change
Voting	1	Michael Salazar (C/CAG Vice Chair)	1	No Change
Voting	1	Adam Rak (C/CAG Chair)	1	No Change
Voting	1	Gina Papan (Committee Chair)	1	Vacant
Non	0	MTC	1	Vacant (2)
Total Seats	10		11	

(1) Assumes no other changes.

(2) Gina Papan has requested reappointment.

C/CAG AGENDA REPORT

Date: December 11, 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 Gina Papan to the MTC Commissioner seat on the Legislative Committee.

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

RECOMMENDATION

That the C/CAG Board review and approve appointment of Gina Papan to the MTC Commissioner seat on the Legislative Committee.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not Applicable.

BACKGROUND

Legislative Committee:

The C/CAG Legislative Committee provides advice and recommendations to the full C/CAG Board on all matters dealing with State legislation, ballot measures, and positions to take on specific bills. During the active legislative year (January through August) the Committee monitors bills of potential interest to C/CAG member agencies and selects those to be tracked. The Committee then recommends positions on bills for consideration by the full C/CAG Board and acts as the liaison with C/CAG's legislative lobbyist and makes recommendations to the C/CAG Board for bills to be referred to the lobbyist for action. On issues of highest priority, the committee may direct staff to seek one or more legislative delegates to sponsor a bill that provides countywide benefit and aligns with C/CAG's adopted legislative policies. The Legislative Committee also works with staff and C/CAG's Federal Legislative Advocate to track federal policies and funding opportunities for C/CAG projects. The Committee meets on the second Thursday of each month from 5:30 p.m. to 6:30 p.m., most months, right before the C/CAG Board meeting at the SamTrans building, Second Floor Auditorium (1250 San Carlos Ave., San Carlos, CA 94070).

In a separate item consent agenda item number #3.11 on the December 11, 2025 agenda, staff recommend adding a non-voting seat for a MTC Commissioner. Gina Papan has submitted a letter of interest in being appointed.

Staff recommends that the C/CAG Board review and approve the appointment of Gina Papan to the

MTC Commissioner seat on the Legislative Committee.

ATTACHMENTS

1. December 2025 Legislative Committee Roster
2. Letter of Interest – Gina Papan, MTC Commissioner

Legislative Committee Roster - December 2025

Appointed Committee Members:	Representing:
Adam Rak – C/CAG Chair	City of San Carlos
Michael Salazar – C/CAG Vice Chair	City of San Bruno
Gina Papan - Committee Chair	City of Millbrae
Stacey Jimenez – Committee Vice Chair	City of Foster City
Andrea Pappajohn	City of San Bruno
Anders Fung	City of Millbrae
Eddie Flores	City of South San Francisco
Elizabeth Lewis	Town of Atherton
Greg Wright	City of Pacifica
Lisa Gauthier	East Palo Alto

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



Sue Noack, Chair
Cities of Contra Costa County

December 5, 2025

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

Chair Adam Rak and C/CAG Board of Directors
Via E-MAIL to Executive Director Sean Charpentier

Margaret Abe-Koga
Santa Clara County

Eddie Abn
San Francisco Bay Conservation
and Development Commission

RE: Appointment to C/CAG Legislative Committee

David Ambuehl
California State
Transportation Agency

Dear Chair Rak and C/CAG Directors:

Candace Andersen
Contra Costa County

Marilyn Eazy Ascraft
Cities of Alameda County

I am seeking reappointment/appointment to the C/CAG Legislative Committee. I have served nine years on the C/CAG Leg. Committee and currently act as the Chair of the Leg. Committee. I am also greatly honored and privileged to serve the twenty cities in San Mateo County as their Metropolitan Transportation Commissioner (MTC) for another year.

Pat Burt
Cities of Santa Clara County

David Canepa
San Mateo County

During the past year, as your MTC Commissioner and a member of the C/CAG Leg. Committee, I have worked closely with C/CAG leadership, C/CAG's Executive Director, and members of the C/CAG Leg Committee advocating for our cities locally at MTC and legislatively in Sacramento. Having a close and trusted link between MTC and C/CAG is important to all our cities.

Victoria Fleming
Sonoma County and Cities

Dorene M. Giacopini
U.S. Department of Transportation

Alicia Jobn-Baptiste
San Francisco Mayor's Appointee

MTC represents and pushes legislation that frequently impacts our cities (i.e. funding connected to housing and recently a Regional Transportation funding tax that is going go to our voters next year.) Having served as an elected city council member and former mayor who also served on C/CAG, I know significance of keeping C/CAG members up-to-date on what is happening at MTC. This also allows me to listen to the C/CAG members and take back to MTC, the feedback and impacts of legislation on our cities.

Barbara Lee
Oakland Mayor's Appointee

Matt Maban
San Jose Mayor's Appointee

Amber Manfree
Napa County and Cities

Mitch Masburn
Solano County and Cities

Since my first day as an MTC Commissioner, I have kept my commitment to be a strong, passionate, and committed advocate for our cities, towns, and county. I am seeking this appointment in order to continue advocating on behalf of C/CAG, all our cities, and San Mateo County. There is much work to be done. I would be greatly honored to continue to work closely with you all to get it done.

Myrna Melgar
City and County of San Francisco

Nate Miley
Alameda County

Gina Papan
Cities of San Mateo County

I respectfully ask for your vote in support of my appointment to the C/CAG Leg Committee as set forth in the new guidelines, as the non-voting MTC representative on the Leg Committee. Thank you.

Belia Ramos
Association of Bay Area
Governments

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

Andrew B. Fremier
Executive Director

Sincerely,

Gina Papan
MTC Commissioner Representing the
Cities in San Mateo County

Alix Bockelman
Chief Deputy Executive Director

C/CAG AGENDA REPORT

Date: December 11, 2025

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

From: Sean Charpentier, Executive Director

Subject: Receive presentation on Countywide Stormwater Program updates.

(For further information or questions, contact Reid Bogert at rbogert@smcgov.org)

RECOMMENDATION

Receive presentation on Countywide Stormwater Program updates.

FISCAL IMPACT

None

SOURCE OF FUNDS

NA.

BACKGROUND

C/CAG administers the Countywide Water Pollution Prevention Program, more commonly referred to as the Countywide Stormwater Program (Stormwater Program), to assist its member agencies in complying with regulations to keep pollutants out of stormwater runoff. These regulations are promulgated by the State's San Francisco Bay Regional Water Quality Control Board (Water Board) through a regional permit called the Municipal Regional Permit (MRP). The Stormwater Program has two full-time staff members and support from outside consultants. Funding for the Stormwater Program comes from two countywide fees on the property tax rolls imposed through the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline) and a portion of C/CAG's \$10 fee imposed on vehicles registered in San Mateo County. Four cities (Brisbane, Colma, San Mateo, and Woodside) have opted to pay one or both the countywide fees on behalf of property owners rather than having the fees placed on the property tax roll. The combined revenue streams generate approximately \$2.8 million per year for the Stormwater Program.

The Stormwater Program supports C/CAG member agencies in three primary ways:

- Providing technical support to C/CAG's member agencies for implementing their own local stormwater pollution prevention programs.

- Implementing compliance programs directly on behalf of C/CAG member agencies when it makes sense to do so at a countywide scale.
- Collaborate regionally with other countywide stormwater programs to develop technical assistance products or implement compliance programs directly when it makes sense to do so at a regional scale.

The Stormwater Program prioritizes compliance support under the MRP on behalf of the municipalities and OneShoreline. The Stormwater Program also, however, supports broader goals in the county with respect to climate adaptation and resilience. For example, the Stormwater Program developed the Countywide Sustainable Streets Master Plan, a Regional Collaborative Program model and more recently a OneWatershed Framework – all of which are supportive of increased climate resilience and adaptation in addition to advancing water quality and stormwater permit requirements. C/CAG’s Stormwater Program has also been successful in recent years with securing state and federal grants to advance local projects that meet the countywide planning effort objectives.

Consultant costs, when added to general program administration costs (including staff), are now at a level that generally meets or exceeds annual program revenue. In previous years, the Stormwater Program was able to draw down an accumulated fund balance to match revenue and expenditures. During the program budget development for Fiscal Year 2025-26, C/CAG staff projected that the fund balances will be fully spent at the end of the fiscal year, which will require discussions with C/CAG’s member agencies about where to make program cuts beginning next fiscal year, as well as ongoing discussions about future revenue sources. The MRP is also going through the initial planning for the permit reissuance, which is tentatively planned for an effective date of July 1, 2027. The reissuance process also has implications for potentially increased program expenditures, as each subsequent permit typically results in increased costs.

Staff will provide a presentation summarizing the above information.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. Presentation on Countywide Stormwater Updates (*The document is available on the C/CAG website (See “Additional Agenda Materials” for the December 2025 Board Meeting) at: <https://ccag.ca.gov/committees/board-of-directors-2/>*)

C/CAG AGENDA REPORT

Date: December 11, 2025

To: C/CAG Congestion Management and Environmental Quality (CMEQ) Committee

From: Sean Charpentier, C/CAG Executive Director

Subject: Conduct a public hearing on the final draft update to the Congestion Management Program and consider review and approval of Resolution 25-77 adopting the 2025 Congestion Management Program. (Special Voting Procedures apply)

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

RECOMMENDATION

That the C/CAG Board of Directors conduct a public hearing on the final draft update to the Congestion Management Program and consider review and approval of Resolution 25-77 adopting the 2025 Congestion Management Program.

FISCAL IMPACT

At the February 13, 2025 meeting, the C/CAG Board approved a consultant contract with TJKM Transportation Consultants in the amount of \$212,300 to provide traffic monitoring services for the 2025 CMP update.

SOURCE OF FUNDS

The 2025 CMP is funded through the C/CAG Transportation Fund.

BACKGROUND

Every two years, C/CAG, serving as the Congestion Management Agency for San Mateo County, prepares and adopts a Congestion Management Program (CMP). The Program identifies strategies to address transportation needs, reduce congestion, and promote coordinated, countywide solutions. It must also align with the Metropolitan Transportation Commission's (MTC) planning process to ensure local jurisdictions remain eligible for state and federal transportation funding.

2025 Final CMP Update

At the October 16th Technical Advisory Committee (TAC) meeting, the draft 2025 CMP was presented for review, and the TAC recommended forwarding the Plan to the C/CAG Board for comment. The report was then presented to the Congestion Management and Environmental Quality (CMEQ) Committee on October 27th as an informational item, as a quorum was not met.

The C/CAG Board reviewed the draft and opened the public comment period on November 13th.

Responses to the comments received from the C/CAG TAC, CMEQ Committees and Board are summarized in the table below:

<u>Date</u>	<u>Committee</u>	<u>Comment</u>	<u>Response</u>
10/16/2025	CMP TAC	In the draft CMP report, the El Camino Real Corridor is shown as having a Level of Service (LOS) of A along the entire route; however, several intersections are reported to have LOS D, E, or F in AM/PM peak hours. How is that possible?	The data is based on the 1994 methodology. Intersection LOS is evaluated at specific locations and reflects vehicle delay at those points. Additionally, some intersections along the corridor are not included as part of the CMP analysis. Corridor LOS, on the other hand, is typically determined by the volume to capacity ratio.
10/16/2025	CMP TAC	What is the travel time on the general purpose lanes of US-101?	INRIX data does not distinguish between general-purpose (GP) lanes and express lanes. Our goal was to illustrate the difference in travel time. The data showed that using the express lanes results in an approximately 20% travel time savings compared to the GP lanes.
10/16/2025	CMP TAC	Clarify the data methodology for INRIX. Specifically, is the reported speed data obtained from commercially available INRIX datasets?	Yes, INRIX collects and provides commercial speed data derived from a variety of sources, including GPS data from connected vehicles, mobile devices, fleet vehicles, and other sensors. This data is then aggregated, processed, and sold to agencies and organizations for use in transportation planning, performance monitoring, and congestion analysis.
10/27/2025	CMEQ	Over time, shouldn't the goal be to reduce the total number of segments operating at LOS F?	Traffic volumes have increased but have not fully returned to pre-pandemic levels. The variation in segment-level LOS also reflects shifts in travel behavior, including later commute times and a rise in remote work. Under the CMP, performance targets are established for roadway operations, and if a corridor exceeds these thresholds, a deficiency plan must be developed to address congestion. For the next CMP update, C/CAG will consider readjusting LOS thresholds to better reflect current travel patterns and system performance.

10/27/2025	CMEQ	Has the definition of LOS changed since the beginning of the CMP development.	We continue to follow existing CMP legislation, which requires roadway performance to be measured using Level of Service (LOS A–F), despite its limitations as the sole indicator of congestion. However, we have also incorporated additional multimodal performance metrics that account for transit, bicycle, and pedestrian travel.
10/27/2025	CMEQ	What other actions are taken to address interregional traffic congestion?	If CMP roadways continue to fail even after interregional reductions, the CMP legislation requires the development of a deficiency plan. To address this, C/CAG has established the Countywide Congestion Relief Plan (CRP) to mitigate congestion. The CRP provides funding for a number of efforts, including Transportation Demand Management (TDM) programs, shuttle services, and 21 Elements.
10/27/2025	CMEQ	How are other countywide efforts addressed in the CMP?	For the 2025 CMP update, staff added 21 new priority intersections identified as part of the high injury network in the Countywide Local Roadway Safety Plan. The CMP monitors these locations for informational purposes.
10/27/2025	CMEQ	Results show that general-purpose lane travel times have increased between 2023 and 2025 on US-101 southbound during the AM peak. Although US-101 was widened from four general-purpose lanes to include the express (toll) lane, congestion in the general-purpose lanes has not improved?	<p>While the data shows a modest 3-minute increase in general-purpose lane travel time between 2023 and 2025 during the southbound AM peak, this change is occurring alongside a broader increase in traffic volumes across all lanes, as commute patterns continue to rebound with the return to in-office work. In other words, congestion pressures are systemwide and reflect changing travel demand, not the presence of the express lane.</p> <p>It is also important to note that the slight increase in delay is influenced by conditions beyond the express lane segment itself, including the bottleneck near the San Mateo / Santa Clara County line, where multiple lanes merge and create a recurring chokepoint during peak hours.</p>

			When viewed in a broader time context, the data shows that general-purpose lane travel times in 2025 are actually slightly improved compared to 2023, and more importantly, are lower than pre-pandemic (2019) levels across the corridor. This indicates that, even with increased volumes today, the overall corridor is moving people more efficiently than it did before the pandemic.
11/13/2025	Board	The CMP evaluates Caltrain travel times between Palo Alto and Bayshore, but several express services bypass Bayshore, and some commute-period routes demonstrate higher performance. How should these variations be incorporated into the analysis??	Caltrain travel times are based on published timetable data. The CMP focuses its analysis on the segment extending from Palo Alto Station to Bayshore Station. However, staff can examine travel times for other high frequency stations.
11/13/2025	Board	How would the content and methodology of the Congestion Management Plan change if we replaced LOS metrics with VMT as the primary performance measure?	Replacing LOS with VMT fundamentally shifts the scope of the Congestion Management Plan. LOS concentrates on roadway operations at the intersection and corridor level, while VMT emphasizes reducing total driving and greenhouse gas emissions by evaluating travel behavior across the entire county and region. VMT does not provide any information on how a particular roadway segment or intersection is functioning.
11/13/2025	Board	Can we access Caltrain on-time performance data, particularly for segments parallel to US 101, to support more detailed CMP analysis?	Consistent with prior data collection methods, staff have relied on Caltrain’s monthly on-time performance reports. Caltrain reports a systemwide on-time performance goal of 95%. Trains are considered on-time if they arrive within six minutes of the scheduled arrival time at end-line locations.

The Congestion Management Program (CMP) Technical Advisory Committee reviewed and adopted the final Plan on November 20th. The Congestion Management and Environmental Quality (CMEQ) Committee subsequently reviewed and adopted the Plan at its special meeting on December 1st. Following the C/CAG Board’s review and consideration of adoption at its

December 11, 2025 meeting, the final draft Plan will be released, and the public comment period will close on that date.

Recommendation

Staff requests that the C/CAG Board conduct a public hearing on the final draft update to the Congestion Management Program and consider review and approval of Resolution 25-77 adopting the 2025 Congestion Management Program.

Equity Impacts and Considerations

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

ATTACHMENTS

1. Resolution 25-77

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

2. Final 2025 CMP Monitoring Report
3. Final 2025 San Mateo County CMP
4. Final 2025 CMP Appendices

RESOLUTION 25-77

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) ADOPTING THE FINAL 2025 CONGESTION MANAGEMENT PROGRAM (CMP) FOR SAN MATEO COUNTY

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

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

WHEREAS, C/CAG has developed a Congestion Management Program for 2025 and has circulated it for comment to local jurisdictions and other interested parties; and

WHEREAS, C/CAG has conducted a Public Hearing in compliance with the requirements for adoption of a Congestion Management Program; and

WHEREAS, C/CAG has considered the comments received in writing and at the Public Hearing; and

WHEREAS, C/CAG has voted to adopt the 2025 Congestion Management Program for San Mateo County.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of C/CAG hereby adopts the 2025 Congestion Management Program for San Mateo County.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF DECEMBER 2025.

Adam Rak, Chair

C/CAG AGENDA REPORT

Date: December 11, 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 2026 C/CAG Board meeting calendar.

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

Recommendation:

That the C/CAG Board of Directors provide guidance on preference for a meeting hiatus in July or August and approve the 2026 C/CAG Board meeting calendar.

Fiscal Impact:

None.

Background/Discussion:

The following schedule for the 2026 Board meetings is proposed. All meetings start at 6:30 p.m. unless otherwise noted.

January – **No meeting is scheduled.**

February 12th

March 12th

April 9th

May 14th

June 11th

July 9th

August – No meeting is scheduled.

September 10th

October 8th

November 12th

December 10th

Attachments:

None.

C/CAG AGENDA REPORT

Date: December 11, 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 Matt Petrofsky at mpetrofsky@smcgov.org)

RECOMMENDATION

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

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from C/CAG's State legislative advocate, Shaw Yoder Antwih Schmelzer & Lange (Consultant). Important legislative topics and any votes on positions taken or other actions recommended by the Legislative Committee to the C/CAG Board are reported to the full C/CAG Board through this item.

At Legislative Committee meetings, held prior to the Board meetings, the Committee will mainly receive updates from the Consultant on State budget and any additional information from Sacramento on bills discussed in the attached C/CAG Legislative Update. In addition, the consultant may discuss transportation or other program funding and changes in legislative leadership and committee assignments.

The 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.

Attachment 1 has an updated report from Shaw Yoder Antwih Schmelzer & Lange.

Staff will also prepare a presentation of ongoing/upcoming legislative items to consider with the following topics:

1. Scheduling in person visit to Sacramento.
2. Ongoing/new potential Legislation
 - a) SB 79
 - b) AB 650- (Papan RHNA reform, vetoed by Governor).
 - c) E Bikes
 - d) Other???
3. Potential Budget Requests

Staff will provide an update at the C/CAG Legislative Committee and C/CAG Board meetings.

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

Below are informational links:

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

San Mateo County Delegation

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



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December 1, 2025

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

From: Matt Robinson, Andrew Antwih and Lizzie Cootsona
Shaw Yoder Antwih Schmelzer & Lange

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

Legislative Update

As we previously reported, the Legislature recessed the first year of the two-year 2025-26 Legislative Session on September 13, entering interim recess. Before recessing, the Legislature sent nearly 800 bills to the Governor for his consideration in the final weeks of the legislative session. This final raft of bills is a subset of the 2,350 bills introduced by legislators in 2025. The Governor had until October 13 to sign or veto the bills that comprise this final tranche.

The Legislature will reconvene on January 5, 2026 for the start of the second year of the two-year session. Any two-year bills introduced in 2025 that are still in their first house (House of Origin) will need to be heard in policy committees by January 16, 2026, and passed out of their House of Origin by January 31, 2026. For bills newly introduced in 2026, the last day to submit bill requests to the Office of Legislative Counsel is January 23, 2026, and the deadline for bill introductions is February 20, 2026. For information about key legislative and budget deadlines for next year, please see the tentative 2026 Legislative Calendar [here](#).

Update on Upcoming Senate Leadership Transition

In mid-September, Senate President Pro Tempore Mike McGuire (D-North Coast) announced that he would step down as leader of the State Senate on an earlier timeline than initially anticipated. Effective November 17, 2025, Senator Monique Limón (D-Santa Barbara) officially began transitioning into the role of Senate Pro Tem; her official swearing-in ceremony is set for January 5 when the Legislature returns to Session in Sacramento.

We expect Senator Limón will announce changes in leadership and key committee roles over the next several weeks. While the scope of these changes is not yet known, they could include changes to committees of interest to CCAG, including the Senate Budget and Fiscal Review Committee (and its subcommittees), Senate Appropriations Committee, Senate Housing Committee, Senate Local Government Committee and Senate Transportation Committee.

Legislative Analyst’s Office Budget Projection

In mid-November, the Legislative Analyst’s Office released its [annual report](#) for the upcoming budget year, projecting a \$18 billion budget deficit for the 2026-27 fiscal year. This initial formal assessment of the state’s financial health signals another tough year for state and local programs. The deficit is about \$5 billion larger than the administration’s June estimate, despite revenue improvements. This is due to constitutional spending rules under Proposition 98 (1988) and Proposition 2 (2014), which nearly offset revenue gains. In their report, the LAO recommends that the Legislature address the budget problem through a combination of ongoing solutions—namely, achievable spending reductions and/or revenue increases. The deadline for the Governor to submit his proposed budget is January 10, 2026. It is worth noting that the Administration’s fiscal projections often significantly differ from the LAO’s.

Results of Recent California Carbon Auction

The November 19 quarterly auction, which was the first since Gov. Gavin Newsom signed a 15-year extension of the Cap-and-Trade program into law in September, saw prices settle at \$28.32 per ton of carbon. That brought in roughly \$840 million for the state, \$150 million less than the proceeds from last November’s auction. As part of the upcoming process for setting the state’s budget for the next fiscal year, lawmakers will need to decide how to allocate the part of the program’s revenues they reserve each year for use at their discretion.

As a reminder, the legislation extending this program effectively established priority tiers for the GGRF appropriations outlined in the Cap-and-Trade Expenditure Plan. Off the top, the legislation appropriates GGRF revenue for a variety of backfills and administrative expenses – “Tier 1.” The legislation then appropriates \$1 billion in GGRF revenue for high-speed rail and \$1 billion in GGRF revenue for the Legislature’s discretionary priorities – “Tier 2.” Then, the legislation appropriates nearly \$2 billion for the historic continuous appropriations, including AHSCP – “Tier 3.” Importantly, if Cap-and-Trade doesn’t raise enough GGRF to fund Tier 1 and Tier 2 programs at the levels prescribed, the funds for “Tier 3” programs will be decreased proportionally. In explicit terms, if Cap-and-Trade fails to bring in \$4.2 billion in proceeds, the AHSCP will receive less than \$800 million.

2026 Ballot Measures to Watch

Well-funded interest groups are beginning to file proposed ballot initiatives for the 2026 statewide ballot, including the following three proposed measures for 2026, which are particularly relevant to CCAG. Two are currently in circulation for signature gathering, while a third was placed on the ballot by the Legislature:

CEQA and Project Approval Timelines

The "Building an Affordable California Act" was submitted for a title and summary on October 21 by a coalition of business interests led by the California Chamber of Commerce. The measure would impose new statutory timeframes for the environmental review and approval of a broad swath of proposed projects, including all road and highway projects, mass transit projects that include “fixed guideways” (i.e. rail and bus rapid transit), and electric vehicle charging projects. Qualifying transportation projects must have a project labor agreement or use a “skilled and trained workforce” as defined by the Public Contract Code. The measure would impose new, strict timelines for environmental review and project approval by public agencies.

Local Tax Measure Approval Thresholds

Over the summer, the Attorney General issued a title and summary for a measure proposed by the Howard Jarvis Taxpayers Association. Per the title, the initiative constitutional amendment “limits ability of voters to raise revenues for local government services” by raising the vote approval threshold requirement for such ballot measures from a simple majority to two-thirds. The measure also limits real estate transfer taxes in charter cities and overturns existing voter-approved property-related taxes that do not comply with these requirements two years after the measure is enacted.

A related measure that the Legislature previously placed on the 2024 statewide ballot, but subsequently moved to 2026, is ACA 13 (Ward). This Assembly Constitutional Amendment would require measures that increase voter approval thresholds to be passed by the same threshold. For example, the Howard Jarvis measure would need to be approved by two-thirds of voters to take effect under ACA 13.

Two-Year Bills with Positions

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

This bill would authorize a subsidiary body to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform and would require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. The bill would require the legislative body that established the subsidiary body electing to use teleconferencing pursuant to these provisions to establish the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. The bill would require the subsidiary body to approve the use of teleconference by a 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. **This bill was moved to the inactive file in the Senate and is now a two-year bill.** To see the votes on this bill, please click [here](#).

SB 601 (Allen) Waste Discharge – OPPOSE

This bill expands the NPDES/WDR permits under the Porter-Cologne Water Quality Control Act 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, except for wetlands, which are protected under the State Wetland Policy. The bill would thereby significantly increase the types and number of regulated waterways and the costs to municipalities of implementing new water quality objectives for the expanded nexus waters. Importantly, it would also expand citizen suit provisions under the Porter-Cologne Water Quality Control Act applicable to all newly regulated nexus waters, creating significant risk of liability and associated costs to municipalities and public utility rate payers. **This bill was made a two-year bill in the Assembly Appropriations Committee.** To see the votes on this bill, please click [here](#).

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 currently sunset on January 1, 2026. This bill would extend the sunset date and the alternative teleconferencing procedures until January 1, 2030. **This bill did not meet the policy committee deadline and is a two-year bill.** To see the votes on this bill, please click [here](#).

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

C/CAG AGENDA REPORT

Date: December 11, 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 Letters)

(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. **12/3/2025** – To The Honorable Sam Liccardo Re: Thank you for your support in the FY2026 Community Project Funding process.
2. **12/3/2025** – To The Honorable Alex Padilla Re: Thank you for your support in the FY2026 Congressionally Directed Spending process.
3. **12/3/2025** – To The Honorable Adam Schiff Re: Thank you for your support in the FY2026 Congressionally Directed Spending process.
4. **12/3/2025** – To Syed Murtuza, Director of Public Works, City of Burlingame Re: Retirement Recognition.
5. **11/19/2025** – To Brad Donohue, Director of Public Works, Town of Colma Re: Letter of Support for Colma Boulevard Bicycle & Pedestrian Improvement Plan.

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/>)