

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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February 5, 2026

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

Subject: Thank you for your support in the FY2026 Community Project Funding process

Dear Representative Liccardo:

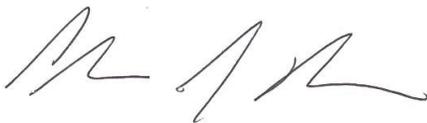
On behalf of the City/County Association of Government of San Mateo County (C/CAG) and our member communities along the coast, we want to thank you for securing \$1.2m in Community Project Funding for the “Strengthening Coastal Resilience: Smart Infrastructure & Emergency Preparedness for San Mateo Coastal Communities Project” in the Omnibus Appropriations bill recently signed by the President.

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

This project will improve safety and emergency preparedness for coastal communities in San Mateo County by equipping signalized intersections with generator backup and connection capabilities, developing a Coastal Incident Response Plan to guide transportation management during emergency events, and deploying Intelligent Transportation Systems in high-need areas. C/CAG appreciates your leadership in obtaining funding for this project and extends thanks to your staff, including Mr. Eric Henshall, for their continued partnership and support throughout the Community Project Funding process.

We will keep you posted as this project moves progresses and we look forward to continuing to work together to bring resources and solutions to San Mateo County’s coastal communities.

Sincerely,



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



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December 18, 2025

MTC Public Information
Attn: Draft Plan/Draft EIR Comment
375 Beale Street, Suite 800
San Francisco, CA, 94105

RE: Comments on MTC/ABAG Draft Plan Bay Area 2050+ Report and Environmental Impact Report

Dear MTC/ABAG Staff:

The City/County Association of Governments of San Mateo County (C/CAG) appreciates the opportunity to provide comments on MTC/ABAG's Draft Plan Bay Area 2050+ Report and Environmental Impact Report (EIR). C/CAG is the County Transportation Agency (CTA), also known as the Congestion Management Agency (CMA) for San Mateo County. C/CAG also plays a key role in climate action planning and mitigation of greenhouse gas emissions in partnership with all local jurisdictions in San Mateo County. In addition, C/CAG manages the Countywide Stormwater Pollution Prevention Program and is the Airport Land Use Commission in San Mateo County. San Mateo County has 21 jurisdictions, a population of 764,000, and is an integral part of the dynamic Silicon Valley/San Francisco economic region. San Mateo County is home to 16 of the top 100 employers and 26 of the top 50 biopharma employers in the Bay Area.

The Draft Plan Bay Area 2050+ is a long-range plan charting the course for the future of the nine-county San Francisco Bay Area and takes a comprehensive look at the region's challenges and identifies actions to be advanced by all levels of government in the coming years. As such, it shares much in common with C/CAG's regional approach and outlines a path forward for a more environmentally sustainable and equitable future. In general, Plan Bay Area 2050+ must identify clear pathways to support and invest in our growth geographies as well as coastal communities and communities that are not served by fixed-rail transit. While the majority of future growth is appropriately focused within Priority Development Areas and other designated growth geographies, the Plan must also recognize and enable targeted investments that improve mobility in our more rural and coastal communities and communities that do not have access to fixed rail transit.

We appreciate the collaboration with the CTAs and other stakeholders during the preparation of the Draft Plan, and the public engagement upon release of the Draft Plan, including a presentation to the C/CAG Board of Directors on November 13, 2025. Thank you for this opportunity to provide input on this critical document. Please see Attachment 1 for C/CAG's comments on the Draft Plan Bay Area 2050 report. If you have any questions, please contact Jeff Lacap, C/CAG Program Director, at jlacap@smcgov.org.

Sincerely,

A handwritten signature in black ink that reads 'Sean Charpentier'.

Sean Charpentier
C/CAG Executive Director

Enclosures: Attachment 1: Comments on MTC/ABAG Draft Plan Bay Area 2050+ Report

Attachment 1: Comments on MTC/ABAG Draft Plan Bay Area 2050+ Report

Connected

Page 26: The San Mateo County Express Lanes Joint Power's Authority (SMCEL-JPA) Go-Card program is an existing equity-focused initiative that could serve as a model for replication in other corridors across the region. The program provides income-eligible residents with an annual prepaid \$200 transportation card through local community-based organizations to help offset transportation costs.

Transportation

Page 75 and 127 - Strategy T9: Build a Complete Streets Network and T10: Advance Regional Vision Zero Policy through Street Design and Reduced Speeds.

C/CAG supports the guiding principles and themes focused on building a comprehensive Complete Streets Network and Advancing Regional Vision Zero outcomes, as these align strongly with C/CAG's own transportation-related policies and programs. One area of potential enhancement is to consider additional consideration for the benefits of integrating active transportation projects with green infrastructure (often referred to in the Bay Area as "Sustainable Streets." Sustainable Streets build on Complete Streets designs to increase accessibility, mobility and safety for all users, while improving roadway and community resilience with respect to climate change and protecting water quality from contaminated runoff. Integrated infrastructure projects can also increase the range of project benefits within a single construction project, thereby potentially reducing overall long-term investment needs to achieve a broader set of community goals. This strategy also aligns with Strategy EN6 – Expand Urban Greening in Communities.

While expanding Complete Streets and active transportation networks is critical, Plan Bay Area 2050+ should also emphasize promotion and investment in the expansion of shared mobility options, such as bikeshare and scooter share. These services are essential first- and last-mile tools that improve access to transit and enhance overall mobility. Implementation actions should reflect the need to support and integrate shared mobility alongside infrastructure investments to fully advance the Plan's mobility and equity goals.

Page 123 - Draft Implementation Action 4: Expand and align affordability and equity programs across roadway tolling and transit strategies.

The evaluation and potential expansion of pricing equity programs should include the SMCEL-JPA's Go Card Program that provides income-eligible residents with an annual prepaid \$200 transportation card through local community-based organizations to help offset transportation costs. Confirm that the term "reinvestment" includes programs such as the SMCEL-JPA Go-Card Program.

Page 126 - Draft Implementation Action 18: Monitor statewide changes to road pricing and freeway modernization policy and complete a second-stage Next Generation Bay Area Freeways planning study.

The second stage of the Next Generation Bay Area Freeways planning study should equally analyze all lane tolling and a regional mileage-based user fee. Any planning study for these pricing mechanisms must address equity, the displacement of traffic to local surface streets, and overall affordability. The future study must also identify options for return to source funding by County for reinvestment into the counties where the funds are generated.

Page 126 - Draft Implementation Action 19: Leverage advanced technologies to improve the operations and safety of the major travel corridors in the Bay Area.

Given the existing and future constraints on our roadway infrastructure, it is critical that Plan Bay Area 2050+ more explicitly emphasize and prioritize the use of advanced transportation technologies to improve safety, throughput, and mobility on the current roadway network. The current focus on “incident plans” needs to be expanded. Implementation actions should be broadened to reference proactive, technology-enabled strategies, such as transit signal priority, adaptive signal control, and sensor- and camera-based detection of pedestrians and bicyclists, to dynamically manage conflicts, allocate green time, and enhance safety at intersections. Expanding this emphasis would better align the Plan with modern, multimodal operations and the region’s safety and climate goals.

Page 126 - Draft Implementation Action 20: Update how MTC works with partners to manage congestion, including by reviewing the approach to future Express Lanes and how they operate within a changing regulatory context.

There are multiple State goals related to pricing and express lanes in addition to VMT related goals. This section should include all goals, including equity, congestion relief, and increasing person throughput and carpool and transit usage. Revisiting the Express Lanes Strategic Plan should also include strategies for implementing use of AI-enabled vehicle detection and occupancy verification technologies to ensure express lanes function as intended while supporting equity and reliability.

Housing

Page 131 – Draft Implementation Action 36: Implement and monitor the Transit-Oriented Communities (TOC) Policy to foster transit-supportive development and high-quality urban design.

The Transit Oriented Communities Policy (TOC) is intended to increase transit ridership by encouraging transit supportive land use densities around transit stations. The TOC will require additional grants, and technical assistance to help jurisdictions. In addition, the TOC should be examined and monitored carefully to ensure that it is realistically achievable for applicable cities. The TOC policy should be supportive of cities throughout the Bay Area that are actively developing locally supported TOC initiatives consistent with our regional goals, while recognizing that each community has unique policy makers and stakeholders that will ultimately decide which strategies are most feasible. Many cities are facing fiscal challenges and do not have the funding for the new programs included in the TOC. Also, the TOC Policy should avoid duplication of State housing or land use policies to avoid confusion and unnecessary administrative burden.

Environment

Pages 90 and 137 - Strategy EN1: Adapt to Sea Level Rise

San Mateo County is one of the most vulnerable counties in the state with respect to sea level rise. C/CAG encourages MTC-ABAG to continue to work regionally and locally with organizations like the San Mateo County Flood and Sea Level Rise Resiliency District, also known as OneShoreline, <https://oneshoreline.org/>. C/CAG also encourages MTC-ABAG to consider the importance of climate adaptation in this section not just for sea level rise but for related flooding impacts at a watershed scale. Multi-benefit green infrastructure can support better overall infrastructure and community resilience and should be integrated in areas higher up in the watershed in conjunction with shoreline adaptation efforts. We

encourage MTC-ABAG to consider identifying multi-benefit green stormwater infrastructure projects as part of the strategy for climate resilience in this strategy.

Pages 94 and 138 - Strategy EN6: Expand Urban Greening in Communities

Strategy EN6, Expand Urban Greening in Communities principle aligns with C/CAG’s approach to integrating green stormwater infrastructure into public infrastructure projects, where feasible, for improved water quality, climate resilience, public safety and community vibrancy. C/CAG requests that the consideration for urban greening be broader than the current focus on increasing access to public green space primarily through parks and trails, and specifically refer to the aligned goals of integrating green stormwater infrastructure into public projects, such as parks improvements as well as roadways. This approach explicitly links the Environmental, Climate and Transportation principles of the Draft PBA 2050+ and demonstrates how integrated infrastructure planning can achieve a broader set of PBA-aligned goals more effectively and with greater overall community benefits and outcomes.

Page 137 – Draft Implementation Action 49 and 50: Expand planning, funding and project delivery technical assistance for sea level rise adaptation and Support BCDC in advancing efforts to strategically plan for and fund climate adaptation.

These actions are important to improving regional resiliency to sea level rise. San Mateo County is one the most vulnerable counties for sea level rise. BCDC is a critical organization in advancing these policies. There should be language to clarify that this effort will also support other regional or countywide agencies working on these efforts, such as OneShoreline in San Mateo County.

Page 138 – Draft Implementation Action 53: Help local governments advance conservation, trails integration and green infrastructure

Offer technical support and resources to assist Open Space and Conservation General Plan Element updates, advance the Bay Trail, and promote trails in developed areas.” Consider modifying to “Help local governments advance conservation, trails integration and green infrastructure. Offer technical support and resources to assist with local environmental and climate resilience planning efforts (i.e., General Plan updates) to advance the Bay Trail, promote trails and parks in urban areas, and integrate green stormwater infrastructure with public improvement projects, wherever possible.”

Cross-Cutting Implementation Actions

Page 140 – Draft Implementation Action 63: Strengthen the Equity Priority Communities (EPC) framework to more effectively guide equitable regional planning.

C/CAG appreciates the current approach to EPCs and looks forward to engaging with MTC-ABAG on the re-envisioning of the EPC framework to address broader shifting demographic trends for utilization in future long-range planning. C/CAG understands that there is a need to utilize current census data in the PBA2050 + update. C/CAG is concerned that shifting or eliminating the boundaries of communities that have been identified as EPCs, and therefore deserving of prioritized investment, sends a confusing and discouraging message to these communities, many of which have endured longstanding historical disadvantages. Strengthening the EPC framework should recognize that current EPCs, even those that might show signs of transition, continue to require a strong emphasis to overcome historical disadvantages.

Page 140 – Draft Implementation Action 65: Build and maintain robust regional databases to support models, maps and analytics.

Staff at various CTAs have convened a working group in the past year to evaluate transportation and mobility big-data sources to support various planning efforts, performance monitoring, and policy evaluation. Consider taking a regional lead role in pursuing a shared regional subscription model. A coordinated approach could improve cross-jurisdiction consistency, reduce costs, and better support both regional and county-level analysis.

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