



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

February 27, 2026

The Honorable Lori Wilson
Chair, Assembly Transportation Committee
Swing Space, Suite 8110
Sacramento, CA 95814
Transmitted via Electronic Mail

RE: AB 1557 (Papan): E-Bike Motor Peak Power Restriction - SUPPORT

Dear Chair Wilson:

On behalf of the City/County Association of Governments of San Mateo County, I write in **SUPPORT of AB 1557 (Papan)**, which closes a loophole in existing law that allows for electric bicycle motors to be manufactured above the statutory maximum of 750 watts (750W).

Electric bicycles were first recognized by the U.S. Congress in 2002, when H.R. 727 was passed. The bill classified low-speed electric bicycles as consumer products subject to the Consumer Product Safety Act and removed them from the federal definition of a "motor vehicle." California followed Congress's lead and passed AB 1096 (2015) and AB 1271 (2024), which established the current framework for regulating e-bikes in California. California law identifies three classes and outlines specific requirements for each, including top speed, method of assistance, minimum age, and motor power. According to the DMV's motorcycle handbook, all three classes have the same 750W speed restriction, which limits acceleration.

While the limit is 750W, there is no specific language indicating whether it applies to peak power or continuous power, leaving it to the manufacturers' interpretation. Some manufacturers have taken advantage of the unclear regulations by selling e-bikes advertised as 750W but with higher output. This allows e-bikes to accelerate more quickly and reach a speed higher than the law intended. This puts consumers at risk and has even sadly led to multiple tragic accidents in California.

AB 1557 (Papan) clarifies the existing e-bike power restriction by specifying that the 750W motor limit applies to the maximum peak output. As a result, this will close the loophole that many manufacturers have been using to build powerful e-bikes that endanger people. All e-bikes with a maximum capacity exceeding 750W will cease to be legally classified as e-bikes.

For these reasons, we respectfully request that you vote "AYE" on this bill when it is heard in the Assembly Transportation Committee. Thank you for your consideration, and please contact Sean Charpentier, C/CAG Executive Director at scharpentier@smcgov.org if you have any questions.

Sincerely,

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

Adam Rak, Chair

City/County Association of Governments of San Mateo County

CC: The Honorable Diane Papan, California State Assembly
Members and Consultants, Assembly Transportation Committee



**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

March 4, 2026

The Honorable Josh Becker
1021 O Street, Suite 6520
Sacramento, CA 95814

Re: C/CAG Budget Request Priorities

Dear Senator Becker:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to thank you for your efforts on behalf of those who live, work, and play in San Mateo County. We appreciate your work on this year's budget, which we understand is still in its early stages. If there is State budget capacity, we ask that you consider the following key C/CAG budget requests in your district.

- 1. \$1,880,000 for the San Mateo County Integrated Green Stormwater Infrastructure Streets Program** – Using requested funds and \$470,000 in local match, C/CAG will implement priority integrated green stormwater infrastructure street projects in East Palo Alto, Daly City, and South San Francisco. The request will fully construct the Fordham Street and Purdue Avenue project serving Costano Elementary School in East Palo Alto; advance construction and environmental review for safety and green infrastructure improvements at priority intersections serving Woodrow Wilson and Bayshore Elementary Schools in Daly City; and complete design and environmental review for the Grand Avenue Downtown corridor project in South San Francisco. These projects integrate traffic calming, ADA-compliant pedestrian improvements, bioretention planters, and permeable pavement to reduce flood risk, improve water quality, and enhance safety in underserved communities.
- 2. \$1,800,000 for the San Mateo County Safety Applications for Every Traveler (SAFE-T) Project** – Using requested funds and \$450,000 in local match, C/CAG will implement a data-driven intersection safety program across South San Francisco, San Mateo, Foster City, and Redwood City. Guided by priority actions identified in the C/CAG Countywide Local Roadway Safety Plan, the localities will deploy pedestrian detection, dynamic “No Turn on Red” blank-out signs, adaptive signal timing, and emergency vehicle preemption at approximately 27 high-risk signalized intersections located on the Countywide High Injury Network. These improvements will reduce vehicle-pedestrian conflicts, improve accessibility for seniors and people with disabilities, and enhance emergency response times along key corridors.
- 3. \$1,500,000 for the San Mateo Countywide OneWatershed Strategic Plan** – Using requested funds C/CAG will develop a countywide OneWatershed Strategic Plan. The OneWatershed Strategic Plan will produce a countywide suite of tools, analyses, and implementation resources designed to support locally led, watershed-scale climate adaptation

and resilience actions across San Mateo County. The Strategic Plan will function as an enabling framework that strengthens local decision-making capacity. Funding will support updated decision-support tools, including aggregated climate risk datasets, policy alignment matrices, and enhanced multi-benefit project prioritization methods; updated One Watershed project typologies, funding strategies, design guidance, and case studies for integrated watershed infrastructure; and partnership maps and collaboration strategies intended to support a more holistic approach to climate adaptation and resilience in the county.

Another budget priority for C/CAG is the continuation and expansion of funding for Regional Early Action Planning Grant Program (REAP). REAP has assisted many San Mateo County jurisdictions with their Housing Elements and other key housing planning activities. Ongoing REAP funding is needed for Housing Element implementation.

We appreciate your consideration of our request. If you have any questions, please contact the C/CAG Executive Director Sean Charpentier at scharpentier@smcgov.org.

Sincerely,

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

Adam Rak, Chair

City/County Association of Governments of San Mateo County

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

March 4, 2026

The Honorable Marc Berman
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0023

Re: C/CAG Budget Request Priority

Dear Assemblymember Berman:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to thank you for your efforts on behalf of those who live, work, and play in San Mateo County. We appreciate your work on this year's budget, which we understand is still in its early stages. If there is budget capacity, we ask that you consider the following C/CAG budget request in your district:

1. **\$1,500,000 for the San Mateo Countywide OneWatershed Strategic Plan** – Using requested funds C/CAG will develop a countywide OneWatershed Strategic Plan. The OneWatershed Strategic Plan will produce a countywide suite of tools, analyses, and implementation resources designed to support locally led, watershed-scale climate adaptation and resilience actions across San Mateo County. The Strategic Plan will function as an enabling framework that strengthens local decision-making capacity. Funding will support updated decision-support tools, including aggregated climate risk datasets, policy alignment matrices, and enhanced multi-benefit project prioritization methods; updated OneWatershed project typologies, funding strategies, design guidance, and case studies for integrated watershed infrastructure; and partnership maps and collaboration strategies intended to support a more holistic approach to climate adaptation and resilience in the county.

Another budget priority for C/CAG is the continuation and expansion of funding for Regional Early Action Planning Grant Program (REAP). REAP has assisted many San Mateo County jurisdictions with their Housing Elements and other key housing planning activities. Ongoing REAP funding is needed for Housing Element implementation.

We appreciate your consideration of our request. If you have any questions, please contact the C/CAG Executive Director Sean Charpentier at scharpentier@smcgov.org.

Sincerely,



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



**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

The Honorable Alex Padilla
United States Senator
331 Hart Senate Office Building
Washington, DC 20510

The Honorable Adam Schiff
United States Senator
112 Hart Senate Office Building
Washington, DC 20510

The Honorable Kevin Mullin
United States Representative
1404 Longworth House Building
Washington, DC 20515

March 4, 2026

RE: C/CAG Priorities for FY27 Congressionally Directed Spending

Dear Senator Padilla, Senator Schiff, and Representative Mullin:

I write to express strong support for the City/County Association of Governments of San Mateo County's (C/CAG) FY27 Congressionally Directed Spending (CDS) requests to include funding for the following regional priority projects in the FY 2027 appropriations bills:

1. **San Mateo County Integrated Green Stormwater Infrastructure Streets Program** – With \$1,880,000 in CDS funds under the Transportation, Housing and Urban Development (THUD) Highway Infrastructure Program account and \$470,000 in local match, C/CAG will implement priority integrated green stormwater infrastructure street projects in East Palo Alto, Daly City, and South San Francisco. The request will fully construct the Fordham Street and Purdue Avenue project serving Costano Elementary School in East Palo Alto; advance construction and environmental review for safety and green infrastructure improvements at priority intersections serving Woodrow Wilson and Bayshore Elementary Schools in Daly City; and initiate planning and early design to 35 percent for the Grand Avenue Downtown corridor project in South San Francisco. These projects integrate traffic calming, ADA-compliant pedestrian improvements, bioretention planters, and permeable pavement to reduce flood risk, improve water quality, and enhance safety in underserved communities.
2. **San Mateo County Safety Applications for Every Traveler (SAFE-T) Project** – With \$1,800,000 in CDS funds under the THUD Highway Infrastructure Program account and \$450,000 in local match, C/CAG will implement a data-driven intersection safety program across South San Francisco, San Mateo, Foster City, and Redwood City. Guided by priority actions identified in the C/CAG Countywide Local Roadway Safety Plan, the localities will deploy pedestrian detection, dynamic “No Turn on Red” blank-out signs, adaptive signal timing, and emergency vehicle preemption at approximately 27 high-risk signalized intersections located on the Countywide High Injury Network. These improvements will reduce vehicle-pedestrian conflicts, improve accessibility for seniors and people with disabilities, and enhance emergency response times along key corridors.
3. **San Mateo Countywide OneWatershed Strategic Plan** – With \$1,500,000 in CDS funds under the Commerce, Justice, Science, and Related Agencies National Oceanic and Atmospheric Administration (NOAA) account, C/CAG will develop a countywide OneWatershed Strategic Plan. The OneWatershed Strategic Plan will produce a countywide suite of tools, analyses, and

implementation resources designed to support locally led, watershed-scale climate adaptation and resilience actions across San Mateo County. The Strategic Plan will function as an enabling framework that strengthens local decision-making capacity. Funding will support updated decision-support tools, including aggregated climate risk datasets, policy alignment matrices, and enhanced multi-benefit project prioritization methods; updated OneWatershed project typologies, funding strategies, design guidance, and case studies for integrated watershed infrastructure; and partnership maps and collaboration strategies intended to support a more holistic approach to climate adaptation and resilience in the county.

Together, these projects advance regional collaboration to improve transportation safety, reduce flood risk, strengthen water resilience, and support climate adaptation in communities across San Mateo County. C/CAG represents all of San Mateo County's 764,442 residents through its 21-member Board of Directors, which includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resilience, mobility, environmental quality, and safety throughout San Mateo County.

Thank you for your consideration and for your continued support of the San Mateo County region. For additional information, please contact Executive Director Sean Charpentier at scharpentier@smcgov.org.

Sincerely,

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

Adam Rak, Chair

City/County Association of Governments of San Mateo County

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

February 11, 2026

Eunejune Kim, Public Works Director
City of South San Francisco
400 Grand Avenue
South San Francisco, CA 94080
Via email @ eunejune.kim@ssf.net

Re: CMP TDM Policy Exemption Request – South San Francisco

Dear Eunejune,

Thank you for resubmitting South San Francisco's request for exemption from C/CAG's TDM Policy, as outlined in your letter dated January 22, 2026. Pursuant to the C/CAG Board's action last spring to amend its TDM policy to provide the C/CAG Executive Director with additional discretion in determining whether a locally adopted TDM Plan can be exempted from the C/CAG Policy, it has been determined that South San Francisco's adopted policy meets the threshold to qualify for an exemption, as discussed in detail below.

According to the C/CAG TDM Policy, an exemption request must clearly document how a jurisdiction's adopted city-wide TDM regulations ensure projected SOV trip reduction percentages meet or exceed 25% for TOD and small residential projects, and 35% for all other project land use types. C/CAG may consider minor deviations from these criteria where it can be objectively demonstrated that a locally adopted TDM plan is substantially consistent with these criteria and is likely to generate superior city-wide results to the C/CAG TDM Policy through implementation of trip reduction targets, monitoring, reporting, enforcement mechanisms and/or other documented measures that are materially more robust than those in the C/CAG policy.

Comparison of Program Requirements

The following table presents a comparison of C/CAG and South San Francisco TDM Program requirements:

Land Use (Tier)	C/CAG			City of South San Francisco		
	Trip Reduction Target	Monitoring	Penalties	Trip Reduction Target ¹	Monitoring	Penalties
Tier 4 – Office/R&D >400ksf	25% (TOD) – 35% Other	Biennial/triennial surveys for first 18 years	No	50%	Annual surveys and trip counts for lifespan of project	Yes (3 rd violation)
Tier 3 – Office/R&D >50ksf to 400ksf	25% (TOD) – 35% Other	Biennial/triennial surveys for first 18 years	No	40%	Annual surveys for lifespan of project	Yes (3 rd violation)
Tier 2 - Other nonresidential uses with less-than-significant impacts to VMT	25% (TOD) – 35% Other %	Biennial/triennial surveys for first 18 years	No	30%	Annual self-certification form for first 20 years	No
Tier 1 – 20+ Residential units (Senior housing and projects w/50% or more BMR units are exempt)	25% (TOD) – 35% Other	Biennial self-certification form for first 6 years	No	NA – Must implement TDM measures, but no min trip reduction	Annual self-certification form for first 5 years	No

C/CAG’s earlier review of South San Francisco’s policy identified the following:

- The South San Francisco TDM Ordinance generally applies to most projects included in the CMP TDM Policy, although it stipulates exemptions for affordable and senior housing developments, regardless of project size or trip generation.
- The South San Francisco TDM Ordinance notes that the point system that it utilizes is intended to align with the approximate level of auto travel reductions. Accordingly, South San Francisco’s TDM Ordinance requirements for Tiers 3 and 4 exceed the minimum requirements of the CMP TDM Policy but fall short of meeting minimum requirements for Tiers 1 and 2.

Comparison of TDM Results under General Plan Buildout

While the South San Francisco TDM Policy includes exceptions that are otherwise not included in the C/CAG TDM policy, as noted above, it has been found to be substantially consistent and likely to generate superior city-wide results based as discussed below.

The table below represents anticipated build-out in South San Francisco’s General Plan in various land use categories and provides a comparison of trip reduction required by South San Francisco’s Policy vs. C/CAG’s Policy.

¹ Per SSFMC Chapter 20.400, “Required points are intended to align with the approximate level of auto travel reductions to achieve consistency with city, regional, and state environmental goals based on applicable industry research.”

Base Trips based on Land Use Category				C/CAG Requirements			City Requirements			Difference
Land Use	Tier / Project Size	Net Change in Sq Ft or Units	Daily Trips ²	TDM Reduction	Trip Reduction	Net Trips	TDM Reduction	Trip Reduction	Net Trips	% Difference City / C/CAG
Office/R&D	Tier 4 >400ksf	30,987,106sf	242,629	35%	84,920	157,709	50%	121,135	121,135	-23%
	Tier 3 50ksf-400ksf	3,873,388sf	30,329	35%	10,615	19,714	40%	12,131	18,197	-8%
	Tier 2 <50ksf	352,126sf	2,757	35%	965	1,792	30%	827	1,930	+8%
Warehouse	Tier 2	(1,670,173sf)	(2,305)	35%	-	(2,305)	30%	-	(2,305)	-
Manufact	Tier 2	(236,691sf)	(1,011)	35%	-	(1,011)	30%	-	(1,011)	-
Hotel	Tier 2	(584)	(1,958)	35%	-	(1,958)	30%	-	(1,958)	-
Retail/Serv	Tier 2	(79,816sf)	(4,346)	35%	-	(4,346)	30%	-	(4,346)	-
Residential	Large >50 units	16,797	76,259	35%	26,691	49,569	-	-	76,259	+54%
	Small <50 units	343	2,129	25%	532	1,597	-	-	2,129	+33%
Total		33,225,357	344,484	35%	123,723	220,761	39%	134,273	210,211	-5%

Findings

- A. Trip Reduction comparison. The estimates indicate the **City's requirements would reduce trips 5% below C/CAG policy requirements**. Note that this estimate is very conservative and assumes no trip reduction for residential uses, though Tier 1 residential projects must earn at least 20 points from the TDM measures listed in the City's Tier 1 TDM Checklist. If credit were taken for these measures (20%) the City's requirements would reduce trips 10% below C/CAG policy requirements.
- B. Monitoring, Reporting and Enforcement Provisions. The most significant growth (~35M sf) is anticipated in the office/R&D sector, the vast majority of which will be subject to Tier 3 & 4 trip reduction requirements that are substantially higher than C/CAG's regulations (40-50% for SSF vs. 25-35% for C/CAG). City requirements for Tier 3 & 4 projects also include annual survey monitoring for the life of the project, penalties for noncompliance (beginning with the third violation), and Trip caps for Tier 4 projects (over 400,000 sq. ft.), far exceeding C/CAG requirements for biennial/triennial monitoring for the first 18 years.

² Institute of Transportation Engineers Trip Generation 12th Edition, August 2025; ITE code based on closest generalized representation of each land use. Assumes suburban land use without internalization or other trip reductions based on built environment.

Based on these findings it is determined that South San Francisco's TDM Policy qualifies for an exemption from the C/CAG TDM Policy requirements. Please note that per the Exemption provisions of the C/CAG policy, South San Francisco continues to have an obligation to provide written notification to C/CAG whenever it receives an application for a new development project expected to generate more than 100 ADT and is also required to share all monitoring results with C/CAG and Commute.org on a biennial basis.

C/CAG appreciates South San Francisco's longstanding commitment to trip reduction efforts over the past many years, and particularly with the current iteration of the SSF TDM Ordinance.

Please let me know if you have any questions regarding this matter.

Sincerely,

Sean Charpentier, C/CAG Executive Director



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

February 23, 2026

US EPA - San Francisco Bay Geographic Program, Region 9
75 Hawthorne Street
San Francisco, CA 94105

Subject: Support Letter for Grassroots Ecology's proposal for the Flowing Forward: Nature-based Solutions for a Clean, Healthy Bay project

Dear Members of the SF Bay Region 9 Grant Review Panel:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am pleased to support Grassroots Ecology's Water Quality Restoration Grant application to the US EPA San Francisco Bay Geographic Program for Flowing Forward: Nature-based Solutions for a Clean, Healthy Bay. Rooted in strong nonprofit-government partnerships, Flowing Forward will advance a regionally coordinated, nature-based approach to improving water quality and ecosystem function along the Peninsula and South Bay shoreline. The project centers on three integrated strategies: (1) conduct multi-benefit shoreline projects that restore habitat and reduce stormwater pollutants; (2) install green stormwater infrastructure, including rain gardens, rain catchment systems, and trees, in the urban environment; and (3) remove trash from the Bay and its watersheds.

C/CAG is the County Transportation Agency (CTA) and also the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's 764,442 residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resiliency, mobility, the environment, and equity, as well as prioritizing safety throughout San Mateo County. Grassroots Ecology's project aligns with all of C/CAG's goals. Since 2021, C/CAG has partnered with Climate Resilient Communities (CRC)—a core nonprofit partner in Flowing Forward—through the OneWatershed Project, which aligns community-based engagement with local government planning to support proactive climate resilience in the most vulnerable areas of the county. Building on CRC's successful East Palo Alto Rain Garden Project implemented in collaboration with Grassroots Ecology and Fresh Approach, Flowing Forward will promote broader community adoption of rainwater harvesting and green infrastructure to reduce water quality impacts and foster healthier urban environments. This work aligns with C/CAG's Municipal Regional Stormwater Permit requirements for advancing green infrastructure, and leverages C/CAG's partnership with the Bay Area Water Supply and Conservation Agency rain barrel and lawn replacement rebate programs to scale up adoption of parcel-based green infrastructure across participating communities.

Building on the growing momentum for nature-based solutions in San Mateo County, Flowing Forward reflects a strong, regionally relevant investment that will deliver meaningful water quality, habitat, and community benefits across the Peninsula and South Bay shoreline.

If you have any questions, please contact me at: scharpentier@smcgov.org.

Sincerely,

Sean Charpentier
C/CAG Executive Director

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

March 3, 2026

The Honorable Kevin Mullin
U.S. House of Representatives
1404 Longworth House Office Building
Washington, DC 20515

Dear Congressman Mullin,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write in support of the San Mateo County Transit District's (SamTrans) Congressionally Directed Spending Request for the SamTrans North Base Bus Causeway Flood Mitigation Project as part of the Fiscal Year 2027 appropriations process.

C/CAG is the County Transportation Agency (CTA) and also the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's 764,442 residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resiliency, mobility, the environment, and equity, as well as prioritizing safety throughout San Mateo County. SamTrans's project aligns with all of C/CAG's goals.

SamTrans, established in 1976, serves as a vital public transportation network across a 446-square-mile area including 20 cities in San Mateo County and parts of 6 additional cities in neighboring counties. With nearly 9 million annual riders, SamTrans supports a predominantly low-income demographic, with 91 percent of riders classified as low income and 64 percent as extremely low income based on local housing metrics. Additionally, nearly 75 percent of these riders lack access to a car, emphasizing the essential nature of SamTrans services.

The SamTrans North Base Maintenance and Operation Facility (North Base), which is located on Belle Air Island in the City of South San Francisco, is SamTrans' primary vehicle operations, maintenance, and storage facility with over 270 employees. It has a service capacity for 200 buses, 67 paratransit vehicles, and disaster relief bus and trailer. During service peak hours, approximately 100 buses are deployed out of North Base for fixed-route services throughout the community. North Base is also home to the San Mateo County Samaritan House's Safe Harbor Shelter, which provides emergency and short-term housing (among other services) for 100 individuals, with over 400 unhoused persons served every year.

This critical facility is integral to maintaining essential transit services that support the local economy, workforce, and education systems. However, due to its location near the San Francisco Bay, North Base faces significant flooding risks during coastal storm events. A flood event could block access to and from the

Base and disrupt vital transit services for essential frontline workers, government employees, service providers and students.

As part of the North Base Bus Causeway Flood Mitigation Project, SamTrans will raise the existing bus roadway to help prevent flooding from blocking any access to and from Belle Air Island. About 480 feet of the road will be elevated to match the higher surrounding ground, reducing the risk of floodwater flowing over the sides and onto the roadway. Raising the road provides effective flood protection while minimizing environmental impacts compared to building floodwalls along the shoreline. These improvements will help ensure the protection of North Base and prevent service interruptions that could impact the safety of base operators and the broader community reliant on SamTrans service as an economic lifeline.

We applaud SamTrans' efforts to implement these critical improvements, and we hope you will prioritize this funding as part of the Fiscal Year 2027 Department of Transportation, Housing and Urban Development Appropriations Bill.

Thank you for your time and consideration. If you have any questions, please contact me at: scharpentier@smcgov.org.

Sincerely,



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

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

March 2, 2026

The Honorable Alex Padilla
United States Senate
331 Hart Senate Office Building
Washington, DC 20510

Dear Senator Padilla,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write in support of the San Mateo County Transit District's (SamTrans) Congressionally Directed Spending Request for the SamTrans North Base Bus Causeway Flood Mitigation Project as part of the Fiscal Year 2027 appropriations process.

C/CAG is the County Transportation Agency (CTA) and also the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's 764,442 residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resiliency, mobility, the environment, and equity, as well as prioritizing safety throughout San Mateo County. SamTrans's project aligns with all of C/CAG's goals.

SamTrans, established in 1976, serves as a vital public transportation network across a 446-square-mile area including 20 cities in San Mateo County and parts of 6 additional cities in neighboring counties. With nearly 9 million annual riders, SamTrans supports a predominantly low-income demographic, with 91 percent of riders classified as low income and 64 percent as extremely low income based on local housing metrics. Additionally, nearly 75 percent of these riders lack access to a car, emphasizing the essential nature of SamTrans services.

The SamTrans North Base Maintenance and Operation Facility (North Base), which is located on Belle Air Island in the City of South San Francisco, is SamTrans' primary vehicle operations, maintenance, and storage facility with over 270 employees. It has a service capacity for 200 buses, 67 paratransit vehicles, and disaster relief bus and trailer. During service peak hours, approximately 100 buses are deployed out of North Base for fixed-route services throughout the community. North Base is also home to the San Mateo County Samaritan House's Safe Harbor Shelter, which provides emergency and short-term housing (among other services) for 100 individuals, with over 400 unhoused persons served every year.

This critical facility is integral to maintaining essential transit services that support the local economy, workforce, and education systems. However, due to its location near the San Francisco Bay, North Base faces significant flooding risks during coastal storm events. A flood event could block access to and from the

Base and disrupt vital transit services for essential frontline workers, government employees, service providers and students.

As part of the North Base Bus Causeway Flood Mitigation Project, SamTrans will raise the existing bus roadway to help prevent flooding from blocking any access to and from Belle Air Island. About 480 feet of the road will be elevated to match the higher surrounding ground, reducing the risk of floodwater flowing over the sides and onto the roadway. Raising the road provides effective flood protection while minimizing environmental impacts compared to building floodwalls along the shoreline. These improvements will help ensure the protection of North Base and prevent service interruptions that could impact the safety of base operators and the broader community reliant on SamTrans service as an economic lifeline.

We applaud SamTrans' efforts to implement these critical improvements, and we hope you will prioritize this funding as part of the Fiscal Year 2027 Department of Transportation, Housing and Urban Development Appropriations Bill.

Thank you for your time and consideration. If you have any questions, please contact me at: scharpentier@smcgov.org.

Sincerely,



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

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

March 2, 2026

The Honorable Adam Schiff
United States Senate
112 Hart Senate Office Building
Washington, DC 20510

Dear Senator Schiff,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write in support of the San Mateo County Transit District's (SamTrans) Congressionally Directed Spending Request for the SamTrans North Base Bus Causeway Flood Mitigation Project as part of the Fiscal Year 2027 appropriations process.

C/CAG is the County Transportation Agency (CTA) and also the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's 764,442 residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resiliency, mobility, the environment, and equity, as well as prioritizing safety throughout San Mateo County. SamTrans's project aligns with all of C/CAG's goals.

SamTrans, established in 1976, serves as a vital public transportation network across a 446-square-mile area including 20 cities in San Mateo County and parts of 6 additional cities in neighboring counties. With nearly 9 million annual riders, SamTrans supports a predominantly low-income demographic, with 91 percent of riders classified as low income and 64 percent as extremely low income based on local housing metrics. Additionally, nearly 75 percent of these riders lack access to a car, emphasizing the essential nature of SamTrans services.

The SamTrans North Base Maintenance and Operation Facility (North Base), which is located on Belle Air Island in the City of South San Francisco, is SamTrans' primary vehicle operations, maintenance, and storage facility with over 270 employees. It has a service capacity for 200 buses, 67 paratransit vehicles, and disaster relief bus and trailer. During service peak hours, approximately 100 buses are deployed out of North Base for fixed-route services throughout the community. North Base is also home to the San Mateo County Samaritan House's Safe Harbor Shelter, which provides emergency and short-term housing (among other services) for 100 individuals, with over 400 unhoused persons served every year.

This critical facility is integral to maintaining essential transit services that support the local economy, workforce, and education systems. However, due to its location near the San Francisco Bay, North Base faces significant flooding risks during coastal storm events. A flood event could block access to and from the

Base and disrupt vital transit services for essential frontline workers, government employees, service providers and students.

As part of the North Base Bus Causeway Flood Mitigation Project, SamTrans will raise the existing bus roadway to help prevent flooding from blocking any access to and from Belle Air Island. About 480 feet of the road will be elevated to match the higher surrounding ground, reducing the risk of floodwater flowing over the sides and onto the roadway. Raising the road provides effective flood protection while minimizing environmental impacts compared to building floodwalls along the shoreline. These improvements will help ensure the protection of North Base and prevent service interruptions that could impact the safety of base operators and the broader community reliant on SamTrans service as an economic lifeline.

We applaud SamTrans' efforts to implement these critical improvements, and we hope you will prioritize this funding as part of the Fiscal Year 2027 Department of Transportation, Housing and Urban Development Appropriations Bill.

Thank you for your time and consideration. If you have any questions, please contact me at: scharpentier@smcgov.org.

Sincerely,



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



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

March 4, 2026

The Honorable Diane Papan
1021 O Street, Suite 4220
P.O. Box 942849
Sacramento, CA 94249

Re: C/CAG Budget Request Priorities

Dear Assemblymember Papan:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to thank you for your efforts on behalf of those who live, work, and play in San Mateo County. We appreciate your work on this year's budget, which we understand is still in its early stages. If there is State budget capacity, we ask that you consider the following key C/CAG budget requests in your district.

1. **\$1,880,000 for the San Mateo County Integrated Green Stormwater Infrastructure Streets Program** – Using requested funds and \$470,000 in local match, C/CAG will implement priority integrated green stormwater infrastructure street projects in East Palo Alto, Daly City, and South San Francisco. The request will fully construct the Fordham Street and Purdue Avenue project serving Costano Elementary School in East Palo Alto; advance construction and environmental review for safety and green infrastructure improvements at priority intersections serving Woodrow Wilson and Bayshore Elementary Schools in Daly City; and complete design and environmental review for the Grand Avenue Downtown corridor project in South San Francisco. These projects integrate traffic calming, ADA-compliant pedestrian improvements, bioretention planters, and permeable pavement to reduce flood risk, improve water quality, and enhance safety in underserved communities.
2. **\$1,800,000 for the San Mateo County Safety Applications for Every Traveler (SAFE-T) Project** – Using requested funds and \$450,000 in local match, C/CAG will implement a data-driven intersection safety program across South San Francisco, San Mateo, Foster City, and Redwood City. Guided by priority actions identified in the C/CAG Countywide Local Roadway Safety Plan, the localities will deploy pedestrian detection, dynamic “No Turn on Red” blank-out signs, adaptive signal timing, and emergency vehicle preemption at approximately 27 high-risk signalized intersections located on the Countywide High Injury Network. These improvements will reduce vehicle-pedestrian conflicts, improve accessibility for seniors and people with disabilities, and enhance emergency response times along key corridors.
3. **\$1,500,000 for the San Mateo Countywide OneWatershed Strategic Plan** – Using requested funds C/CAG will develop a countywide OneWatershed Strategic Plan. The OneWatershed Strategic Plan will produce a countywide suite of tools, analyses, and

implementation resources designed to support locally led, watershed-scale climate adaptation and resilience actions across San Mateo County. The Strategic Plan will function as an enabling framework that strengthens local decision-making capacity. Funding will support updated decision-support tools, including aggregated climate risk datasets, policy alignment matrices, and enhanced multi-benefit project prioritization methods; updated OneWatershed project typologies, funding strategies, design guidance, and case studies for integrated watershed infrastructure; and partnership maps and collaboration strategies intended to support a more holistic approach to climate adaptation and resilience in the county.

Another budget priority for C/CAG is the continuation and expansion of funding for Regional Early Action Planning Grant Program (REAP). REAP has assisted many San Mateo County jurisdictions with their Housing Elements and other key housing planning activities. Ongoing REAP funding is needed for Housing Element implementation.

We appreciate your consideration of our request. If you have any questions, please contact the C/CAG Executive Director Sean Charpentier at scharpentier@smcgov.org.

Sincerely,

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

Adam Rak, Chair

City/County Association of Governments of San Mateo County



**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: February 18, 2026

To: Robert Wood Johnson Foundation Selection Committee for Local Data for Equitable Communities

Subject: Letter of Support for Sustainable San Mateo County (SSMC)

Dear Selection Committee,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am writing to express our strong support for Sustainable San Mateo County's (SSMC) **Local Data for Equitable Communities** project funding proposal. SSMC has a long and successful track record of collaborating with local governments and regional agencies to address critical environmental and equity challenges in our county.

As a joint powers agency that addresses multi-jurisdictional issues in San Mateo County, C/CAG recognizes that the health benefits of green space are currently not distributed evenly across our region. SSMC's project directly addresses the lack of a local tool to prioritize tree planting through a health equity lens by identifying Priority Tree Canopy Zones—areas where low canopy, high heat, and socioeconomic vulnerability overlap.

This initiative aligns with C/CAG's role in regional planning and our commitment to improving the quality of life for all residents. The SSMC proposal also aligns with C/CAG's Equity Framework and Action Plan, which sets goals for prioritizing investments in overburdened communities, including ensuring environmental improvements are equitably targeted and that outcomes are quantifiable to ensure effective tracking of progress over time. We believe SSMC's leadership in bringing stakeholders together will be instrumental in creating a data-driven framework that enables coordinated, equitable investment in our communities' health.

We strongly urge the Robert Wood Johnson Foundation to support this vital project.

Sincerely,

Sean Charpentier, Executive Director

City/County Association of Governments of San Mateo County (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

March 4, 2026

The Honorable Catherine Stefani
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0019

Re: C/CAG Budget Request Priority

Dear Assemblymember Stefani:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to thank you for your efforts on behalf of those who live, work, and play in San Mateo County. We appreciate your work on this year's budget, which we understand is still in its early stages. If there is State budget capacity, we ask that you consider the following key C/CAG budget requests in your district.

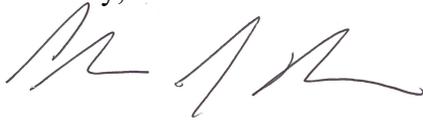
1. **\$1,880,000 for the San Mateo County Integrated Green Stormwater Infrastructure Streets Program** – Using requested funds and \$470,000 in local match, C/CAG will implement priority integrated green stormwater infrastructure street projects in East Palo Alto, Daly City, and South San Francisco. The request will fully construct the Fordham Street and Purdue Avenue project serving Costano Elementary School in East Palo Alto; advance construction and environmental review for safety and green infrastructure improvements at priority intersections serving Woodrow Wilson and Bayshore Elementary Schools in Daly City; and complete design and environmental review for the Grand Avenue Downtown corridor project in South San Francisco. These projects integrate traffic calming, ADA-compliant pedestrian improvements, bioretention planters, and permeable pavement to reduce flood risk, improve water quality, and enhance safety in underserved communities.
2. **\$1,800,000 for the San Mateo County Safety Applications for Every Traveler (SAFE-T) Project** – Using requested funds and \$450,000 in local match, C/CAG will implement a data-driven intersection safety program across South San Francisco, San Mateo, Foster City, and Redwood City. Guided by priority actions identified in the C/CAG Countywide Local Roadway Safety Plan, the localities will deploy pedestrian detection, dynamic “No Turn on Red” blank-out signs, adaptive signal timing, and emergency vehicle preemption at approximately 27 high-risk signalized intersections located on the Countywide High Injury Network. These improvements will reduce vehicle-pedestrian conflicts, improve accessibility for seniors and people with disabilities, and enhance emergency response times along key corridors.
3. **\$1,500,000 for the San Mateo Countywide OneWatershed Strategic Plan** – Using requested funds C/CAG will develop a countywide OneWatershed Strategic Plan. The OneWatershed Strategic Plan will produce a countywide suite of tools, analyses, and

implementation resources designed to support locally led, watershed-scale climate adaptation and resilience actions across San Mateo County. The Strategic Plan will function as an enabling framework that strengthens local decision-making capacity. Funding will support updated decision-support tools, including aggregated climate risk datasets, policy alignment matrices, and enhanced multi-benefit project prioritization methods; updated OneWatershed project typologies, funding strategies, design guidance, and case studies for integrated watershed infrastructure; and partnership maps and collaboration strategies intended to support a more holistic approach to climate adaptation and resilience in the county.

Another budget priority for C/CAG is the continuation and expansion of funding for Regional Early Action Planning Grant Program (REAP). REAP has assisted many San Mateo County jurisdictions with their Housing Elements and other key housing planning activities. Ongoing REAP funding is needed for Housing Element implementation.

We appreciate your consideration of our request. If you have any questions, please contact the C/CAG Executive Director Sean Charpentier at scharpentier@smcgov.org.

Sincerely,

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

Adam Rak, Chair

City/County Association of Governments of San Mateo County



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

March 4, 2026

The Honorable Scott Wiener
1021 O Street, Suite 8620
Sacramento, CA 95814

Re: C/CAG Budget Request Priority

Dear Senator Wiener:

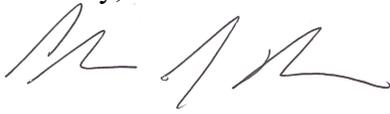
On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to thank you for your efforts on behalf of those who live, work, and play in San Mateo County. We appreciate your work on this year's budget, which we understand is still in its early stages. If there is State budget capacity, we ask that you consider the following key C/CAG budget requests in your district.

1. **\$1,880,000 for the San Mateo County Integrated Green Stormwater Infrastructure Streets Program** – Using requested funds and \$470,000 in local match, C/CAG will implement priority integrated green stormwater infrastructure street projects in East Palo Alto, Daly City, and South San Francisco. The request will fully construct the Fordham Street and Purdue Avenue project serving Costano Elementary School in East Palo Alto; advance construction and environmental review for safety and green infrastructure improvements at priority intersections serving Woodrow Wilson and Bayshore Elementary Schools in Daly City; and complete design and environmental review for the Grand Avenue Downtown corridor project in South San Francisco. These projects integrate traffic calming, ADA-compliant pedestrian improvements, bioretention planters, and permeable pavement to reduce flood risk, improve water quality, and enhance safety in underserved communities.
2. **\$1,800,000 for the San Mateo County Safety Applications for Every Traveler (SAFE-T) Project** – Using requested funds and \$450,000 in local match, C/CAG will implement a data-driven intersection safety program across South San Francisco, San Mateo, Foster City, and Redwood City. Guided by priority actions identified in the C/CAG Countywide Local Roadway Safety Plan, the localities will deploy pedestrian detection, dynamic “No Turn on Red” blank-out signs, adaptive signal timing, and emergency vehicle preemption at approximately 27 high-risk signalized intersections located on the Countywide High Injury Network. These improvements will reduce vehicle-pedestrian conflicts, improve accessibility for seniors and people with disabilities, and enhance emergency response times along key corridors.
3. **\$1,500,000 for the San Mateo Countywide OneWatershed Strategic Plan** – Using requested funds C/CAG will develop a countywide OneWatershed Strategic Plan. The OneWatershed Strategic Plan will produce a countywide suite of tools, analyses, and implementation resources designed to support locally led, watershed-scale climate adaptation

and resilience actions across San Mateo County. The Strategic Plan will function as an enabling framework that strengthens local decision-making capacity. Funding will support updated decision-support tools, including aggregated climate risk datasets, policy alignment matrices, and enhanced multi-benefit project prioritization methods; updated One Watershed project typologies, funding strategies, design guidance, and case studies for integrated watershed infrastructure; and partnership maps and collaboration strategies intended to support a more holistic approach to climate adaptation and resilience in the county.

Another budget priority for C/CAG is the continuation and expansion of funding for Regional Early Action Planning Grant Program (REAP). REAP has assisted many San Mateo County jurisdictions with their Housing Elements and other key housing planning activities. Ongoing REAP funding is needed for Housing Element implementation.

Sincerely,

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

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