

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

Meeting No. 392

<p>Date: Thursday, April 9, 2026</p> <p>Time: 6:30 p.m.</p> <p>Location: 1250 San Carlos Ave. 2nd Floor, Auditorium San Carlos, CA 94070</p>	<p>Join by Webinar: https://us02web.zoom.us/j/86893904911? pwd=L4UXWXmARsCLq9RDbnxJUdWt sxirjh.1</p> <p>Webinar ID: 868 9390 4911</p> <p>Password: 040926</p> <p>Join by Phone: (669) 900-6833</p>
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***** IN-PERSON MEETING WITH REMOTE PUBLIC PARTICIPATION AVAILABLE *****

This meeting of the C/CAG Board of Directors will be held in person at the location listed above. 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 Certificate of Appreciation Honoring Susy Kalkin for Her Years of Service to San Mateo County and the City/County Association of Governments (C/CAG). p. 1
- 2.2 Certificate of Appreciation Honoring Sean Charpentier for His Years of Service to San Mateo County and the City/County Association of Governments (C/CAG). p. 2
- 2.3 Certificate of Appreciation Honoring Adam Rak, Vice Mayor of the City of San Carlos, for His Leadership and Service as Chair of C/CAG. p. 3
- 2.4 Receive a Presentation on the Connect Bay Area Local Investment Plan. p. 4

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 March 14, 2026, C/CAG Board and ALUC Meeting No. 391. ACTION p. 6
- 3.2 Review and approval of Resolution 26-12 determining that proposed amendments to the Oyster Point Specific Plan and associated Zoning District regulations, increasing the maximum Floor Area Ratio from 1.25 to 2.0 for remaining development phases at 355-389 Oyster Point Blvd., South San Francisco, are 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. ACTION p. 13
- 3.3 Review and approval of Resolution 26-13 determining that proposed amendments to Belmont’s Zoning Ordinance and associated implementation procedures related to Airport Land Use Plan Consistency are 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. ACTION p. 19
- 3.4 Review and approval of Resolution 26-14 authorizing the C/CAG Executive Director to execute Amendment No. 1 with Kittelson and Associates, Inc. for additional services on the San Bruno-Millbrae El Camino Real Multimodal Corridor Improvement Study, at a new not to exceed amount of \$1,298,617.59, extending the contract end date to December 30, 2027, and execute Project Supplement No. 5 to accept \$700,297.41 in funding from the San Mateo County Transportation Authority and the City of Millbrae. ACTION p. 26
- 3.5 Review and approval of Resolution 26-15 authorizing the C/CAG Executive Director to execute Amendment No. 1 with S.R. Rose Engineering, Inc. to extend the contract term for Smart Corridor project management services through June 30, 2027, at no additional cost. ACTION p. 31
- 3.6 Review and approval of Resolution 26-16 authorizing the C/CAG Executive Director to execute Amendment No. 4 with Kimley-Horn and Associates, Inc. for Smart Corridor Northern Cities design support services, including a \$40,000 increase to a new not to exceed amount of \$679,032.88, extending the contract through June 30, 2027. ACTION p. 35
- 3.7 Review and approval of Resolution 26-17 authorizing the C/CAG Executive Director to execute Amendment No. 1 with the City of Daly City to extend the Smart Corridor fiber reimbursement agreement through June 30, 2027, at no additional cost. ACTION p. 40
- 3.8 Review and approval of Resolution 26-18 supporting the submittal of grant applications for the Countywide Safety Applications For Every Traveler (SAFE-T) Project and authorizing a \$75,000 local match from the C/CAG Congestion Relief Program. ACTION p. 45

- 3.9 Review and approval of Resolutions 26-19 and 26-20 authorizing the C/CAG Executive Director to execute Agreements with Climate Resilient Communities in an amount not to exceed \$42,000 and the San Jose Conservation Corps and Charter School in an amount not to exceed \$439,272 to implement the Green Workforce for Clean and Sustainable Streets project using Caltrans Clean California grant funds. ACTION p. 49
- 3.10 Review and approval of Resolution 26-21 authorizing the Executive Director to execute an agreement with Gallagher Benefit Services, Inc. to conduct an agency-wide classification and compensation study for C/CAG, in an amount not to exceed \$40,000. ACTION p. 56
- 3.11 Review and appoint an elected official to serve on the Congestion Management & Environmental Quality (CMEQ) Committee. ACTION p. 59
- 3.12 Review and approval of Resolution 26-23 authorizing a waiver of the Request for Proposals process and further authorizing the C/CAG Executive Director to execute an agreement with Regional Government Services, in an amount not to exceed \$55,000 for a term not exceed 12 months, to provide as needed consultant services to support the Airport Land Use Commission and other C/CAG programs. ACTION p.63

4.0 REGULAR AGENDA

- 4.1 Consider candidates and appoint one elected official to fill the currently vacant seat on the C/CAG Legislative Committee. ACTION p. 74
- 4.2 Review and approval of the proposed C/CAG process and framework for the MTC One Bay Area Grant Cycle 4 (OBAG 4) County & Local Program. ACTION p. 80
- 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.) POSSIBLE ACTION p. 93

5.0 CLOSED SESSION

- 5.1 PUBLIC EMPLOYMENT
Title: Interim Executive Director/Executive Director
- 5.2 PUBLIC EMPLOYEE APPOINTMENT
Title: Interim Executive Director/Executive Director

6.0 REGULAR SESSION CONTINUED

- 6.1 Create an Ad-Hoc Committee for the Executive Director/Interim Executive Director recruitment and appointment. ACTION p. 105

6.2 Review and approval of Resolution 26-22 appointing Kaki Cheung as the Acting Executive Director from April 25, 2026 until May 14, 2026, or as amended by the C/CAG Board of Directors. ACTION p. 107

7.0 COMMITTEE REPORTS

7.1 Chairperson's Report

7.2 Board Members Report/Communication

8.0 EXECUTIVE DIRECTOR'S REPORT

9.0 COMMUNICATIONS - Information Only

9.1 Written Communication – 4 Letters p.110

10.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

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.

11.0 ADJOURNMENT

Next scheduled meeting May 14, 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 office of 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 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: 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. 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 or scharpentier@smcgov.org

Clerk of the Board: Mima Crume (650) 599-1406 or mcrume@smcgov.org

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CERTIFICATE OF APPRECIATION

HONORING SUSY KALKIN FOR HER YEARS OF SERVICE TO SAN MATEO COUNTY AND THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS (C/CAG)

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

WHEREAS, Susy Kalkin has dedicated her career to serving the residents of San Mateo County since July 2017 as a Transportation Systems Coordinator with the City/County Association of Governments of San Mateo County (C/CAG), contributing significantly to numerous county programs and regional initiatives; and

WHEREAS, Susy Kalkin provided exemplary staff support to the C/CAG Board of Directors and the Airport Land Use Committee (ALUC), ensuring the efficient conduct of meetings and the advancement of critical policy discussions; and

WHEREAS, Susy Kalkin played a vital role in supporting C/CAG’s regional planning and interagency coordination efforts; and

WHEREAS, through professionalism, dedication, and a collaborative spirit, Susy Kalkin worked diligently to advance policies and initiatives that enhance the quality of life for residents throughout the county; and

WHEREAS, Susy Kalkin proved to be a consummate professional and a valued asset to C/CAG through attention to detail, strong work ethic, and unwavering willingness to support colleagues and partners; and

WHEREAS, Susy Kalkin’s dedication and expertise have left a lasting impact on San Mateo County and C/CAG, and her contributions will continue to benefit the community for years to come.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the City/County Association of Governments of San Mateo County hereby recognizes and commends Susy Kalkin for outstanding service and dedication to San Mateo County and C/CAG and extends sincere appreciation and best wishes in her future endeavors.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF APRIL 2026.

Michael Salazar, Chair

C/CAG

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CERTIFICATE OF APPRECIATION

HONORING SEAN CHARPENTIER FOR HIS YEARS OF SERVICE TO SAN MATEO COUNTY AND THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS (C/CAG)

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

WHEREAS, Sean Charpentier has served with distinction as Executive Director of the City/County Association of Governments of San Mateo County (C/CAG) for six years, providing exceptional leadership, strategic vision, and an unwavering commitment to advancing regional collaboration; and

WHEREAS, Sean Charpentier has been a thoughtful and principled leader, consistently demonstrating a deep commitment to serving and supporting C/CAG’s 21 member agencies with fairness, transparency, and a collaborative approach that fostered trust and alignment across jurisdictions; and

WHEREAS, in his role on the Executive Council for the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA), he helped guide the implementation of innovative and equitable transportation initiatives that have improved mobility and access for residents throughout the county; and

WHEREAS, during his tenure as Chair of the Bay Area County Transportation Agencies, Sean Charpentier effectively elevated the voice of San Mateo County, advocating for critical transportation investments and policies that deliver meaningful benefits to local communities; and

WHEREAS, under his leadership, C/CAG has strengthened its position as a cornerstone regional agency, advancing complex initiatives through strong partnerships with cities, the County, and regional stakeholders to address critical challenges in transportation, housing, and environmental sustainability; and

WHEREAS, Sean Charpentier has exemplified the highest standards of public service through integrity, professionalism, and a genuine dedication to supporting the C/CAG Board of Directors and its committees with care, insight and respect; and

WHEREAS, his legacy is defined not only by the programs and initiatives advanced under his leadership, but by the collaborative culture, trust, and shared purpose he cultivated across San Mateo County; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the City/County Association of Governments of San Mateo County hereby recognizes and commends Sean Charpentier for his distinguished leadership and dedicated service and extends its deepest appreciation and best wishes as he begins his next chapter serving the City of Pacifica.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF APRIL 2026.

Michael Salazar, Chair

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CERTIFICATE OF APPRECIATION PRESENTED BY THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG)

TO ADAM RAK

FOR HIS LEADERSHIP AND SERVICE AS CHAIR OF C/CAG

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

WHEREAS, Adam Rak currently serves as Vice Mayor of the City of San Carlos and has represented the City of San Carlos on the C/CAG Board of Directors; and

WHEREAS, Adam Rak successfully served as Chair of C/CAG from April 2024 through March 2026, providing steady leadership and thoughtful guidance to the Board of Directors; and

WHEREAS, Adam Rak has served on the C/CAG Legislative Committee and Finance Committee, contributing to the advancement of regional transportation, environmental, and policy initiatives; and

WHEREAS, during his tenure as Chair, Adam Rak led the Board through important policy discussions, strategic initiatives, and budgetary actions that strengthened C/CAG’s regional coordination and governance; and

WHEREAS, Adam Rak worked collaboratively with fellow Board members, partner agencies, and staff to advance C/CAG’s mission and foster strong partnerships among San Mateo County jurisdictions; and

WHEREAS, Adam Rak’s leadership as Chair helped strengthen C/CAG’s role as a collaborative regional forum, promoting transparency, fiscal responsibility, and effective interagency coordination; and

WHEREAS, Adam Rak has demonstrated a steadfast commitment to public service, regional collaboration, and improving the quality of life for residents throughout San Mateo County.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the City/County Association of Governments of San Mateo County hereby expresses its sincere appreciation to Adam Rak for his dedicated leadership and service as Chair of C/CAG and extends its best wishes for his continued success in public service.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF APRIL 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: April 9, 2026

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

From: Sean Charpentier, Executive Director

Subject: Receive a Presentation on the Connect Bay Area Local Investment Plan.

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

RECOMMENDATION

That the C/CAG Board receive a presentation on the Connect Bay Area Local Investment Plan.

FISCAL IMPACT

There is no fiscal impact associated with receiving this presentation.

SOURCE OF FUNDS

Voters will be asked to approve a 14 year ½ cent sales tax to fund transit related investments.

BACKGROUND

The San Mateo County Transit District (SamTrans) is developing a Local Investment Plan as part of the proposed Connect Bay Area regional funding measure. The measure is intended to provide a long-term, sustainable funding source for public transit and related transportation improvements across the Bay Area.

As outlined in the presentation materials, the Connect Bay Area measure could generate approximately \$50 million annually in San Mateo County over a 14-year period (approximately \$700 million total) for transit-related investments.

These funds may be used for a range of eligible activities, including:

- Public transit operations and capital improvements
- Transit components of larger capital projects
- Targeted pavement rehabilitation on local roadways served by fixed-route transit

The Local Investment Plan establishes a framework for how these funds could be prioritized and invested within San Mateo County to support transit service, infrastructure, and system performance.

The presentation will also provide context on:

- Current transportation funding challenges in San Mateo County
- SamTrans' financial outlook and service needs

- Proposed investment categories and priorities
- Public outreach efforts and opportunities for stakeholder input

At the Board meeting, staff from the San Mateo County Transit District will present an overview of the Connect Bay Area Local Investment Plan, including the proposed funding structure, investment priorities, and next steps.

EQUITY IMPACTS AND CONSIDERATIONS

The Connect Bay Area measure and Local Investment Plan are expected to support transit investments that improve access to jobs, services, and essential destinations, particularly for transit-dependent populations. Investments in transit operations, service reliability, and infrastructure have the potential to advance equitable mobility outcomes across San Mateo County.

ATTACHMENTS

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/>

1. Connect Bay Area Local Investment Plan Presentation

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C/CAG BOARD MEETING NOTICE

MINUTES

Meeting No. 391

March 12, 2026

*****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 6:35 p.m. Roll call was taken. A quorum of the Board was present.

AGENCY:	IN-PERSON:	ABSENT:	REMOTE AB 2449	REMOTE Publicly Accessible Teleconference Location:
Atherton	Elizabeth Lewis			
Belmont	Julia Mates			
Brisbane	Coleen Mackin			
Burlingame		Absent		
Colma	Thomas Walsh			
Daly City	Juslyn Manalo			
East Palo Alto		Absent		
Foster City	Art Kiesel			
Half Moon Bay	Paul Nagengast			
Hillsborough	Sophie Cole			
Menlo Park			Cecilia Taylor	
Millbrae		Absent		
Pacifica	Sue Beckmeyer			
Portola Valley	Helen Wolter			
Redwood City	Elmer Martinez-Saballos			
San Bruno	Michael Salazar			
San Carlos	Adam Rak			
San Mateo	Lisa Diaz-Nash			
South San Francisco	Eddie Flores			

Woodside		Absent		
San Mateo County	Noelia Corzo			
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	Van Ocampo
Melissa Andrikopoulos – Legal Counsel	Yumi Felsing
Mima Crume – Clerk of the Board	
Audrey Shiramizu	Members of the Public (In-Person):
Eva Gaye	Greg Wright – City of Pacifica
Dan Sternkopf	
Jeff Lacap	Members of the Public (Remote):
Matt Petrofsky	Matt Robinson – SYASL
Reid Bogert	Lizzie Guansona - SYASL
Susy Kalkin	
Kaki Cheung	

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

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.

Board Member Salazar MOVED to approve consent agenda items 3.1 to 3.9. Board Member Flores SECONDED. A roll call vote was conducted. **MOTION CARRIED 15-0-0.**

Board Members Manalo and Martinez-Saballos arrived after the vote on the consent agenda.

- 3.1 Approval of Minutes from February 12, 2026, C/CAG Board and ALUC Meeting No. 390. APPROVED
- 3.2 Review and accept the C/CAG Single Audit Report for the Fiscal Year Ended June 30, 2025, and the Auditor’s Communication with Those Charged with Governance for the Year Ended June 30, 2025. APPROVED
- 3.3 Review and approval of Resolution 26-11 adopting the County of San Mateo Travel and Employee Reimbursement Policy (Administrative Memorandum B-16), effective January 1, 2026, for application to C/CAG, and authorizing future County updates to apply to C/CAG without requiring additional Board action. APPROVED
- 3.4 Review and approval of Resolution 26-08 authorizing the approval of Fiscal Year 2026/27 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) 40% Fund. APPROVED

- 3.5 Review and approval of Resolution 26-09 authorizing the C/CAG Executive Director to execute an agreement between C/CAG and Ecology Action for Bikeshare Education and Marketing Campaign Program Services related to the Daly City Bay Wheels expansion for an amount not to exceed \$110,000 through December 31, 2027. APPROVED
- 3.6 Review and approval of Resolution 26-10 authorizing the C/CAG Executive Director to execute an agreement between C/CAG and Fehr & Peers for the San Mateo Countywide Safe Streets for All Supplemental Planning Project for an amount not to exceed \$433,074.48 through April 30, 2030. APPROVED
- 3.7 Receive a copy of the C/CAG Title VI Implementation Plan. APPROVED
- 3.8 Review and approval of the Finance Committee’s recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of December 31, 2025. APPROVED
- 3.9 Receive a copy of the executed Amendment No. 1 to the agreement with MIG, Inc. for update of the San Bruno/South San Francisco Community Based Transportation Plan (CBTP), extending the agreement term only. INFORMATION

4.0 REGULAR AGENDA

- 4.1 Review and approval of Resolution 26-12 authorizing the C/CAG Executive Director to execute an Agreement with Caltrans for the Clean California Community Cleanup and Employment Pathway Grant Program in an amount not to exceed \$501,462 for C/CAG’s proposed *Green Workforce for Clean and Sustainable Streets in San Mateo County Project*, and further adopting the amended Fiscal Year 2025-26 C/CAG Program Budget, adding \$130,000 in grant revenue and expenditures to the NPDES Fund. (*Special voting procedures apply*) APPROVED

Program Specialist Dan Sternkopf presented Resolution No. 26-12 authorizing the Executive Director to execute an agreement with Caltrans for the Clean California Community Cleanup and Employment Pathway Grant Program in an amount not to exceed \$501,462 for the Green Workforce for Clean and Sustainable Streets in San Mateo County project. The project will focus on litter abatement and workforce development along the El Camino Real corridor in partnership with 11 municipalities, the San José Conservation Corps, and Climate Resilient Communities.

Staff noted the grant requires an approximate \$30,000 local in-kind match and includes a FY 2025-26 budget amendment adding \$130,000 in grant revenue and expenditures to the NPDES Fund.

Board members asked questions regarding the grant amount, budget amendment, and distribution of work among participating cities. Staff noted implementation details will be finalized with project partners following execution of the grant agreement.

The Chair opened public comment; none were received.

Board Member Manalo MOVED to approve Resolution 26-12. Board Member Corzo SECONDED.

A Special Voting Procedure was taken by roll call. **MOTION CARRIED 17-0-0.** Results: 17 agencies approving, representing 81% of the agencies and 88% of the population.

Ayes:	Noes:	Absent:
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		
South San Francisco		
		Woodside
San Mateo County		

4.2 Election of a C/CAG Chairperson and a C/CAG Vice Chairperson. APPROVED

The Board considered the election of the C/CAG Chairperson and Vice Chairperson for the upcoming term. At the February 12 meeting, the Board nominated Vice Chair Michael Salazar for the position of Chairperson and Board Member Stacy Jimenez for the position of Vice Chairperson. Letters of interest from both nominees were included in the agenda packet.

The Chair opened the item for public comment; none were received.

Chairperson Election

A roll call vote was conducted to elect Michael Salazar as C/CAG Chairperson. **MOTION CARRIED 17-0-0.**

Vice Chairperson Election

A roll call vote was conducted to elect Stacy Jimenez as C/CAG Vice Chairperson. **MOTION CARRIED 16-1-0** (Corzo – No).

The newly elected Chair and Vice Chair will assume their roles at the April Board meeting.

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.)

Executive Director Sean Charpentier presented the legislative update and reported on recommendations advanced by the Legislative Committee in advance of C/CAG's upcoming Sacramento advocacy trip.

Mr. Charpentier presented AB 2022 (Wicks/Schiavo) REAP-related legislation establishing the Regional Early Action Planning (REAP) Program in state law as a permanent program. He noted the bill would not appropriate funding, but would codify the program, which has supported local housing element implementation. He also presented two e-bike-related measures recommended by the Legislative Committee for support: AB 2346 (Wilson), addressing e-bike safety requirements including speedometers, integrated lights, retailer notice requirements, and speed limits for minors; and AB 2595 (Papan), establishing the San Mateo County Electric Bicycle Safety Pilot Program, which would authorize local ordinances restricting operation of certain e-bikes by children under age 12.

Board members discussed the e-bike measures at length, particularly AB 2595, raising questions regarding enforceability, age verification, potential unintended consequences involving youth interactions with law enforcement, and whether additional stakeholder input should be obtained. The Board also discussed the need for parent education, consistency across jurisdictions, and possible amendments to strengthen or refine the legislation. Sacramento advocates Matt Robinson and colleagues advised that additional information could be gathered from jurisdictions already implementing similar pilot programs and that concerns could be conveyed to Assemblymember Papan's office.

Following discussion, the Board reached consensus to support AB 2022 and AB 2346, and to defer action on AB 2595 pending additional outreach and review.

The Chair opened public comment on the legislative position items; no public comments were received.

Board Member Lewis MOVED to approve the support positions on AB 2022 and AB 2346. Board Member Salazar SECONDED. A roll call vote was conducted. **MOTION CARRIED 16-0-1.** (Wolter – Abstained)

Mr. Charpentier then presented proposed updates to C/CAG's previously approved letter regarding SB 908, the cleanup measure related to SB 79. He explained that staff recommended revising the letter to:

request that bus rapid transit be excluded from SB 79 due to concerns that statutory upzoning could interfere with transit planning efforts; and

strengthen language regarding ferry terminal zones, citing potential incompatibility between residential uses and certain commercial or life sciences uses near ferry facilities.

Board members discussed implementation concerns, timelines for local compliance, HCD guidance, the impact on downtown retail and economic development, and the need to preserve local authority regarding land use planning and ground-floor commercial requirements.

The Chair opened public comment on the letter update; no public comments were received.

Board Member Flores MOVED to approve sending the updated SB 908 letter incorporating the recommended revisions. Board Member Salazar SECONDED. A roll call vote was conducted. **MOTION CARRIED 16-0-1.** (Wolter – Abstained)

Mr. Charpentier also provided an informational update on SB 63, the regional transit revenue measure, noting that SamTrans is conducting outreach regarding priorities for San Mateo County’s potential return-to-source funding allocation. He reported that SamTrans would be meeting with cities in March and April, would appear before the C/CAG Board in April, and had prepared a survey and informational pamphlet for public input.

Board Member Corzo requested that staff also review SB 1167 (Blakespear), relating to the marketing of electric motorcycles as e-bikes, as part of future legislative tracking. No action was taken on the SB 63 update.

4.4 Receive and provide comments on an update regarding SB 707 and updated Brown Act provisions. INFORMATION

Deputy County Attorney Melissa Andrikopoulos presented an overview of recent Brown Act changes under SB 707. She explained that the traditional teleconference provisions remain unchanged and reviewed updates to the AB 2449 just cause provisions, including consolidation of prior categories and the addition of new qualifying circumstances. She also noted that SB 707 expressly authorizes remote participation as a disability accommodation without an annual cap and clarifies that such participation counts toward quorum.

Ms. Andrikopoulos further explained that SB 707 allows governing boards to authorize certain advisory bodies to meet fully remotely, subject to required findings and public access conditions. She noted that this option applies only to qualifying advisory bodies and does not extend to elected officials serving on those bodies by virtue of their office.

Executive Director Sean Charpentier reviewed how SB 707 could apply to C/CAG’s standing committees and outlined potential options for Board consideration, including: not using SB 707; using it for mixed committees with elected officials and community stakeholders; or using it for staff-only committees. He also summarized potential benefits and trade-offs, including flexibility for staff and community members, impacts on in-person collaboration, and administrative considerations.

Board members discussed possible implementation approaches, including using remote meeting flexibility for staff-only committees, requiring periodic in-person meetings, and allowing each committee to address the matter through its bylaws based on its membership and subject matter. Questions were raised regarding application of the provisions to elected officials, liaisons, and members serving in non-elected capacities. Staff indicated additional follow-up and legal review would be provided.

The Chair opened the item for public comment; no public comments were received.

5.0 COMMITTEE REPORTS

5.1 Chairperson’s Report

The Chair expressed appreciation to the Board and staff for their support over the past two years and stated it had been an honor to serve as Chair. The Chair noted a continued commitment to remain active and engaged with C/CAG moving forward.

Board members thanked the Chair for their leadership and service to the Board.

5.2 Board Member Reports/Communications

Board Member Corzo reported that, in coordination with the San Mateo County Transportation Authority, discussions are underway to potentially convene a bicycle and pedestrian safety discussion through a public health lens. The effort may include collaboration with C/CAG and the Bicycle and Pedestrian Advisory Committee to review available safety data and identify strategies to improve safety for all roadway users. Planning for the convening is in early stages and a date has not yet been established.

6.0 EXECUTIVE DIRECTOR'S REPORT

Executive Director Sean Charpentier reported that C/CAG recently completed the state and federal earmark application phase. Applications submitted included:

- \$1.8 million for green infrastructure investments in East Palo Alto, Daly City, and South San Francisco
- \$1.5 million to update and complete the One Watershed Strategic Plan
- \$1.8 million for bicycle and pedestrian safety improvements in several cities

Mr. Charpentier also noted that C/CAG submitted a \$6.8 million federal BUILD grant application for safety improvements at 78 intersections and 12 roadway segments throughout the county, and a \$5 million application to the U.S. Environmental Protection Agency to assist with PCB mitigation on the Coastside to support regulatory compliance efforts by member agencies.

He added that meetings with congressional staff are being scheduled and these funding priorities will also be discussed during C/CAG's upcoming Sacramento advocacy visit on March 24.

7.0 COMMUNICATIONS - Information Only

7.1 Written Communication – 13 Letters

8.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

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

No public comments received.

9.0 ADJOURNMENT

Next scheduled meeting April 9, 2026

C/CAG AGENDA REPORT

Date: April 9, 2026

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 26-12 determining that proposed amendments to the Oyster Point Specific Plan and associated Zoning District regulations, increasing the maximum Floor Area Ratio from 1.25 to 2.0 for remaining development phases at 355-389 Oyster Point Blvd., South San Francisco, are 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.

(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 26-12 determining that proposed amendments to the Oyster Point Specific Plan and associated Zoning District regulations, increasing the maximum Floor Area Ratio from 1.25 to 2.0 for remaining development phases at 355-389 Oyster Point Blvd., South San Francisco, are 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 (SFO ALUCP).

Background/Project Description

The Oyster Point Specific Plan, originally approved in 2011, provides for phased development of approximately 2.3 million square feet office/R&D and accessory uses on approximately 41 acres at the easterly end of Oyster Point Boulevard in South San Francisco, adjacent to San Francisco Bay, with a maximum Floor Area Ratio (FAR) of 1.25. Phases 1 and 2 are complete, and now the City of South San Francisco is processing an application to allow an increase in the FAR from 1.25 to 2.0 for Phases 3 and 4 of the Specific Plan area.

2022 South San Francisco General Plan and Zoning Ordinance Update

The City of South San Francisco updated its General Plan and Zoning Ordinance in 2022. These documents were reviewed prior to City adoption by the ALUC and determined to be consistent with the SFO ALUCP (C/CAG Board of Directors Resolution 22-80). The Zoning Ordinance contains a section entitled, "Airport Land Use Compatibility Plan Consistency", **Attachment 2c**. This ordinance requires all applicable projects, including those within the Oyster Point Specific Plan Area, to comply with the provisions of the SFO ALUCP.

ALUCP Consistency Evaluation

California Government Code Section 65302.3 states that a local agency General Plan 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). Accordingly, the City of South San Francisco has referred the subject amendments to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

Four airport / land use compatibility factors are addressed in the SFO ALUCP that relate to the proposed Amendments. These include policies for: (a) aircraft noise compatibility, (b) safety compatibility, (c) height of structures/airspace protection, and (d) Airport Influence Area (AIA) Real Estate Disclosure notification.

In accordance with the guidance provided in the ALUCP, local agencies must establish procedures in their zoning ordinances to implement and ensure compliance with the compatibility policies and address any direct conflicts between the zoning ordinance (heights, permitted uses, etc.) and the ALUCP.

(a) Aircraft Noise Compatibility

The CNEL (Community Noise Equivalent Level) 65 dB aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the SFO ALUCP.

As shown on **Attachment 2d**, the project area is located outside of the 65dB CNEL noise contour, so the noise policies would not apply. Therefore, the 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 **Attachment 2e**, the subject properties are not located within a Safety Compatibility Zone, so are not impacted by these policies.

(c) Airspace Protection

Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its AIA is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77), “Safe, Efficient Use and Preservation of the Navigable Airspace”, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces.

The regulations contain three key elements: (1) criteria for determining obstructions in navigable airspace and designation of imaginary surfaces for airspace protection; (2) requirements for project sponsors to notify the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace; and (3) FAA conducted aeronautical studies to determine the potential effect(s) of the proposed construction or alteration of structures on the subject airspace.

The Project area is located within the FAR Part 77 airspace protection surfaces for San Francisco International Airport (see **Attachment 2f**). The Oyster Point Specific Plan also requires compliance with Section 20.300.003 of the South San Francisco Zoning Ordinance, which states the following:

E. Airspace Protection Evaluation. All projects shall comply with Airspace Protection Policies of the ALUCP.

1. ***Notice of Proposed Construction or Alteration.*** Building heights east of Highway 101, and buildings within the Business and Professional Office (BPO), Business Technology Park High (BTP-H), and Southline Campus Zoning Districts are allowed the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.
2. ***Maximum Compatible Building Height.*** Building heights east of Highway 101 and within the Business Professional Office and Business Technology Park -High zoning districts are allowed the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.
3. ***Other Flight Hazards.*** Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:
 - a. Sources of glare, such as highly reflective buildings, building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight.
 - b. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.
 - c. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of an aircraft in flight.
 - d. Sources of electrical/electronic interference with aircraft communications/navigation equipment.
 - e. 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.

Adherence to these requirements will ensure that future projects comply with the Airspace Protection policies of the SFO ALUCP.

(d) AIA 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 compliance with this provision, the South San Francisco Zoning Ordinance Section 20.300.003 includes the following requirement that would apply to any project in the Specific Plan District.

- A. Airport Real Estate Disclosure Notices.** All new development is required to comply with the real estate disclosure requirements of State law (California Business and Professions Code Section 11010(b)(13)). The following statement must be included in the notice of intention to offer the property for sale or lease:

“Notice of Airport in Vicinity. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.”

Airport Land Use Committee

The Airport Land Use Committee considered this application at its March 26, 2026 meeting, and recommended that it be determined consistent with the policies of the SFO ALUCP.

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 26-12

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
 - a. 2011 OPSP Project – Site Plan
 - b. 2025 OPSP Project – Site Plan
 - c. SSFMC 20.300.003 ALUCP Consistency
 - d. ALUCP Exhibit IV-6 “Noise Compatibility Zones – Detail” (with OPSP Area highlighted)
 - e. ALUCP Exhibit IV-3 “AIA B” w/Safety Compatibility Zones & OPSP Area highlighted)
 - f. ALUCP Exhibit IV-14 “14 CFR Part 77 Airport Imaginary Surface North Side” (with OPSP Area highlighted)
3. Comment letter from SFO Planning & Environmental Affairs dated March 9, 2026

RESOLUTION 26-12

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 PROPOSED AMENDMENTS TO THE OYSTER POINT SPECIFIC PLAN AND ASSOCIATED ZONING DISTRICT REGULATIONS, INCREASING THE MAXIMUM FLOOR AREA RATIO FROM 1.25 TO 2.0 FOR REMAINING DEVELOPMENT PHASES AT 355-389 OYSTER POINT BLVD., SOUTH SAN FRANCISCO, ARE CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS FOR 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, in accordance with California Government Code Section 65302.3, a local agency General Plan 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

WHEREAS, the City of South San Francisco updated its Zoning Ordinance in 2022 to include a section entitled, “Airport Land Use Compatibility Plan Consistency”, which requires all applicable projects, including those within the Oyster Point Specific Plan Area, to comply with the provisions of the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP); and

WHEREAS, the City of South San Francisco has received an application for amendments to the Oyster Point Specific Plan and associated Zoning District regulations to increase the maximum Floor Area Ratio (FAR) from 1.25 to 2.0 for remaining development phases at 355-389 Oyster Point Blvd., South San Francisco, which falls within Airport Influence Area (AIA) B for San Francisco International Airport, and has referred the project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the SFO ALUCP; and

WHEREAS, 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) Airport Influence Area (AIA) Real Estate Disclosure notification, 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. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP. Per SFO ALUCP Exhibit IV-6, the project site lies outside the bounds of the 65 dB CNEL contour and is therefore consistent with the SFO ALUCP noise policies and criteria.
- (b) Safety Policy Consistency – The SFO ALUCP includes five sets of safety zones and related land use compatibility policies and criteria. Per SFO ALUCP Exhibit IV-3, the

project site is not located within a Safety Zone so is not impacted by ALUCP safety policies and criteria.

- (c) **Airspace Protection Policy Consistency** – Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its AIA is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77), “Safe, Efficient Use and Preservation of the Navigable Airspace”, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alteration of structures on the subject airspace.

The Oyster Point Specific Plan and South San Francisco Zoning regulations incorporate the standards and requirements identified in SFO ALUCP Airspace Protection Policies AP-3 “Maximum Compatible Building Height”, and AP-4 “Other Flight Hazards are Incompatible”, ensuring these issues will be addressed during project review.

- (d) **Airport Influence Area (AIA)/Real Estate Disclosure Requirements** – Pursuant to SFO ALUCP 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. The South San Francisco Zoning Ordinance includes these provisions ensuring compliance; and

WHEREAS, the Airport Land Use Committee considered this application at its March 26, 2026 meeting, and recommended that it be determined consistent with the policies of the SFO ALUCP.

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 proposed amendments to the Oyster Point Specific Plan as noted herein are consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs for San Francisco International Airport .

PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF APRIL 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: April 9, 2026

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 26-13 determining that proposed amendments to Belmont’s Zoning Ordinance and associated implementation procedures related to Airport Land Use Plan Consistency are 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.

(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 26-13 determining that proposed amendments to Belmont’s Zoning Ordinance and associated implementation procedures related to Airport Land Use Plan Consistency are 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 (San Carlos ALUCP).

BACKGROUND/PROJECT DESCRIPTION

In 2017, Belmont prepared updates to its General Plan and Zoning Ordinance, which were reviewed by the ALUC and found conditionally consistent with the San Carlos ALUCP. Subsequently, the San Carlos ALUCP was updated in 2022, to require recorded Overflight Notification for new residential projects, and in 2025 to address childcare within Safety Zone 6. Belmont has now drafted zoning amendments and related procedures to incorporate those changes and otherwise enhance its review procedures related to airport land use consistency compliance. Included in these changes are minor zoning text changes and a new development implementation checklist that focuses directly on ALUCP compatibility.

California Government Code Section 65302.3 states that a local agency General Plan 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). Accordingly, the City of Belmont has referred the subject amendments to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP.

The full text of the proposed amendments and associated checklists are included in **Attachment 2**. In general, the amendments clarify that all development within the San Carlos Airport Influence Area shall comply with all applicable provisions of the San Carlos ALUCP, and that compliance will be demonstrated through completion of the comprehensive implementation checklist(s).

DISCUSSION

ALUCP Consistency Evaluation

Four airport / land use compatibility factors are addressed in the San Carlos ALUCP that relate to the proposed Amendments. These include policies for: (a) noise compatibility, (b) safety compatibility, (c) airspace protection, and (d) overflight notification.

In accordance with the guidance provided in the ALUCP, local agencies must establish procedures in their zoning ordinances to implement and ensure compliance with the compatibility policies and address any direct conflicts between the zoning ordinance (heights, permitted uses, etc.) and the ALUCP.

The proposed zoning amendments stipulate that all proposed development projects in Belmont that are located within San Carlos Airport Influence Area shall demonstrate compliance with the applicable noise, safety, airspace protection, and overflight notification policies of the San Carlos ALUCP through completion of an ALUCP Implementation Checklist, **Attachment 2b**. The accuracy of the checklist will be verified by staff as part of the development review process. Accordingly, the following sections address how the implementation checklists address each of the land use compatibility factors.

(a) Noise Compatibility

The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impact established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP. As noted in the application materials, and depicted in **Attachment 2f**, there are only four parcels in Belmont that are impacted by the 60 dB CNEL contour. Belmont's application includes a Supplemental Checklist, **Attachment 2c**, to apply to only those four parcels.

The Supplemental Checklist specifically addresses each of the ALUCP noise policies, provides references to the relevant sections within the ALUCP and requires the applicant to indicate whether the project is in conformance with the standards and criteria indicated in the ALUCP Noise Policies.

Adoption of the proposed amendments and implementation procedures will ensure compliance with the Noise Compatibility policies of the San Carlos ALUCP.

(b) Safety Compatibility

The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on **Attachment 2e**, a number of parcels within Belmont lie within Safety Zone 6, and one parcel lies within Safety Zone 4.

The implementation checklist requires the project applicant to review the safety compatibility criteria in Table 4-4 of the San Carlos ALUCP, **Attachment 3**, determine whether the project is "compatible", "conditionally compatible" or "incompatible", and respond accordingly. Additionally, the checklist references additional safety policies applicable to specific project types (ex. hazardous materials, childcare, assembly uses) that are subject to more limitation, provides

weblinks provided to the relevant ALUCP sections, and requires the applicant to indicate applicability and compliance.

Adoption of the proposed amendments and implementation procedures will ensure compliance with the Safety Compatibility policies of the ALUCP.

(c) Airspace Protection

The San Carlos ALUCP airspace policies establish maximum heights for the compatibility of new structures. The policies also stipulate the need for compliance with federal regulations requiring notification of the FAA of certain proposed construction or alterations of structures, and to review projects for certain land use characteristics that might pose a hazard to air navigation (*Other Flight Hazards*).

The implementation checklist references all of the ALUCP policies relating to Airspace protections, including: 1) when the applicant needs to notify the FAA of new construction and/or construction related equipment; 2) the responsibility to comply with any FAA findings; 3) the maximum allowable building height; and 4) consideration of *Other Flight Hazards* (ex. sources of glare or highly reflective building materials; distracting lights; sources of dust, steam smoke or similar features; sources of electrical interference; wildlife attractants), that could affect aircraft in flight or take off/landing procedures. The checklist provides additional context and weblinks to the relevant ALUCP sections to assist the applicant.

Adoption of the proposed amendments and implementation procedures will ensure compliance with the Airspace Protection Compatibility policies of the ALUCP.

(d) Overflight Compatibility

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

The implementation checklist clearly notes these requirements and their applicability, so adoption of the proposed amendments and implementation procedures will ensure compliance with the Overflight Notification policies of the San Carlos ALUCP.

Airport Land Use Committee

The Airport Land Use Committee considered this item at its March 26, 2026 meeting, and recommended that it be determined consistent with the San Carlos ALUCP.

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 26-13

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. Application Materials
 - a. Proposed Zoning Code Amendments
 - b. ALUCP Implementation Checklist
 - c. Supplemental Noise Compatibility Checklist
 - d. Map - Airport Influence Area B w/in the City of Belmont
 - e. San Carlos Airport Safety Zones w/in the City of Belmont
 - f. San Carlos Airport 2035 Noise Contours w/in the City of Belmont
3. San Carlos ALUCP Table 4-4, Safety Compatibility Criteria

RESOLUTION 26-13

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 PROPOSED AMENDMENTS TO BELMONT'S ZONING ORDINANCE AND ASSOCIATED IMPLEMENTATION PROCEDURES RELATED TO AIRPORT LAND USE PLAN CONSISTENCY ARE 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.

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

WHEREAS, in accordance with the requirements of California Government Code Section 65302.3, a local agency General Plan 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

WHEREAS, in 2017, Belmont submitted its General Plan and Zoning Ordinance for an ALUCP consistency, which were found at the time to be conditionally consistent with the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP); and

WHEREAS, to address subsequent updates to the San Carlos ALUCP in 2022, (to require recorded Overflight Notification for new residential projects within AIA B), and in 2025 (to address childcare within Safety Zone 6), the City of Belmont has drafted zoning amendments and related procedures to incorporate those changes and enhance its review of airport land use compatibility; and has referred these amendments to the C/CAG Board, acting as the Airport Land Use Commission, for a determination of consistency with the relevant airport / land use compatibility policies and criteria; and

WHEREAS, the proposed zoning amendments stipulate that all proposed development projects in Belmont that are located within San Carlos Airport Influence Area shall demonstrate compliance with the applicable noise, safety, airspace protection, and overflight notification policies of the San Carlos ALUCP through completion of an ALUCP Implementation Checklist, subject to verification by Belmont staff; and

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

- (a) **Noise Compatibility** - The CNEL 60 dB aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP, and all land uses located outside this contour are deemed consistent with the noise compatibility policies of the ALUCP.

Four parcels in Belmont are impacted by the 60 dB CNEL contour and Belmont's proposal includes a Supplemental Checklist to apply to only those four parcels. The checklist specifically addresses each of the ALUCP noise policies, provides references to the relevant sections within the ALUCP and requires the applicant to indicate whether the project is in conformance with the standards and criteria indicated in the ALUCP Noise Policies.

Adoption of the proposed amendments and implementation procedures will ensure compliance with the Noise Compatibility policies of the San Carlos ALUCP.

- (b) **Safety Compatibility** – The San Carlos ALUCP includes six safety zones and related land use compatibility policies and criteria. A number of parcels within Belmont lie within Safety Zone 6, and one parcel lies within Safety Zone 4

The implementation checklist requires the project applicant to review the safety compatibility criteria in Table 4-4 of the San Carlos ALUCP to determine whether the project is “compatible”, “conditionally compatible” or “incompatible”, to also review additional safety policies applicable to specific project types (ex. hazardous materials, childcare, assembly uses) that are subject to more limitation, and to indicate compatibility and compliance.

Adoption of the proposed amendments and implementation procedures will ensure compliance with the Safety Compatibility policies of the ALUCP.

- (c) **Airspace Compatibility** - The San Carlos ALUCP airspace policies establish maximum heights for the compatibility of new structures. The policies also stipulate the need for compliance with federal regulations requiring notification of the Federal Aviation Administration of certain proposed construction or alterations of structures, and to review projects for certain land use characteristics that might pose a hazard to air navigation (Other Flight Hazards).

The implementation checklist references all of the ALUCP policies relating to Airspace protections, including: 1) when the applicant needs to notify the FAA of new construction and/or construction related equipment; 2) the responsibility to comply with any FAA findings; 3) the maximum allowable building height; and 4) consideration of *Other Flight Hazards* (ex. sources of glare or highly reflective building materials; distracting lights; sources of dust, steam smoke or similar features; sources of electrical interference; wildlife attractants), that could affect aircraft in flight or take off/landing procedures. The checklist provides additional context and weblinks to the relevant ALUCP sections to assist the applicant.

Adoption of the proposed amendments and implementation procedures will ensure compliance with the Airspace Protection Compatibility policies of the ALUCP.

- (d) **Overflight Compatibility** - The San Carlos ALUCP contains two policies regarding overflight compatibility, which are generally “buyer awareness” measures focused on informing prospective buyers and/or tenants of property within the vicinity of an airport about the airport's impact on the property. The implementation checklist clearly notes these requirements and their applicability, so adoption of the proposed amendments and

implementation procedures will ensure compliance with the Overflight Notification policies of the San Carlos ALUCP; and

WHEREAS, at its March 26, 2026 meeting, based on the factors listed above, the Airport Land Use Committee recommended that the proposed amendments and implementation procedures be found consistent with the policies and criteria of the San Carlos ALUCP.

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 proposed amendments to Belmont's Zoning Ordinance and associated implementation procedures related to Airport Land Use Plan Consistency are consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF APRIL 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: April 9, 2026

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 26-14 authorizing the C/CAG Executive Director to execute Amendment No. 1 with Kittelson and Associates, Inc. for additional services on the San Bruno-Millbrae El Camino Real Multimodal Corridor Improvement Study, at a new not to exceed amount of \$1,298,617.59, extending the contract end date to December 30, 2027, and execute Project Supplement No. 5 to accept \$700,297.41 in funding from the San Mateo County Transportation Authority and the City of Millbrae.

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

RECOMMENDATION

That the Board review and approve Resolution 26-14 authorizing the C/CAG Executive Director to execute Amendment No. 1 with Kittelson and Associates, Inc. for additional services on the San Bruno-Millbrae El Camino Real Multimodal Corridor Improvement Study, at a new not to exceed amount of \$1,298,617.59, extending the contract end date to December 30, 2027, and execute Project Supplement No. 5 to accept \$700,297.41 in funding from the San Mateo County Transportation Authority and the City of Millbrae.

FISCAL IMPACT

If approved, C/CAG will receive \$700,297.41 in funding from the San Mateo County Transportation Authority (TA). Of this amount, \$538,649.44 will support the Kittelson contract amendment and \$161,647.97 will cover C/CAG's administrative costs.

SOURCE OF FUNDS

Funding comes from the San Mateo County Transportation Authority Measure W.

BACKGROUND

The El Camino Real corridor (State Route 82) serves as a critical north-south route connecting people traveling between San Jose and San Francisco. Parallel to the US-101 highway, El Camino Real provides access to local serving retail centers with grocery stores, offices, businesses, and residences, in addition to major transit stations like Caltrain and Bay Area Rapid Transit Service (BART). This auto-oriented corridor has been identified as a high stress facility

for bicyclists in the C/CAG 2021 Comprehensive Bicycle and Pedestrian Plan, due to the relatively high vehicular traffic speed and lack of dedicated biking infrastructure. Specifically, the stretch between Murchison Avenue in Millbrae to Noor Avenue in San Bruno was identified as a key stretch for bike lane upgrades. Despite the challenging conditions for bicyclists, many still choose to travel on this route because it provides the most direct link between communities.

In 2022, C/CAG received \$760,000 of state earmark funding, secured by then Assemblymember Kevin Mullin, to assess and study transportation infrastructure along El Camino Real within the cities of Millbrae and San Bruno. The study's primary goal was to develop and prioritize short-term, quick-build projects that enhance multimodal safety and connectivity using the existing transportation infrastructure.

On May 9, 2025, C/CAG executed an agreement with Kittelson & Associates, Inc. in the amount of \$760,000 to lead the study. The project team, in coordination with the two local jurisdictions, the TA, SamTrans, and Caltrans, have conducted initial community outreach including a public meeting and online survey, and documented existing conditions. The Kittelson team was also scoped to identify, evaluate, and select short-term preferred alternatives.

Separately, the TA awarded the City of Millbrae approximately \$1.13M to study long-term transportation improvements along El Camino Real. To align efforts and maximize outcomes, the City of Millbrae, the TA, and C/CAG have agreed to allocate a portion of the funds (\$700,297.41 of the \$1.13M) to C/CAG to expand the current study to include long-term alternatives. The enhancements will support future funding opportunities and inform broader corridor planning efforts, including the larger Grand Boulevard Initiative (GBI) study led by SamTrans. C/CAG will continue to work closely with the two cities, the TA, SamTrans, and Caltrans throughout the long-term planning process.

Staff recommends that the C/CAG Board approves Resolution 26-14 authorizing the C/CAG Executive Director to execute Amendment No. 1 with Kittelson and Associates, Inc. for additional services on the San Bruno-Millbrae El Camino Real Multimodal Corridor Improvement Study, at a new not to exceed amount of \$1,298,617.59, extending the contract end date to December 30, 2027, and execute Project Supplement No. 5 to accept \$700,297.41 in funding from the San Mateo County Transportation Authority and the City of Millbrae.

EQUITY IMPACTS AND CONSIDERATIONS

El Camino Real is a critical north-south route for San Mateo County and the Bay Area. The auto-oriented corridor serves communities with identified equity needs, including areas designated as Metropolitan Transportation Commission's Equity Priority Communities (EPCs) and C/CAG's Equity Focus Areas (EFAs). Improvements along this corridor will enhance access to housing, economic, and cultural opportunities.

ATTACHMENTS

1. Resolution 26-14

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 Amendment No. 1 with Kittelson & Associates
3. Draft Supplemental Agreement with the San Mateo County Transportation Authority, the City of Millbrae, and C/CAG

RESOLUTION 26-14

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 1 WITH KITTELSON AND ASSOCIATES, INC. FOR ADDITIONAL SERVICES ON THE SAN BRUNO-MILLBRAE EL CAMINO REAL MULTIMODAL CORRIDOR IMPROVEMENT STUDY, AT A NEW NOT TO EXCEED AMOUNT OF \$1,298,617.59, EXTENDING THE CONTRACT END DATE TO DECEMBER 30, 2027, AND EXECUTE PROJECT SUPPLEMENT NO. 5 TO ACCEPT \$700,297.41 IN FUNDING FROM THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY AND THE CITY OF MILLBRAE.

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 determined that consultant services are needed to assist C/CAG with developing the San Bruno-Millbrae El Camino Real Multimodal Corridor Improvement Study (“Study”); and

WHEREAS, the initial purpose of the Study was to develop and prioritize short-term transportation projects along El Camino Real between Murchison Drive in the City of Millbrae to Noor Avenue in the City of San Bruno with a focus on enhancing multimodal safety and connectivity; and

WHEREAS, in May 2025, C/CAG entered into a 1.5-year agreement with Kittelson & Associates, Inc. for consultant services to lead the San Bruno-Millbrae El Camino Real Multimodal Corridor Improvement Study at an amount not to exceed \$760,000; and

WHEREAS, the San Mateo County Transportation Authority (SMCTA), the City of Millbrae, and C/CAG have identified the need to identify and study long-term transportation projects along the Study corridor; and

WHEREAS, to align efforts and maximize outcomes, the SMCTA, the City of Millbrae, and C/CAG intend to allocate \$700,297.41 in SMCTA funding to C/CAG to study long-term transportation alternatives along the Study corridor and desire to execute a Project Supplement to effectuate that objective; and

WHEREAS, C/CAG desires to add \$538,649.44 to the contract with Kittelson & Associates, Inc. to study long-term transportation projects along the Study corridor, and to extend the contract end date to December 31, 2027, resulting in a contract not-to-exceed amount of \$1,298,617.59; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Executive Director is authorized to execute Amendment No. 1 with Kittelson and Associates, Inc. for additional services on the San Bruno-Millbrae El Camino Real Multimodal Corridor Improvement Study, at a new not to exceed amount of \$1,298,617.59, extending the contract end date to December 30, 2027, and execute Project Supplement No. 5 to accept \$700,297.41 in funding from the San Mateo County Transportation Authority and the City of Millbrae. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of the said agreement, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF APRIL, 2026

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: April 9, 2026

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 26-15 authorizing the C/CAG Executive Director to execute Amendment No. 1 with S.R. Rose Engineering, Inc. to extend the contract term for Smart Corridor project management services through June 30, 2027, at no additional cost.

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

RECOMMENDATION

That the Board Review and approval of Resolution 26-15 authorizing the C/CAG Executive Director to execute Amendment No. 1 with S.R. Rose Engineering, Inc. to extend the contract term for Smart Corridor Project management services through June 30, 2027, at no additional cost.

FISCAL IMPACT

There is no fiscal impact.

SOURCE OF FUNDS

Funding for the original agreement comes from Local Measure M, the \$10 vehicle registration fee, particularly under the ITS/Smart Corridor funding category.

BACKGROUND

The C/CAG sponsored San Mateo County Smart Corridor (Smart Corridor) project implements Intelligent Transportation System (ITS) equipment such as an interconnected traffic signal system, close circuit television (CCTV) cameras, trailblazer/arterial dynamic message signs, and vehicle detection system on predefined designated local streets and state routes to provide local cities and Caltrans day to day traffic management capabilities in addressing recurring and non-recurring traffic congestion.

Continuing with the vision to build the Smart Corridor from the Santa Clara County line to the San Francisco County line, the South San Francisco segment and the Northern Cities segment in cities of Daly City, Brisbane, and the Town of Colma are currently under construction. The project is a

joint effort by the jurisdictions, the City/County Association of Governments of San Mateo (C/CAG), and the California Department of Transportation.

On November 14, 2024, the C/CAG Board authorized the C/CAG Executive Director to execute an agreement with S.R. Rose Engineering Inc. in the amount of \$171,600 to provide project management services for the Northern Cities Smart Corridor project.

S.R. Rose Engineering Inc. has provided critical project management support for the Northern Cities construction phase. This includes regular coordination with the construction teams, oversight of the project designer and system integrator, budget and schedule monitoring, grant administration, and ongoing coordination with the local jurisdictions and the C/CAG team. As construction and system integration is expected to finish this year, continued support will be needed through project completion and close-out.

Staff recommend that the C/CAG Board approve Amendment No. 1 with S.R. Rose Engineering, Inc. to extend the contract term for Smart Corridor Project management services through June 30, 2027 at no additional cost.

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 extension of the Smart Corridor project will benefit the county's 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 26-15

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 Amendment No. 1

RESOLUTION 26-15

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 1 WITH S.R. ROSE ENGINEERING, INC. TO EXTEND THE CONTRACT TERM FOR SMART CORRIDOR PROJECT MANAGEMENT SERVICES THROUGH JUNE 30, 2027, AT NO ADDITIONAL COST.

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 Congestion Management Agency for San Mateo County; and

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 is the Project Sponsor; and

WHEREAS, the cities of Daly City and Brisbane serve as the implementing agencies for the construction phase of the Project, including contract administration, construction inspection and project reporting to the various grantors; and

WHEREAS, C/CAG required project management support during construction to ensure C/CAG is aware of project updates and potential risks; and

WHEREAS, on November 18, 2024, C/CAG entered into an agreement with S.R. Rose Engineering, Inc. for Smart Corridor Northern Cities project management services in an amount not to exceed \$171,600; and

WHEREAS, CAG desires to extend the contract end date to June 30, 2027 to ensure that there is continuous project management support throughout the duration of project construction and closeout, at no additional cost; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Executive Director is authorized to execute Amendment No. 1 to the Agreement between C/CAG and S.R. Engineering, Inc. to extend the contract term to June 30, 2027 for project management services for the Smart Corridor Northern Cities project. Be it further resolve that the C/CAG Executive Director is authorized to negotiate the final terms of the said agreement, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF APRIL, 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: April 9, 2026

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 26-16 authorizing the C/CAG Executive Director to execute Amendment No. 4 with Kimley-Horn and Associates, Inc. for Smart Corridor Northern Cities design support services, including a \$40,000 increase to a new not to exceed amount of \$679,032.88, extending the contract through June 30, 2027.

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

RECOMMENDATION

That the Board review and approve Resolution 26-16 authorizing the C/CAG Executive Director to execute Amendment No. 4 with Kimley-Horn and Associates, Inc. for Smart Corridor Northern Cities design support services, including a \$40,000 increase to a new not to exceed amount of \$679,032.88, extending the contract through June 30, 2027.

FISCAL IMPACT

If approved, Amendment No. 4 would add \$40,000 to the contract, bringing the total not to exceed contract amount to \$679,032.88.

SOURCE OF FUNDS

Funding for Amendment No. 4 would come from State Transportation Improvement Program (STIP), and Local Partnership Program (LPP) funds.

BACKGROUND

The C/CAG sponsored San Mateo County Smart Corridor (Smart Corridor) project implements Intelligent Transportation System (ITS) equipment such as an interconnected traffic signal system, close circuit television (CCTV) cameras, trailblazer/arterial dynamic message signs, and vehicle detection system on predefined designated local streets and state routes to provide local cities and Caltrans day to day traffic management capabilities in addressing recurring and non-recurring traffic congestion.

Continuing with the vision to build the Smart Corridor from the Santa Clara County line to the San Francisco County line, the South San Francisco and the Northern Cities segment in the cities of Daly City and Brisbane and the Town of Colma are currently under construction.

On December 9, 2021, the C/CAG Board authorized the C/CAG Executive Director to execute an agreement with Kimley-Horn and Associates in the amount of \$350,000 to provide design services to complete Plans, Specifications, and Estimates (PS&E) for the Northern Cities expansion. Amendment No. 1, which adjusted the budgets between project tasks without any cost increase, was executed on September 1, 2022. Amendment No. 2, which added \$99,000 to the contract due to additional effort needed to complete the preparation of the PS&E package, was executed on May 11, 2023. Amendment No. 3, which added \$190,032.88 to the contract for design support during construction and extended the contract end date to June 30, 2026, was executed on July 1, 2024.

With construction well underway, Kimley-Horn has provided design support throughout construction. Under this new amendment, Kimley-Horn will continue responding to contractor submittals, change orders, Requests for Information (RFIs), and other design support needed during construction. This includes support for the system integrator and final construction elements, including the installation of a video wall in Daly City.

Staff recommends that the C/CAG Board approves Amendment No. 4 by adding \$40,000 to the Kimley-Horn contract, bringing the not to exceed amount to \$679,032.88, and extending the contract end date to June 30, 2027.

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 extension of the Smart Corridor project will benefit the county's 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 26-16

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 Amendment No. 4

RESOLUTION 26-16

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 4 WITH KIMLEY-HORN AND ASSOCIATES, INC. FOR SMART CORRIDOR NORTHERN CITIES DESIGN SUPPORT SERVICES, INCLUDING A \$40,000 INCREASE TO A NEW NOT TO EXCEED AMOUNT OF \$679,032.88, EXTENDING THE CONTRACT THROUGH JUNE 30, 2027.

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, 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. The Smart Corridor installs technology equipment that enables cities and the California Department of Transportation (Caltrans) to proactively manage daily traffic and non-recurring traffic congestion cause by diverted traffic due to major incidents on the freeway; and

WHEREAS, the Smart Corridor Northern Extension continues the implementation efforts along the US 101 corridor to the San Francisco County line and on Interstate 280 from Interstate 380 to the San Francisco County line in the cities of Daly City and Brisbane, and Town of Colma; and

WHEREAS, in January 2022, C/CAG entered into a 2-year agreement with Kimley-Horn and Associates, Inc. for Smart Corridor Northern Cities PS&E and Design Support Services at an amount not to exceed \$350,000; and

WHEREAS, Amendment No. 1, executed on September 1, 2022, adjusted the budgets between Tasks 2, 3, 4, 5, and 6 with no cost increase; and

WHEREAS, Amendment No. 2, executed on May 11, 2023, added \$99,000 to the contract with Kimley-Horn and Associates, Inc. to cover additional scope from extensive stakeholder input and necessary follow-up correspondence. This resulted in a contract not-to-exceed amount of \$449,000; and

WHEREAS, Amendment No. 3, executed on July 1, 2024, added \$190,032.88 to the contract with Kimley-Horn and Associates, Inc. to cover design support services during construction

and extended the contract end date to June 30, 2026. This resulted in a contract not-to-exceed amount of \$639,032.88; and

WHEREAS, C/CAG desires to add \$40,000 to the contract with Kimley-Horn and Associates, Inc., to continue supporting the project throughout the duration of project construction, and to extend the contract end date to June 30, 2027. This results in a contract not-to-exceed amount of \$679,032.88; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Executive Director is authorized to execute Amendment No. 4 to the Agreement between C/CAG and Kimley-Horn and Associates, Inc. for Smart Corridor Northern Cities PS&E and Design Support Services, adding \$40,000 to the contract for a new not to exceed amount of \$679,032.88, and extending the contract end date to June 30, 2027. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of the said agreement, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF APRIL, 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: April 9, 2026
To: City/County Association of Governments of San Mateo County Board of Directors
From: Sean Charpentier, Executive Director
Subject: Review and approval of Resolution 26-17 authorizing the C/CAG Executive Director to execute Amendment No. 1 with the City of Daly City to extend the Smart Corridor fiber reimbursement agreement through June 30, 2027, at no additional cost.

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

RECOMMENDATION

That the C/CAG Board review and approve of Resolution 26-17 authorizing the C/CAG Executive Director to execute Amendment No. 1 with the City of Daly City to extend the Smart Corridor fiber reimbursement agreement through June 30, 2027, at no additional cost

FISCAL IMPACT

There is not any financial impact associated with this item.

SOURCE OF FUNDS

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

BACKGROUND

The San Mateo County Smart Corridor project has been a longstanding Agency priority. It is designed to improve mobility of local arterial streets by installing Intelligent Transportation System (ITS) equipment, such as an interconnected traffic signal system, close circuit television (CCTV) cameras, dynamic message signs, and vehicle detection system, on predefined designated local streets and state routes. The ITS infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities to address recurring and non-recurring traffic congestion. The segments between City of San Bruno at the northern limits to the Santa Clara County line in the City of East Palo Alto has been completed. This portion of the project includes more than 238 intersections, 50 miles of fiberoptic communication cable, and 600 devices installed as part of the Smart Corridor. 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. A map of the Northern Cities project corridors is included as Attachment 2 to the staff report. 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.

In October 2023, the C/CAG Board approved a funding agreement with the City of Daly City in an amount not to exceed \$672,500 to fund the installation of underground fiberoptic cable and other fiber-related duties for the Smart Corridor. This financial support was intended to facilitate the integration of the City's existing fiber infrastructure with the Smart Corridor project.

As noted, construction is underway and is expected to be completed this year. The City of Daly City and C/CAG are requesting to extend the agreement term date to June 30, 2027 to allow for full project completion.

Staff recommends that the Board authorizes the C/CAG Executive Director to execute Amendment No. 1 with the City of Daly City to extend the Smart Corridor fiber reimbursement agreement through June 30, 2027, at no additional cost.

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 extension of the Smart Corridor project will benefit the county's 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 26-17
2. Northern Cities Project Corridor Map

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/>

3. Draft Amendment No. 1

RESOLUTION 26-17

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 1 WITH THE CITY OF DALY CITY TO EXTEND THE SMART CORRIDOR FIBER REIMBURSEMENT AGREEMENT THROUGH JUNE 30, 2027 AT NO ADDITIONAL COST.

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

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

WHEREAS, C/CAG, City of Daly City, and Caltrans desire to extend the Smart Corridor into the City of Daly City, which includes the deployment of an interconnected traffic signal system, close circuit video cameras, trailblazer/arterial dynamic message signs, and vehicle detection systems; and

WHEREAS, in October 2023, under the authority granted by Resolution 23-93, C/CAG entered into a funding agreement with the City of Daly City to install fiber, add fiber cable terminations and conduit connections, splice the fiber, purchase fiber switches, and connect pull boxes for the deployment of the Smart Corridor system in an amount not to exceed \$672,500; and

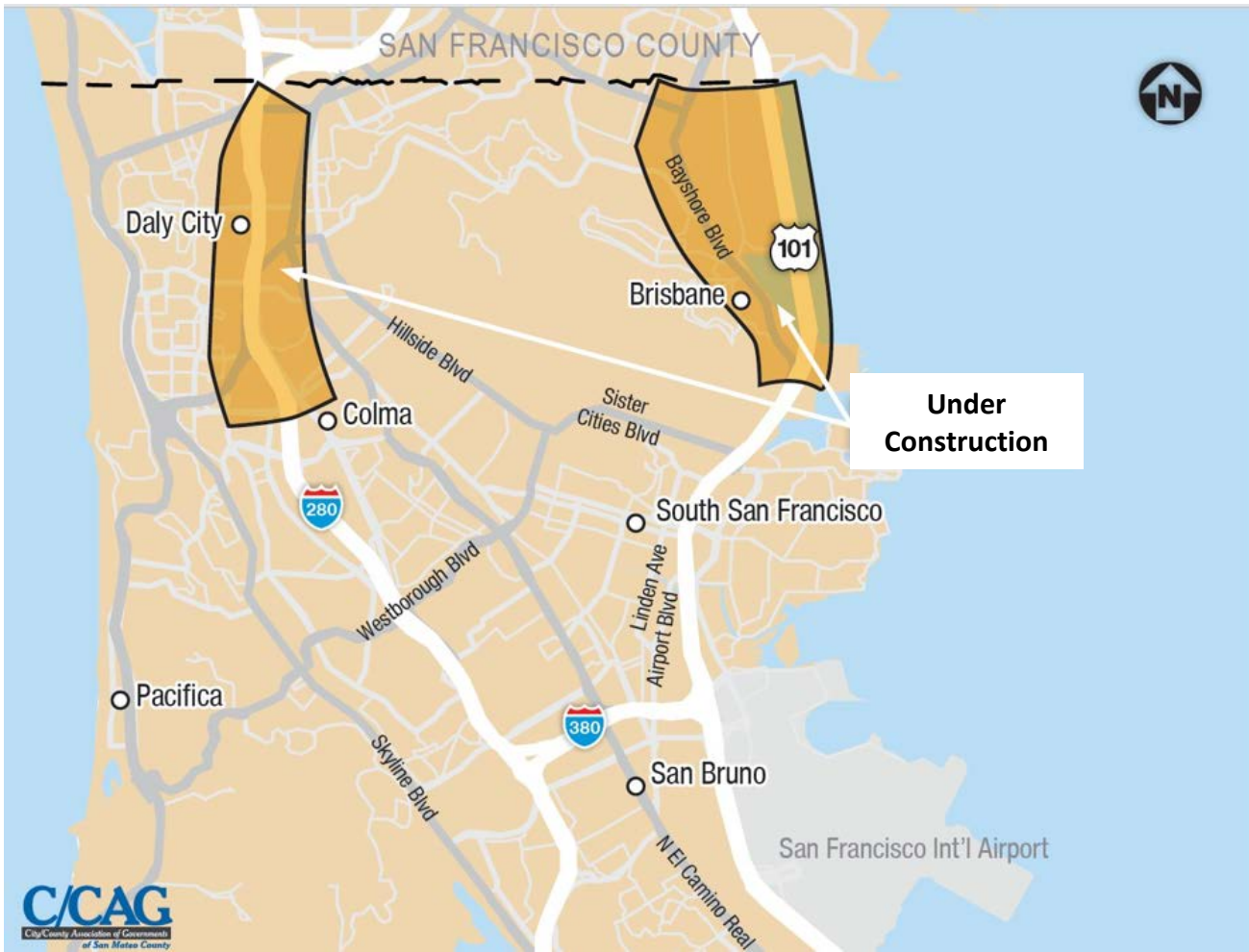
WHEREAS, C/CAG and the City of Daly City desire to enter into agreement amendment No. 1, extending the term to June 30, 2027 for no additional cost.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County, that the C/CAG Executive Director is authorized to execute Amendment No. 1 with the City of Daly City to extend the Smart Corridor fiber reimbursement agreement through June 30, 2027 for no additional cost. Be it further resolved that the Board of Directors authorize the Executive Director to negotiate final terms prior to execution, subject to review by Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF APRIL, 2026.

Michael Salazar, Chair

Northern Cities Project Corridors Map



C/CAG AGENDA REPORT

Date: April 9, 2026
To: City/County Association of Governments of San Mateo County Board of Directors
From: Sean Charpentier, Executive Director
Subject: Review and approval of Resolution 26-18 supporting the submittal of grant applications for the Countywide Safety Applications For Every Traveler (SAFE-T) Project and authorizing a \$75,000 local match from the C/CAG Congestion Relief Program.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-18 supporting the submittal of grant applications for the Countywide Safety Applications For Every Traveler (SAFE-T) Project and authorizing a \$75,000 local match from the C/CAG Congestion Relief Program.

FISCAL IMPACT

C/CAG has submitted an application under the Better Utilizing Investments to Leverage Development (BUILD) grant for a countywide safety initiative. The BUILD grant program requires a local match. Staff proposes to pursue \$750,000 in TDA Article 3 funds to meet this requirement. A \$75,000 local match from the C/CAG Congestion Relief Program is required.

If the BUILD grant is not awarded, these funds would be retained and may be used as matching funds for other competitive grant opportunities, including the Safe Streets and Roads for All (SS4A) Implementation Program and the Active Transportation Program (ATP).

If C/CAG is ultimately unsuccessful in securing grant funding, the TDA Article 3 funds would be returned to the countywide funding pool for future allocation, and the \$75,000 match will be returned to the C/CAG Congestion Relief Program.

SOURCE OF FUNDS

The proposed \$75,000 local match will be funded from the C/CAG Congestion Relief Program.

BUILD funds are authorized by the U.S. Department of Transportation (USDOT).

TDA Art. 3 funds are derived from the following sources:

- Local Transportation Funds (LTF), derived from a ¼ cent of the general sales tax collected statewide

- State Transit Assistance Fund (STA), derived from the statewide sales tax on gasoline and diesel fuel.

Safe Streets and Roads for All (SS4A) Implementation Program funds are authorized by the USDOT.

The California Transportation Commission Active Transportation Program (ATP) is funded through a mix of state and federal funds intended to increase walking and biking.

BACKGROUND

The U.S. Department of Transportation’s BUILD grant program provides competitive federal funding for surface transportation projects that deliver significant national and regional benefits, particularly in the areas of safety, state of good repair, economic competitiveness, environmental sustainability, and quality of life. The program is well suited to innovative, multimodal, and technology-enabled projects that can be scaled across jurisdictions and demonstrate measurable safety outcomes.

C/CAG continues to prioritize roadway safety as a core policy objective, consistent with the Countywide Local Roadway Safety Plan (LRSP), the identification of the High Injury Network, and the agency’s broader efforts to reduce serious injuries and fatalities for all road users. In alignment with these priorities, staff has submitted a funding application for a countywide safety initiative —the Safety Applications For Every Traveler (SAFE-T) Project. This project would deploy innovative, technology-based safety treatments at approximately 78 high-risk intersections across San Mateo County and emergency vehicle preemption technology at approximately 16 intersections along Highway 1. This approach allows C/CAG and its partner jurisdictions to implement scalable, data-driven improvements that can be replicated across the region.

The proposed project includes the following elements:

1. **Pedestrian Detection and Signal Extension:** Installing pedestrian cameras and detection technologies at signalized intersections to automatically extend walk times when pedestrians are present, particularly benefiting seniors, children, and persons with disabilities.
2. **Dynamic “No Turn on Red” Treatments:** Deploying small electronic blank-out signs that display “No Turn on Red” to motorists when cameras detect pedestrians in the crosswalk, reducing vehicle–pedestrian conflicts at high-risk intersections.
3. **Emergency Vehicle Preemption:** Implementing emergency vehicle preemption along El Camino Real and/or other key arterial routes to improve response times and reduce conflicts at signalized intersections.

The BUILD grant program is highly competitive. To maximize the likelihood of advancing the SAFE-T Project, staff is proposing a strategic, layered funding approach:

- Primary Application: BUILD Grant (federal)
- Local Match: \$750,000 TDA Article 3 funds

- Secondary Opportunities: Safe Streets for All (SS4A) Implementation Grant and Active Transportation Program (ATP)

This approach ensures that the effort to develop the SAFE-T Project is not limited to a single funding opportunity. Importantly, if the BUILD funding is not secured, the proposed TDA funds can be repurposed as match for SS4A or ATP applications, maintaining project momentum. If no external funding is ultimately secured, the TDA Article 3 funds will be returned to the countywide funding pool. This strategy allows C/CAG to pursue significant external funding while maintaining flexibility and fiscal responsibility.

Staff recommends that the Board approve the submittal of grant applications for the Countywide Safety Applications For Every Traveler (SAFE-T) Project and authorizing a \$75,000 local match from the C/CAG Congestion Relief Program.

EQUITY IMPACTS AND CONSIDERATIONS

The proposed concept is intended to improve safety outcomes in areas with high concentrations of severe and fatal crashes, as identified through the High Injury Network and the LRSP. By prioritizing locations with demonstrated safety needs and vulnerable road users, the project has the potential to advance equitable investment in communities that experience disproportionate traffic safety impacts.

ATTACHMENTS

1. Resolution 26-18

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. Project Locations List

RESOLUTION 26-18

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY SUPPORTING THE SUBMITTAL OF GRANT APPLICATIONS FOR THE COUNTYWIDE SAFETY APPLICATIONS FOR EVERY TRAVELER (SAFE-T) PROJECT AND AUTHORIZING A \$75,000 LOCAL MATCH FROM THE C/CAG CONGESTION RELIEF PROGRAM.

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 submitted an application under the Better Utilizing Investments to Leverage Development (BUILD) grant for the Countywide Safety Applications For Every Traveler (SAFE-T) Project; and

WHEREAS, the BUILD grant requires a local match; and

WHEREAS, C/CAG plans to pursue \$750,000 in TDA Article 3 funds to meet this requirement; and

WHEREAS, a local match of \$75,000 is required to meet the 10% match requirement under the TDA Article 3 program; and

WHEREAS, if the BUILD grant is not awarded, the local match funds would be retained and may be used as matching funds for other competitive grant opportunities, including the Safe Streets and Roads for All (SS4A) Implementation Program and the Active Transportation Program (ATP); and

WHEREAS, if C/CAG is ultimately unsuccessful in securing grant funding, the TDA Article 3 funds would be returned to the countywide funding pool and the \$75,000 local match will be returned to the C/CAG Congestion Relief Program.

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 Board supports the submittal of grant applications for the Countywide SAFE-T Project and authorizes the use of \$75,000 from the C/CAG Congestion Relief Program as the required local match. Be it further resolved that the Board of Directors authorize the Executive Director to take all necessary actions to implement this resolution.

PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF APRIL, 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: April 9, 2026

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolutions 26-19 and 26-20 authorizing the C/CAG Executive Director to execute Agreements with Climate Resilient Communities in an amount not to exceed \$42,000 and the San Jose Conservation Corps and Charter School in an amount not to exceed \$439,272 to implement the Green Workforce for Clean and Sustainable Streets project using Caltrans Clean California grant funds.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolutions 26-19 and 26-20 authorizing the C/CAG Executive Director to execute Agreements with Climate Resilient Communities in an amount not to exceed \$42,000 and the San Jose Conservation Corps and Charter School in an amount not to exceed \$439,272 to implement the Green Workforce for Clean and Sustainable Streets project using Caltrans Clean California grant funds.

FISCAL IMPACT

C/CAG will receive \$501,462 in reimbursement-based grant funding from Caltrans to implement the Green Workforce for Clean and Sustainable Streets project. C/CAG will provide \$30,440 in in-kind match through planned Flows To Bay outreach activities (during FY25-26 and FY26-27).

SOURCE OF FUNDS

Funding is provided through the Caltrans Clean California Community Cleanup and Employment Pathway Grant Program.

BACKGROUND

In late October 2025, C/CAG submitted a grant application for the proposed Green Workforce for Clean and Sustainable Streets in San Mateo County Project under Caltrans' Clean California Community Cleanup and Employment Pathway Grant to support litter abatement in targeted areas, community engagement, and workforce development efforts in San Mateo County.

The proposed litter cleanup activities will be primarily implemented by the San Jose Conservation Corps (SJCC) through paid workforce development opportunities, supplemented by community-led cleanups facilitated by Climate Resilient Communities (CRC). The project areas were selected to coincide with

areas where Caltrans and partnering municipalities have known litter and illegal dumping issues, and where communities face disproportionate impacts from pollution and socioeconomic constraint. These cleanup activities will support the participating municipalities with achieving and/or maintaining the mandated 100% trash load reduction requirements promulgated by the San Francisco Bay Municipal Regional Stormwater Permit, as well as local community engagement and stewardship. Additionally, the project will support a new partnership between C/CAG and the SJCC to pilot a workforce development program focused on supporting underserved and at-risk communities, environmental quality and green jobs. The project will be led by C/CAG as the grant applicant in coordination with the partnering local agencies, the SJCC and CRC.

The grant project is designed to achieve multiple key objectives:

- **Litter abatement**
 - Cleanup events will fall generally into two categories:
 - 1) Cleanups led by SJCC in local municipality right-of-way areas coinciding with known Caltrans trash generating catchments along El Camino Real (and other Caltrans Right of Way areas intersecting with local jurisdictions) in underserved community areas where ongoing trash generation remains problematic
 - 2) Community-Led cleanups facilitated by CRC in impacted neighborhoods, including roadways, parks, schools, and creek/shoreline areas.
 - Cleanup efforts for both types of cleanups will occur in up to 11 local municipalities in the following areas:
 - Southern Region of San Mateo County: City of East Palo Alto, Unincorporated County (North Fair Oaks Community) and adjacent areas within the Town of Atherton, City of Redwood City, City of Menlo Park (Belle Haven community)
 - Central Region of San Mateo County: City of San Mateo, City of Burlingame
 - Northern Region of San Mateo County: City of San Bruno (Belle Air Community), City of Daly City, City of South San Francisco and Town of Colma.
- **Job Creation & Employment Pathways**
 - The project will provide paid workforce training and career pathway support through the proposed partnership with SJCC and expansion of its ongoing training and career development programs. The project anticipates supporting the job training for between 25-50 corpsmembers over the course of the year-long project, and will be targeting at-risk, underserved populations (aged 18-27) primarily from south bay communities, but also directly promoting and recruiting in San Mateo County.
- **Community Engagement & Partnership**
 - Litter abatement and illegal dumping emerged as top priorities through multiple different community engagement efforts CRC has led across San Bruno (Belle Air), East Palo Alto, Menlo Park (Belle Haven), and Unincorporated County (North Fair Oaks). CRC has been convening Climate Change Community Teams on a monthly basis in each of these communities over the past several years. This project will leverage these local community-supported efforts to increase stewardship opportunities and raise awareness about litter in priority communities.

The project is planned to be implemented from April 2026 through November 2027. C/CAG was awarded a total of \$501,462 in grant funds and has committed a total of \$30,440 in planned in-kind local match from the Countywide Stormwater Program outreach efforts.

On March 12, 2026, the C/CAG Board approved Resolution 26-12 authorizing the C/CAG Executive Director to execute a funding Agreement with Caltrans. The proposed Agreements with SJCC and CRC are necessary to implement this project.

Staff recommends the C/CAG Board of Directors review and approve Resolutions 26-19 and 26-20 authorizing the C/CAG Executive Director to execute Agreements with Climate Resilient Communities and the San Jose Conservation Corps and Charter School to implement the Project.

EQUITY IMPACTS AND CONSIDERATIONS

The project prioritizes communities disproportionately impacted by environmental pollution and economic challenges. By combining litter abatement with workforce development opportunities for underserved populations, the project advances both environmental and economic equity outcomes.

ATTACHMENTS

1. Resolution 26-19
2. Resolution 26-20

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/>

3. Agreement with Climate Resilient Communities
4. Agreement with San Jose Conservation Corps and Charter School

RESOLUTION 26-19

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 WITH CLIMATE RESILIENT COMMUNITIES FOR AN AMOUNT NOT TO EXCEED \$42,000 TO IMPLEMENT THE GREEN WORKFORCE FOR CLEAN AND SUSTAINABLE STREETS PROJECT USING CALTRANS CLEAN CALIFORNIA GRANT FUNDS

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

WHEREAS, C/CAG manages the San Mateo Countywide Water Pollution Prevention Program (the Countywide Program) to support its member agencies in meeting state and federal regulatory requirements to reduce pollution discharging from municipal storm drainage systems, including but not limited to litter and trash; and

WHEREAS, in February 2026, C/CAG was awarded up to \$501,462 under the Caltrans Clean California Community Cleanup and Pathway to Employment Grant program for the “Green Workforce for Clean and Sustainable Streets in San Mateo County” project (Project); and

WHEREAS, the primary goals of the Project are to conduct litter abatement services near segments of El Camino Real and other selected Caltrans right-of-way areas in up to eleven bayside jurisdictions in San Mateo County, and to conduct green workforce training services; and

WHEREAS, on March 12, 2026, the C/CAG Board voted to approve Resolution 26-12 authorizing the C/CAG Executive Director to execute a Restricted Grant Agreement with Caltrans to complete the Project by October 31, 2027 for a total grant amount of \$501,462 and planned in-kind contributions from C/CAG amounting to \$30,440; and

WHEREAS, the Project application included \$42,000 allocated to Climate Resilient Communities as a lead Project partner to implement litter abatement and community engagement related tasks in the Project.

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 the Agreement with Climate Resilient Communities in an amount not to exceed \$42,000 in Caltrans Clean California Community Cleanup and Pathway to Employment Grant funds to complete the Green Workforce for Clean and Sustainable Streets in San Mateo County Project; and

BE IT FURTHER RESOLVED that the C/CAG Executive Director is authorized to negotiate the final terms of the Agreement prior to its execution, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 9th DAY OF April 2026.

Michael Salazar, Chair

RESOLUTION 26-20

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 WITH THE SAN JOSE CONSERVATION CORPS AND CHARTER SCHOOL FOR AN AMOUNT NOT TO EXCEED \$439,272 TO IMPLEMENT THE GREEN WORKFORCE FOR CLEAN AND SUSTAINABLE STREETS PROJECT USING CALTRANS CLEAN CALIFORNIA GRANT FUNDS

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

WHEREAS, C/CAG manages the San Mateo Countywide Water Pollution Prevention Program (the Countywide Program) to support its member agencies in meeting state and federal regulatory requirements to reduce pollution discharging from municipal storm drainage systems, including but not limited to litter and trash; and

WHEREAS, in February 2026, C/CAG was awarded a grant in an amount not to exceed \$501,462 for its “Green Workforce for Clean and Sustainable Streets in San Mateo County” project (Project) under the Caltrans Clean California Community Cleanup and Pathway to Employment Grant program for Fiscal Year 2025-26; and

WHEREAS, the primary goals of the Project are to conduct litter abatement services near segments of El Camino Real and other selected Caltrans right-of-way areas in up to eleven bayside jurisdictions in San Mateo County, and to conduct green workforce training services; and

WHEREAS, on March 12, 2026, the C/CAG Board voted to approve Resolution 26-12 authorizing the C/CAG Executive Director to execute a Restricted Grant Agreement with Caltrans to complete the Project by October 31, 2027 for a total grant amount of \$501,462 and planned in-kind contributions from C/CAG amounting to \$30,440; and

WHEREAS, the Project application included \$439,272 allocated to the San Jose Conservation Corps and Charter School as a lead Project partner to implement litter abatement and green workforce training related tasks in the Project.

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 the Agreement with the San Jose Conservation Corps and Charter School in an amount not to exceed \$439,272 in Caltrans Clean California Community Cleanup and Pathway to Employment Grant funds to complete the Green Workforce for Clean and Sustainable Streets in San Mateo County Project; and

BE IT FURTHER RESOLVED that the C/CAG Executive Director is authorized to negotiate the final terms of the Agreement prior to its execution, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 9th DAY OF April 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: April 9, 2026

To: C/CAG Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 26-21 authorizing the Executive Director to execute an agreement with Gallagher Benefit Services, Inc. to conduct an agency-wide classification and compensation study for C/CAG, in an amount not to exceed \$40,000.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-21 authorizing the Executive Director to execute an agreement with Gallagher Benefit Services, Inc. to conduct an agency-wide classification and compensation study for C/CAG, in an amount not to exceed \$40,000.

FISCAL IMPACT

The total contract amount will not exceed \$40,000 and will be funded using C/CAG general funds.

This amount includes a contingency to support potential post-study implementation assistance, such as technical follow-up work, salary structure refinement, or Board presentations.

Future fiscal impacts, if any, would depend on whether the Board elects to implement compensation adjustments based on the study's findings. Any such actions would be brought forward separately for Board consideration.

SOURCE OF FUNDS

Agency general funds will be utilized for this project.

BACKGROUND

C/CAG has not previously undertaken a comprehensive, agency-wide compensation study. As the agency continues to evolve and take on new responsibilities, including growing capital programs, expanded express lanes operations, and increasing administrative and programmatic demands, it is essential that the organization can continue to attract, retain, and develop highly qualified staff.

The competitive labor market, particularly within the Bay Area's public sector, has made it more challenging for agencies to fill vacancies, retain experienced staff, and maintain competitive compensation packages. Conducting a desktop compensation study is a common industry practice to periodically assess market competitiveness and ensure internal alignment across job classifications.

A desktop compensation study will provide an objective, data-driven assessment of C/CAG's salary ranges relative to comparable agencies and help identify potential issues such as compression, misalignment, or recruitment and retention challenges.

Procurement Process

On January 22nd, 2026, C/CAG issued a Request for Proposals (RFP) for consulting services to conduct an agency-wide classification and compensation study, consistent with the agency's Procurement Policy.

C/CAG received six proposals by the submission deadline from the following firms: Crowe LLP, CPS HR Consulting, Evergreen Solutions, Gallagher Benefits Services LLC, MGT and unCOMPLICATE.

An evaluation panel was convened consisting of:

- County of San Mateo Department of Public Works staff
- County of San Mateo Human Resources staff
- Finance Director from the Transportation Authority of Marin; and
- C/CAG Deputy Director.

The panel evaluated proposals based on criteria outlined in the RFP, including:

- Firm experience and qualifications
- Project approach and methodology
- Understanding of public sector compensation practices
- Communication and stakeholder engagement approach
- Cost and overall value

Following initial scoring, top-ranked firms were invited to participate in interviews. Based on the combined written proposal scores and interview performance, Gallagher Benefit Services, Inc. received the highest overall ranking across all evaluation criteria.

Gallagher Benefit Services, Inc. demonstrated a strong understanding of public sector compensation studies, particularly within California and transportation-related agencies. The firm's proposed methodology provides a clear and structured approach to identifying appropriate comparator agencies; conducting market salary benchmarking; and evaluating internal equity and compression issues. The firm also demonstrated strength in stakeholder communication and the ability to present complex compensation findings in a clear and accessible manner.

Based on the evaluation panel's recommendation and overall scoring, staff recommends awarding the contract to Gallagher Benefit Services, Inc. Upon Board approval and contract execution, staff will provide periodic updates to the Finance Committee and Board as the study progresses. Final results and any recommended actions will be presented to the Board for consideration.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. Resolution 26-21

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/>)

- Draft funding agreement with Gallagher Benefits Services Inc

RESOLUTION 26-21

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AN AGREEMENT WITH GALLAGHER BENEFIT SERVICES, INC. TO CONDUCT AN AGENCY-WIDE CLASSIFICATION AND COMPENSATION STUDY FOR AN AMOUNT NOT TO EXCEED \$40,000.

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

WHEREAS, C/CAG seeks to ensure that its compensation structure remains competitive, equitable, and aligned with comparable public agencies in order to support recruitment and retention of qualified staff; and

WHEREAS, C/CAG has not previously conducted an agency-wide classification and compensation study; and

WHEREAS, on January 22, 2026, C/CAG issued a Request for Proposals for consulting services to conduct a classification and compensation study, consistent with C/CAG Procurement Policy; and

WHEREAS, six proposals were received and evaluated by a panel consisting of representatives from the County of San Mateo Department of Public Works, County Human Resources, and the Transportation Authority of Marin; and

WHEREAS, following a competitive evaluation and interview process, Gallagher Benefit Services, Inc. was determined to be the most qualified firm based on experience, approach, and overall value; and

WHEREAS, the proposed contract amount of \$40,000 includes contingency for potential post-study implementation support.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County authorizes the Executive Director to execute an agreement with Gallagher Benefit Services, Inc. to conduct an agency-wide classification and compensation study for an amount not to exceed \$40,000. Be it further resolved that the Executive Director is authorized to negotiate final terms and execute the agreement, subject to review and approval by Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF APRIL, 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: April 9, 2026

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

From: Sean Charpentier, Executive Director

Subject: Review and appoint an elected official to serve on the Congestion Management & Environmental Quality (CMEQ) Committee.

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

RECOMMENDATION

That the C/CAG Board review and appoint an elected official to serve on the Congestion Management & Environmental Quality (CMEQ) Committee.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A.

BACKGROUND

The CMEQ Committee provides advice and recommendations to the C/CAG Board of Directors on all matters relating to traffic congestion management, travel demand management, coordination of land use and transportation planning, mobile source air quality programs, energy resources and conservation, and other environmental issues facing local jurisdictions in San Mateo County.

There are currently two vacancies on the CMEQ Committee, including one elected official and one business community representative seat. A recruitment letter was distributed to all elected officials in San Mateo County on March 20, 2026, with a submission deadline of March 31, 2026.

Redwood City Councilmember Chris Sturken submitted a letter of interest (Attachment 2) prior to the recruitment deadline of March 31, 2026.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. Roster for the CMEQ Committee
2. Letter of Interest from Redwood City Councilmember Chris Sturken

CMEQ Roster

Chair: Gina Papan

Vice Chair: Dick Brown

Staff Support: Jeff Lacap (jlacap@smcgov.org)

Eva Gaye (egaye@smcgov.org)

Name	Representing
Dick Brown (Woodside Town Council Member)	Elected Official
Tom McCune (Belmont City Council Member)	Elected Official
Pranita Venkatesh (San Carlos Council Member)	Elected Official
Stacy Jimenez (Foster City Council Member)	Elected Official
Stacy Miles Holland (Atherton Council Member)	Elected Official
Juslyn Manalo (Daly City Council Member)	Elected Official
Mark Dinan (East Palo Alto Council Member)	Elected Official
Bob Nguyen (Millbrae Council Member)	Elected Official
Vacant	Elected Official
Gina Papan (MTC Commissioner)	Metropolitan Transportation Commission (MTC)
Mollie Carter	Environmental Community
Richard Hedges	Public Member
Peter Ratto	San Mateo County Transit District (SamTrans)
Vacant	Business Community
Deborah Penrose	Agencies with Transportation Interests
Pamela Herhold	Bay Area Rapid Transit (BART)
Casey Fromson	Peninsula Corridor Joint Powers Board (Caltrain)

March 31, 2026

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

Dear Mr. Charpentier:

It is my pleasure to apply for the one (1) vacant seat for Elected Officials from City Councils and/or the San Mateo County (County) Board of Supervisors on the Congestion Management and Environmental Quality Committee (CMEQ). I seek to leverage my educational, professional, and public service experience to enrich the Committee's discussions and contribute to their recommendations to the Board of Directors.

My educational background and career experience are relevant to the purview of the Committee. I hold a degree in Environmental Studies from San Francisco State University. In my career, I have supported mobile source air quality programs, energy resources and conservation as an AmeriCorps Fellow in the City of Hayward's Utilities and Environmental Services Department. During my time with the Department, I completed the City's 2015 Greenhouse Gas Emissions inventory. I also conducted community outreach and education regarding environmental issues as an employee with Green Foothills.

As a former member of the City of Redwood City's Transportation Advisory Committee, I am familiar with many of the County's regional transportation planning efforts. During my service on the Committee, I informed the City's outreach efforts regarding their Caltrain grade separation study.

As a member of the Redwood City Council for the past 4 years, I am well versed in transportation planning, congestion management, travel demand management, and coordination of land use and transportation planning. I have enjoyed working together with my colleagues across the County to work towards our shared vision of a thriving future for all communities in the County.

It would be an honor and privilege to work with the Committee to achieve our shared goals and outcomes. If there is any additional information that I can provide, please let me know. Thank you for your consideration.

Sincerely,
Chris Sturken

Christopher Sturken

C/CAG AGENDA REPORT

Date: April 9, 2026

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 26-23 authorizing a waiver of the Request for Proposals process and further authorizing the C/CAG Executive Director to execute an agreement with Regional Government Services, in an amount not to exceed \$55,000 for a term not to exceed 12 months, to provide as needed consultant services to support the Airport Land Use Commission and other C/CAG programs.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-23 authorizing a waiver of the Request for Proposals process and further authorizing the C/CAG Executive Director to execute an agreement with Regional Government Services, in an amount not to exceed \$55,000 for a term not to exceed 12 months, to provide as needed consultant services to support the Airport Land Use Commission and other C/CAG programs.

FISCAL IMPACT

The cost of the agreement is not to exceed \$55,000. There will be salary savings from staffing vacancies.

SOURCE OF FUNDS

Funding for this agreement will come from the C/CAG General Funds and Congestion Relief Funds.

BACKGROUND

C/CAG serves as the Airport Land Use Commission (ALUC) for San Mateo County. The ALUC is a State mandated responsibility to manage land uses adjacent to Airports for safety. This is accomplished through the Airport Land Use Compatibility Plans (ALUCP) that identify safety zones based on land use, building height, and runway generated noise. There are three ALUCPs in San Mateo County: SFO, San Carlos, and Half Moon Bay.

Depending on the location, projects and plans within the area included in the ALUCPs are reviewed for compatibility with the adopted ALUCPs. The ALUC function requires timely review and determination of consistency for development projects, general plan amendments, and zoning changes within airport influence areas. Delays in these determinations may impact local project delivery timelines and expose the agency to operational and legal risks. The determination of consistency with ALUCPs is brought to the ALUC Committee and then the C/CAG Board.

Susy Kalkin, the C/CAG staff member who has supported the ALUC activities for past 9 years is retiring. Due to the retirement and the time required to recruit and onboard a permanent replacement, C/CAG requires immediate interim support to ensure continuity of ALUC operations. Staff conducted targeted outreach to qualified firms with relevant land use and airport compatibility planning experience. Based on this outreach, staff recommends Regional Government Services (RGS) to provide these services.

Staff is recommending that the C/CAG Board of Directors waive the Request for Proposals process for the following reasons.

- **Time-Sensitive Operational Need:** ALUC is a statutory function that requires timely review of projects. A gap in staffing could delay project reviews and impact local jurisdictions.
- **Specialized Expertise:** Airport land use compatibility planning requires specific experience that is not widely available. RGS has demonstrated expertise in land use planning, regulatory review, and supporting public agencies in similar functions. The recommended consultant was the Executive Director of the Placer County Transportation Planning Commission, which also serves as the ALUC in Placer County.
- **Limited Qualified Pool:** Based on staff outreach, there is a limited pool of consultants with the appropriate experience and availability to provide immediate support.
- **Conflict of Interest Considerations:** RGS does not currently provide planning services to jurisdictions within the San Mateo County ALUCP areas, reducing the potential for perceived conflicts of interest.
- **Interim Nature of Services:** This contract is intended as a short-term bridge while C/CAG recruits permanent staff.

The contract will be utilized on an as needed basis, with workload depending on the number of applications from developers, and the number of Advance Planning and zoning changes that cities are processing. Monthly effort is expected to fluctuate, the contract will not exceed \$55,000, and no minimum level of effort is guaranteed.

EQUITY IMPACTS AND CONSIDERATIONS

This is required for the general operations of C/CAG.

ATTACHMENTS

1. Resolution 26-23
2. Draft Scope of Work and Statement of Qualifications.

RESOLUTION 26-23

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING A WAIVER OF THE REQUEST FOR PROPOSALS PROCESS AND FURTHER AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AN AGREEMENT WITH REGIONAL GOVERNMENT SERVICES, IN AN AMOUNT NOT TO EXCEED \$55,000 FOR A TERM NOT TO EXCEED 12 MONTHS, TO PROVIDE AS NEEDED CONSULTANT SERVICES TO SUPPORT THE AIRPORT LAND USE COMMISSION AND OTHER C/CAG PROGRAMS.

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 Airport Land Use Commission for San Mateo County; and

WHEREAS, the Airport Land Use Commission (ALUC) is a state-mandated function requiring timely review of development proposals and planning documents; and

WHEREAS, a staffing transition due to retirement necessitates immediate interim support to maintain continuity of ALUC operations; and

WHEREAS, C/CAG needs consultant support with specialized expertise with ALUC planning; and

WHEREAS, staff recommends waiving the Request for Proposals process pursuant to the C/CAG Procurement Policy due to the time sensitive need to maintain ALUC operations, the specialized knowledge and nature of airport land use compatibility planning, and the limited pool of qualified consultants available to provide immediate support; and

WHEREAS, C/CAG would like to retain a consultant that is independent of jurisdictions within the areas governed by the adopted Airport Land Use Compatibility Plans (ALUCPs), and Regional Government Services does not currently provide contract planning services to the jurisdictions within the ALUCPs, thereby minimizing the potential for the perception of conflict of interests; and

WHEREAS, for the reasons identified above, waiver of the competitive process in this case is in the best interests of C/CAG; and

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County authorizes a waiver of the Request for Proposal process and further authorizes the C/CAG Executive Director to execute an agreement with Regional Government Services, to provide as needed consultant services to support the Airport Land Use Commission and other C/CAG Programs, in an amount not to exceed \$55,000 for a term not to exceed 12 months. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said agreement prior to its execution, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF APRIL 2026.

Michael Salazar, Chair

Sean Charpentier, Executive Director
City/County Association of Governments of San Mateo
555 County Center, 5th Floor
Redwood City, CA 94063
Email: scharpentier@smcgov.org

SUBJECT: PROFESSIONAL PLANNING SERVICES

Dear Mr. Charpentier:

Thank you for giving Regional Government Services (RGS) the opportunity to provide the City/County Association of Governments of San Mateo (C/CAG) with this proposal to provide Planning Support Services to the Airport Land Use Compatibility (ALUC) Committee. RGS is uniquely qualified to provide these services based on our specific public sector expertise and extensive experience working with local government agencies throughout California.

Regional Government Services is a Joint Powers Authority (JPA) established in 2002. With over 100 employees throughout California serving more than 150 government agencies, RGS provides consulting services in the areas of human resources and financial management, organizational development, community engagement, land use planning, strategic planning and emergency management services. RGS is a virtual government agency and has developed a unique network of geographically distributed Advisors who work both onsite at partner agency offices, and through various remote access technologies, to deliver services to partner agencies, reducing overhead and expanding our ability to provide high-quality services throughout the state.

RGS has a proven track record of partnering with local government agencies to successfully implement effective administrative systems and practices. Our team of experienced Planning Advisors has been producing creative, dynamic and customized solutions for eighteen years. RGS is valued for delivering flexible, high quality services in a cost-effective manner

If you have any questions regarding this proposal, please feel free to contact me at (650) 995-3647 or via e-mail at sflint@rgs.ca.gov

Sincerely,

Steve Flint

Steve Flint, Strategic Services Consultant

REGIONAL GOVERNMENT SERVICES

DESCRIPTION OF SERVICES

PROJECT UNDERSTANDING

In accordance with state law, C/CAG San Mateo addresses a variety of issues affecting the quality of life, including land use and development in proximity to the County's three airports. The C/CAG Board of Directors, acting as the Airport Land Use Commission (Commission), ensures the orderly expansion of airports and the adoption of land use measures to minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

As a result of staff turnover, the Commission seeks professional support to ensure the continued delivery of high-quality planning services, Regional Government Services (RGS) is prepared to support those efforts by providing senior level advisors who are most experienced in:

- Managing fluctuating workloads and/or special projects;
- Reviewing, processing and presenting complex plans to boards, commissions and councils;
- Preparing General Plan elements, updates and comprehensive revisions;
- Amending regulatory codes and ordinances pertaining to land use, development and subdivision;
- Preparing technical studies, staff reports and environmental assessments; and
- Drafting development standards and design guidelines for various types of land use.

Please note that RGS does not provide land use advisory services to any of the thirteen jurisdictions in San Mateo County regulated by C/CAG adopted ALUCP's.

RELEVANT EXPERIENCE

The RGS Planning Team offers a wide range of land use planning and regulatory services, including contract special advisors to support public agencies with fluctuating workloads; preparing and processing General Plan elements, updates and amendments; Specific Plans and Planned Unit Development projects, Code revision pertaining to land use regulations, development standards and design guidelines; and processing commercial, industrial, residential, and mixed-use development projects of varying size, scale and intensity through a variety of regulatory agencies and procedures.

Our experience encompasses the preparation of complex reports and studies on such issues as growth management, coastal development, design review, and development policy evaluation. We can also assist agencies with the preparation of CEQA documents and related technical studies, plan checking for regulatory compliance, and mitigation monitoring and reporting.

The RGS team provides a wide range of planning services for cities, counties, special districts, and Joint Powers Authorities throughout California. The RGS team has extensive experience in all aspects of planning, zoning, subdivision, land use, coastal regulation and land use compatibility. RGS specializes in providing professional support for small to mid-sized agencies, serving as the agency's planning staff or supplementing its current and forward planning programs.

Specific services related to airport land use compatibility planning include:

- Determining the consistency of General Plan policies with adopted Airport Land Use Compatibility Plans (ALUCP);
- Evaluating special projects, land use development plans and subdivision maps for consistency with ALUCP provisions;
- Analyzing jurisdictions' Zoning Code and Specific Plan regulations, and recommending amendments as needed to ensure consistency with the ALUCP;
- Preparing special studies and environmental assessments;
- Adhering to state mandated processing times for projects deemed complete for review and legislative action.

SCOPE OF SERVICES

RGS will make available the professional planning services of its senior level staff to assist with the review and processing of some of the more complex current planning projects. The Contract Planning Advisor(s) assigned to this task will provide as-needed contract planning services as determined by the Executive Director or the Director's designee. Such services may include, but are not limited to:

- Reviewing discretionary planning permit applications for completeness;
- Reviewing projects and providing comments within timelines specified by the Permit Streamlining Act and the City (or shorter timelines as may be required for certain projects);
- Conducting site visits and background research pertaining to projects;
- Analyzing projects for consistency with the ALUCP;
- Evaluating project-related Initial Studies and other CEQA documents to determine ALUCP compatibility
- Writing project reports, detailed findings intended to withstand project appeals, conditions of approval, draft resolutions and ordinances, and delivering oral presentations to the appropriate boards, commissions and committees;
- Attending and participating in meetings and public hearings conducted by the ALUC Committee and C/CAG Board of Directors (remotely);

- Responding to ALUC related emails/inquiries from local jurisdictions, outside agencies and general public; and
- Preparing task order requests for technical on-call ALUC consultants on a project specific basis.

Resumes of RGS consultant staff are attached

PROJECT COST AND TIMING

RGS will provide planning consulting services for a period of up to twelve months on a time and materials basis. This engagement assumes a maximum of twenty hours per month at the hourly rates outlined below, for an amount not to exceed \$55,000. Invoicing is based on hours actually worked. The Hourly Rate does not include direct external costs, which will be invoiced to Agency with no markup. These terms may be negotiated as workload and project flow are more specifically defined.

CONTRACT PLANNING SERVICES

Tasks	Cost
Strategic Services Consultant – Senior Planning Advisor	Time & Materials @ \$ 191.00/Hour

OTHER RELATED SERVICES

Staff	Hourly Rate
Agency Executive	\$222
Senior Advisor	\$161
Advisor	\$137
Technical Specialist	\$121
Administrative Specialist	\$108

Effective July 1, 2025. Regional Government Services may charge travel expenses at the current Federal rate for agreed-upon advisor travel.



Michael W. Luken

Senior Advisor - Planning

Michael Luken joined Regional Government Services (RGS) as a Senior Planner with the Planning service line in 2024. Mr. Luken has over thirty-seven years' experience in the private and public sectors in transportation, land use planning, entitlements, economic development, project implementation, and executive level management in the public sector.

Mr. Luken has a master's degree in rural and town planning, and a bachelor's degree in geography/planning. He has extensive training in leadership, local government management, financial management and the NIMS/SIMS Incident Command System (ICS).

PROFESSIONAL EXPERIENCE

REGIONAL GOVERNMENT SERVICES

Senior Advisor

Mr. Luken serves as a professional planning consultant for RGS partner agencies. He has provided support to the City of Auburn Planning and Economic Development programs, participating in the revision of zoning regulations to prioritize form-based standards over traditional land use-based regulations. The Form-Based Code is intended to enhance neighborhood design and facilitate housing production while preserving community character. Mr. Luken also serves as executive staff for Tuolumne County Local Agency Formation Commission (LAFCO) and performed economic development activities for RGS in Humboldt County and the City of East Palo Alto.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

Executive Director

Mr. Luken served as the Executive Director of the PCTPA, with policy direction provided by the PCTPA Board of Directors. In that capacity, he was responsible for policy development, program and transportation project planning, preparing and managing budgets, and providing fiscal management to ensure the successful implementation of PCTPA goals and objectives. He was the Executive Director of the Placer Airport Land Use Commission, administered Airport Land Use Compatibility (ALUC) Plans for the County's three public-use airports and oversaw the processing of land use applications for projects located within the Airport Influence Areas (AIA), coordinating the efforts of County and City staff, applicants, airport managers, and the ALUC to comply with established deadlines.

YOLO COUNTY TRANSPORTATION DISTRICT

Deputy Director – Operations, Planning, and Special Projects

Mr. Luken performed professional transportation planning and management assignments, oversaw transit operations, and prepared and presented reports and studies. In addition to supervising assigned staff, he coordinated complex planning studies, and organized regional plans, general plans, proposals, and local design standards.

CITY OF WEST SACRAMENTO

Transportation/Federal Governmental Affairs Manager/Port Manager

As Manager of the transportation and traffic division for the Public Works Department of the City of West Sacramento, Mr. Luken served as Project Manager for the Downtown Riverfront Streetcar Project, a 3.3-mile urban circulator from West Sacramento to Midtown Sacramento. He managed the I Street Bridge Replacement Project (HBP) and Broadway Bridge Project (TIGER 6), two \$120 million+ river crossings between the City of West Sacramento and Sacramento. He also managed funding and priorities for transportation projects in the City including principal liaison with SACOG, Caltrans, YCTD and surrounding cities. He supervised staff in the implementation of the bicycle, pedestrian and trails program for the City; Managed a comprehensive update of the City Traffic Model for the General Plan Update; and served as a member of the City Executive Team and Manager of the Federal Governmental Affairs program for the entire city (Priority setting, annual lobbying events, Cap2Cap, appropriation development, regulatory and issue modification/tracking). He also served as Port and Economic Development Manager, and Redevelopment Program Manager.

CITY OF SACRAMENTO

Senior Management Analyst-Economic Development

Mr. Luken managed numerous redevelopment and revitalization projects in key commercial corridors throughout the City of Sacramento, and major development projects in North Natomas. In-house development of a comprehensive economic development plan for the city of Sacramento. He managed the recruitment of small to large companies to Sacramento, prepared written proposals and made oral presentations to interested companies and created an internet mapping portal (Sacsites.com) promoting business development through GIS and the internet. He was also responsible for the preparation of collateral, print advertising and internet marketing documents for business attraction; preparation of written reports to the City Council; Oral presentations to community groups and interested persons on recent developments in the city.

COUNTY OF YOLO

Economic Development Coordinator/ Senior Planner

Drafted/Directed the coordination and implementation of five-year overall economic development program. Responsible for business retention and expansion programs; Management, accounting, and fiscal analysis (pro-forma and loan analysis) of the economic development revolving loan fund; Coordination of the approval process of the Dunnigan Specific Plan; Management of the county's community development block grant (CDBG) program; Participation in County Development Review Improvement Program (permit streamlining program).

CITY OF COLFAX, CALIFORNIA

Interim City Manager

Mr. Luken was responsible for managing fourteen staff and overseeing multiple consulting firms. He oversaw multiple significant projects during his tenure.

C/CAG AGENDA REPORT

Date: April 9, 2026

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

From: Sean Charpentier, Executive Director

Subject: Consider candidates and appoint one elected official to fill the currently vacant seat on the C/CAG Legislative Committee.

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

RECOMMENDATION

Consider candidates and appoint one elected official to fill the currently vacant seat on the C/CAG Legislative Committee.

FISCAL IMPACT

There is no fiscal impact associated with this action.

BACKGROUND

Prior to 2013, legislative matters pertinent to C/CAG were discussed and acted upon at the C/CAG Board.

On September 12, 2013, the C/CAG Board established the C/CAG Legislative Committee in its update to the C/CAG bylaws, as a forum for additional discussion on legislative matters. The role of the Legislative Committee is to provide 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. For highest priority issues, 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 C/CAG bylaws do not designate the makeup of the C/CAG Legislative Committee, though 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.

In December 2025, the C/CAG Board of Directors made a slight change to this format by approving resolution 25-78 that added a seat for an MTC Commissioner representing 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 Chair or the Vice Chair of the Legislative Committee. Gina Papan, the MTC Commissioner representing the Cities in San Mateo County, was appointed to this position.

The C/CAG Legislative Committee currently consists of nine (9) elected officials, including the C/CAG Chair and Vice Chair, and one (1) MTC Commissioner. Attachment 1 shows the current C/CAG Legislative Committee Membership. One (1) elected official seat is currently vacant.

The Committee meets on the second Thursday of each month from 5:30 p.m. to 6:30 p.m., typically right before the C/CAG Board meeting at the SamTrans building, Second Floor Auditorium (1250 San Carlos Ave., San Carlos, CA 94070).

RECRUITMENT PROCESS

On March 20, 2026, C/CAG Chair Adam Rak announced a recruitment for several vacant C/CAG committee positions, including one elected official seat on the Legislative Committee. That recruitment notice was distributed to local elected officials and existing C/CAG Committee members. The deadline for submitting a Letter of Interest was 5:00pm on March 31, 2026. By the deadline, C/CAG staff received two letters of interest for the Legislative Committee seat from:

1. Cathy Jordan, Vice Mayor of the City of Belmont
2. Elmer Martínez Saballos, Mayor of the City of Redwood City

The submitted Letters of Interest are included as Attachments 2 and 3, respectively.

The C/CAG Board will consider the candidates and vote to appoint one individual to fill the vacant C/CAG Legislative Committee seat. The candidate receiving the most votes will be appointed. In the event of a tie, the C/CAG Board will conduct subsequent votes limited to the tied candidates.

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. Current Legislative Committee Membership
2. Letter of Interest – Vice Mayor Cathy Jordan, City of Belmont
3. Letter of Interest – Mayor Elmer Martínez Saballos, City of Redwood City

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*

Legislative Committee (March 2026)	
Atherton	Elizabeth Lewis
South San Francisco	Eddie Flores
Burlingame	Andrea Pappajohn
Foster City	Stacy Jimenez (Committee Chair, C/CAG Vice Chair)
Millbrae	Anders Fung
MTC Commissioner*	Gina Papan
East Palo Alto	Lisa Gauthier
Pacifica	Greg Wright
San Bruno	Michael Salazar (C/CAG Chair)
San Carlos	Adam Rak (Committee Vice Chair)
VACANT	VACANT

*MTC Commissioner seat is non-voting, does not count towards quorum, cannot serve as the chair or vice-chair, and can only be filled by someone from San Mateo County upon appointment by the Board of Directors.



March 30, 2026

Sean Charpentier
City/County Association of Governments
555 County Center, 4th Floor
Redwood City, CA 94063

Dear Mr. Charpentier,

Please accept this letter of interest for the open seat on the C/CAG Legislative Committee. I am eager to contribute my experience in public service, policy review, and cross-sector collaboration to support the Committee's important work.

As a Belmont City Council Member, I approach complex policy decisions with disciplined analysis and a commitment to balanced, well-informed outcomes. I would bring this same level of rigor to reviewing legislative proposals, with careful consideration of their fiscal, operational, and regional impacts. Given the challenges facing Belmont and San Mateo County, it is essential to evaluate legislation through a framework grounded in fiscal responsibility, regional coordination, and long-term community benefit. Many of the issues we face — including transportation, housing, climate, and infrastructure — do not adhere to jurisdictional boundaries, underscoring the importance of strong regional collaboration and aligned policy approaches. Accordingly, the Committee's work must reflect both local priorities and broader regional interests, while providing clear, objective guidance to the C/CAG Board. I also value incorporating diverse perspectives and approach deliberations with a collegial, open mindset to ensure decisions are informed, inclusive, and reflective of the communities we serve.

My public service includes eight years on the Belmont-Redwood Shores School District Board of Trustees, three years on the Mid-Peninsula Water District Board of Directors, and two years filling a vacancy on the Belmont City Council. I am currently serving my second year of a four-year term. I also serve in several committee roles, including Chair of the Public Safety Committee, member of the Audit Committee, Housing Ad-Hoc Subcommittee, 2x2 with Mid-Peninsula Water District, and the SFO Roundtable. In addition, I serve as an alternate to several regional bodies, including Silicon Valley Clean Water, the Caltrain Local Policy Maker Group, the Chamber San Mateo County Governmental Relations Committee, Commute.org, and the Regional Housing Needs Policy Committee. Through these roles, I have developed a strong foundation in governance, including reviewing complex policy issues, integrating diverse perspectives, and balancing competing priorities.

I value the role C/CAG plays in advancing coordinated, solutions-oriented policy and would welcome the opportunity to contribute at the committee level. I am committed to working in partnership with the County and its cities to strengthen regional governance, leverage shared resources, improve coordination across jurisdictions, and advance a unified voice in advocacy at the state level and beyond. Thank you for your consideration. I would be honored to serve and support the Committee's work in advancing thoughtful and impactful legislative priorities for our county.

Respectfully,

Cathy Jordan
Vice Mayor, City of Belmont

cc: Belmont City Council

ATTACHMENT 3

Elmer Martínez Saballos, Mayor
Kaia Eakin, Vice Mayor

1017 Middlefield Road
Redwood City, CA 94063
(650) 780-7220
www.redwoodcity.org

Council Members

Isabella Chu
Jeff Gee
Diane Howard
Marcella Padilla
Chris Sturken



March 31, 2026

City/County Association of Governments of San Mateo County (C/CAG) Board of Directors
c/o Sean Charpentier, C/CAG Executive Director
555 County Center, 5th Floor; Redwood City, CA 94063
Sent via email to: scharpentier@smcgov.org

Re: Letter of Interest for C/CAG Legislative Committee

Dear Chair Salazar and Honorable Members of the C/CAG Board,

I have been honored to represent Redwood City for four years and serve alongside you on the C/CAG Board these last two years, and I am writing to express my strong interest in serving on the C/CAG Legislative Committee.

As many of you know, I began my public service working at the intersection of local government and state legislative policymaking. As a district staffer for former State Senator Jerry Hill and then-Assemblymember Kevin Mullin, my portfolio spanned healthcare, housing, transportation, and economic development—giving me an early and lasting appreciation for how decisions made in Sacramento can transform our cities and neighborhoods. I carried that foundation forward to the Redwood City Planning Commission in 2020, the City Council in 2022, and into my tenure as Mayor.

During my time on the Council, I have worked to shape and advocate for policies on both city committees and regional board assignments that translate into meaningful outcomes for our community. My experience supporting Caltrain Local Policy Maker Group, Commute.org, Peninsula Clean Energy, Silicon Valley Clean Water, as well as our City's Governance, and Transportation Subcommittees have deepened my understanding of the state and federal policy landscape, and reinforced how much the C/CAG's work matters to every city at this table.

Through our shared work on the C/CAG Board, I am deeply familiar with many of you and with the unique set of challenges our County faces. I would bring that same collaborative spirit to the Legislative Committee as we work to address those obstacles: showing up prepared, listening carefully, and working to build consensus around positions that truly serve our cities and our county.

Thank you for your consideration. I look forward to continuing to work together in service of San Mateo County's residents.

In community,

A handwritten signature in black ink, appearing to read "Elmer Martínez Saballos". The signature is fluid and cursive, with the first name "Elmer" and the last name "Saballos" being more prominent.

Elmer Martínez Saballos
Mayor
City of Redwood City

C/CAG AGENDA REPORT

Date: April 9, 2026

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of the proposed C/CAG process and framework for the MTC One Bay Area Grant Cycle 4 (OBAG 4) County & Local Program.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve the proposed C/CAG process and framework for the MTC One Bay Area Grant Cycle 4 (OBAG 4) County & Local Program.

FISCAL IMPACT

Other than staff time, there is no direct fiscal impact to C/CAG at this time. Upon C/CAG and MTC approval, the OBAG 4 County & Local Program funds will be allocated to project sponsors directly.

SOURCE OF FUNDS

Federal funds are allocated by MTC via the OBAG 4 County & Local Program, including Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program (STP) funds. In addition, staff proposes to include approximately \$2.1M in Transportation Fund for Clean Air (TFCA) 40% Fund and \$1.3M in MTC Community Action Resource and Empowerment (CARE) - Community-Based Transportation Plan Project Development Technical Assistance (CBTP TA) funding for eligible projects.

BACKGROUND*One Bay Area Grant (OBAG)*

The One Bay Area Grant (OBAG) program is the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other fund programs throughout the San Francisco Bay Area. The Metropolitan Transportation Commission (MTC) established the OBAG program in 2013 to strengthen the connection between transportation investments and regional goals for focused growth in Priority Development Areas (PDAs) and Transit Oriented Communities (TOCs), places near public transit that are planned for new homes, jobs, and community amenities.

On January 28, 2026, MTC adopted Resolution 4740 outlining and approving the OBAG Cycle 4 Grant Program. A total of \$800 million will be available in the region, with a 50/50 funding split between the Regional and County & Local Programs. The C/CAG Technical Advisory Committee (TAC), Congestion Management and Environmental Quality Committee (CMEQ), and Bicycle and Pedestrian Advisory Committee (BPAC) have received updates on the OBAG 4 County & Program

since Fall 2025. Due to new regional commitments to transit operations and the expiration of one-time funding sources from prior cycles, San Mateo County's OBAG 4 nomination target decreased by \$4.8 million.

Funding for the OBAG cycle 4 program will be available over a four-year horizon, from FY 2026-27 through FY 2029-30. The OBAG 4 policy considerations are oriented around preserving the effectiveness of past OBAG programs. This includes focusing on investments in PDAs and TOCs and incorporating recent policy initiatives, such as regional safety/Vision Zero policies and other strategies from Plan Bay Area 2050. It also addresses federal programming requirements. MTC will directly administer the Regional Program and C/CAG, as the County Transportation Agency (CTA) for San Mateo County, will assist MTC in administering the County & Local Program.

Similar to OBAG 3, C/CAG will conduct the county-level Call for Projects and develop a prioritized nomination list. MTC will then conduct a regional evaluation and make the final funding awards. MTC will continue their larger role in the County & Local Program's call for projects and final project selection. This is due to federal programming requirements, which do not allow formulaic funding distribution. MTC has adopted guidance and nomination targets for the counties, and the Commission will then select projects based on initial county screening and prioritization, in addition to incorporating other regional considerations.

Many of the project sponsor requirements established under OBAG 3 will continue to apply under OBAG 4. The various requirements include maintaining an up-to-date Local Roadway Safety Plan and demonstrating compliance with state housing laws, such as having a Certified Housing Element. There will be a continued focus on investments within Priority Development Areas (PDAs) and Transit Oriented Communities (TOCs), maintaining the existing OBAG requirement that at least 80% of funds be programmed to PDA and TOC-supportive projects. An overview of the adopted OBAG 4 program guidelines, jurisdictional eligibility requirements, and current jurisdiction compliance status can be found in Attachment 1.

OBAG 4 County & Local Program Proposal

County Target

For policy continuity and consistency, MTC used the same factors and overall weights that were used in prior OBAG cycles to develop county nomination targets, incorporating the most recently available data. County targets are based on the same formula from OBAG 3: population (50%), recent housing production (30%) and planned growth, and housing affordability (Regional Housing Needs Assessment (RHNA) data (20%). The resulting targets do not imply or guarantee funding amounts or relative shares to any individual county.

With an overall total of \$324M million available for programming region-wide, the nomination target for the call for projects totals \$389M, at 120% of the funding available. MTC will award \$324 million to projects selected from the larger nomination pool. San Mateo County has a nomination target of \$36.2M. This amount represents 120% of the available funding capacity.

Countywide Set-Asides

Before issuing the Call for Projects, staff proposes several countywide set-asides to support regional programs and required administrative activities. These set-asides would be applied first, with the remaining funds forming the final amount available for grant funding. Implementing these programs at the county level ensures:

- Regional consistency and coordination across jurisdictions
- Equitable service delivery, particularly for smaller or resource-constrained cities
- Administrative efficiency and cost savings through centralized implementation
- Strategic leveraging of external funding
- Alignment with adopted regional and state policy priorities

Planning, Programming, and Monitoring Augmentation: \$6.3M

As part of the OBAG 4 County and Local Program, MTC provides each county a base amount for Countywide Planning, Programming, and Monitoring (PPM) activities (separate from the county nomination target amount described above). Countywide planning funds provide staffing resources to implement programming, monitoring and outreach activities delegated by MTC to the CTAs. These activities include, but are not limited to, development of the Regional Transportation Plan, development of Community Based Transportation Plans (CBTPs), Countywide Transportation Planning, administration of various grant funding programs, and assistance with the programming and delivery of federal aid projects.

For OBAG 4, the base PPM amount for San Mateo County is \$4.6M. Similar to previous OBAG cycles, staff propose to augment the base planning amount to sustain C/CAG’s statutory County Transportation Agency responsibilities. The funding supports oversight, programming, compliance reporting, and performance monitoring required under OBAG and other regional programs. Furthermore, the funding accounts for inflationary pressure on salaries, benefits, general operating expenses to maintain current service levels. Staff projects approximately \$10.9M in transportation-related staff costs during the OBAG 4 period, supporting the work of nine C/CAG staff members who contribute to regional transportation activities delegated to C/CAG. C/CAG proposes supplementing base PPM funds with \$6.3M to cover these costs.

- *Countywide Safe Routes to School (SRTS): \$2.8M*

C/CAG staff proposes to continue its long-standing partnership with the San Mateo County Office of Education (SMCOE) and set aside funding to support the SRTS program in San Mateo County. C/CAG also directs Measure M funding to augment SMCOE’s implementation of the SRTS program.

- *Countywide Vision Zero/Safety Implementation & Technical Assistance: \$3M*

Funding would support countywide implementation of traffic safety improvements identified in the Countywide Local Road Safety Plan (LRSP) and Vision Zero Action Plan, including technology-based traffic safety countermeasures across jurisdictions in the County.

After accounting for the proposed countywide set-asides, approximately \$24.1M in OBAG 4 funds will be available for competitive project nominations from local jurisdictions. A summary of the proposed OBAG 4 funding is shown below:

OBAG 4 Nomination Target	\$36.2M
Planning, Programming, and Monitoring (PPM) Augmentation	\$ 6.3M
Countywide Vision Zero/Safety Implementation & Technical Assistance	\$ 3M
Safe Routes to School	\$ 2.8M
Project Nomination Target*	\$ 24.1M

* Includes \$4.8M reduction in County Target due to SB125 regional commitments to transit operations

County & Local Program Call for Projects

Project Nomination Target

In addition to the OBAG 4 project nomination target amount of \$24.1M, the Call for Projects will also include two additional funding programs administered alongside OBAG. These funding sources include:

- **MTC Community Action Resource and Empowerment (CARE) - Community-Based Transportation Plan Project Development Technical Assistance (CBTP TA): \$1.3M**

The CBTP TA advances high-priority, community-identified mobility solutions originating from Community-Based Transportation Plans (CBTPs). The primary objective of this technical assistance is to move community-driven project concepts towards implementation by advancing them towards 100% design, ready for construction. Eligible projects must:

- Originate from a CBTP or comparable community-driven process.
- Be located within, or clearly serve, an Equity Priority Community (EPC).
- Demonstrate meaningful community engagement and support; and
- Consist of capital transportation projects.

Projects that advance to final design will receive additional consideration.

MTC has established a funding target of approximately \$1.3M for San Mateo County under the CBTP-TA Program. In coordination with the OBAG 4 Call for Projects, Staff will conduct a project nomination process and develop a recommended project nomination list for submission to MTC for final recommendation.

- **Transportation Fund for Clean Air (TFCA) 40% Fund: \$2.1M**

Staff propose to incorporate TFCA funds into the OBAG 4 Call for Projects to streamline administration and efficiently coordinate staff resources alongside the other Calls for Projects being administered this year. There is approximately \$2.1M available for TFCA eligible bikeway and bike parking projects. Funding recommendations utilizing TFCA funds are subject to the submission and approval of an acceptable work plan and cost effectiveness (C-E) calculations worksheet, as required by the Air District. For any projects requesting \$2M or more in OBAG 4 funds, staff are requiring that project sponsors complete the cost effectiveness calculations worksheet and submit it along with the other application materials.

With these additional resources, in total, an amount of \$27.5M will be available for a competitive call for project process, inclusive of OBAG, TFCA and CARE funding sources, following approval of the proposed set asides.

OBAG 4	\$ 24.1M
Transportation Fund for Clean Air (TFCA) 40% Fund	\$ 2.1M
MTC Community Based Transportation Plan (CBTP) Technical Assistance	\$ 1.3M
Total*	\$ 27.5M

** Target for reference, actual awards subject to competitive project evaluation and selection*

Minimum/Maximum Grant Size

For the OBAG 4 funding, C/CAG staff proposes increasing the minimum grant request from \$500,000 to \$750,000 and establishing a maximum grant request to \$4,000,000 to reduce the administrative burden associated with federal aid projects. Applicants should apply for the maximum amount of OBAG funding appropriate for the project and identify if the project is also eligible for CARE funding. The staff recommendation will identify the recommended allocation of CARE funding.

As context, below is a summary of the maximum and minimum requirements of recent Calls for Projects.

- TDA Article 3 (C/CAG): Available grant amount of \$3.9M for capital projects and the maximum grant amount is \$750,000.
- Local Sales Tax (SMCTA Bike/Ped): Available grant amount of \$19M and the maximum grant request for large infrastructure projects is \$2M.

C/CAG Countywide Transportation Plan (CTP) Equity Definition and Focus Areas

A key goal of the CTP Update is ensuring transportation investments equitably serve all residents, particularly those facing the greatest barriers to mobility. While San Mateo County currently relies on several overlapping equity tools from various agencies, including C/CAG, SamTrans, MTC, Caltrans, and CalEnviroScreen, a review found that state and regional tools lack the local context needed to capture conditions specific to the county. Additionally, existing county-level tools rely on outdated data and inconsistent boundaries. To address this, staff developed a unified, countywide equity definition for consistent use across planning efforts and project prioritization.

Staff is seeking Board approval to use the updated C/CAG Equity Focus Areas (Tier 1 and Tier 2) to prioritize projects in the OBAG 4 Call for Projects. Projects located within Tier 1 and Tier 2 of the Equity Focus Areas will receive additional points, with Tier 1 areas receiving the highest weighting to reflect the greater level of transportation needs and disparities. This tiered scoring approach aligns with MTC's own equity requirements and supports C/CAG's broader goals of advancing equitable transportation investment.

The project sponsor should demonstrate how the project will support advancement of accessible transportation in their communities. The project sponsor will be asked to describe how the project addresses the needs of low-income groups, communities of color, zero vehicle household, and those who are rent-burdened. In OBAG 3, three of the seven projects recommended for funding received full points for being located within an MTC Equity Priority Community.

Evaluation Criteria

Projects will be evaluated using both county-level criteria and regional criteria applied by MTC

To prioritize projects that align with regional plans and policies, C/CAG is required to evaluate proposals using the following criteria and give additional weight to projects that demonstrate the following:

- *Need and Benefits*: Projects that effectively address transportation needs and provide clear benefits, including improvements to safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair.

- *Local Priorities:* Projects with demonstrated community support, as reflected in Community-Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other documentations identified by the CTA.
- *Equity Impacts:* Projects that provide demonstrated benefits to historically marginalized or underserved groups, including Equity Priority Communities or similar local designations, alignment with agency Americans with Disabilities Act (ADA) Transition Plans, and/or other approaches identified by the CTA.

In addition, staff proposes to include the following countywide criteria:

- *Local Contribution:* Projects that meet minimum local contribution requirements based on their location: 11.47% for projects wholly or mostly within an MTC Equity Priority Community or Tier 1 C/CAG Equity Focus Areas; 15% for projects wholly or mostly within the Tier 2 C/CAG Equity Focus Areas; and 20% for all other projects.
- *Equity Focus Areas:* Projects located within areas identified as C/CAG Equity Focus Areas, with additional points awarded based on designation tier and greater benefits for projects in Tier 1 areas compared to those in Tier 2.
- *Green Infrastructure:* Projects that demonstrate a commitment to integrating green infrastructure with transportation improvements, including projects referenced in a city's Green Infrastructure Plan or C/CAG's Sustainable Streets Master Plan
- *Letters of Support:* Projects that provide letter(s) of support from jurisdiction(s) where the project is located.
- *Project Readiness:* Projects where the sponsor has demonstrated sufficient agency capacity and technical expertise to complete the project in accordance with MTC's Regional Project Delivery Policy and meet OBAG 4 deadlines.
- *Deliverability:* Projects that do not have potential deliverability issues and are able to obligate OBAG 4 funds no later than January 31, 2031.

MTC will be responsible for evaluating projects based on the following criteria:

- *Regional Alignment:* Support for Plan Bay Area 2050+ strategies, the Regional Safety/Vision Zero Policy (MTC Resolution No. 4400), the Complete Streets Policy (MTC Resolution No. 4493), the Bay Area Transit Transformation Action Plan, and the regional Transit Priority Policy for Roadways.
- *Federal Performance Goals:* Improvements to safety, infrastructure condition, system reliability, freight movement and economic vitality, congestion reduction, and environmental sustainability.
- *Deliverability and Risk:* Sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule or delivery plan.
- *Air Quality Benefits:* The relative cost-effectiveness in reducing criteria air pollutants, for CMAQ-eligible projects for the purpose of assigning CMAQ funding consistent with federal requirements.

A table summarizing the scoring criteria can be found below:

Criteria	Max
Needs and Benefits	75
Local Priority	
Equity Impacts	
Additional County Transportation Agency Criteria	
<i>Subtotal County Transportation Agency Score</i>	75
Regional Alignment	10
Federal Performance	5
Deliverability and Risk	10
Air Quality Improvement	10
<i>Subtotal MTC Score</i>	35
Total Score	110

Local Contribution

Staff propose the following contribution requirements:

- 11.47% local contribution for projects wholly or mostly within an MTC Equity Priority Community or proposed Tier 1 C/CAG Equity Focus Areas
- 15% of local contribution for projects wholly or mostly within the proposed Tier 2 C/CAG Equity Focus Areas
- 20% local contribution for all other projects.

For capital transportation projects, toll credits may be used to meet match requirements for construction if the sponsor funds project development with non-federal funds.

Evaluation Panel

Staff proposes to reduce the total number of C/CAG CMEQ and BPAC Committee representatives from six to four, resulting in a seven-member panel. For reference, the OBAG 3 panel consisted of nine members, including representatives from C/CAG Committees, Commute.org, Silicon Valley Bicycle Coalition and local city staff.

In addition, staff is exploring a streamlined review approach similar to the Active Transportation Program. Under this approach, each panel member would initially review a subset of the applications before meeting as a group to discuss and finalize rankings. Panel members are responsible for submitting scores within the established timeline. The C/CAG BPAC will be responsible for reviewing the MTC Complete Streets checklists required for project applications.

Public Outreach

C/CAG will be expected to inform stakeholders and the public about the opportunities to comment on project ideas and to provide guidance to community-based organizations, Equity Priority Communities, and any other underserved community interested in having project submitted for funding.

To comply with outreach requirements, C/CAG plans on utilizing committee and board meetings to

allow for public input. In addition, C/CAG plans to host public workshops regarding funding opportunities and to solicit project ideas, to adhere to the MTC outreach policy. Further, staff plans to perform additional outreach in the form of informational mailings and online virtual workshops to community-based organizations. C/CAG staff may need to direct/refer any public entities, with project ideas, to partner with a local jurisdiction.

Below is the tentative schedule highlighting both C/CAG and MTC actions:

OBAG 4 County & Local Program – Proposed San Mateo County Timeline

Tentative Dates	C/CAG Action
April 2026	C/CAG Board approval of OBAG 4 Framework and Process
May 2026	OBAG 4 County & Local Program Call for Projects Issued to Local Jurisdictions and Agencies
May – June 2026	Call for Projects Application Period (approximately 45 days)
July – August 2026	OBAG 4 screening, scoring, and development of project nominations for MTC C/CAG BPAC review of MTC Complete Streets Checklists for OBAG 4 nominated projects
September 2026	Present recommendations to C/CAG Committees (CMP TAC, CMEQ, and BPAC)
October 2026	Project nomination list approved by the C/CAG Board and submitted to MTC
November – December 2026	MTC’s Project Evaluation Process
January 2027	MTC Commission approval of County & Local program of projects

Recommendation

C/CAG staff requests that the C/CAG Board approve the proposed One Bay Area Grant Cycle 4 (OBAG 4) County & Local Program framework, including the proposed funding set asides, equity framework, evaluation criteria and call for projects process.

The C/CAG Technical Advisory Committee (TAC) and Bicycle and Pedestrian Advisory Committee (BPAC) recommended approval at their respective March 19th and 26th meetings. The C/CAG Congestion Management & Environmental Quality Committee (CMEQ) could not take formal action at their March 30th meeting due to lack of quorum but was supportive of the proposed process.

Following Board approval, staff will proceed with issuing the OBAG 4 Call for Projects.

EQUITY IMPACTS AND CONSIDERATIONS

The OBAG program supports equity in San Mateo County by directing funding toward projects that improve access to safe, reliable, and sustainable transportation options for all communities, including historically underserved and disadvantaged populations. Through the county program, local jurisdictions can prioritize investments in a broad range of transportation projects.

ATTACHMENTS

1. OBAG 4 County Program Administrative Guidance & County Program Compliance Status

OBAG 4 County Program Administrative Guidance

February 2026

Summary

Applicants and recipients of One Bay Area Grant (OBAG 4) County Program funds are subject to certain requirements established by the Metropolitan Transportation Commission (MTC) via MTC Resolution No. 4740, Revised (available on MTC's [OBAG 4 webpage](#)). This administrative guidance summarizes MTC staff implementation of these requirements, including compliance determinations, enforcement actions, and applicability by sponsor and project type.

Compliance Determination

MTC staff are responsible for determining sponsor compliance with OBAG 4 County Program requirements, as detailed in **Table 1**. Staff will make initial compliance determinations during the project evaluation process (Fall 2026) and will monitor awardee compliance throughout the OBAG 4 period, making regular status reports to working groups and County Transportation Agencies (CTAs).

Table 1: OBAG 4 County Program Requirements and Compliance Determinations

Requirement	Policy Excerpt	Determination Basis
Housing Element	Jurisdiction sponsors must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle and maintain certification throughout the OBAG 4 program period.	California Department of Housing and Community Development (HCD) reporting
Annual Progress Report	Jurisdictions must submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 4 program period.	HCD reporting
State Housing Laws	Jurisdictions must comply with the Housing Accountability Act and other state housing laws related to surplus lands, accessory dwelling units, and density bonuses throughout the OBAG 4 program period.	HCD enforcement letters and MTC staff interpretation
Local Roadway Safety Plan	Jurisdiction sponsors must complete and maintain a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, including the requirement that plans be updated within five years.	Jurisdiction reporting via Vision Zero Working Group and MTC staff interpretation
PMP Certification	Jurisdiction sponsors must maintain a certified Pavement Management Program (StreetSaver® or equivalent), updated as prescribed by MTC staff.	MTC reporting
LSR Survey	Jurisdictions must fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution).	Direct reporting from statewide survey administrator
HPMS Traffic Count Data	Jurisdiction sponsors must provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff.	Jurisdiction reporting

Applicants should initially comply with all requirements to be recommended for award. On a case-by-case basis, MTC staff may consider recommending funding to applicants that satisfy the threshold to delay funds as detailed below.

Enforcement Actions

MTC staff are responsible for implementing OBAG 4 County Program requirements, including taking enforcement actions if sponsors fall out of compliance as detailed in **Table 2**. Staff will first delay or withhold funds and work with sponsors to address initial compliance issues. If necessary, staff will recommend Commission action to rescind and reprogram funds from sponsors with unresolved issues.

Table 2: OBAG 4 County Program Enforcement Actions

Enforcement Action	Policy Excerpt
Delay Funds	MTC will deprioritize county awards for inclusion in the Annual Obligation Plan (AOP) from sponsors with minor or initial compliance issues.
Withhold Funds	MTC will withhold or reverse TIP programming for county awards from sponsors with substantial and/or sustained compliance issues.
Rescind Funds	MTC will rescind and reprogram county awards from noncompliant sponsors that do not, or are unable to, develop a reasonable plan to comply and deliver funds within the OBAG 4 period.

The threshold for each enforcement action is detailed in **Table 3**. When compliance issues are identified for sponsors with existing projects, MTC staff will contact both the sponsor and the respective CTA.

- In the case of continuous requirements (Housing Element, State Housing Laws, Local Roadway Safety Plan, and PMP Certification), staff will request that the sponsor provide a plan to achieve compliance within the OBAG 4 period. Staff will recommend that the Commission rescind awards from sponsors that do not provide a reasonable plan within six months of this initial request.
- In the case of cyclical requirements (Annual Progress Report, LSR Survey, HPMS Traffic Count Data), staff will use the “three strikes” principle to recommend that the Commission rescind awards from sponsors that have not complied after three consecutive opportunities.

Table 3: Thresholds for OBAG 4 County Program Enforcement Actions

Requirement	Threshold to Delay Funds (Deprioritize in AOP)	Threshold to Withhold Funds (Remove from TIP)	Threshold to Rescind Funds (Rescind Grant Award)
Housing Element	Jurisdiction is out of compliance but MTC staff have reviewed and concurred with plan to comply within OBAG 4 period	Jurisdiction is out of compliance and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (<6 months from request)	Jurisdiction is out of compliance and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (>6 months from request)
Annual Progress Report	Jurisdiction did not submit APR for prior year	Jurisdiction did not submit APR for past two years	Jurisdiction did not submit APR for past three years
State Housing Laws	Jurisdiction has active HCD notice of violation but MTC staff have reviewed and concurred with plan to comply within OBAG 4 period	Jurisdiction has active HCD notice of violation and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (<6 months from request)	Jurisdiction has active HCD notice of violation and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (>6 months from request)
Local Roadway Safety Plan	Jurisdiction has outdated LRSP but MTC staff have reviewed and concurred with plan to comply within OBAG 4 period	Jurisdiction has outdated LRSP and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (<6 months from request)	Jurisdiction has outdated LRSP and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (>6 months from request)
PMP Certification	Jurisdiction has expired PMP certification but has applied for current PTAP cycle or committed to updates using local funds	Jurisdiction has expired PMP certification and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (<6 months from request)	Jurisdiction has expired PMP certification and has not provided MTC staff with a reasonable plan to comply within the OBAG 4 period (>6 months from request)
LSR Survey	Jurisdiction did not participate in latest survey but staff have committed to responding in the next cycle	Jurisdiction did not participate in past two surveys	Jurisdiction did not participate in past three surveys
HPMS Traffic Count Data	Jurisdiction did not respond to the latest data request but staff have committed to responding in the next year	Jurisdiction did not respond to the last two data requests	Jurisdiction did not respond to the last three data requests

Requirement Applicability

The OBAG 4 County Program requirements detailed in this guidance apply primarily to jurisdiction sponsors with land use authority. Other eligible applicants, such as transit agencies, CTAs, and federally recognized Tribal governments are generally exempt from these requirements.

However, to ensure fair and consistent implementation of OBAG 4 policies, MTC staff will also apply these requirements to capital projects delivered on behalf of a local jurisdiction by another agency. Specifically, to receive or maintain funding, sponsors must ensure that all participating local jurisdictions comply with OBAG 4 County Program requirements for the following project types: capital projects sponsored by one jurisdiction but located substantially within another local jurisdiction or jurisdictions, non-transit capital projects sponsored by a transit agency in a local jurisdiction or jurisdictions, and capital projects sponsored by a CTA in a local jurisdiction or jurisdictions. Applicable project types are detailed in **Table 4**.

Table 4: Applicability of OBAG 4 County Program Requirements by Sponsor and Project Type

Sponsor Type	Project Type	Project Location	Requirements Applicability
Jurisdiction	Any	Within sponsor jurisdiction	Apply to sponsor jurisdiction
Jurisdiction	Capital (any phase)	Substantially outside sponsor jurisdiction (>10%)	Apply to all local jurisdictions with substantial project area
Transit Agency	Non-transit capital (any phase)	Local jurisdiction(s)	Apply to all local jurisdictions within project area
Transit Agency	Transit capital or non-infrastructure	Any	<i>Jurisdiction compliance requirements do not apply</i>
CTA	Capital (any phase)	Local jurisdiction(s)	Apply to all local jurisdictions within project area
CTA	Non-infrastructure	Any	<i>Jurisdiction compliance requirements do not apply</i>

Agencies applying for OBAG 4 County Program funds for capital projects on behalf of another jurisdiction or jurisdiction(s) as specified above must provide letters of support from each impacted jurisdiction in their application materials.

OBAG 4 County Program Compliance Status

County	Jurisdiction	Housing Element <i>Updated 02/2026</i>	Annual Progress Report <i>Updated 02/2026</i>	State Housing Laws <i>Updated 02/2026</i>	Local Roadway Safety Plan <i>Updated 01/2026</i>	PMP Certification <i>Updated 03/2026</i>	LSR Survey <i>Updated 06/2025</i>	HPMS Traffic Count Data <i>Updated 05/2025</i>	Overall Compliance <i>Updated 03/2026</i>
San Mateo	Atherton	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Belmont	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Brisbane	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Burlingame	Certified	Submitted 2024	No Violations Identified	Plan in Progress	Certified	Responded 2025	Responded 2024	Noncompliant
San Mateo	Colma	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Daly City	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	East Palo Alto	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	Foster City	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	Half Moon Bay	Not Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Noncompliant
San Mateo	Hillsborough	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Menlo Park	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	Millbrae	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	Pacifica	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	Portola Valley	Certified	Submitted 2024	No Violations Identified	Current Plan (2025)	Expired	Responded 2025	No Response 2024	Noncompliant
San Mateo	Redwood City	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified	Responded 2025	Responded 2024	Compliant
San Mateo	San Bruno	Certified	Submitted 2024	No Violations Identified	Current Plan (2023)	Expired	Responded 2025	Responded 2024	Noncompliant
San Mateo	San Carlos	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	San Mateo	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Certified with Pending	No Response 2025	Responded 2024	Noncompliant
San Mateo	San Mateo County	Not Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Noncompliant
San Mateo	South San Francisco	Certified	Submitted 2024	No Violations Identified	Current Plan (2022)	Certified with Pending	Responded 2025	Responded 2024	Compliant
San Mateo	Woodside	Certified	Submitted 2024	No Violations Identified	Current Plan (2024)	Expired	Responded 2025	Responded 2024	Noncompliant

C/CAG AGENDA REPORT

Date: April 9, 2026

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.

SB 677 (Wiener) Letter

At the December 11th C/CAG BOD meeting, staff mentioned that early in 2026 there might be amendments proposed to the approved SB 79 (Wiener), which authorizes high residential densities within ½ mile of a qualifying transit stations.

On January 5th, Senator Wiener introduced SB 677, which would amend SB 79 by adding ferry stations and clarifying a few more items. The League submitted an oppose unless amended position.

On January 6th C/CAG submitted a comment letter to Senator Wiener outlining a few concerns, including supporting the League's request for more time, the potential negative impact on planning for Bus Rapid Transit projects, additional analysis on the inclusion of the ferry locations, and the potential impacts on small businesses and the cities' ability to require ground floor retail. At the February 11th meeting, C/CAG Board ratified that letter.

On March 20th, the Department of Housing and Community Development (HCD) released initial guidance on the implementation of SB 79. Following that release Senator Wiener has decided to not "clean up" SB79 via SB 677.

On March 24th C/CAG Chair Adam Rak, Vice Chair Michael Salazar, incoming Vice Chair Stacy Jimenez, MTC Commissioner Gina Papan, and SYASL and C/CAG staff traveled to Sacramento to speak with State legislators and express C/CAGs positions on the matter (as well as other topics). The meetings included five legislators and five staff. See Itinerary as Attachment 2. At that time C/CAG was informed other legislators may take up SB 79 "clean up" efforts. Staff will update this body as more information about those efforts becomes available.

Submitted Federal and State Applications

While it is still very early in this process, Congressman Mullin has requested funding for the following projects that C/CAG has submitted for:

- City/County Association of Governments of San Mateo County (C/CAG) – Integrated Green Stormwater Infrastructure Streets – \$1,880,000

For the relevant project description, see Attachment 3. Staff are still working with Ken Brown on our Federal Senate requests.

E Bikes Update

E-Bikes are a prominent topic in California and Sacramento. There are at least 9 draft bills. See Attachment 4 for a Matrix of the bills and C/CAG adopted and staff recommended positions.

Staff are requesting that the Legislative Committee and the C/CAG Board of Directors ratify an updated support letter on AB 1557.

1. In January, the C/CAG BOD took a support position on AB 1557 (Papan), that created a 750-

watt peak power limit on e-bikes. On 3/16, AB 1557 (Papan) was amended as follows:

- a) Class 1 & 2 e-bikes cannot exceed 16 MPH (reduced from the current 20 MPH limit)
 - b) 250-watt continuous power limit
 - c) Violations for manufacturing/selling non-compliant e-bikes
2. C/CAG Staff requested that the C/CAG Board Leadership sign an updated support letter because:
- a) The bill amendments were consistent with the original intent, and the speed limit of 16 mph was consistent with standards recommended by the Mineta Institute Study and those used by the EU.
 - b) The bill would be heard in State Committee on April 6th, which was before the next C/CAG meeting.

At the request of the Legislative Committee and the Board, staff agendized a conversation with the Bicycle and Pedestrian Advisory Committee on March 26, 2026. A summary of the comments received is included as Attachment 5.

EQUITY IMPACTS AND CONSIDERATIONS

The C/CAG Legislative Committee considers equity in its positions on legislation and has included equity language in the annual Legislative Priorities document for C/CAG Board review and approval. Decisions made in relation to transportation, housing, stormwater, and climate resilience have the potential to impact our most vulnerable communities in San Mateo County.

ATTACHMENTS

1. C/CAG Legislative Update, April 2, 2026 from Shaw Yoder Antwih Schmelzer & Lange
2. C/CAG Sacramento meeting itinerary
3. For the relevant letters of support and project descriptions, see attachments for Agenda item #7 for the 4/9/26 C/CAG Board Meeting at: <https://ccag.ca.gov/committees/board-of-directors-2/>)
4. Matrix of E-Bike Bills
5. BPAC Comment Received

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/>
- [2026 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 from 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/>



April 1, 2026

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

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

Re: **STATE LEGISLATIVE UPDATE – April 2026**

Legislative Update

The deadline for legislators to introduce new bills in the second year of the 2025-26 Regular Legislative Session was February 20. In total, legislators introduced 1,800 bills this year, which must be acted on before the Legislature adjourns for final recess on August 31. As is typical, legislators introduced many bills as “spot” bills (i.e. placeholder legislation), which will need to be amended before they can be heard in the Legislature’s policy committees. The Assembly required spot bills to be amended by March 16 and the Senate by March 25. Also, bills must be in print for 30 days before they may be heard in a policy committee. The rules committees in each house have referred most bills to their policy committee(s), and these committees are beginning to hold hearings, which will inform which bills move forward this year.

Alongside this legislative action, the Legislature’s budget committees and subcommittees are beginning to hold hearings to review the proposals included in the Governor’s proposed Fiscal Year 2026-27 budget. Already, these committees are beginning to discuss the impact of the state’s improved fiscal outlook on these proposals. In mid-May, the Governor will release his “May Revise,” an update to his January proposed budget. This will kick off final negotiations between the Governor, Senate, and Assembly to finalize the budget agreement. The budget must be passed by June 15, in advance of the new fiscal year, which begins on July 1.

For information about key legislative and budget deadlines for next year, please see the 2026 Legislative Calendar [here](#).

AHSCP Update

As we have mentioned in previous reports, the Governor’s budget proposes programmatic changes to the Affordable Housing and Sustainable Communities Program (AHSCP) to align it with the Governor’s recent state agency reorganization, which created the California Housing and Homelessness Agency (effective July 1, 2026). The affordable housing component of the AHSCP will be nested within CHHA within the Housing Development and Homelessness Committee (HDFC), and the sustainable

communities and agricultural land conservation components of AHSCP will continue to be administered by the Strategic Growth Council. The Governor’s proposed trailer bill language can be found [here](#).

In March, the Legislative Analyst’s Office released its [analysis](#) of these changes and recommended that the Legislature approve this proposal with two modifications. First, they recommend that the Legislature direct the administration to retain an option for developers to submit a single application for an integrated housing-transportation project (rather than requiring them to split up their project into a proposal for HDFC and a separate proposal for SGC). Under this approach, a joint committee of HDFC and SGC staff could review and decide on integrated project proposals. Second, they recommend the Legislature require the administration to report back at the end of the 2026-27 award cycle on demand for (1) affordable housing and (2) sustainable communities—including the number of applications received for each type, funding requested, and qualified applications denied due to insufficient funding. The Legislature could use the data to determine whether to adjust the current split of 70% for affordable housing and 30% split for transportation.

As a reminder, Chapter 121 (SB 840, Limón) made various modifications to the allocation of GGRF revenues starting in 2026-27. For example, SB 840 changed some statutory allocations from being set percentages of annual GGRF revenues to fixed dollar amounts. SB 840 also modified the order in which certain allocations are made, including creating four funding tiers and setting aside \$1 billion for discretionary allocations earlier in the prioritization process. Notably, the Department of Finance does not anticipate GGRF will have adequate revenues in 2026-27 through 2029-30 to support the full amounts identified for the Tier 3 programs in SB 840, including AHSCP. Additionally, CARB has published GGRF revenue estimates that suggest that revenues may never be sufficient to fully fund Tier 3 programs under their proposed regulations. See the table below summarizing the various Tiers under SB 840 and the proposed annual allocations.

Statutorily Required GGRF Appropriations Pursuant to SB 840		
Program	Department	Annual Amounts
Tier 1: Starting in 2026-27, auction revenues will be allocated first to the following programs:		
Manufacturing tax exemption	N/A	• Roughly \$160 million
State operations ^a	Various	• Roughly \$120 million
State Responsibility Area fee backfill	CalFire	• Roughly \$90 million
Legislative Counsel Climate Bureau	Legislative Counsel	• \$3 million
Tier 2: Then second to the following programs:		
High-speed rail project	HSRA	• \$1 billion
Unspecified programs subject to appropriation ^b	Various	• \$1 billion
Tier 3: Then third, if funding is available, to the following programs^c:		
Affordable Housing and Sustainable Communities Program ^d	SGC	• \$800 million
TIRCP	CalSTA	• \$400 million
Community Air Protection Program—AB 617	CARB	• \$250 million
Low Carbon Transit Operations Program	Caltrans	• \$200 million
Wildfire and forest resilience—SB 901	CalFire	• \$200 million
Safe and Affordable Drinking Water Program	SWRCB	• \$130 million
Tier 4: Then fourth, remaining funding is subject to legislative appropriation for discretionary purposes.		
^a SB 840 does not explicitly mention state operations as part of Tier 1, but references funding them prior to allocating Tier 3. The administration proposes budget trailer legislation to clarify that they are considered part of Tier 1. ^b SB 840 included intent language for spending some of this funding in 2026-27. ^c SB 840 requires the Department of Finance to proportionately reduce the amounts for these programs if there is insufficient funding to fully support them. ^d The Governor proposes budget trailer legislation to divide the Affordable Housing and Sustainable Communities funding into two separate programs. GGRF = Greenhouse Gas Reduction Fund; SB 840 = Chapter 121 of 2025 (SB 840, Limón); CalFire = California Department of Forestry and Fire Protection; HSRA = High Speed Rail Authority; SGC = Strategic Growth Council; TIRCP = Transit and Intercity Rail Capital Program; CalSTA = California State Transportation Agency; AB 617 = Chapter 136 of 2017 (AB 617, C. Garcia); CARB = California Air Resources Board; Caltrans = California Department of Transportation; SB 901 = Chapter 626 of 2018 (SB 901, Dodd); and SWRCB = State Water Resources and Control Board.		

HCD Issues SB 79 Guidance

On March 20, the Department of Housing and Community Development (HCD) released initial [guidance](#) on the implementation of SB 79, which is effective July 1, 2026. As a reminder, SB 79 was signed last

year into law and makes qualifying “transit-oriented housing developments” an allowed use on sites zoned for residential, mixed, or commercial development that are located near specified transit stops in urban transit counties. HCD is tasked with overseeing compliance with SB 79, including reviewing enacted SB 79 ordinances and Transit-Oriented Development (TOD) Alternative Plans and determining their compliance with state law. The newly released guidance seeks to clarify: (1) key terms, (2) classifications for existing rail typologies as of March 2026, and (3) applicable urban transit counties as of July 1, 2026.

Following the release of this guidance, Senator Wiener informed advocates that he will no longer be pursuing “clean-up” legislation on SB 79 as he feels that this guidance from HCD is sufficient. As a reminder, C/CAG had requested the following items to be addressed in clean-up legislation: (1) extend the implementation deadline to be in alignment with initiation of the next RHNA cycle; (2) exclude bus rapid transit stations from the Tier 2 definition; (3) reconsider impacts of the current definition of ferry service, and; (4) clarify that SB 79 does not preclude cities from requiring ground floor retail in its high-density mixed-used developments. We have been discussing these concerns with legislators, including on our most recent visit to Sacramento.

Bills with Positions

AB 1557 (Papan) Electric Bicycles – SUPPORT

This bill clarifies the existing e-bike power restriction by specifying that the 750W limit on motors applies to maximum peak output, closing the loophole that manufacturers have been using to build and distribute overly-powerful e-bikes that have put young people in danger. Additionally, after recent amendments, the bill will lower the motor limits for class 1 and 2 e-bikes to 250W of continuous power, and limit the speed of the devices to 16 mph. ***This bill is set to be heard in Assembly Transportation Committee.***

AB 2002 (Solache) Regional Early Action Planning – SUPPORT

This bill codifies the Regional Early Action Planning grant program (REAP 1.0) to support future RHNA implementation and local planning. If funded by the legislature through a one-time allocation, the bill proposes distributing funding on a population basis to support regional governments’ Regional Housing Needs Assessment (RHNA) responsibilities. ***This bill is set to be heard in Assembly Housing & Community Development.***

AB 2346 (Wilson) Safer E-Bikes, Safer Communities Act – SUPPORT

This bill puts forward various changes recommended by the Mineta Transportation Institute. Firstly, it requires all e-bikes being sold in California to be equipped with speedometers and integrated lights, beginning January 1, 2029. Secondly, it requires that manufacturers and retailers selling e-bikes in California provide consumers with a summary of e-bike laws. Finally, it allows local jurisdictions to impose various speed limits on bicycle paths, multi-use, or paths with appropriate signage; sets a statewide speed limit of 10 mph when riding on a sidewalks; and sets a clear statewide speed limit of 15 mph for any minor under 15 years old, regardless of the device or where they are riding. ***This bill is set to be heard in Assembly Transportation Committee.***

Bills with Recommended Positions

AB 2595 (Papan) San Mateo Electric Bicycle Safety Pilot Program – RECOMMEND SUPPORT

This bill establishes the San Mateo Electric Bicycle Safety Pilot Program and would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of \$25. ***This bill has been referred to Assembly Transportation Committee.***

SB 1167 (Blakespear) E-bike Safety – RECOMMEND SUPPORT

First and foremost, this bill would clearly define what an electric bicycle is and thereby prevent motor vehicles, such as electric motorcycles, mopeds, and other motor vehicles, from being sold or marketed as e-bikes. This bill also: (1) requires manufacturer disclosure if the device is not an e-bike, (2) prohibits any two- or three-wheeled device with an electric motor capable of propelling the device faster than 20 mph from operating on public roads, (3) standardizes the location of e-bike labels, (4) requires any incident report for an injury or crash of an e-bike to include the information from the label, or note that there was no label, and (5) creates a new code section for citing reckless behavior on e-bikes. ***This bill is set to be heard in Senate Transportation Committee.***

AB 2051 (Wicks) Coastal Resilience Permitting Working Group – RECOMMEND SUPPORT

This bill directs the California Natural Resources Agency (CNRA), in consultation with the California Environmental Protection Agency (CalEPA), to convene an interagency Coastal Resilience Permitting Working Group to identify administrative actions and legislative recommendations to streamline and accelerate permitting for coastal resilience and sea level rise adaptation projects. ***This bill has been set to be heard in Assembly Water, Parks & Wildlife Committee.***

AB 2296 (Papan) RHNA Timelines – RECOMMEND SUPPORT

This bill would make changes to the timelines provided in state law for the development of various aspects of a local jurisdiction's housing element, including related to the formation of and review of subregional entities' share of RHNA, approval of a housing element by HCD, and efforts by local jurisdictions to resolve issues with HCD. ***This bill has been set for a hearing in Assembly Housing and Community Development Committee.***

AB 2576 (Harabedian) SB 79 Delay Implementation – RECOMMEND SUPPORT

This bill delays the implementation of SB 79 (Wiener) by one year and increases the population threshold for certain requirements to apply to cities from 35,000 to 40,000. ***This bill is set to be heard in Assembly Housing & Community Development.***

Other Bills of Interest

SB 1087 (Cabaldon) Sustainable Communities Strategy Modernization Bill – WATCH

This bill is co-sponsored by MTC-ABAG and seeks to modernize SB 375, the 2008 law that established the sustainable communities strategies regional planning framework. SB 1087 updates these planning

requirements to better align climate, transportation, and housing goals. Specifically, it requires MPOs to include a new 8-year SCS in every other regional transportation plan, rather than every year. It also revises how GHG reduction targets are set and requires the target to reflect the combined effect of policies, regulations, and investments to improve fleet efficiency and reduce vehicle miles traveled and be based on what is achievable for the region. Additionally, it provides a CEQA exemption for these regional plans if public engagement is conducted. ***This bill is set to be heard in Senate Environmental Quality Committee.***

SB 1361 (Durazo) Affordable Housing Exemption for SB 79 – WATCH

This bill would exempt from the requirements of SB 79 certain local agencies or local governments if the entity has adopted a policy by January 1, 2026, to complete at least 10,000 housing units, at least 50% of which will be income restricted, by January 1, 2032. This exemption would not apply to Tier 2 transit-oriented development stops served by light rail transit or high-frequency commuter rail or the Tier 1 transit-oriented development stops that are operational or in pre-revenue service as of January 1, 2026. ***This bill is pending referral from Senate Rules.***

AB 1569 (Davies) Electric Bicycle Pupil Safety Program – WATCH

This bill would require each school that allows pupils in kindergarten or any of grades 1 to 12 to park a class 1, 2, or 3 electric bicycle on campus during regular school hours to require pupils to complete the electric bicycle safety and training program developed by the Department of the California Highway Patrol or a related safety course as a condition for parking on campus. The bill would also require a pupil to submit proof of completion of the above-described course to their school before parking their class 1, 2, or 3 electric bicycles on the school campus during school hours. The bill would exempt schools that adopted a policy related to electric bicycle safety, on or before January 1, 2027, from these requirements. ***This bill has been set for a hearing in Assembly Education Committee.***

AB 2313 (Berman) Home Energy Choice Act – WATCH

This bill, the Home Energy Choice Act, would require the Public Utilities Commission, in a new or existing proceeding, to require each gas corporation to offer a Gas Distribution Service Line Replacement Alternatives Program, on or before January 1, 2028, to provide gas customers served by a gas distribution service line, planned or forecasted for replacement over the next 5 years, or prioritized for replacement by the commission, with a monetary incentive to deploy gas distribution service line replacement alternatives, and cease gas service to avoid the gas distribution service line replacement. ***This bill is set for a hearing in Assembly Utilities & Energy Committee.***

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

Tuesday, March 24th	
9:30 am	C/CAG SYASL La Bou (1100 O St, Sacramento, CA 95814)
10:15 am	Senator Wiener Swing Space, Suite 8620
11:00 am	Assemblymember Stefani Swing Space, Suite 5220
LUNCH <i>Fox & Goose Public House</i> 1001 R Street, Sacramento, CA 95811	
1:00 pm	Assembly Transportation Committee <i>David Sforza, Aaron Kurz , Farra Bracht</i> Legislative Office Building, Room 103
1:30 pm	Assemblymember Berman Swing Space, Suite 8130
2:15 pm	Senate Local Government & Housing Committees <i>Alison Hughes, Housing, Jonathan Peterson, Local Government</i> State Capitol, Room 115
3:00 pm	Assemblymember Papan Swing Space, Suite 4220
3:30 pm	Senator Becker Swing Space, Suite 6100

Proposed California Electric Bicycle Bills

<i>Bill Number</i>	<i>Author</i>	<i>Applicable Jurisdiction</i>	<i>Brief Description</i>	<i>Fiscal</i>	<i>Current Location</i>
Technology Requirements					
AB 1557	Papan	Statewide	Limits e-bike definition to “not capable of exceeding 750 watts of peak power” & sets a speed limit of 16 mph for Class 1 & 2 e-bikes	No	Asm Trans
Manufacturer/Seller Requirements					
AB 2284	Dixon	Statewide	Public list of non-compliant e-bikes & e-bike products	Yes	Asm Trans
Rules of the Road					
AB 1569	Davies	Statewide	Training for students parking e-bikes on campus	No	Asm Ed
AB 1614	Dixon	Statewide	No “piggybacking” on bikes and e-bikes on a Class I bikeway	Yes	Asm Trans
AB 1942	Bauer-Kahan	Statewide	License plates for class 2 & 3 e-bikes	Yes	Asm Trans
Local Limits					
SB 956	Choi	Statewide	Allows local jurisdictions to pass ordinances regulating e-bikes	No	Sen Trans
AB 2595	Papan	San Mateo County	San Mateo Electric Bicycle Safety Pilot Program - would allow localities to prohibit kids under 12 from operating class 1 or 2 ebikes	No	Asm Trans
Kitchen Sink					
SB 1167	Blakespear	Statewide	Distinguishes e-bikes from mopeds or “e-motos” & requires customer disclosure	Yes	Sen Trans
AB 2346	Wilson	Statewide	Speedometer/front & rear lamp requirements; Written description of e-bike laws for customers; Allows various speed limits to be imposed	Yes	Asm Trans

At the request of the C/CAG Legislative Committee members and Board members, staff agendized a discussion of E-Bike legislation on the March 26th Bicycle and Pedestrian Advisory Committee (BPAC). The comments below were shared by BPAC members and by a community member.

Comments from BPAC Members:

1. 10 might be a better age or restricting to middle school students.
2. Have to do something. Focus on middle schoolers, education for parents.
3. AB 2595 does not address problems with e-motos.
4. AB 1557 would outlaw cargo bikes.
5. Complex issue that must be targeted on the root causes.
6. Not just kids but adults riding on the sidewalk.
7. Parents and children need online e-bike education.
8. Enforcement with children can be difficult.
9. Parents do not know what they are buying their kids.
10. E motos have risk profile like motorcycles. Need to regulate E Motos.
11. Focus on manufacturers.
12. Ban throttles, strict speed limits.
13. Focus on the industry not the user.
14. Concern about mixing cannabis with e bike and potential dangers.
15. E-bikes are tearing up trails.
16. Have to start somewhere, and there is never a perfect policy.

Community member Comments

1. Not focus just on schools.
2. If kids can't have e-bikes, need free transit for kids.
3. There is an equity element. Not just wealthy kids have e-bikes.

C/CAG AGENDA REPORT

Date: April 9, 2026

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

From: Sean Charpentier, Executive Director

Subject: Create an Ad-Hoc Committee for the Executive Director/Interim Executive Director recruitment and appointment.

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

RECOMMENDATION

That the C/CAG Board of Directors create an Ad-Hoc Committee for the Executive Director/Interim Executive Director recruitment and appointment.

FISCAL IMPACT

There is no fiscal impact associated with this action.

BACKGROUND

Sean Charpentier, the current C/CAG Executive Director, will be transitioning to become the City Manager of Pacifica and has submitted a letter of resignation effective April 24, 2026.

Section 9 of the C/CAG Joint Powers Agreement specifies that the C/CAG Board shall have the responsibility for all employment decisions regarding the Executive Director, who shall serve at the pleasure of the Board of Directors. See Attachment 1 for the link to the C/CAG Joint Powers Agreement.

There are generally three types of Executive Director appointments:

1. Acting- This is short term and typically provided for coverage for an existing Executive Director during longer vacation or other absences. This can be done by the existing Executive Director for approved absence coverage, or in all other instances by the appointing Board of Directors.
2. Interim- This is often used during the transition of Executive Directors to provide leadership during the recruitment for the new Executive Director. The term is often from 6-12 months, or until the recruitment has concluded and a new Executive Director has been appointed.
3. Regular- This is the appointment of the new Executive Director, subject to an employment agreement.

The recruitment of a regular Executive Director often takes between 4-8 months. An Interim Executive Director will need to be appointed during this time.

ANALYSIS

C/CAG staff is recommending the formation of an Ad Hoc Committee composed of C/CAG Board members to work on the recruitment and appointment of an Interim Executive Director as well as a permanent Executive Director.

Staff recommend between 5-7 Board Members. The decisions of the Ad Hoc Committee are advisory to the full Board, and the Ad Hoc Committee might negotiate within frameworks provided by the Board. The Ad Hoc Committee will be expected to be available for meetings, mostly remote but some in person. Some typical roles of an Ad-Hoc Committee are described below.

- Provide a recommendation for an Executive Recruiter.
- Provide a recommendation for a potential Interim Executive Director.
- Provide input and direction on an Executive Recruitment Pamphlet.
- Interview Executive Director candidates.
- Recommend Executive Director candidate(s) to the full Board for interview and consideration.
- Negotiate with candidate based on parameters established with the Board.
- Other duties.

Each recruitment is unique and there might be additional activities and roles for the Ad Hoc Committee.

EQUITY IMPACTS AND CONSIDERATIONS

This is necessary for the operations of C/CAG.

ATTACHMENTS

1. C/CAG Joint Powers Agreement, see: <https://ccag.ca.gov/wp-content/uploads/2021/06/2011-Fully-Executed-CCAG-JPA-pages-1-14.pdf>

C/CAG AGENDA REPORT

Date: April 9, 2026

To: C/CAG Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 26-22 appointing Kaki Cheung as the Acting Executive Director from April 25, 2026 until May 14, 2026, or as amended by the C/CAG Board of Directors.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-22 appointing Kaki Cheung as the Acting Executive Director from April 25, 2026 until May 14, 2026, or as amended by the C/CAG Board of Directors.

FISCAL IMPACT

Any temporary compensation adjustment associated with this acting assignment will be limited in duration and is expected to be fully offset by the salary savings from the Executive Director vacancy during this period.

SOURCE OF FUNDS

The Executive Director directs all C/CAG activities and is funded by all eligible C/CAG funds sources.

BACKGROUND

Section 9 of the C/CAG Joint Powers Agreement specifies that the C/CAG Board shall have the responsibility for all employment decisions regarding the Executive Director, who shall serve at the pleasure of the Board of Directors. See Attachment 2 for the link to the C/CAG Joint Powers Agreement.

There are generally three types of Executive Director appointments:

1. Acting- This is short term and typically provided for coverage for an existing Executive Director during longer vacation or other absences. This can be done by the existing Executive Director for approved absence coverage, or in all other instances by the appointing Board of Directors.
2. Interim- This is often used during the transition of Executive Directors to provide leadership during the recruitment for the new Executive Director. The term is often from 6-12 months, or until the recruitment has concluded and a new Executive Director has been appointed.
3. Regular- This is the appointment of the new Executive Director, subject to an employment agreement.

Sean Charpentier, the current C/CAG Executive Director, will be transitioning to become the City Manager

of Pacifica and has submitted a letter of resignation effective April 24, 2026.

C/CAG needs continuous coverage of an Executive Director. It is anticipated that the C/CAG Board of Directors will make an appointment for an Interim Executive Director at its May 14, 2026 meeting. There will be a gap of approximately 3 weeks between April 24th and May 14th.

Kaki Cheung currently serves as the Deputy Director at C/CAG and has been directly responsible for overseeing key agency initiatives, interagency coordination and day to day operations. In this role, she has worked closely with the Board of Directors, partner agencies including MTC, SMCTA, and Caltrans, and has been actively involved in advancing major programs, such as the San Mateo 101 Express Lanes, countywide transportation planning efforts, and funding programs. Kaki Cheung has 20 years of experience in the regional and local transportation planning and program delivery, including 6 years at C/CAG, and positions of progressively increasing responsibility and leadership at the MTC and the Transportation Agency for Monterey County. Kaki Cheung's understanding of C/CAG's programs, staff, Board priorities, and relationships with local and regional partners will facilitate the continuity of C/CAG's operations during the Acting Executive Director period.

Ms. Cheung, like most C/CAG staff, is a County employee that provides services to C/CAG pursuant to an agreement with the County of San Mateo. Consistent with County policy (Section 22 of San Mateo County Resolution 080782), and contingent on the Board's approval of the appointment, this temporary assignment may qualify for additional compensation. Mr. Charpentier will seek a 10% increase in Ms. Cheung's salary to compensate for this special short-term assignment. See Attachment 3. Authorization of the increase is subject to review and approval by the County Human Resources Director. The Deputy Director salary scale is from \$197,184.00 - \$246,438.40 annually. Ms. Cheung is currently at the highest step of the salary scale.

The appointment shall be effective until May 14th, or as amended by the C/CAG Board of Directors.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENT

1. Resolution 26-22
2. C/CAG Joint Powers Agreement, see: <https://ccag.ca.gov/wp-content/uploads/2021/06/2011-Fully-Executed-CCAG-JPA-pages-1-14.pdf>
3. Section 22 of San Mateo County Resolution 080782, see: <https://www.smcgov.org/media/151762/download?inline=>

RESOLUTION 26-22

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO APPOINTING KAKI CHEUNG AS THE ACTING EXECUTIVE DIRECTOR FROM APRIL 25, 2026, UNTIL MAY 14, 2026, OR AS AMENDED BY THE C/CAG BOARD OF DIRECTORS

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

WHEREAS, Sean Charpentier, the current C/CAG Executive Director, has accepted a position as the City Manager of Pacifica, and accordingly has submitted a resignation letter, effective April 24, 2026; and

WHEREAS, C/CAG seeks to ensure that there is uninterrupted executive leadership to ensure continuous and effective operations; and

WHEREAS, it is anticipated that the C/CAG Board will consider options for an Interim Executive Director at its May 14, 2026 Board meeting; and

WHEREAS, there is an approximately 3-week period between Mr. Charpentier's resignation taking effect on April 24th and the next C/CAG Board meeting on May 14th; and

WHEREAS, C/CAG Deputy Director Kaki Cheung has the requisite skills and knowledge to perform the role of Acting Executive Director; and

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County appoints Kaki Cheung as Acting Executive Director from April 25, 2026 to May 14, 2026; and recommends a 10% increase in salary pursuant to Section 22 of San Mateo County Resolution 080782. Be it further resolved that the term of the appointment can be amended by the C/CAG Board of Directors.

PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF APRIL, 2026

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: April 9, 2026

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

From: Sean Charpentier, Executive Director

Subject: Written Communications - Information Only (4 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. **3/23/2026** – To The Honorable Lori Wilson RE: AB 1557 (Papan): E-Bike Motor Peak Power Restriction: As amended on March 16 – SUPPORT
2. **3/17/2026** – To The Honorable Matt Haney RE: AB 2002 (Solache) Regional Early Action Planning – SUPPORT
3. **3/17/2026** – To The Honorable Lori Wilson RE: AB 2346 (Wilson): Electric Bicycles Safety – SUPPORT
4. **3/17/2026** – To The Honorable Scott Wiener RE: SB 908 (Wiener) SB 79 Clean Up – Comments

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/>)