

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

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

Meeting No. 393

<p>Date: Thursday, May 14, 2026</p> <p>Time: 6:30 p.m.</p> <p>Location: 455 County Center 1st Floor, Room 101 Redwood City, CA 94063</p>	<p>Join by Webinar: https://us02web.zoom.us/j/81858078521? pwd=kS1VuLvmYkkHQto3NdOJCUwp6y 4NKf.1</p> <p>Webinar ID: 818 5807 8521</p> <p>Password: 051426</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 Receive a presentation on the FY 24-25 Safe Routes to School Program Annual Report.

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 April 9, 2026, C/CAG Board and ALUC Meeting No. 392. ACTION p. 3
- 3.2 Review and approval of Resolution 26-24 authorizing the C/CAG Executive Director to execute Agreement with the San Mateo County Superintendent of Schools (San Mateo County Office of Education) for the San Mateo County Safe Routes to School Program in an amount not to exceed \$821,331.48 for Fiscal Year 2026-2027. ACTION p. 11
- 3.3 Review and approval of Resolution 26-25 authorizing the C/CAG Executive Director to execute Amendment No. 14 with the City of San Carlos for financial services in an amount not to exceed \$113,500 for Fiscal Year 2026-27. ACTION p. 15
- 3.4 Review and approval of Resolution 26-26 authorizing the prefunding of Other Post-Employment Benefit (OPEB) in an amount not to exceed \$55,000 for Fiscal Year 2025/26 through the California Employers' Retiree Benefit Trust Program (CERBT) of CalPERS. ACTION p. 22
- 3.5 Review and approval of Resolution 26-27 authorizing the C/CAG Executive Director to execute a Program Manager Funding Agreement with the Bay Area Air District (Air District) for the Fiscal Year 2026/27 Transportation Fund for Clean Air (TFCA) Program in an amount up to \$3,030,594. ACTION p. 28
- 3.6 Review and approval of Resolution 26-28 authorizing the C/CAG Executive Director to execute a funding agreement with Commute.org in an amount up to \$600,000 under the Fiscal Year 2026/27 Transportation Fund for Clean Air (TFCA) Program to provide services related to the Countywide Voluntary Trip Reduction Program. ACTION p. 31
- 3.7 Review and approval of Resolution 26-29 authorizing the C/CAG Executive Director to execute a funding agreement with Commute.org in an amount up to \$60,000 using Fiscal Year 2026/27 Transportation Fund for Clean Air (TFCA) Program fund for the BART Shuttle Program. ACTION p. 34
- 3.8 Review and approval of Resolution 26-30 authorizing the C/CAG Executive Director to execute an agreement with Commute.org in an amount up to \$562,605 using Congestion Relief Plan (CRP) Funds to support the FY 2026/27 Countywide Voluntary Trip Reduction Program. ACTION p. 37
- 3.9 Review and approval of Resolution 26-31 determining that the San Carlos Northeast Area Specific Plan, including related general plan and zoning amendments, is conditionally consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. ACTION p. 40
- 3.10 Review and approval of Resolution 26-32 determining that proposed amendments to the Redwood City Zoning Code, including general updates, measures to implement

programs in the Housing Element, and permit streamlining provisions, are conditionally consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. ACTION p. 49

3.11 Review and approve the appointment of Council member Cathy Jordan to fill a vacant seat on the C/CAG Resource Management and Climate Protection Committee. ACTION p. 57

3.12 Review and approval of Resolution 26-34 authorizing the C/CAG Executive Director to amend the MOU between C/CAG and the San Mateo County Transit District (SamTrans) for Lifeline Transportation Program Cycle 7, extending the contract term through February 28, 2027. ACTION p. 63

3.13 Review and approval of Resolution 26-35 adopting the addendum to the C/CAG Countywide Local Roadway Safety Plan. ACTION p. 66

3.14 Review and approval of Resolution 26-36 authorizing the C/CAG Executive Director to execute a funding agreement with the San Mateo County Transit District (SamTrans) for the allocation of Measure M Funds to support the countywide transit operations and senior transportation programs in an amount up to \$1,200,000 for Fiscal Year 2026-27. ACTION p. 70

3.15 Review and approval of Resolution 26-37 authorizing the C/CAG Executive Director to execute Amendment No. 2 to the Model Use Agreements between C/CAG and nine consulting firms for use of the C/CAG-VTA San Mateo Countywide Transportation Model for a one-year extension with no additional cost. ACTION p. 75

3.16 Review and approval of Resolution 26-38, authorizing the C/CAG Executive Director to execute Amendment No. 3 to the agreement with Gray Bowen Scott for on-call consultant services supporting federal and state funded project coordination and grant administration, including a six-month time extension at no additional cost. ACTION p. 79

3.17 Review and approval of Resolution 26-39 adopting the C/CAG distribution policy for the Fiscal Year 2026-2027 State Transit Assistance (STA) Population-Based funds, including maintaining the established 37% and 63% split between paratransit services and the Lifeline Transportation Program. ACTION p. 84

4.0 **REGULAR AGENDA**

4.1 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. 90

4.2 Review the initial draft of C/CAG Fiscal Year 2026-27 Program Budget and member fees and provide feedback. INFORMATION p. 113

4.3 Receive an update on the proposed Connect Bay Area local Investment Plan.

POSSIBLE ACTION p. 130

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

5.3 Conference with Labor Negotiators

C/CAG Designated Representative: Michael Salazar/Stacy Jimenez

Unrepresented Employee: Interim Executive Director

6.0 RECONVENE IN OPEN SESSION

6.1 Report out on any actions taken during the closed session.

6.2 Review and approval of Resolution 26-40 extending the appointment of Kaki Cheung as the Acting Executive Director until June 11, 2026, or as amended by the C/CAG Board of Directors.

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 – 13 Letters

p. 159

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 June 11, 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:

Acting Executive Director: Kaki Cheung (650) 459-3534 or kcheung1@smcgov.org

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

C/CAG AGENDA REPORT

Date: May 14, 2026
To: City/County Association of Governments of San Mateo County Board of Directors
From: Kaki Cheung, Acting Executive Director
Subject: Receive a presentation on the FY24-25 Safe Routes to School Program Annual Report.

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

RECOMMENDATION

That the C/CAG Board of Directors receive a presentation on the FY24-25 Safe Routes to School Program Annual Report.

FISCAL IMPACT

None.

SOURCE OF FUNDS

The San Mateo County Safe Routes to School (SRTS) Program for FY 2024-2025 was funded using a combination of federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds from the One Bay Area Grant (OBAG) Program and local Measure M funding, which is the \$10 vehicle registration fee levied in San Mateo County.

BACKGROUND

Since 2011, C/CAG has partnered with the San Mateo County Office of Education (SMCOE) to implement the Safe Routes to School (SRTS) Program. The program is guided by the nationally recognized Six E's framework: Education, Engagement, Encouragement, Evaluation, Engineering, and Equity. This framework provides a comprehensive approach to promoting safe, active, and sustainable school transportation.

The program provided support to 128 schools across the County and organized various bike and pedestrian safety events, which included Perfection on Wheels, Bike Mobile, Marine Science Institute, and Safe Moves. Students from elementary, middle and high school students across the county participated in the program.

This update covers Fiscal Year 2024-2025, the most recently completed school year. In addition to continued educational outreach, the fourth cycle of the School Travel Fellowship Program, an innovative initiative designed to support municipalities in partnering with schools and community organizations to promote safe and accessible active transportation around school environments.

For Cycle Four of the School Travel Fellowship program, five teams from San Carlos, Millbrae, East Palo Alto, South San Francisco, and the County of San Mateo were selected to participate. Each team included school representatives, community partners, and city staff who collaborated on demonstration projects, quick-build interventions, and other innovative strategies to improve traffic safety in school areas. A standout example is the City of San Carlos team, which worked closely with multiple partners including the city, SamTrans, and three schools on a shared campus (Tierra Linda Middle School, Mariposa Upper School, and Charter Learning Center). Together, they relocated a bus stop that was no longer safely accommodating student demand. The team also partnered with the city to remove parking along Dartmouth Avenue near the schools and established a safer pedestrian walkway through the school parking lot, improving overall student access and safety.

Impact of SRTS Program

To evaluate the effectiveness of the SRTS Program, the County Office of Education conducted the [School Travel Tally Database](#), during FY 2024–2025, providing access to a comprehensive countywide dataset on school travel behavior. The database captures commuting patterns for students and their families. It also includes an interactive map that allows users to compare travel trends across school districts and examine individual school-level data in greater detail.

For FY 2024–2025, the data shows that 17% of students walk to school, 5% use public transit, and 63% travel by private vehicle. These results remain consistent with those reported in FY 2023–2024.

Equity Impacts and Considerations

The San Mateo County Safe Routes to School Program’s commitment to equity extends to educational opportunities, outreach events, and partnerships to improve safety in priority schools. The program further prioritizes grant funding in schools that are in MTC Equity Priority Communities.

ATTACHMENTS

The following attachment is 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. FY 2024-2025 Safe Routes to School Annual Report

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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C/CAG BOARD MEETING NOTICE

MINUTES

Meeting No. 392

April 9, 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 Salazar called the meeting to order at 6:30 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		Absent		
Brisbane	Coleen Mackin			
Burlingame	Peter Stevenson			
Colma	Thomas Walsh			
Daly City	Juslyn Manalo			
East Palo Alto	Martha Barrangan			
Foster City	Stacy Jimenez			
Half Moon Bay	Paul Nagengast			
Hillsborough	Sophie Cole			
Menlo Park		Absent		
Millbrae	Anders Fung			
Pacifica	Greg Wright			
Portola Valley	Helen Wolter			
Redwood City	Elmer Martinez-Saballos			
San Bruno	Michael Salazar			
San Carlos	Adam Rak			
San Mateo	Danielle Cwirko-Godycki			
South San Francisco	Eddie Flores			

Woodside		Absent		
San Mateo County		Absent		
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): N/A
Sean Charpentier – Executive Director	
Melissa Andrikopoulos – Legal Counsel	Members of the Public (In-Person):
Mima Crume – Clerk of the Board	Emily Beach - SamTrans
Audrey Shiramizu	Eileen Goodwin – Facilitator (Consultant)
Eva Gaye	Gina Papan – MTC Commissioner
Dan Sternkopf	
Kaki Cheung	Members of the Public (Remote):
Matt Petrofsky	Matt Robinson – SYASL
Reid Bogert	
Susy Kalkin	
Yumi Felsing	

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

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).

The Board presented a Certificate of Appreciation to Susy Kalkin in recognition of her years of service to San Mateo County and the City/County Association of Governments (C/CAG).

- 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).

The Board presented a Certificate of Appreciation to Sean Charpentier in recognition of his years of service to San Mateo County and C/CAG.

- 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.

The Board presented a Certificate of Appreciation to Adam Rak, Vice Mayor of the City of San Carlos, in recognition of his leadership and service as Chair of C/CAG.

- 2.4 Receive a Presentation on the Connect Bay Area Local Investment Plan.

Emily Beach, Chief Communications Officer for the San Mateo County Transit District, provided a presentation on the Connect Bay Area Local Investment Plan, including an overview of Senate Bill 63 (SB 63), the potential regional transportation revenue measure,

and development of a local investment plan for San Mateo County. Beach reported that, if approved by voters, the measure could generate approximately \$50 million annually in return-to-source funding for the county to support transit-related operations and capital improvements.

Eileen Goodwin, facilitator, outlined the public outreach and stakeholder engagement process, including stakeholder and agency advisory group meetings, city council presentations, and a countywide multilingual survey to gather input on funding priorities. Goodwin noted the expedited timeline, with a draft local investment plan anticipated in May and adoption by the SamTrans Board expected in June.

Staff explained that funding would be limited to transit-related uses, including operations, capital improvements, and eligible roadway improvements on fixed transit routes. Staff also emphasized that a significant portion of potential funding may be prioritized to address projected operating deficits and sustain transit service levels, while remaining funds could support local and regional priorities.

Board members asked questions and engaged in extensive discussion, including:

- SamTrans' financial outlook, including projected operating deficits, cost drivers such as labor, fuel, and capital transition requirements, and long-term sustainability;
- Equity considerations, including service gaps in coastal and underserved communities, transit access in areas without fixed-route service, and geographic distribution of funding;
- Potential funding allocation between transit operations and local jurisdictions, including concerns regarding fairness and return on existing transportation taxes;
- Eligibility limitations of the measure, including constraints on funding for bicycle, pedestrian, and roadway projects;
- Opportunities for new or expanded transit services, including on-demand programs, pilot projects, and services for seniors, students, and transit-dependent populations; and
- The need for clear public communication to constituents regarding the benefits, tradeoffs, and overall impact of the proposed measure.

Board members also discussed the importance of prioritizing projects that are ready for implementation, ensuring accountability for pilot programs, and coordinating future funding measures, including potential renewal of existing transportation taxes.

No public comments were received.

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 Manalo MOVED to approve the Consent Calendar. Board Member Rak SECONDED. A voice vote was taken. **MOTION CARRIED UNANIMOUSLY.**

3.1 Approval of Minutes from March 14, 2026, C/CAG Board and ALUC Meeting No. 391.
APPROVED

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

- 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. APPROVED

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. APPROVED

Sean Charpentier, Executive Director, reported that two applications were received for one vacancy on the C/CAG Legislative Committee. He noted that Kathy Jordan, Vice Mayor of Belmont, withdrew her application due to scheduling conflicts, resulting in a revised staff recommendation to appoint Elmer Martinez-Saballos, Mayor of Redwood City.

The Chair called for questions and public comment; none were received.

Board Member Fung MOVED to appoint Elmer Martinez-Saballos to the C/CAG Legislative Committee. Board Member Flores SECONDED. A voice vote was taken. **MOTION CARRIED UNANIMOUSLY.**

- 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. APPROVED

Eva Gaye, C/CAG staff, presented the proposed process and framework for the Metropolitan Transportation Commission (MTC) One Bay Area Grant Cycle 4 (OBAG4) County and Local Program, including an overview of program funding, proposed set-asides, evaluation criteria, and schedule.

Gaye reported that San Mateo County is expected to receive approximately \$36.2 million in OBAG4 funding, with proposed set-asides for programs including Safe Routes to School, Vision Zero safety implementation, and planning, programming, and monitoring, resulting in approximately \$24.1 million available for the call for projects. Additional funding sources would increase the total available funding to approximately \$27.5 million.

Gaye explained that projects would be evaluated through a two-step process, including county-level scoring by C/CAG based on criteria such as needs and benefits, local priorities, and equity impact, followed by regional evaluation by MTC based on alignment with Plan Bay Area 2050 and federal performance goals. She also described updated equity focus areas and scoring incentives for projects located in higher-need communities.

The Chair called for questions and public comment; none were received.

Board Member Cwirko-Godycki MOVED to approve the proposed OBAG4 framework. Board Member Stevenson SECONDED. A voice vote was taken. **MOTION CARRIED UNANIMOUSLY.**

- 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.)

Sean Charpentier, Executive Director, provided a legislative update and presented Senate Bill 2595 (Papan) related to e-bike regulation, including provisions that would authorize local jurisdictions to prohibit operation of Class 1 and Class 2 e-bikes by individuals under 12 years of age. Charpentier reported that the bill is modeled after pilot programs in Marin and San Diego Counties and would provide local jurisdictions with flexibility to adopt ordinances based on local conditions.

Charpentier and legislative advocate Matt Robinson provided additional information regarding implementation and enforcement, noting that enforcement in other jurisdictions is generally behavior-based rather than age-based, and may include educational requirements for parents in lieu of or in addition to penalties.

Board members engaged in discussion regarding the proposed legislation, including enforcement challenges, equity considerations, safety concerns related to youth operation of e-bikes, local control and flexibility for jurisdictions, and the broader legislative landscape of related e-bike legislation. Board members expressed differing perspectives regarding the proposed age restriction.

Gina Papan, MTC Commissioner, provided comments regarding Senate Bill 2595 and related e-bike legislation, including observations on enforcement, safety considerations, and regional coordination.

No additional public comments were received.

Board Member Lewis MOVED to support Senate Bill 2595 (Papan). Board Member Rak SECONDED. A roll call vote was taken. **MOTION CARRIED 12-4-1**, with Board Member Wolter abstaining.

Board Member Lewis MOVED to support Senate Bill 1167 (Blakespear) and to ratify the support letter for the amended Assembly Bill 1557. Board Member Rak SECONDED. A voice vote was taken. **MOTION CARRIED 16-0-1**, with Board Member Wolter abstaining.

Board Member Rak MOVED to support Assembly Bill 2576, including requested amendments consistent with prior Board positions. Board Member Manalo SECONDED. A voice vote was taken. **MOTION CARRIED 16-0-1**, with Board Member Wolter abstaining.

Board Member Cwirko-Godycki MOVED to support Assembly Bill 2296 (Papan). Board Member Jimenez SECONDED. A voice vote was taken. **MOTION CARRIED 16-0-1**, with Board Member Wolter abstaining.

Board Member Lewis MOVED to support Assembly Bill 2051 (Wicks). Board Member Wright SECONDED. A voice vote was taken. **MOTION CARRIED 16-0-1**, with Board Member Wolter abstaining.

Board Member Rak MOVED to extend the meeting to 9:45 p.m. Board Member Wright SECONDED. A voice vote was taken. **MOTION CARRIED UNANIMOUSLY.**

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**

The Board reconvened in open session. There was no reportable action from Closed Session.

Board Member Rak MOVED to extend the meeting to 10:00 p.m. Board Member Stevenson SECONDED. A voice vote was taken. **MOTION CARRIED UNANIMOUSLY.**

- 6.1 Create an Ad-Hoc Committee for the Executive Director/Interim Executive Director recruitment and appointment. **APPROVED**

The Board established an Ad Hoc Committee for the Executive Director recruitment and appointment process by consensus.

Board Members Flores, Jimenez, Wright, Manalo, Martinez-Saballos, Stevenson, and Fung volunteered to serve on the Ad Hoc Committee. Vice Chair Jimenez was designated to serve as Chair.

- 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. **APPROVED**

The Chair called for public comment; none were received.

Board Member Lewis MOVED to approve Resolution No. 26-22 appointing Kaki Cheung as Acting Executive Director from April 25 until May 14, 2026. Board Member Wright SECONDED. A voice vote was taken. **MOTION CARRIED UNANIMOUSLY.**

7.0 **COMMITTEE REPORTS**

7.1 **Chairperson's Report**

The Chair expressed appreciation to the Board for their support and noted it was his first meeting serving as Chair.

7.2 **Board Members Report/Communication**

Board members provided brief reports, including remarks regarding a recent ribbon cutting event in the City of East Palo Alto and the opening of a new Town Square in the City of Burlingame.

8.0 EXECUTIVE DIRECTOR'S REPORT

Sean Charpentier, Executive Director, reported that upcoming Board meetings will be temporarily relocated to Redwood City while alternative meeting locations are evaluated. He also provided an update on a \$1.8 million federal earmark secured for green infrastructure projects in Daly City and South San Francisco and noted ongoing efforts to secure additional funding. Charpentier acknowledged the length of the meeting and expressed appreciation for the Board's collaboration and discussion.

9.0 COMMUNICATIONS - Information Only

9.1 Written Communication – 4 Letters

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.

The Chair called for public comment; none were received.

11.0 ADJOURNMENT – 9:53 p.m.

Next scheduled meeting May 14, 2026

C/CAG AGENDA REPORT

Date: May 14, 2026
To: City/County Association of Governments of San Mateo County Board of Directors
From: Kaki Cheung, Acting Executive Director
Subject: Review and approval of Resolution 26-24 authorizing the C/CAG Executive Director to execute Agreement with the San Mateo County Superintendent of Schools (San Mateo County Office of Education) for the San Mateo County Safe Routes to School Program in an amount not to exceed \$821,331.48 for Fiscal Year 2026-2027.

(For more information, please contact Eva Gaye at egaye@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors review and approve of Resolution 26-24 authorizing the C/CAG Executive Director to execute Agreement with the San Mateo County Superintendent of Schools (San Mateo County Office of Education) for the San Mateo County Safe Routes to School Program in an amount not to exceed \$821,331.48 for Fiscal Year 2026-2027.

FISCAL IMPACT

The project funding for fiscal year 2026-2027 shall not exceed \$821,331.48. The funding is comprised of \$726,360.23 in Federal Surface Transportation Funds and \$94,971.25 in local Measure M Funds.

SOURCE OF FUNDS

The San Mateo County Safe Routes to School (SRTS) Program receives its funding through a blend of federal Surface Transportation Program (STP) funds from the Metropolitan Transportation Commission (MTC) One Bay Area Grant (OBAG) Program, as well as local Measure M funding, which is generated by the \$10 vehicle registration fee imposed in San Mateo County.

A total of \$3,186,225 was made available for the safe routes to school program for the four-year period (FYs 2022-23 through 2026-27). The funding is comprised of \$2,820,000 in Federal STP funds and \$362,769.68 in local Measure M funds. For FY 26-27, C/CAG will provide \$821,331.48 of funding to the San Mateo County Office of Education for the Safe Routes to School implementation.

BACKGROUND

Safe Routes to School Program

The San Mateo County Safe Routes to School (SRTS) Program is a collaborative effort between the City/County Association of Governments (C/CAG) of San Mateo and the San Mateo County Office of Education (SMCOE). The program is designed to encourage and enable school children and their parents to utilize active modes of transportation (walking, bicycling, carpool, and public transit) as a means of getting to school. Through education, on pedestrian and bicycle safety as well as awareness around human impact on the environment, the SRTS program supports schools to implement projects and activities that decrease traffic congestion around school sites, reduce school-related travel emissions, and improve the health, well-being, and safety of student participants.

As the County Transportation Agency (CTA) for San Mateo County, C/CAG receives a combination of federal Congestion Mitigation and Air Quality (CMAQ) funding, Surface Transportation Program (STP) funding through the MTC OBAG program and local Measure M funding to administer the SRTS program. The San Mateo County Superintendent of Schools, also referred to as San Mateo County Office of Education (SMCOE), is the lead agency responsible for managing the day-to-day program operations as well as project implementation of activities. C/CAG enters into an annual agreement with the San Mateo County Office of Education to implement the Safe Routes to School Program.

Agreement with the San Mateo County Office of Education

The City/County Association of Governments (C/CAG) of San Mateo began its partnership with the San Mateo County Office of Education (SMCOE) to implement the Safe Routes to School Program in 2010. Since then, SMCOE has successfully delivered Safe Routes to School programming to students across the county in a variety of ways. Given their overall success with the program, C/CAG has continued its partnership with SMCOE in the form of an annual agreement to continue to deliver the SRTS program in San Mateo County.

In fiscal year 2026-2027, the program proposes to focus on the following measurable outcomes:

- More favorable attitudes toward walking, biking, carpooling and the use of transit and micromobility to school, on the part of students, parents, faculty/staff and volunteers.
- Increased numbers of students walking, biking, carpooling and utilizing transit and micromobility as means of travelling to and from school.
- Increased levels of student, parent, faculty/staff and volunteer participation in education and encouragement activities related to healthy and environmentally sound lifestyles.
- Decreased traffic and congestion around schools, one byproduct of which will be improved air quality.
- Outreach to priority schools and their respective municipalities regarding the high injury network analysis
- Coordination of the School Travel Fellowship
- Coordination of the E-Bike Collaborative
 - Elevate opportunities for e-bike and e-scooter education and training, identification

of street legal e-devices, assist school districts with policy development, bring all stakeholders together to address youth e-device usage

- Support of and encouragement for county-wide walk and bike to school days
- Increased participation across the county for county-wide walk and bike to school days
- Annual data collection – student travel tallies and parent/caregiver survey
- Coordination of Safe Routes to School educational services

EQUITY IMPACTS AND CONSIDERATIONS

The San Mateo County Safe Routes to School Program’s commitment to equity extends to educational opportunities, outreach events, and partnerships to improve safety in priority schools. The program further prioritizes grant funding in schools that are in Equity Priority Communities.

ATTACHMENTS

1. Resolution 26-24

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

2. Draft Agreement between C/CAG and SMCOE for FY 2026-2027

RESOLUTION 26-24

RESOLUTION TO THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AGREEMENT WITH THE SAN MATEO COUNTY OFFICE OF EDUCATION TO ADMINISTER AND MANAGE THE SAN MATEO COUNTY SAFE ROUTES TO SCHOOL PROGRAM IN AN AMOUNT NOT TO EXCEED \$821,331.48 FOR FY 2026-27.

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 (CMA) responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, C/CAG has determined that the San Mateo County Office of Education will serve as the lead agency to implement the Safe Routes to School Program; and

WHEREAS, the overall goal of the Safe Routes to School Program is to enable and encourage children and their parents to walk or bicycle to school by implementing projects and activities to improve health and safety;

WHEREAS, C/CAG and the San Mateo County Office of Education wish to enter into an agreement to implement the Safe Routes to School program for FY 2026-2027 in an amount not to exceed \$821,331.48; and

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Executive Director is authorized to execute an agreement between C/CAG and the San Mateo County Office of Education for the San Mateo County Safe Routes to School Program in an amount not to exceed \$821,331.48 for FY 2026-27. Be it further resolved that the C/CAG Acting Executive Director is authorized to negotiate the final scope and terms of the Agreement and related materials prior to execution by both parties, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF MAY 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting Executive Director

Subject: Review and approval of Resolution 26-25 authorizing the C/CAG Executive Director to execute Amendment No. 14 with the City of San Carlos for financial services in an amount not to exceed \$113,500 for Fiscal Year 2026-27.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 26-25, authorizing the C/CAG Acting Executive Director to execute Amendment No. 14 with the City of San Carlos for financial services in an amount not to exceed \$113,500 for FY 2026-27.

FISCAL IMPACT

The amendment is estimated to cost \$113,500 for FY 2026-27. The funding is included in the proposed C/CAG budget for FY 2026-27.

SOURCE OF FUNDS

Member assessments, parcel fee, motor vehicle registration fee, and State/Federal Transportation Funds.

BACKGROUND

The City of San Carlos is the Financial Agent for C/CAG. The City of San Carlos provides financial services for C/CAG, including banking and investments, internal controls, accounts payable and receivable, cash management, financial reporting, audit coordination, and Finance Committee support. C/CAG annually negotiates a fee for these services. The agreement was first entered into by both parties in 2012. On June 14, 2012, C/CAG Board approved Resolution 12-42 authorizing the Chair to execute an agreement between C/CAG and City of San Carlos to provide financial services to C/CAG in an amount of \$73,600 for fiscal year 2012-13. Since then, the C/CAG Board has authorized annual amendment to said agreement each following fiscal year with the City of San Carlos to provide financial services. Rates were adjusted each year approximately by the CPI. For fiscal year 2015-16, Amendment No. 3 included the additional effort to implement Government Accounting Standards Board (GASB) Statement No. 68, *Accounting and Financial Reporting for Pensions*.

The City has continued to provide a high level of service, with all reports submitted in a timely manner. The City of San Carlos and C/CAG staff have developed strong working relationships, and

San Carlos staff has been consistently responsive to requests and coordination needs.

The City of San Carlos has updated the annual cost to ensure full recovery of cost for services, including an adjustment of hourly rate, and added hours for the preparation of the State Controller's Annual Financial Transaction report, and hours for the Program Audits. It is proposed, as part of Amendment No. 14, the fee for regular financial services for fiscal year 2026-27 will be \$113,500. In addition, C/CAG will reimburse the City for other services and special projects, as requested by C/CAG, at the fully burdened hourly rate of \$218 per hour.

The cost for bank fees, storage, postage, as well as costs for audit services are not included in the original agreement or any amendment. Those costs are billed separately.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. Resolution 26-25
2. Amendment No. 14 to the agreement between C/CAG and the City of San Carlos to provide financial services.

RESOLUTION 26-25

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. 14 WITH THE CITY OF SAN CARLOS TO PROVIDE FINANCIAL SERVICES TO C/CAG FOR A TOTAL OF \$113,500 FOR FY 2026-27

WHEREAS, the City/County Association of Governments (C/CAG) of San Mateo County is a Joint Powers Authority created by the Cities and the County; and,

WHEREAS, C/CAG utilizes the services of its member agencies in order to minimize staff and cost; and,

WHEREAS, the City of San Carlos has been designated as the C/CAG Financial Agent; and,

WHEREAS, C/CAG Resolution 12-42 (June 14, 2012) authorized the Chair to execute an agreement between C/CAG and City of San Carlos to provide financial services to C/CAG in an amount of \$73,000 for fiscal year 2012-13; and,

WHEREAS, C/CAG has executed the following amendments to said agreement for City of San Carlos to provide financial services to C/CAG; and

Amendment No. 1, \$75,366 for FY 13-14, approved by Resolution 13-16 (June 13, 2013); and Amendment No. 2, \$77,700 for FY 14-15, approved by Resolution 14-10 (May 8, 2014); and Amendment No. 3, \$80,430 for FY 15-16, approved by Resolution 15-18 (May 14, 2015); and Amendment No. 4, \$82,440 for FY 16-17, approved by Resolution 16-06 (May 12, 2016); and Amendment No. 5, \$85,000 for FY 17-18, approved by Resolution 17-25 (June 7, 2017); and Amendment No. 6, \$88,200 for FY 18-19, approved by Resolution 18-35 (June 14, 2018); and Amendment No. 7, \$93,000 for FY 19-20, approved by Resolution 19-27 (May 9, 2019); and Amendment No. 8, \$95,300 for FY 20-21, approved by Resolution 20-38 (June 11, 2020); and Amendment No. 9, \$97,000 for FY 21-22, approved by Resolution 21-24 (May 13, 2021); and Amendment No. 10, \$97,000 for FY 22-23, approved by Resolution 22-37 (June 9, 2022); and Amendment No. 11, \$105,400 for FY 23-24, approved by Resolution 23-61 (June 8, 2023); and Amendment No. 12, \$108,500 for FY 24-25, approved by Resolution 23-61 (June 13, 2024); and Amendment No. 13, \$112,000 for FY 25-26, approved by Resolution 25-30 (May 8, 2025); and

WHEREAS, the City of San Carlos has proposed a fee of \$113,500 to provide financial services for fiscal year 2026-27; and,

WHEREAS, C/CAG and the City of San Carlos wish to set forth the terms and conditions, funding, and scope of work for the financial services as provided in Amendment No. 14.

THEREFORE BE IT RESOLVED NOW, by 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. 14 to the Financial Service Agreement for fiscal year 2026-27 between the City of San Carlos and C/CAG in an amount not to exceed \$113,500; and further authorize the C/CAG Executive Director to negotiate the final terms prior to its execution, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF MAY 2026.

Michael Salazar, Chair

AMENDMENT No. 14**AGREEMENT FOR PROFESSIONAL SERVICES
BETWEEN THE CITY OF SAN CARLOS AND
CITY/COUNTY ASSOCIATION of GOVERNMENTS OF SAN MATEO COUNTY**

This Fourteenth Amendment to the Agreement for Professional Services is made and entered into as of July 1, 2026, by and between the City of San Carlos, hereinafter referred to as "CITY" and the City/County Association of Governments of San Mateo County, hereinafter referred to as "C/CAG".

WITNESSETH:

WHEREAS, on June 14, 2012, the City and C/CAG entered into an agreement for the performance of the agreed financial services by the City's Administrative Services Department through the Finance Division (the "Original Agreement"); and

WHEREAS, on July 1, 2013, the City and C/CAG executed Amendment One to the Agreement which adjusted the compensation, added background check requirement for certain City employees providing financial services to C/CAG, amended scope of services to include City serving as C/CAG's Controller with duties limited to making or contracting for an annual audit, and amending Notice delivery to Sandy Wong; and

WHEREAS, on July 1, 2014, the City and C/CAG executed Amendment Two to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2015, the City and C/CAG executed Amendment Three to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2016, the City and C/CAG executed Amendment Four to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2017, the City and C/CAG executed Amendment Five to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2018, the City and C/CAG executed Amendment Six to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2019, the City and C/CAG executed Amendment Seven to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2020, the City and C/CAG executed Amendment Eight to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2021, the City and C/CAG executed Amendment Nine to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2022, the City and C/CAG executed Amendment Ten to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2023, the City and C/CAG executed Amendment Eleven to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2024, the City and C/CAG executed Amendment Twelve to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2025, the City and C/CAG executed Amendment Thirteen to the Agreement which adjusted the compensation; and

WHEREAS, pursuant to Section B.3 set forth in Exhibit A of the Original Agreement, the City will provide financial services to C/CAG for a fixed annual fee and this fixed fee will be adjusted on an annual basis; and

WHEREAS, pursuant to Section B.6 set forth in Exhibit A of the Original Agreement, the City will bill an hourly rate excluding expenses for other services and special projects, and this rate should be adjusted annually based on the fully burdened hourly rate set for the fiscal year; and

WHEREAS, both parties now wish to amend Sections B.3 and B.6 of the Original Agreement.

NOW, THEREFORE, IT IS HEREBY AGREED BY THE PARTIES HERETO AS FOLLOWS:

1. C/CAG agrees to reimburse CITY for Financial Services. The fixed annual fee for Fiscal Year 2026-27 (July 1, 2026 to June 30, 2027) will be adjusted from \$112,000 to \$113,500.
2. C/CAG agrees to reimburse CITY for other services and special projects. The fully burdened hourly rate for Fiscal Year 2026-27 (July 1, 2026 to June 30, 2027) will be adjusted to \$218 per hour. Expenses are excluded from this rate and will be billed separately.
3. All other terms of the Original Agreement and Amendment One remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused this amendment to the Original Agreement between C/CAG and the City of San Carlos to be executed effective as of the date first above written.

CITY OF SAN CARLOS

DATE: _____

Nil Blackburn, Interim City Manager

ATTEST:

DATE: _____

Crystal Mui, City Clerk

APPROVED AS TO FORM

DATE: _____

Gregory J Rubens, City Attorney

C/CAG

DATE: _____

Michael Salazar, Chair

APPROVED AS TO FORM

DATE: _____

Melissa Andrikopoulos,
C/CAG Legal Counsel

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting Executive Director

Subject: Review and approval of Resolution 26-26 authorizing the prefunding of Other Post-Employment Benefit (OPEB) in an amount not to exceed \$55,000 for Fiscal Year 2025/26 through the California Employers' Retiree Benefit Trust Program (CERBT) of CalPERS.

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

RECOMMENDATION:

That the C/CAG Board review and approve Resolution 26-26 authorizing the prefunding of Other Post-Employment Benefit (OPEB) in an amount not to exceed \$55,000 for Fiscal Year 2025/26 through the California Employers' Retiree Benefit Trust Program (CERBT) of CalPERS.

FISCAL IMPACT:

Prefunding OPEB for fiscal year 2025-26 will require an investment from the Agency in an amount not to exceed \$55,000.

SOURCE OF FUNDS:

Funding for C/CAG's Other Post-Employment Benefits (OPEB) obligations is provided through various C/CAG program funds, consistent with the allocation methodology used for employee salaries and benefits and is included in the current adopted budget.

BACKGROUND:

Governmental Accounting Standards Board (GASB) Statement No. 75, Accounting and Financial Reporting for Post-Employment Benefits Other Than Pensions (OPEB), addresses accounting and financial reporting for OPEB that provides to employees of state and local governmental employers. It establishes standards for recognizing and measuring such liabilities. GASB 75 replaces GASB 45.

On June 11, 2015, the C/CAG Board adopted Resolution 15-33 authorizing an agreement and election of C/CAG to prefund OPEB through CalPERS – California Employers' Retiree Benefit Trust Program (CERBT). At that meeting, the C/CAG Board also approved a funding policy in an amount of \$30,000 to cover the Annual Required Contribution (ARC) as initial investment into the CERBT trust and selected Asset Allocation Strategy 2 for FY 2014-15.

The CERBT Fund of CalPERS is a multiple-employer OPEB trust fund and has a fiduciary responsibility for financial reporting in accordance to the Governmental Accounting Standards Statement (GASB) No. 74. MacLeod Watts conducted the Actuarial Valuation of Other Post Employment Benefit Programs & GASB 75 Report for the Fiscal Year Ending June 30, 2026.

Although GASB 75 requires that updated calculations be prepared after the close of every fiscal year end, each valuation may typically be used for two years (in this case, for fiscal year ending June 30, 2026 and fiscal year ending June 30, 2028) in the development of the plan accounting under GASB 75.

This report presents the results derived from the actuarial valuation conducted on June 30, 2025 (Measurement date of June 30, 2025) of the Other Post-Employment Benefit (OPEB) program of C/CAG. The purposes of this valuation are to:

1. Develop Actuarially Determined Contribution (ADC) levels for prefunding plan benefits.
2. Provide information required by the California Employers' Retiree Benefit Trust (CERBT).
3. Assess the OPEB liabilities and provide disclosure information as required by Statement No. 75 of the Government Accounting Standards Board (GASB 75) for the fiscal year ending June 30, 2026.

Below is a brief summary of Actuarially Determined Contribution (ADC) and other related data excerpt from the report:

Valuation date	6/30/2023		6/30/2025	
Discount rate	5.50%		6.00%	
Number of Covered Employees				
Actives	2		2	
Retirees	3		3	
Total Participants	5		5	
For fiscal year ending	6/30/2026	6/30/2027	6/30/2028	
Actuarial Present Value of Projected Benefits	\$ 677,912	\$ 777,546	\$ 776,721	
Actuarial Accrued Liability (AAL)				
Actives	159,728	197,524	233,963	
Retirees	349,812	415,247	392,684	
Total AAL	509,540	612,771	626,647	
Market Value of Assets	428,402	663,612	703,429	
Unfunded AAL (UAAL)	81,138	(50,841)	(76,782)	
UAAL Amortization method	Level Dollar	Level Dollar	Level Dollar	
Remaining amortization period (years)	5	15	15	
Amortization Factor	4.5052	10.2950	10.2950	
Actuarially Determined Contribution (ADC)				
Normal Cost	\$ 20,804	\$ 23,195	\$ 23,891	
Amortization of UAAL	18,010	(4,938)	(7,458)	
Interest to fiscal year end	2,135	1,095	986	
Total ADC	40,949	19,352	17,419	

As described on the prior page, OPEB funding consists of 3 different sources. Items 1-3 in the chart below estimates how these 3 contribution sources would apply toward satisfying the ADC for each of

these years.

<i>Funding of the ADC</i>	6/30/2026	6/30/2027	6/30/2028
1 Implicit subsidy contribution	\$ 9,858	\$ 11,781	\$ 668
2 Estimated CCAG paid premiums for retirees	\$ 33,263	\$ 34,314	\$ 26,199
3 Estimated CCAG contribution to OPEB trust	55,000	-	-
Total Expected CCAG Contributions (1+2+3)	\$ 98,121	\$ 46,095	\$ 26,867

Additional background information:

In compliance with Government Accounting Standards Board (GASB) Statement Number 45, C/CAG retained Bickmore & Associates, an actuarial firm, in 2012 to prepare the Actuarial Valuation of the Other Post-Employment Benefit Programs. This valuation was conducted as of July 1, 2012, and covered fiscal years ending June 30, 2014 and June 30, 2015. That actuarial valuation was updated in June 2015 for fiscal years ending June 30, 2016 and June 30, 2017.

On June 11, 2015, the C/CAG Board approved Resolution 15-33 authorizing an agreement and election of C/CAG to prefund OPEB through CalPERS – California Employers’ Retiree Benefit Trust Program (CERBT). On June 11, 2015, the C/CAG Board also approved a funding policy in the amount of \$30,000 to cover the Annual Required Contribution (ARC) as initial investment into the CERBT trust and selected Asset Allocation Strategy 2 for FY 2014-15. Subsequently, C/CAG adopted the below Resolutions authorizing the prefunding of OPEB through CalPERS Trust as follows:

- Resolution 15-xx prefunding of \$30,000 for FY 2014-15.
- Resolution 16-21 prefunding of \$27,000 for FY 2015-16.
- Resolution 17-26 prefunding of \$25,000 for FY 2016-17.
- Resolution 18-37 prefunding of \$44,631 for FY 2017-18.
- Resolution 19-34 prefunding of \$42,802 for FY 2018-19.
- Resolution 20-39 prefunding of \$48,452 for FY 2019-20.
- Resolution 21-26 prefunding of \$40,244 for FY 2020-21.
- Resolution 22-58 prefunding of \$20,823 for FY 2021-22.
- Resolution 23-62 prefunding of \$55,000 for FY 2022-23.
- Resolution 24-33 prefunding of \$55,000 for FY2023-24.
- Resolution 25-38 prefunding of \$55,000 for FY2024-25.

In total, C/CAG invested \$443,952 in the CERBT Trust, with the account ending balance of \$572,606 on June 30, 2025.

Funds deposited into an irrevocable trust may only be used to pay retiree medical benefits. However, should C/CAG stop prefunding retiree medical benefits, it may withdraw funds from the trust, as needed, to pay retiree medical benefits. Also, if C/CAG were ever able to completely extinguish its retiree medical liability, any funds remaining in the trust would be returned to C/CAG.

KEY CONSIDERATIONS

The Net OPEB Liability is approximately \$37,000 lower than on the prior measurement date. (See Attachment 2, page 5). Since 2023, we have been contributing funding in excess of our annual obligation. As a result, the funded ratio went from 63% to 96%. Please note that this assumes that C/CAG makes the current budgeted payment of \$55,000 before the end of the current fiscal year. The

table below is from Attachment 2, page 16.

Fiscal Year Ending	Contribution History				GASB 75 Funded Status History			
	Actuarially Determined Contribution (ADC)	Contribution	Percentage of ADC Contributed	Rolling 5-Year Average	Total OPEB Liability (TOL)	Fiduciary Net Position (FNP)	Net OPEB Liability	Funded Ratio (FNP / TOL)
2018	54,162	54,162	100%	100%	251,553	86,944	164,609	35%
2019	54,899	53,132	97%	98%	290,089	136,803	153,286	47%
2020	55,709	57,669	104%	100%	339,526	189,237	150,289	56%
2021	49,312	49,048	99%	100%	380,863	247,774	133,089	65%
2022	50,016	50,016	100%	100%	462,685	340,000	122,685	73%
2023	24,980	89,270	357%	151%	497,910	315,062	182,848	63%
2024	22,536	92,593	411%	214%	482,410	381,288	101,122	79%
2025	40,309	90,281	224%	238%	529,301	467,390	61,911	88%
2026	40,949	98,121	240%	266%	597,467	572,606	24,861	96%

Note: Rolling average based on latest 5 years, or maximum number available if less.

Given the plan’s stable position, staff proposes to not overfund the trust next year, and instead create a \$55,000 OPEB reserve that could be contributed to the CERBT trust in future budget cycles should there be any unexpected losses. The draft FY2026-2027 budget includes an amount of \$55,000 for OPEB payment. At the April 23, 2026 Finance Committee meeting, the Committee supported this recommendation.

CONSIDERATIONS RELATED TO EXECUTIVE TRANSITION

It should be noted that the agency’s OPEB liability may change in the near term due to the upcoming transition in the Executive Director position. OPEB liabilities are tied to employee-specific benefit accruals, and any accrued liability associated with the current Executive Director would be eliminated if the employee does not retire from C/CAG (no vested benefit). A new Executive Director would then be incorporated into future valuations.

Given the timing of this transition and the resulting uncertainty in future liability levels, maintaining the planned \$55,000 budgeted contribution for FY2026-2027 as a flexible funding set-aside, either as a reserve or deferred contribution to the CERBT trust, would allow the agency to reassess funding needs once the impacts of staffing changes are reflected in a future actuarial valuation.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENT

1. Resolution 26-26

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. Actuarial Valuation of Other Post-Employment Benefit (OPEB) Programs as of June 30, 2025 and GASB 75 Report for the fiscal year ending June 30, 2026.

RESOLUTION 26-26

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE PREFUNDING OF OTHER POST EMPLOYMENT BENEFITS (OPEB) THROUGH THE CALIFORNIA EMPLOYERS' RETIREE BENEFIT TRUST PROGRAM (CERBT) OF CALPERS FOR FISCAL YEAR 2025-26 IN AN AMOUNT NOT TO EXCEED \$55,000

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

WHEREAS, CalPERS, C/CAG's retirement system, has a trust program to receive and invest contributions made to fund other post-employment benefits (OPEB); and

WHEREAS, C/CAG has established an OPEB trust via the California Employers' Retiree Benefit Trust Program (CERBT) of CalPERS for retiree medical benefits, approved by C/CAG Resolution 15-33 on June 11, 2015; and

WHEREAS, C/CAG has deposited \$30,000 in the CalPERS trust (CERBT) in June 2015; and

WHEREAS, C/CAG adopted Resolution 16-21 and has deposited \$27,000 in the CalPERS trust (CERBT) in June 2016; and

WHEREAS, C/CAG adopted Resolution 17-26 and has deposited \$25,000 in the CalPERS trust (CERBT) in June 2017; and

WHEREAS, C/CAG adopted Resolution 18-37 and has deposited \$44,631 in the CalPERS trust (CERBT) in June 2018; and

WHEREAS, C/CAG adopted Resolution 19-34 and has deposited \$42,802 in the CalPERS trust (CERBT) in June 2019; and

WHEREAS, C/CAG adopted Resolution 20-39 and has deposited \$48,452 in the CalPERS trust (CERBT) in June 2020.

WHEREAS, C/CAG adopted Resolution 23-62 and has deposited \$55,000 in the CalPERS trust (CERBT) in June 2023.

WHEREAS, C/CAG adopted Resolution 24-33 and has deposited \$55,000 in the CalPERS trust (CERBT) in June 2024.

WHEREAS, C/CAG adopted Resolution 25-38 and has deposited \$55,000 in the CalPERS trust (CERBT) in June 2025.

WHEREAS, C/CAG is interested in prefunding the calculated Actuarially Determined Contribution (ADC) for fiscal year 2025-26 in the amount of up to \$55,000 in the CalPERS trust.

NOW, THEREFORE, BE IT RESOLVED that the City/County Association of Governments of San Mateo County (C/CAG) Board of Directors authorize prefunding its Other Post Employment Benefits (OPEB) for fiscal year 2025-26 through CERBT of CalPERS in an amount not to exceed \$55,000.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF MAY 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting Executive Director

Subject: Review and approval of Resolution 26-27 authorizing the C/CAG Executive Director to execute a Program Manager Funding Agreement with the Bay Area Air District (Air District) for the Fiscal Year 2026/27 Transportation Fund for Clean Air (TFCA) Program in an amount up to \$3,030,594.

(For further information contact Matt Petrofsky at mpetrofsky@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-27 authorizing the C/CAG Executive Director to execute a Program Manager Funding Agreement with the Bay Area Air District (Air District) for the Fiscal Year 2026/27 Transportation Fund for Clean Air (TFCA) Program in an amount up to \$3,030,594.

FISCAL IMPACT

Upon execution, this agreement will provide up to \$3,030,594 in TFCA funding to C/CAG for Fiscal Year 2026/27. Of that total, estimated allocations include \$86,607 for program administration, \$1,241,637 for TFCA eligible projects, and \$1,702,350 specifically for TFCA eligible bikeway and bike parking projects.

SOURCE OF FUNDS

The Air District is authorized under Health and Safety Code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as TFCA funds. They are used to implement projects that reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the Air District to one or more public agencies designated to receive the funds. For San Mateo County, C/CAG has been designated as the administrating agency to receive the funds.

BACKGROUND

C/CAG, as the administrating agency for the TFCA Program in San Mateo County, distributes funds to qualifying projects that reduce air pollution, greenhouse gas emissions, and traffic congestion by improving transportation options. The funding agreement to be executed between C/CAG and the Air District is for the receipt of FY 2026/27 TFCA County Program Manager funds.

On March 12, 2026, the C/CAG Board adopted Resolution 26-08 approving the FY 2026/27 Expenditure Plan. That expenditure plan was also reviewed and approved by the C/CAG TAC and CMEQ Committees at their February 19 and February 23 meetings, respectively, and was approved by the Air District on May 6, 2026.

A summary of expected expenses adopted in that Expenditure Plan are listed below:

	Estimated FY 2026/27 TFCA Fund Expenditures
Administration	\$86,607
County of San Mateo – Fleet Electrification Project	\$152,556
Commute.org - Countywide Voluntary Trip Reduction Program	\$600,000
Commute.org - BART Shuttle	\$60,000
Other projects to be determined	\$429,081
Other projects to be determined (bikeway and bike parking specific)	\$1,702,350
Total	\$3,030,594

Notable funding allocations include \$86,607 for program administration; \$152,556 to the County of San Mateo for the Public Works Fleet Electrification Project, representing the second half of a multi-year funding commitment awarded in 2025; \$600,000 to Commute.org for the Countywide Trip Reduction Program, which connects employees and customers with alternatives to driving alone; and \$60,000 to Commute.org for the BART Shuttle Program, which offers first and last mile connections between transit hubs and employment sites. Funding agreements with project sponsor Commute.org are presented to the C/CAG Board for approval under subsequent Agenda Items 3.6 and 3.7, respectively. The remaining \$2,131,431 allocated into the two combined “Other Projects to be Determined” categories will be available for member agency application in coordination with the 2026 One Bay Area Grant (OBAG) call for projects.

This amount must be fully allocated by November 2026 to avoid forfeiture. Selected projects will be brought back to the C/CAG Board for approval, after Committee review.

EQUITY IMPACTS AND CONSIDERATIONS

Funding allocated through this program serves to benefit all community members by facilitating the implementation of projects aimed at reducing air pollution from motor vehicles.

ATTACHMENTS

1. Resolution 26-27

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 Funding Agreement between C/CAG and the Air District for FY 2026/27

RESOLUTION 26-27

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 THE PROGRAM MANAGER FUNDING AGREEMENT WITH THE BAY AREA AIR DISTRICT (AIR DISTRICT) FOR THE FISCAL YEAR 2026/27 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM FOR AN AMOUNT UP TO \$3,030,594

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

WHEREAS, the City/County Association of Governments has been designated the Transportation Fund for Clean Air (TFCA) Program Manager for San Mateo County; and

WHEREAS, the Board of Directors of C/CAG at its March 12, 2026 meeting approved the Fiscal Year 2026/27 Expenditure Plan, which detailed projects and programs to be funded through the San Mateo County local share of TFCA revenues; and

WHEREAS, C/CAG will act as the Program Manager for \$3,030,594 of TFCA funding; and

WHEREAS, it is necessary for C/CAG to enter into a Program Manager Agreement with the Bay Area Air District (Air District), setting forth responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG) hereby authorizes the Executive Director, on behalf of C/CAG, to enter into an agreement with the Bay Area Air District for the Fiscal Year 2026/27 Transportation Fund for Clean Air (TFCA) Program in an amount not to exceed \$3,030,594, subject to approval of C/CAG Fiscal Year 2026/27 annual budget. Further, the Executive Director is authorized to negotiate the final terms of the agreement, subject to review and approval as to form by Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF MAY, 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting Executive Director

Subject: Review and approval of Resolution 26-28 authorizing the C/CAG Executive Director to execute a funding agreement with Commute.org in an amount up to \$600,000 under the Fiscal Year 2026/27 Transportation Fund for Clean Air (TFCA) Program to provide services related to the Countywide Voluntary Trip Reduction Program

(For further information, contact Matt Petrofsky at mpetrofsky@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-28 authorizing the C/CAG Executive Director to execute a funding agreement with Commute.org in an amount up to \$600,000 under the Fiscal Year 2026/27 Transportation Fund for Clean Air (TFCA) Program to provide services related to the Countywide Voluntary Trip Reduction Program.

FISCAL IMPACT

Under the FY 2026/27 TFCA Program, the Bay Area Air District (Air District) allocated C/CAG a total funding of \$3,030,594. Per C/CAG Resolution 26-28, up to \$600,000 is designated for the Commute.org's Countywide Voluntary Trip Reduction Program. The total project cost for the Countywide Voluntary Trip Reduction Program is \$1,858,000. This allocation is subject to the approval of the FY2026/27 C/CAG budget.

SOURCE OF FUNDS

The Air District is authorized under Health and Safety Code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as TFCA funds. They are used to implement projects that reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the Air District to one or more public agencies designated to receive the funds. For San Mateo County, C/CAG has been designated as the administrating agency to receive the funds.

BACKGROUND

On March 12, 2026, the C/CAG Board adopted Resolution 26-08 approving the FY 2026/27 Expenditure Plan. Approved expenditures included up to \$600,000 for the Countywide Voluntary Trip Reduction Program managed by Peninsula Traffic Congestion Relief Alliance (also known as Commute.org). This Program assists private and public sectors to connect their employees and customers with transportation options that provide alternatives to driving alone. Commute.org provides these transportation demand management (TDM) services in collaboration and partnership with the Bay

Area Carpool Program, 511 Contra Costa, San Francisco's Office of the Environment, Solano Napa Commuter Information, MTC and various transportation agencies in the Bay Area. The goal is to encourage use of transportation alternatives, such as carpools, vanpools, telework and transit. Efforts are targeted primarily at commute trips that originate or terminate in San Mateo County. Program components are detailed in Attachment A. Project Information of the draft funding agreement, included as Attachment 2.

The Countywide Voluntary Trip Reduction Program also receives funding from C/CAG's Countywide Congestion Relief Plan. Commute.org is the project sponsor and is responsible to meet the TFCA cost-effectiveness criteria and all other funding requirements.

EQUITY IMPACTS AND CONSIDERATIONS

Funding allocated through this program serves to benefit all community members by facilitating the implementation of projects aimed at reducing air pollution from motor vehicles.

ATTACHMENTS

1. Resolution 26-28

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 Funding Agreement with Commute.org for the FY 2026/27 TFCA Program for project 27SM01

RESOLUTION 26-28

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 A FUNDING AGREEMENT WITH COMMUTE.ORG IN AN AMOUNT UP TO \$600,000 UNDER THE FISCAL YEAR 2026/27 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM TO PROVIDE SERVICES RELATED TO THE COUNTYWIDE VOLUNTARY TRIP REDUCTION PROGRAM

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

WHEREAS, the Board of Directors of C/CAG at its March 12, 2026 meeting approved an expenditure plan for certain projects and programs to be funded through San Mateo County’s local share of Transportation Fund for Clean Air (TFCA) revenues; and

WHEREAS, the agencies implementing these projects, the scope of the work and the specified amount of TFCA funding, have been identified and approved by the Board of Directors; and

WHEREAS, Commute.org is designated to receive TFCA funds for the Countywide Voluntary Trip Reduction Program. The program assists private and public sectors to connect their employees and customers with transportation options that provide alternatives to driving alone; and

WHEREAS, it is necessary for C/CAG to enter into funding agreements with the individual agencies receiving TFCA project funding, setting forth the responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Executive Director is authorized to enter into an agreement with Commute.org for up to \$600,000 under the Transportation Fund for Clean Air (TFCA) Program for Fiscal Year 2026/27, subject to approval of C/CAG Fiscal Year 2026/27 Annual Budget. Further, the Executive Director is authorized to negotiate the final terms of the agreement, subject to review and approval as to form by Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF MAY 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting Executive Director

Subject: Review and approval of Resolution 26-29 authorizing the C/CAG Executive Director to execute a funding agreement with Commute.org in an amount up to \$60,000 using Fiscal Year 2026/27 Transportation Fund for Clean Air (TFCA) Program fund for the BART Shuttle Program.

(For further information, contact Matt Petrofsky at mpetrofsky@smcgov.org)

RECOMMENDATION

That the C/CAG Board reviews and approves Resolution 26-29 authorizing the C/CAG Executive Director to execute a funding agreement with Commute.org in an amount up to \$60,000 using Fiscal Year 2026/27 Transportation Fund for Clean Air (TFCA) Program fund for the BART Shuttle Program.

FISCAL IMPACT

Under the FY 2026/27 TFCA Program, the Bay Area Air District (Air District) allocated C/CAG a total funding of \$3,030,594. Per C/CAG Resolution 26-29, up to \$60,000 is designated for the BART Shuttle Program. The total project cost for the program is \$1,846,500. This allocation is subject to the approval of the FY2026/27 C/CAG budget.

SOURCE OF FUNDS

The Air District is authorized under Health and Safety Code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as TFCA funds. They are used to implement projects that reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the Air District to one or more public agencies designated to receive the funds. For San Mateo County, C/CAG has been designated as the administrating agency to receive the funds.

BACKGROUND

On March 12, 2026, the C/CAG Board adopted Resolution 26-08 approving the FY 2026/27 Expenditure Plan. Approved expenditures included up to \$60,000 for the BART Shuttle Program. The Program will support three (3) routes of the Commute.org Shuttle Program, providing peak commute period shuttle bus service from public transit stations to major employment sites in San Mateo County. BART stations served include Balboa Park and South San Francisco. Program components are detailed in Attachment A, Project Information, of the

draft Funding Agreement (Attachment 2). Commute.org is the project sponsor and is responsible for meeting the TFCA cost-effectiveness criteria and all funding requirements.

EQUITY IMPACTS AND CONSIDERATIONS

Funding allocated through this program serves to benefit all community members by facilitating the implementation of projects aimed at reducing air pollution from motor vehicles.

ATTACHMENTS

1. Resolution 26-29

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 Funding Agreement between C/CAG and Commute.org for the FY 2026/27 TFCA Program for project 27SM02

RESOLUTION 26-29

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 A FUNDING AGREEMENT WITH COMMUTE.ORG IN AN AMOUNT UP TO \$60,000 USING THE FISCAL YEAR 2026/27 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM FUND FOR THE BART SHUTTLE PROGRAM

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

WHEREAS, the Board of Directors of C/CAG at its March 12, 2026 meeting approved an expenditure plan for certain projects and programs to be funded through San Mateo County's local share of Transportation Fund for Clean Air (TFCA) revenues; and

WHEREAS, the agencies implementing these projects, the scope of the work and the specified amount of TFCA funding, have been identified and approved by the Board of Directors; and

WHEREAS, Commute.org is designated to receive TFCA funds for the BART Shuttle Program; and

WHEREAS, it is necessary for C/CAG to enter into Project Sponsor agreements with the individual agencies receiving TFCA project funding, setting forth the responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Executive Director is authorized to enter into an agreement with Commute.org for up to \$60,000 under the Fiscal Year 2026/27 TFCA Program, subject to approval of C/CAG Fiscal Year 2026/27 Annual Budget. Further, the Executive Director is authorized to negotiate the final terms of the agreement, subject to review and approval as to form by Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF MAY 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting Executive Director

Subject: Review and approval of Resolution 26-30 authorizing the C/CAG Executive Director to execute an agreement with Commute.org in an amount up to \$562,605 using Congestion Relief Plan (CRP) Funds to support the FY 2026/27 Countywide Voluntary Trip Reduction Program.

(For further information, contact Matt Petrofsky at mpetrofsky@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-30 authorizing the C/CAG Executive Director to execute an agreement with Commute.org in an amount up to \$562,605 using Congestion Relief Plan (CRP) Funds to support the FY 2026/27 Countywide Voluntary Trip Reduction Program.

FISCAL IMPACT

Staff recommends providing an amount not to exceed \$562,605 in Congestion Relief Plan (CRP) Funds to Commute.org for the implementation of FY 2026/27 Countywide Voluntary Trip Reduction Program. This item is subject to the approval of the FY2026/27 Agency budget.

SOURCE OF FUNDS

Program funding comes from the C/CAG Congestion Relief Plan (CRP).

BACKGROUND

The Peninsula Traffic Congestion Relief Alliance, also known as Commute.org, manages the Countywide Voluntary Trip Reduction Program. The program provides private and public sectors with Transportation Demand Management (TDM) tools and strategies, connecting their employees and customers with transportation options that offer alternatives to driving alone. This program is jointly funded with revenues from C/CAG under the Countywide Congestion Relief Plan and Transportation Fund for Clean Air Program (TFCA).

Staff recommend approving Resolution 26-30, authorizing the C/CAG Executive Director to execute an agreement with Commute.org in the amount of \$562,605 using Congestion Relief Plan (CRP) Funds to support the FY 2026/27 Countywide Voluntary Trip Reduction Program.

EQUITY IMPACTS AND CONSIDERATIONS

Commute.org provides programs that benefit all community members by facilitating the implementation of projects aimed at reducing air pollution from motor vehicles.

ATTACHMENTS

1. Resolution 26-30

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. Funding Agreement with Commute.org for the Countywide Voluntary Trip Reduction Program and Scope of Work

RESOLUTION 26-30

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AN AGREEMENT BETWEEN C/CAG AND COMMUTE.ORG IN THE AMOUNT OF \$562,605 IN CONGESTION RELIEF PLAN (CRP) FUNDS TO PROVIDE SERVICES RELATED TO THE COUNTYWIDE VOLUNTARY TRIP REDUCTION PROGRAM FOR FISCAL YEAR 2026/27

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

WHEREAS, on June 8, 2023, C/CAG approved to provide funds for the Countywide Transportation Demand Management (TDM) program under the Congestion Relief Plan, covering the period of July 1, 2023 to June 30, 2027, and

WHEREAS, the Countywide Voluntary Trip Reduction Program is sponsored by the Commute.org, also known as the Peninsula Traffic Congestion Relief Alliance, and

WHEREAS, C/CAG desires to enter into a funding agreement with Commute.org, to implement the Countywide TDM programs using Congestion Relief Plan (CRP) funding. The funding agreement sets forth the responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County authorizes the Executive Director, on behalf of C/CAG, to enter into a funding agreement with Commute.org for an amount not to exceed \$562,605 in Congestion Relief Plan (CRP) Funds to support the Countywide Voluntary Trip Reduction Program for Fiscal Year 2026/27, contingent upon approval of C/CAG Fiscal Year 2026/27 Annual Budget. Further, the Executive Director is authorized to negotiate the final terms of the agreement, subject to review and approval as to form by Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF MAY 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting Executive Director

Subject: Review and approval of Resolution 26-31 determining that the San Carlos Northeast Area Specific Plan, including related general plan and zoning amendments, is conditionally consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

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

RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, approve Resolution 26-31 determining that the San Carlos Northeast Area Specific Plan, including related general plan and zoning amendments, is conditionally consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following conditions:

- Amend the Section 4.5 Land Use Regulations – Mixed Use Districts as follows:
 - Residential Care Facilities “Limited” and “Senior” should be identified as “C, Conditional”, rather than “P, Permitted”, consistent with the ALUCP.
 - Include a note under “Additional Regulations” referencing Section 18.21.150 A, for the following use types for which the ALUCP includes capacity restrictions:
 - Community Assembly, 3,500 Square Feet or More
 - Commercial Entertainment and Recreation - Cinema/Theaters and Large Scale
- Amend Section 4.6 Land Use Regulations – Industrial District as follows:
 - Include a note under “Additional Regulations” referencing Section 18.21.150 A, for the following use types
 - Hospitals (not allowed within Safety Zone 3)
 - Commercial Entertainment and Recreation - Cinema/Theaters and Large Scale

BACKGROUND/PROJECT DESCRIPTION

In early 2024, San Carlos amended its Zoning Ordinance to incorporate a new section entitled “18.21.150 San Carlos Airport land use compatibility plan consistency.” This section outlines the ALUCP compatibility criteria to be applied to development applications (noise, safety, structure heights, other flight hazards, and overflight notification requirements) and describes how the local agency will ensure compliance during review and approval of development projects. Prior to

adoption, these amendments were reviewed by the ALUC and determined to be consistent with the standards and requirements of the San Carlos ALUCP.

The Zoning Ordinance contains the following provisions, which apply to all development within the Airport Influence Area B (AIA B), the Policy/Project Referral Area for San Carlos Airport:

- Performance Standards Chapter (18.21) dedicated to Airport Land Use Compatibility Plan Consistency (18.21.150), (see **Attachment 2a**). This section outlines standards and requirements with a section devoted to each of the compatibility issues noted (noise, safety, airspace protection & overflight notification)
- General Site Regulations Chapter (18.15) requires conformance with Airport Land Use Compatibility Plan Consistency (18.21.150)
- Zoning Clearance Chapter (18.28) requires conformance with Airport Land Use Compatibility Plan Consistency (18.21.150).

Project Description

As described in more detail in the application materials, **Attachment 2**, San Carlos has prepared a draft Northeast Area Specific Plan (NEASP), which sets forth regulations for the future development in the plan area that consists of approximately 145 acres and is roughly bounded by Belmont Creek to the north, US Highway 101 to the east, Old County Road to the west, and existing residential uses to the south (see **Attachment 2b**). Key updates include amendments to General Plan land use designations, zoning reclassifications, increases to maximum building heights, introduction of a bonus height and community benefits program, updates to permitted land uses, and increases to maximum floor area ratio. The Plan area also encompasses three existing Planned Development sites (PDs) where no changes are proposed, which are shown in blue hatching on the Zoning District diagram (**Attachment 2d**). In accordance with the requirements of California PUC Section 21676(b), San Carlos has submitted the NEASP for a determination of consistency with the San Carlos ALUCP.

DISCUSSION

ALUCP Consistency Evaluation

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

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

The following sections address how the San Carlos NEASP and other planning documents 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 impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP.

As shown on San Carlos ALUCP Exh. 4-2, **Attachment 3**, a portion of the southeastern corner of the Plan Area lies within the 60 dBA CNEL noise contour, impacting the proposed I-P Industrial Professional zone district. None of the uses proposed for the I-P zone, see **Attachment 2e**, conflicts with the Noise Compatibility Criteria included in San Carlos ALUCP Table 4-3. Additionally, San Carlos Municipal Code Section 18.21.050 outlines the responsibilities of project sponsors to comply with the standards and requirements of the San Carlos ALUCP, so the proposed NEASP is consistent with the Noise Policies of the 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 San Carlos ALUCP Exh. 4-3, **Attachment 4**, the majority of the Plan Area is located in Zone 6, the Traffic Pattern Zone, however, a small portion is within Zone 3, the Inner Turning Zone.

To evaluate consistency with safety compatibility criteria, the San Carlos ALUCP Table 4-4 lists land uses that are compatible, conditionally compatible, and incompatible. Most of the uses listed in the NEASP Use Tables are considered compatible in both Safety Zones 3 and 6, and San Carlos Zoning Ordinance section 18.21.150 requires review of new projects to ensure consistency with the San Carlos ALUCP, as follows:

- A. Safety Compatibility Evaluation: All proposed development projects, alterations, or changes of use subject to the ALUCP will be reviewed for consistency with the County of San Mateo’s Safety Compatibility Policies of the ALUCP. Project applicants shall be required to evaluate potential safety issues if the property is located within any of the safety compatibility zones established in the ALUCP.

However, to better highlight uses that should be reviewed for ALUCP consistency and/or remove any direct inconsistencies, the following conditions are recommended:

- Amend the Section 4.5 Land Use Regulations – Mixed Use Districts as follows:
 - Residential Care Facilities “Limited” and “Senior” should be identified as “C, Conditional”, rather than “P, Permitted”, consistent with the ALUCP.
 - Include a note under “Additional Regulations” referencing Section 18.21.150 A, for the following use types for which the ALUCP includes capacity restrictions:
 - Community Assembly, 3,500 Square Feet or More
 - Commercial Entertainment and Recreation - Cinema/Theaters and Large Scale
- Amend Section 4.6 Land Use Regulations – Industrial District as follows:
 - Include a note under “Additional Regulations” referencing Section 18.21.150 A, for the following use types:

- Hospitals (not allowed within Safety Zone 3)
- Commercial Entertainment and Recreation - Cinema/Theaters and Large Scale

Adherence to these requirements will ensure that new uses within the NEASP will comply with the safety compatibility policies of the San Carlos ALUCP.

(c) Airspace Protection

The San Carlos ALUCP airspace protection 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 following requirements are included in the San Carlos Zoning Ordinance section 18.21.150 to address ALUCP Airspace Protection Policy consistency:

B. Airspace Protection Evaluation. All proposed development projects, alterations, or changes of use subject to the ALUCP will be reviewed for consistency with Airspace Protection Policies of the ALUCP. These include notice of proposed construction or alteration, maximum compatible building height and other flight hazards and aviation easement requirements of San Carlos ALUCP Airspace Protection Policy 7.

F. Federal Aviation Administration (FAA) Requirements. Proof of consistency with FAA rules and regulations must be provided through one (1) of the following ways:

1. A Federal Aviation Administration Review Not Required Form must be signed prior to issuance of building permit.
2. Receive a determination of no hazard by the FAA after submittal of FAA Form 7460-1, Notice of Proposed Construction. Instructions and additional information on Form 7460 can be found within the ALUCP and on the FAA's website.

Sections 4.8 & 4.9 of the NEASP, **Attachment 2f**, identify maximum heights for structures within the different zone districts, ranging from 75-100 feet, and also contain provisions for height increases (bonuses), up to a maximum of 155' above mean sea level (MSL) for projects that provide specific community benefits. These sections also reference "San Carlos Airport FAA Compliance", noting that "Applicants shall measure mean sea level (MSL) of development site to determine allowable maximum height envelop. All development shall comply with Federal Aviation Administration (FAA) regulations and maintain compliance with C/CAG Airport Land Use Compatibility Plan."

The Airspace Protection Surface above the Plan area lies at 155 ft. above mean sea level, as indicated on San Carlos ALUCP Exh. 4-4, **Attachment 5**. Additionally, as shown on **Attachment 6**, any project in the Plan area that exceeds between 30-65 feet will require the filing of Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA for any proposed new structure and/or alterations to existing structures that would exceed these FAA notification heights.

Adherence to the provisions of San Carlos Zoning Ordinance section 18.21.150 and the related provisions contained in the NEASP will ensure that new uses within the Specific Plan area will comply with the airspace protection policies of the San Carlos 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. 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 San Carlos Zoning Ordinance includes both of these policy provisions and therefore these requirements will apply to new uses within the NEASP, ensuring consistency with the Overflight Compatibility policies of the San Carlos ALUCP.

Airport Land Use Committee

The Airport Land Use Committee considered this item at its April 23, 2026 meeting, and recommended that it be determined consistent with the San Carlos ALUCP subject to the conditions noted above.

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 26-31

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. San Carlos Zoning Excerpt – ALUCP Consistency
 - b. Plan Area Exhibit
 - c. Land Use Diagram
 - d. Zoning Diagram
 - e. Use Tables
 - f. Height Exhibit

3. San Carlos ALUCP Exh. 4-2, Aircraft Noise Contours
4. San Carlos ALUCP Exh. 4-3, Airport Safety Zones
5. San Carlos ALUCP Exh. 4-4, Airspace Protection Surfaces
6. San Carlos ALUCP Exh. 4-4a, FAA Notification Reqs.
7. Link to Draft Northeast Area Specific Plan – <https://www.sancarlosnortheastplan.com/>

RESOLUTION 26-31

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 THE SAN CARLOS DRAFT NORTHEAST AREA SPECIFIC PLAN, INCLUDING RELATED GENERAL PLAN AND ZONING AMENDMENTS, IS CONDITIONALLY CONSISTENT WITH 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, the City of San Carlos has prepared a draft Northeast Area Specific Plan (NEASP), which sets forth regulations for the future development in the plan area and includes amendments to General Plan land use designations, zoning reclassifications, increases to maximum building heights, introduction of a bonus height and community benefits program, updates to permitted land uses, and increases to maximum floor area ratio; and

WHEREAS, in accordance with the requirements of California Public Utilities Code Section 21676(b), San Carlos has referred the NEASP to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP); and

WHEREAS, in accordance with guidance provided in the ALUCP, local agencies must establish procedures in their planning documents to implement and ensure compliance with the compatibility policies and address any direct conflicts between the established standards (heights, permitted uses, etc.) and the ALUCP; and

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

- (a) **Noise Compatibility** – The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for noise impacts established in the San Carlos ALUCP. All land uses located outside of this contour are deemed consistent with the noise policies of the ALUCP. A portion of the southeastern corner of the NEASP lies within the 60 dBA CNEL noise contour but none of the uses proposed within this impact area conflicts with the Noise Compatibility criteria outlined in Table 4-4 of the ALUCP. Additionally, the San Carlos Zoning Code requires all project sponsors to comply with the Noise Compatibility policies and criteria of the San Carlos ALUCP, so adherence to these requirements will ensure future projects are reviewed for consistency.
- (b) **Safety Compatibility** – The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. A majority of the Plan Area is located in Zone 6, the Traffic Pattern Zone, however, a small portion lies within Zone 3, the Inner Turning Zone. ALUCP Table 4-4 identifies the Safety Compatibility Criteria for the

various safety zones, noting uses that are compatible, conditionally compatible, or incompatible. The San Carlos Zoning Code provides that all projects located within a Safety Compatibility Zone are required to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP.

The NEASP includes use tables that identify permitted and conditional uses for various zone districts within the plan area and include footnotes for particular uses that need special review. Exhibit A to this Resolution identifies minor modifications to the use tables to add clarity and/or otherwise ensure the NEASP is consistent with the Safety Policies of the ALUCP.

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

The San Carlos Zoning Code requires all proposed development projects, alterations, or change of use subject to the ALUCP to be reviewed for consistency with the Airspace Protection Policies of the ALUCP, including FAA notification of proposed construction or alteration, maximum compatible building height and other flight hazards and aviation easement requirements of San Carlos ALUCP Airspace Protection Policy 7. Additionally, the NEASP also includes the requirement that all development shall comply with FAA regulations and maintain compliance with the Airport Land Use Compatibility Plan. Adherence to these requirements will ensure projects within the NEASP comply with the Airspace Protection 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 San Carlos Zoning Code includes both of these policies, ensuring that future projects will be reviewed for compliance with the Overflight Compatibility policies 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 subject to the conditions contained in Exhibit A, attached, the San Carlos Draft Northeast Area Specific Plan, including related general plan and zoning amendments is consistent with the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP).

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF MAY 2026.

Michael Salazar, Chair

Resolution 26-31– Conditions of Consistency Determination:

Prior to adoption, the Northeast Area Specific Plan shall be amended to incorporate the following revisions:

- Amend the Section 4.5 Land Use Regulations – Mixed Use Districts as follows:
 - Residential Care Facilities “Limited” and “Senior” should be identified as “C, Conditional”, rather than “P, Permitted”, consistent with the ALUCP.
 - Include a note under “Additional Regulations” referencing Section 18.21.150 A, for the following use types for which the ALUCP includes capacity restrictions:
 - Community Assembly, 3,500 Square Feet or More
 - Commercial Entertainment and Recreation - Cinema/Theaters and Large Scale

- Amend Section 4.6 Land Use Regulations – Industrial District as follows:
 - Include a note under “Additional Regulations” referencing Section 18.21.150 A, for the following use types
 - Hospitals (not allowed within Safety Zone 3)
 - Commercial Entertainment and Recreation - Cinema/Theaters and Large Scale

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting Executive Director

Subject: Review and approval of Resolution 26-32 determining that proposed amendments to the Redwood City Zoning Code, including general updates, measures to implement programs in the Housing Element, and permit streamlining provisions, are conditionally consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

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

RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, approve Resolution 26-32 determining that proposed amendments to the Redwood City Zoning Code, including general updates, measures to implement programs in the Housing Element, and permit streamlining provisions are conditionally consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following condition:

- Prior to adoption, the Use Tables for the MUC and MUT zone districts shall be amended to note that health/fitness club uses need to be reviewed for ALUCP Safety Compatibility criteria related to assembly uses.

BACKGROUND/ PROJECT DESCRIPTION

The City of Redwood City has prepared amendments to its Zoning Code in order to: 1) clean up sections that have become outdated over time and/or internally inconsistent; 2) implement required programs in the City's Housing Element; and 3) implement streamlining policies to encourage expedited review of development applications. In accordance with California Public Utilities Code (PUC) Section 21676(b), Redwood City has submitted these amendments to the ALUC for a determination of consistency with relevant airport / land use compatibility criteria in the San Carlos ALUCP.

The proposed amendments (complete text) are included in **Attachment 4**, and cover a wide range of topics, many of which are not relevant to ALUCP compatibility. Accordingly, this report will focus only on those text amendments that relate to ALUC concerns.

The proposed amendments build on previous Zoning Code revisions that Redwood City adopted in 2023, that included a section in the Code entitled, “Airport Land Use Compatibility Plan Consistency”, referencing the provisions of the San Carlos ALUCP, and requiring all applicable projects comply with the relevant Noise, Safety, Airspace Protection and Overflight policies (see **Attachment 3**. Relevant to ALUCP consistency, the proposed amendments include minor changes in allowable uses, adjustments in development standards (height limits for roof top appurtenances) and rezoning of two parcels identified in **Attachment 2c**. In addition to the proposed amendment text, Redwood City also provided two summary matrixes. **Attachment 2a** discusses each proposed change and how it has been reviewed and/or tailored to address ALUCP consistency. **Attachment 2b** is a condensed version that includes only the amendments that have relevance for ALUCP related amendments.

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 compatibility.

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 following sections focus on how the subject amendments address each of the land use compatibility factors.

(a) Noise Compatibility

Pursuant to San Carlos ALUCP Noise Policy 1, the CNEL 60 dB contour defines the noise impact area of the Airport. All land uses located outside of this contour are deemed consistent with the noise compatibility policies of the ALUCP. As shown in **Attachment 3**, Redwood City’s Zoning Code currently addresses ALUCP noise policy requirements as follows:

“Airport Noise Evaluation and Mitigation. All projects shall comply with the Noise Compatibility Policies of the ALUCP. Uses shall be reviewed per the Noise/Land Use Compatibility Criteria listed in Table 4-3 of the ALUCP. Uses listed as “conditionally compatible” shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the ALUCP or Redwood City General Plan, whichever is more restrictive...”

Attachment 2d shows the San Carlos ALUCP noise contours in relation to the Redwood City Zoning Districts. Only two zone districts are located within the noise impact area – CP (Commercial Park) and IR (Industrial Restricted). In accordance with the San Carlos ALUCP Table 4-3, Noise Compatibility Criteria, various uses are identified as either consistent, conditionally consistent, or not consistent, and Redwood City’s Zoning Code includes footnotes on these various uses in these

zone districts to reference the need for future project applications to be reviewed for consistency with the ALUCP requirements. Neither the proposed rezoning nor any of the proposed text amendments would introduce a new use type into either the CP or IR zone district that is either conditionally compatible or incompatible pursuant to ALUCP Table 4-3, so therefore the proposed amendments are consistent with the Noise Compatibility Policies of the ALUCP.

(b) Safety Compatibility

The San Carlos ALUCP includes safety zones and related land use compatibility policies and criteria. ALUCP Table 4-4 identifies the Safety Compatibility Criteria for the various safety zones, noting uses that are compatible, conditionally compatible, or incompatible.

The following text is currently included in the Redwood City Zoning Code to address ALUCP Safety Policy consistency:

“Safety Compatibility Evaluation. All uses must comply with Safety Compatibility Policies of the ALUCP. Project applicants shall be required to evaluate potential safety issues if the property is located within any of the Safety Compatibility Zones established in the ALUCP and depicted in Exhibit 4-3 of the ALUCP. All projects located within a Safety Compatibility Zone shall be required to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP Safety Compatibility Policy 1 - Evaluating Safety Compatibility for New Development and listed in Table 4-4 of the ALUCP.”

Attachment 2e depicts the San Carlos ALUCP Safety Zones in relation to the Redwood City Zoning Map. As shown, portions of many different zone districts are situated within a safety zone. The existing zoning code includes footnotes throughout these zone districts to highlight the various uses that need to be reviewed for ALUCP compatibility. The proposed amendments include modifications to several zone districts to include new uses that would need to be reviewed for consistency with the ALUCP Safety policies and criteria and generally include a footnote to highlight this requirement. The exception is with the proposal to increase the size of “by-right” health/fitness club from 2,500 sf to 5,000 sf. Health clubs are not listed in San Carlos ALUCP Table 4-4, but due to the potential concentration of people that such uses could attract it is recommended that the use be considered as an assembly use and reviewed for ALUCP consistency based on the associated occupancy factors. Accordingly, the following condition is recommended:

- Prior to adoption, the Use Tables for the MUC and MUT zone districts shall be amended to note that health/fitness club uses need to be reviewed for ALUCP Safety Compatibility criteria related to assembly uses.

Subject to this condition, the text amendments would be consistent with the Safety Compatibility policies and criteria of the San Carlos ALUCP.

The proposed rezoning impacts two parcels that are currently zoned MUW (Mixed Use Waterfront) and would be rezoned to CG-R (General Commercial-Residential). The CG-R zone currently exists in Safety Zone 6 and no changes to permissible uses are proposed. The CG-R zone includes footnotes on all uses identified in San Carlos ALUCP Table 4-4 as conditionally compatible, so the

proposed rezoning is consistent with the Safety Compatibility policies and criteria of the San Carlos ALUCP.

(c) Airspace Protection

The San Carlos ALUCP airspace protection 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*).

As outlined in **Attachment 3**, the Redwood City Zoning Code currently includes text to address ALUCP Airspace Protection Policy consistency, summarized below:

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

- Requires project applicants to file Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA for any proposed new structure and/or alterations to existing structures that would exceed the FAA notification heights, consistent with Airspace Protection Policies 2 & 3.
- Restricts maximum height of a new buildings/structures to (1) the height of the controlling airspace protection surface, or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA, consistent with Airspace Protection Policies 4 & 5.
- Other Flight Hazards. Consistent with Airspace Protection Policy 6, for projects located within AIA B, calls for evaluation of land use characteristics to assure they are not hazards to air navigation, including sources of glare; distracting lights; sources of dust, smoke, steam, electric or electronic interference; wildlife attractants (especially flocks of birds), etc.

The proposed amendments introduce a provision to establish a maximum 10’ height limit above the standard building height limits established in the individual zone districts to accommodate roof-mounted equipment and other rooftop structures (ex. stair towers, elevator penthouses, etc.). Such features are currently allowed by the zoning code with no maximum limits. As noted above, the Airspace Protection Evaluation measures contained in the existing code will ensure future compatibility with the Airspace Protection Policies of the San Carlos 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. 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.

Redwood City’s existing zoning code incorporates both of the Overflight Policies, and the proposed amendments do not modify any of these requirements. Therefore, the proposed amendments are consistent with the Overflight Compatibility policies of the San Carlos ALUCP.

Airport Land Use Committee

The Airport Land Use Committee considered this item at its April 23, 2026 meeting, and recommended that it be determined consistent with the San Carlos ALUCP subject to the condition noted above.

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 26-32

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. Analysis Table – All amendments
 - b. Analysis Table – ALUCP related amendments
 - c. Rezoning Sites
 - d. San Carlos Airport Noise Contour/Redwood City Zoning Exhibit
 - e. San Carlos Airport Safety Zones/Redwood City Zoning Exhibit
3. Redwood City Zoning Code Article 32.10 – Airport Land Use Compatibility Plan Consistency (adopted 7/24/23)
4. Proposed Zoning Amendments

RESOLUTION 26-32

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 REDWOOD CITY ZONING CODE, INCLUDING GENERAL UPDATES, MEASURES TO IMPLEMENT PROGRAMS IN THE HOUSING ELEMENT, AND PERMIT STREAMLINING PROVISIONS, ARE CONDITIONALLY CONSISTENT WITH 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 (ALUC), that,

WHEREAS, Redwood City has prepared amendments to its Zoning Code in order to: 1) clean up sections that have become outdated over time and/or internally inconsistent; 2) implement required programs in the City's Housing Element; and 3) implement streamlining policies to encourage expedited review of development applications (collectively, the “2026 Amendments”); and

WHEREAS, in accordance with California Public Utilities Code Section 21676(b), Redwood City has submitted the 2026 Amendments to the ALUC for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP); and

WHEREAS, four airport/land use compatibility factors are addressed in the San Carlos ALUCP that relate to the 2026 Amendments, including: (a) noise compatibility, (b) safety compatibility, (c) airspace protection, 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. Redwood City’s Zoning Code addresses all noise compatibility policies and requirements of the San Carlos ALUCP, including the requirement to comply with the Noise/Land Use Criteria listed in Table 4-3 of the ALUCP. The 2026 Amendments would not introduce a new use type that is either conditionally compatible or incompatible per ALUCP Table 4-3, so therefore the proposed amendments are consistent with the Noise Compatibility Policies of the ALUCP.
- (b) **Safety Compatibility** – The San Carlos ALUCP includes six safety zones and related land use compatibility policies and criteria. ALUCP Table 4-4 identifies the Safety Compatibility Criteria for the various safety zones, noting uses that are compatible, conditionally compatible, or incompatible. The Redwood City Zoning Code provides that all projects located within a Safety Compatibility Zone are required to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP.

Among the 2026 Amendments are modified use tables that highlight with a footnote the corresponding uses that are subject to review per the ALUCP. Exhibit A to this Resolution identifies an additional modification to the use tables to add clarity and thereby ensure the 2026 Amendments are consistent with the Safety Policies of the ALUCP.

- (c) **Airspace Protection** - The San Carlos ALUCP airspace protection 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 Redwood City Zoning Code reflects the full requirements of the Airspace Compatibility Policies of the San Carlos ALUCP, thereby ensuring future projects will be required to comply.

- (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 Redwood City Zoning Code includes both of these policy provisions, compliance with which will ensure future projects will be consistent with the Overflight Compatibility policies of the San Carlos ALUCP; and

WHEREAS, at its April 23, 2026 meeting, based on the factors listed above and subject to inclusion of the modification identified in Exhibit A, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the 2026 Amendments 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 subject to the condition outlined in Exhibit A, the amendments to the Redwood City Zoning Code, including general updates, and measures to implement programs in the Housing Element, and permit streamlining provisions, are determined to be consistent with the policies and criteria contained in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport*.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF MAY 2026.

Michael Salazar, Chair

Resolution 26-32 – Condition of Consistency Determination:

1. Prior to adoption, the Use Table for the MUC and MUT zone districts shall be amended to note that health/fitness club uses need to be reviewed for ALUCP Safety Compatibility criteria related to assembly uses.

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting Executive Director

Subject: Review and approve the appointment of Council member Cathy Jordan to fill a vacant seat on the C/CAG Resource Management and Climate Protection Committee.

(For further information contact Matt Petrofsky at mpetrofsky@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve the appointment of Council member Cathy Jordan to fill a vacant seat on the C/CAG Resource Management and Climate Protection Committee.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not Applicable.

BACKGROUND

The Resource Management and Climate Protection Committee (RMCP) consists of seven elected officials and seven additional representatives from the following sectors: energy, water, utility, nonprofit, business/chamber of commerce, Community/CBO, and environmental organization, for a total membership of 14 seats. There is currently one vacant elected official seat.

Originally called the Utilities Sustainability Task Force (USTF), the Committee developed a San Mateo County Energy Strategy for the county, which was adopted by every city in San Mateo County in 2009. The RMCP Committee provides information and recommendations to CMEQ and the C/CAG Board on items related to resource conservation and climate action. The Committee also tracks the progress of two main C/CAG programs, the San Mateo County Energy Watch (SMCEW) and the Regionally Integrated Climate Action Planning Support Collaborative (RICAPS). The Committee also seeks to integrate equity into resource conservation and climate actions, including workforce development, access by constituents, and inclusion of input by community-based organizations. Most recently, in coordination with the Bay Area Water Supply and Conservation Agency (BAWSCA), the Committee is exploring actions to reduce demand on potable water supplies, such as One Water programs, as well as on electrification and the long-term resilience of homes and communities throughout the County.

The RMCP Committee meets on the third Wednesday of the month (as needed) throughout the year at 3:00 p.m., in either San Mateo at 155 Bovet Rd. or, as a backup location, in Redwood City at County

Center.

On March 20, 2026, a recruitment letter for vacant seats on the C/CAG Congestion Management and Environmental Quality, RMCP, and Legislative Committees was sent to all elected officials in San Mateo County. Letters of interest were requested by March 31, 2026 by 5:00 P.M., with notice that the recruitment period would remain open until all vacancies are filled.

On April 16, 2026 a letter of interest was received for the open RMCP Committee seat from Cathy Jordan, Vice-Mayor with the City of Belmont. The February 2026 RMCP Committee roster is provided as Attachment 1, and the letter of interest is provided as Attachments 2 to this staff report.

Staff recommends that the C/CAG Board review and approve the appointment of Council member Cathy Jordan to fill a vacant seat on the C/CAG Resource Management and Climate Protection Committee.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENTS

1. February 2026 RMCP Committee Roster
2. Letter of Interest – Cathy Jordan, Vice-Mayor of the City of Belmont

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

Resource Management and Climate Protection Committee (February 2026)	
Elected Officials (7)	
Donna Colson – <u>Committee Chair</u> Councilmember City of Burlingame dcolson@burlingame.org	Sue Beckmeyer Councilmember City of Pacifica sbeckmeyer@pacifica.gov
Kaia Eakin Councilmember City of Redwood City keakin@redwoodcity.org	Ray Mueller County Supervisor – District 3 County of San Mateo SMC_SupMueller@smc.gov.org
Betsy Nash Councilmember City of Menlo Park bnash@menlopark.gov	VACANT
Bob Nguyen Councilmember City of Millbrae bnguyen@ci.millbrae.ca.us	
<u>Stakeholder Representatives (7)</u>	
<u>Energy</u>	Marc Hershman Director Of Government Affairs Peninsula Clean Energy mhershman@peninsulacleanenergy.com
<u>Water</u>	Tom Francis – <u>Committee Vice Chair</u> Water Resources Manager Bay Area Water Supply and Conservation Agency tfrancis@bawsca.org

Resource Management and Climate Protection Committee
(February 2026)

<u>Utility</u>	Marjory Ruiz Hidalgo Senior Government Relations Representative Pacific Gas and Electric Company Marjory.ruiz@pge.com
<u>Nonprofit</u>	Alex Fernandez Chief Operating Officer Filoli Center afernandez@filoli.org
<u>Business/Chamber of Commerce</u>	Christina Donovan Senior Project Manager Saris Regis CDonovan@srgnc.com
<u>Environmental</u>	Sarah Hubbard Executive Director Sustainable San Mateo County shubbard@sustainableanmateo.org
<u>Community/Community Based Organization</u> *Members of this seat must reside within, or work for a CBO based in, San Mateo County	Ortensia Lopez Former Executive Director El Concilio of San Mateo County or10sia@aol.com



April 17, 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 Resource Management and Climate Protection (RMCP) Committee. I am eager to contribute my experience in public service, policy review, and cross-sector collaboration to support the Committee's important work in advancing environmental sustainability and regional resilience.

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 the Committee's work, with careful consideration of the fiscal, operational, and regional impacts of policies related to climate protection, resource management, and environmental stewardship. Given the challenges facing Belmont and San Mateo County, it is essential to evaluate policy decisions through a framework grounded in sustainability, fiscal responsibility, regional coordination, and long-term community benefit. Many of the issues within the RMCP Committee's purview do not adhere to jurisdictional boundaries, underscoring the importance of strong regional collaboration and aligned 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. My service on the Mid-Peninsula Water District Board has provided direct experience in water resource management, infrastructure planning, and environmental stewardship — areas closely aligned with the RMCP Committee's priorities. 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 — particularly in areas intersecting with environmental policy, infrastructure, and regional systems.

I value the role C/CAG plays in advancing coordinated, solutions-oriented environmental 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 coordination, leverage shared

resources, and advance thoughtful, sustainable solutions that protect our environment while supporting thriving communities.

Thank you for your consideration. I would be honored to serve and support the Committee's work in advancing impactful resource management and climate protection initiatives for our county.

Respectfully,

A handwritten signature in black ink, appearing to read "Cathy Jordan". The signature is fluid and cursive, with a long horizontal stroke at the end.

Cathy Jordan
Vice Mayor, City of Belmont

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting Executive Director

Subject: Review and approval of Resolution 26-34 authorizing the C/CAG Executive Director to amend the MOU between C/CAG and the San Mateo County Transit District (SamTrans) for Lifeline Transportation Program Cycle 7, extending the contract term through February 28, 2027.

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

RECOMMENDATION

Review and approval of Resolution 26-34 authorizing the C/CAG Executive Director to amend the MOU between C/CAG and the San Mateo County Transit District (SamTrans) for Lifeline Transportation Program Cycle 7, extending the contract term through February 28, 2027.

FISCAL IMPACT

Funding agreements will be executed between SamTrans and the project sponsors to amend existing agreements. There are no fiscal impacts to this item.

SOURCE OF FUNDS

The Lifeline Transportation Program is funded through the State Transit Assistance (STA) funds.

BACKGROUND

In February 2018, the Metropolitan Transportation Commission (MTC) adopted Resolution 4321, establishing a new State Transit Assistance (STA) County Block Grant Program policy. This policy delegated responsibility to the nine Bay Area County Transportation Agencies (CTAs), also known as Congestion Management Agencies, to determine how Population-Based STA funds are invested in public transit and lifeline transportation services.

Under the STA Block Grant Program, C/CAG is responsible for establishing the distribution policy among eligible transit operators and allocating funds to support Equity Priority Communities each fiscal year. As the designated CTA for San Mateo County, C/CAG works in coordination with STA-eligible transit operators to develop the county's STA Population-Based distribution strategy.

Beginning in Fiscal Year 2018–19, C/CAG and San Mateo County Transit District (SamTrans)

staff have collaborated annually to develop this distribution policy. Historically, under MTC guidance, funding has been allocated at an average split of approximately 37 percent for paratransit services and 63 percent for Lifeline Transportation Program (LTP) projects. C/CAG has continued to dedicate its share of STA funds to support a Lifeline Transportation Program Call for Projects.

On December 18, 2023, C/CAG issued a Call for Projects for Lifeline Transportation Program Cycle 7. Following Board approval of recommended projects, C/CAG and the San Mateo County Transit District (District) executed a Memorandum of Understanding (MOU) on July 1, 2024, for the administration of Cycle 7 funds. Under this agreement, the District serves as the pass-through agency for awarded funds, while C/CAG serves as the program administrator.

Through this process, the DISTRICT was awarded funding for five projects, including operating support for expanded Route 117 service, SamCoast service enhancements, bus stop improvements in Daly City and southeast San Mateo County, and the Way2Go Pass program. C/CAG staff are responsible for reviewing quarterly progress reports and State Transit Assistance (STA) invoices submitted by project sponsors prior to reimbursement by the District.

The current MOU is scheduled to expire on June 30, 2026. Additional time is needed to allow for completion of the funded projects and full expenditure of the allocated Lifeline Transportation Program funds. Amendment No. 1 would extend the term of the MOU through February 28, 2027, while maintaining existing roles and responsibilities.

No other changes to the MOU are proposed.

EQUITY IMPACTS AND CONSIDERATION

The Lifeline Transportation Cycle 7 Program provides direct funding to projects identified in Equity Priority Communities across the county. C/CAG staff initiated the call for projects to Community Based Organizations and conducted two public workshops to engage the community regarding the Lifeline Program

ATTACHMENTS

1. Resolution 26-34

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

2. MOU Between CCAG and San Mateo County Transit District (SamTrans)

RESOLUTION 26-34

RESOLUTION TO THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING C/CAG EXECUTIVE DIRECTOR TO AMEND THE MOU BETWEEN C/CAG AND THE SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS) FOR LIFELINE TRANSPORTATION PROGRAM CYCLE 7, EXTENDING THE CONTRACT TERM THROUGH FEBRUARY 28, 2027.

WHEREAS, C/CAG and the DISTRICT entered a Memorandum of Understanding (“MOU”) dated July 1, 2024, for the administration of Lifeline Transportation Program Cycle 7 projects;

WHEREAS, the DISTRICT was awarded funding for five DISTRICT-sponsored projects, including operating support for expanded Route 117 and SamCoast services, bus stop improvements in Daly City and southeast San Mateo County, and the Way2Go Pass program;

WHEREAS, the term of the MOU is currently set to expire on June 30, 2026, and the parties desire to extend the term through February 28, 2027;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County authorizing the C/CAG Executive Director to amend the MOU between C/CAG and the San Mateo County Transit District (SamTrans) for Lifeline Transportation Program Cycle 7, extending the contract term through February 28, 2027.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF MAY 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting Executive Director

Subject: Review and approval of Resolution 26-35 adopting the addendum to the C/CAG Countywide Local Roadway Safety Plan.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-35 adopting the addendum to the C/CAG Countywide Local Roadway Safety Plan.

FISCAL IMPACT

The cost of updating the Local Roadway Safety is not to exceed \$33,562.

SOURCE OF FUNDS

Funding for the addendum to the Countywide Local Roadway Plan (LRSP) is derived from the C/CAG Congestion Relief Funds.

BACKGROUND

A Local Roadway Safety Plans (LRSP) identifies and analyzes roadway safety needs and develops a prioritized list of safety countermeasures. The LRSP also contributes to the California Strategic Highway Safety Plan (SHSP), which aims to reduce traffic fatalities and serious injuries across the State's roadways. The process of preparing an LRSP creates a framework to systematically identifying safety issues, analyzing risks, and recommending improvements. Preparing an LRSP facilitates the development of local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that can demonstrate a defined need. The LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges. In addition, completion of the countywide LRSP made jurisdictions eligible for grant funding through the Metropolitan Transportation Commission (MTC) OBAG County & Local Program, as well as future funding opportunities from the Caltrans Highway Safety Improvement Program and the U.S. Department of Transportation (USDOT) Safe Streets for All (SS4A) program.

At its June 13, 2024 meeting, the C/CAG Board adopted Resolution 24-47, approving the San Mateo Countywide LRSP along with its Vision Zero goal. The plan included jurisdiction-specific chapters for local agencies that did not already have their own plans. Following adoption, several jurisdictions began pursuing grant funding to implement identified safety countermeasures. However, feedback

from USDOT indicated that two components of the LRSP needed further development to meet eligibility requirements for an Action Plan: (1) Strategy and Project Selection, specifically including timelines for prioritized safety projects, and (2) Progress and Transparency, outlining how implementation and reporting would be conducted.

An addendum to the Countywide LRSP was initiated in November 2025, with Kittelson & Associates leading the update effort. In coordination with C/CAG, Kittelson convened a mini Transportation Advisory Committee (TAC), composed of members from the larger committee that helped inform the Countywide LRSP adopted in 2024. This mini TAC served as an advisory group, providing input and guidance throughout the development of the addendum.

The addendum was completed in April 2026 and expands on the required components by incorporating near and long term timelines, and a clear reporting framework. Staff resubmitted the revised document to USDOT on April 21, 2026. Following review, USDOT confirmed that the C/CAG LRSP Addendum includes all required elements to qualify as an eligible Action Plan for the FY26 SS4A Implementation Grant, as well as future SS4A funding opportunities.

EQUITY IMPACTS AND CONSIDERATIONS

The San Mateo Countywide LRSP is a countywide Plan that will include each of the jurisdictions in the county. As part of the Plan development led by C/CAG for the ten jurisdictions, the Plan prioritized locations within MTC's Equity Priority Community and the C/CAG's Equity Focus Areas.

ATTACHMENTS

1. Resolution 26-35

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

2. Technical Memorandum C/CAG Countywide Local Roadway Safety Plan

RESOLUTION 26-35

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO (C/CAG) ADOPTING THE ADDENDUM TO THE C/CAG SAN MATEO COUNTYWIDE LOCAL ROADWAY SAFETY PLAN (LRSP)

WHEREAS, a Local Roadway Safety Plan (LRSP) identifies and analyzes roadway safety needs and develops a prioritized list of safety countermeasures to reduce traffic fatalities and serious injuries; and

WHEREAS, the LRSP supports the goals of the California Strategic Highway Safety Plan (SHSP) and promotes a systematic, data-driven approach to improving roadway safety; and

WHEREAS, on June 13, 2024, the C/CAG Board adopted Resolution No. 24-47 approving the San Mateo Countywide LRSP and accompanying Vision Zero goal; and

WHEREAS, following adoption of the Countywide LRSP, jurisdictions began pursuing funding opportunities to implement identified safety improvements; and

WHEREAS, the United States Department of Transportation (USDOT) provided feedback indicating that additional detail was required for the LRSP to qualify as an eligible Action Plan for the Safe Streets for All (SS4A) Implementation Grant Program, specifically in the areas of Strategy and Project Selection and Progress and Transparency; and

WHEREAS, an addendum to the Countywide LRSP was initiated in November 2025, with Kittelson & Associates retained to support the update effort; and

WHEREAS, in coordination with C/CAG, a mini Transportation Advisory Committee (TAC), composed of members from the original LRSP advisory group, was convened to provide guidance and input throughout development of the addendum; and

WHEREAS, the LRSP Addendum was completed in April 2026 and expands upon the original plan by incorporating project timelines for prioritized safety improvements and establishing a framework for implementation reporting and transparency; and

WHEREAS, the updated LRSP Addendum was submitted to USDOT on April 21, 2026, and subsequently determined to include all required elements to qualify as an eligible Action Plan for the FY26 SS4A Implementation Grant and future SS4A funding opportunities; and

NOW, THEREFORE, BE IT RESOLVED that the C/CAG Board hereby adopts the Addendum to the San Mateo Countywide Local Roadway Safety Plan.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF MAY 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, C/CAG Acting Executive Director

Subject: Review and approval of Resolution 26-36 authorizing the C/CAG Executive Director to execute a funding agreement with the San Mateo County Transit District (SamTrans) for the allocation of Measure M Funds to support the countywide transit operations and senior transportation programs in an amount up to \$1,200,000 for Fiscal Year 2026/27.

(For further information please contact Yumi Felsing at yfelsinger@smcgov.org)

RECOMMENDATION

That the Board review and approve Resolution 26-36 authorizing the C/CAG Executive Director to execute a funding agreement with the San Mateo County Transit District (SamTrans) for the allocation of Measure M Funds to support the countywide transit operations and senior transportation programs in an amount up to \$1,200,000 for Fiscal Year 2026/27.

FISCAL IMPACT

Staff recommend allocating an annual amount not to exceed \$1,200,000 in Measure M funds to SamTrans for its transit operations and senior transportation programs covering Fiscal Year 2026/27.

SOURCE OF FUNDS

This project is funded using the \$10 vehicle registration fee collected as part of the Measure M program, specifically from the transit operations/senior mobility category.

BACKGROUND

Approved by the voters of San Mateo County in 2010, C/CAG sponsors and manages Measure M, the annual ten dollars (\$10) vehicle registration fee in San Mateo County for transportation-related congestion and water pollution mitigation programs. It was estimated that Measure M would generate approximately \$6.7 million annually and \$167 million total over the 25-year period between May 2011 and May 2036.

Per the Measure M Expenditure Plan approved by the voters, 50% of the net proceeds will be allocated to cities/County for local streets and roads. The remaining 50% will be used for Countywide transportation programs and water pollution mitigation programs. The Measure M legislation states that a program implementation plan is to be adopted every five years, determining how funding would be allocated to the various programs. In July 2021, the C/CAG Board adopted the current Measure M Strategic and Implementation Plan, covering Fiscal Years 2021/22 to

2026/27. The following countywide programs receive funding allocations: transit operations/senior mobility, technology/Smart Corridor, safe routes to school (SRTS), and stormwater pollution prevention.

Redi-Wheels and Senior Mobility Programs

The Redi-Wheels program is a fixed-route paratransit service for people with disabilities who cannot independently use the regular SamTrans bus service. The Redi-Wheels service is also provided on the bayside of the County, called Redi-Coast. In 2025, SamTrans strengthened its commitment to providing safe, reliable, and equitable public transportation across San Mateo County. Guided by strategic priorities focused on service quality, sustainability, and community engagement, the agency delivered improvements that enhanced mobility for all riders.

Key achievements in 2025 include:

- **Service Enhancements:** SamTrans implemented targeted route adjustments and increased service frequency on high-demand corridors to better connect communities and improve on-time performance.
- **Sustainability and Innovation:** The agency continued transitioning its fleet toward zero-emission vehicles, advancing clean transportation solutions and reducing environmental impact.
- **Equity and Accessibility:** SamTrans expanded initiatives to improve accessibility for seniors, riders with disabilities, and underserved communities, ensuring transportation remains inclusive.
- **Community Engagement:** Through robust outreach and partnerships, the agency strengthened communication with riders, local governments, and community organizations, enabling feedback-driven decision-making.

Looking ahead to 2026 and beyond, SamTrans will continue its focus on sustainable growth, innovative mobility solutions, and equitable service delivery.

The senior mobility program encourages the use of transit services through mobility ambassadors, provides travel training on buses, and promotes safe driving behavior. An expanded program description can be found in Exhibit A of the draft Funding Agreement, included as *Attachment 2*.

Fund Estimates

The FY 2021/22- 2026/27 Measure M Strategic and Implementation Plan allocates 18% of the net revenue collected, approximately \$1.2 M annually, to the transit operations/senior transportation programs. Funds for this category are currently used for SamTrans' paratransit (disabled and senior) service, including RediWheels, and senior mobility programs. Because actual Measure M revenues vary year over year, the funding agreement stipulates that any net revenues over the annual estimate of \$1.2 M would be used on a list of approved senior mobility programs.

For FY 2026/27, the RediWheels' forecasted program budget totals to approximately \$24 M, which is comprised of passenger fare revenues, SamTrans sales tax dollars, San Mateo County Transportation Authority's Measure A funding, operating grants, Transportation Development Act funds and Measure M revenues. The \$1.2 M from Measure M represents approximately 5% of the total project cost.

Recommendation for FY 2026/27

The current funding agreement between C/CAG and SamTrans expires on June 30, 2026. Staff recommend that the C/CAG Board authorizes the Executive Director to execute a funding agreement with SamTrans to continue allocating \$1.2 million of Measure M Funds for the countywide transit operations and senior mobility programs, covering FY2026/27. Similar to previous funding agreements, staff recommends that any additional revenue received above the \$1,200,000 each year and within the 18% net revenue collected, will be applied towards senior mobility programs listed in Exhibit B of the draft Funding Agreement (*Attachment 2*).

ATTACHMENTS

1. Resolution 26-36

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. Funding Agreement with SamTrans for Allocation of Measure M Funds for FY26/27

RESOLUTION 26-36

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 A FUNDING AGREEMENT WITH THE SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS) FOR THE ALLOCATION OF MEASURE M FUNDS TO SUPPORT THE COUNTYWIDE TRANSIT OPERATIONS AND SENIOR TRANSPORTATION PROGRAMS IN AN AMOUNT UP TO \$1,200,000 FOR FISCAL YEAR 2026/27.

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 for San Mateo County responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, on November 2, 2010, the San Mateo County voters approved Measure M, which imposes an additional \$10 Vehicle Registration Fee on each motor vehicles registered within the county, effective May 2011 and continuing for a period of 25 years; and

WHEREAS, per Resolution 21-53, the 5-Year Measure M Strategic and Implementation Plan (Fiscal Year 2021/22 – 2025/2026) approved by the C/CAG Board in July 2021 stipulates that eighteen percent (18%) of the net revenue collected, approximately \$1,200,000 annually, is allocated to the Countywide transit operations and senior transportation programs (the “Program”); and

WHEREAS, C/CAG desires to allocate up to \$1,200,000 annually to SamTrans, on a reimbursement basis, for Program implementation; and

WHEREAS, any additional revenue received above the \$1,200,000 each year and within the 18% net revenue collected, up to \$10,000 shall first be available for use by C/CAG to update the Community Based Transportation Plan, and any remainder shall then be available for use by the District for the senior mobility programs as described in Exhibit B of the Funding Agreement; and

WHEREAS, C/CAG and SamTrans desire to enter into a funding agreement for the allocation of Measure M funds for the Program.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Executive Director is authorized to execute an agreement with SamTrans for FY 2026/27 for an amount up to \$1,200,000 for transit operations and senior transportation programs. Be it further resolved that it is subject to approval of C/CAG Fiscal Year 2026/27 Annual Budget and legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF MAY 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: May 14, 2026

To: C/CAG Board of Directors

From: Kaki Cheung, Acting C/CAG Executive Director

Subject: Review and approval of Resolution 26-37 authorizing the C/CAG Executive Director to execute Amendment No. 2 to extend the Model Use Agreements with nine consulting firms for use of the C/CAG-VTA San Mateo Countywide Transportation Model for one year at no additional cost.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-37 authorizing the C/CAG Executive Director to execute Amendment No. 2 to extend the Model Use Agreements with nine consulting firms for use of the C/CAG-VTA San Mateo Countywide Transportation Model for one year at no additional cost.

FISCAL IMPACT

None. Execution of the model use agreements authorizes use of the C/CAG-VTA San Mateo Countywide Transportation Model by designated transportation firms for transportation planning and analysis projects in San Mateo County. Individual project sponsors will establish funding agreements to pay for modeling services separately.

SOURCE OF FUNDS

N/A

BACKGROUND

The Congestion Management Program legislation requires C/CAG, as the congestion management agency for San Mateo County, to develop and maintain a countywide travel demand model. To satisfy this requirement, C/CAG licenses the countywide travel demand model from the Santa Clara Valley Transportation Authority (VTA), which maintains a model optimized for both Santa Clara and San Mateo counties and incorporates transportation impacts from neighboring counties and regional commute sheds (the “C/CAG-VTA Model”). The C/CAG-VTA Model is a four-step travel demand model implemented in Citilabs Cube Voyager software, which is based on the BAYCAST-90 travel forecasting system previously used by the Metropolitan Transportation Commission (MTC).

Through a Request for Qualifications (RFQ) process conducted in 2022, C/CAG has agreements in place with nine consulting firms, in addition to VTA, to operate the C/CAG-VTA Model:

- AECOM;
- DKS Associates;

- Elite Transportation Group;
- Fehr & Peers;
- Hexagon Transportation Consultants;
- Kimley Horn;
- Kittleson & Associates;
- TJKM; and
- WSP

The C/CAG Board approved Resolution 22-10 on February 10, 2022 authorizing Model Use Agreements between C/CAG and the consulting firms. Use of the C/CAG-VTA travel demand model requires authorization from C/CAG. Member agencies and planning partners may request authorization and engage a pre-qualified consulting firm to perform modeling services at no cost for model access. In cases where a developer requests authorization independently of a member agency or planning partner, a fee is required and payable to C/CAG. Upon receiving authorization, project sponsors shall contract directly with one of the pre-qualified consulting firms to complete the work.

C/CAG Staff recommends continuing the agreement with the nine consultants for an additional year to ensure continuity in operation of the C/CAG-VTA Model. These firms, along with VTA, are the only entities authorized to operate the Model. Extending these agreements preserves a vetted pool of qualified consultants with established familiarity with the model. This extension will ensure uninterrupted access to critical modeling support for ongoing and future transportation planning and analysis, environmental review, and grant-funded projects. Staff plans to reprocur the consultant bench in the upcoming year.

EQUITY IMPACTS AND CONSIDERATIONS

The C/CAG-VTA San Mateo Countywide Travel Demand Model supports equitable transportation planning by providing member agencies and planning partners, including those with limited technical resources, access to qualified consulting firms at no cost to conduct transportation analysis for projects serving all San Mateo County communities.

ATTACHMENTS

1. Resolution 26-37

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. 2

RESOLUTION 26-37

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. 2 TO EXTEND THE MODEL USE AGREEMENTS WITH NINE CONSULTING FIRMS FOR USE OF THE C/CAG-VTA SAN MATEO COUNTYWIDE TRANSPORTATION MODEL FOR ONE YEAR 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, for use as an advanced transportation planning tool, the City/County Association of Governments of San Mateo County (“C/CAG”) has licensed a travel demand model from the Santa Clara Valley Transportation Authority (“VTA”) that is centered on Santa Clara and San Mateo counties, while also accounting for transportation impacts from neighboring counties and regional commute patterns (the “C/CAG-VTA Model”); and

WHEREAS, C/CAG’s rights in connection with the C/CAG-VTA Model are set forth in the agreement between C/CAG and the Santa Clara Valley Transportation Authority (“VTA”) dated March 18, 2011 or any successor agreement between the VTA and C/CAG (the “VTA Agreement”) or any successor agreement between the VTA and C/CAG; and

WHEREAS, C/CAG and its member agencies have need of a transportation forecasting model in order to develop travel demand analysis for San Mateo County; and

WHEREAS, C/CAG organized a competitive process to pre-qualify transportation planning firms to run and operate the C/CAG-VTA Model; and

WHEREAS, AECOM; DKS Associates; Elite Transportation Group; Fehr & Peers; Hexagon Transportation Consultants; Kimley Horn; Kittelson & Associates, Inc.; TJKM Transportation Consultants; and WSP were nine firms recommended to be pre-qualified (“Designated Transportation Planning Firms”) through this competitive process; and

WHEREAS, C/CAG approved Resolution 22-09 authorizing Model Use Agreements between C/CAG and the Designated Transportation Planning Firms in 2022; and

WHEREAS, in June 2024, the C/CAG Board approved Resolution 24-48 authorizing execution of Contract Amendment No. 1 to extend the contract term to June 30, 2026 at no additional cost; and

WHEREAS, C/CAG’s agreement with the Designated Transportation Planning Firms will end on June 30, 2026; and

WHEREAS, C/CAG and the Designated Transportation Planning Firms desire to extend, for one additional year, the option to continue to exclusively run the C/CAG-VTA Model.

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. 2 to extend the Model Use Agreements with nine consulting firms for use of the

C/CAG-VTA San Mateo Countywide Transportation Model for one year at no additional cost. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final scope and terms of the Amendment and related materials prior to execution by both parties, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF MAY 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, C/CAG Acting Executive Director

Subject: Review and approval of Resolution 26-38, authorizing the C/CAG Executive Director to execute Amendment No. 3 to the agreement with Gray Bowen Scott for on-call consultant services supporting federal and state funded project coordination and grant administration, including a six-month time extension at no additional cost.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-38, authorizing the C/CAG Executive Director to execute Amendment No. 3 to the agreement with Gray Bowen Scott for on-call consultant services supporting federal and state funded project coordination and grant administration, including a six-month time extension at no additional cost.

FISCAL IMPACT

The budget, a not to exceed amount of \$410,000, would not be impacted by this amendment.

SOURCE OF FUNDS

Funding will come from a combination of C/CAG's allocated share of the Metropolitan Transportation Commission (MTC) planning and programming funds and Congestion Relief Program (CRP) funds.

BACKGROUND

C/CAG, acting as the County Transportation Agency (CTA) for San Mateo County is the MTC delegated agency responsible for the planning, project selection, programming, and monitoring of certain County's share of federal and state transportation funding.

CTAs serve as the delegated program administrators responsible for implementing programming policies adopted by MTC for both federal and state funding. In this role, CTAs ensure that outreach requirements are met, project sponsors meet the established eligibility criteria, and proposed projects are consistent with applicable federal, state, and regional program requirements.

C/CAG is responsible for planning and programming the overall delivery of this county's federal transportation funds as well as monitoring Caltrans administered programs (Highway Bridge Program and Highway Safety Improvement Program). C/CAG staff must take corrective action when projects are at risk of not delivering within the regional and state deadlines. C/CAG staff also monitors the

invoicing activity of project sponsors to ensure that transportation funds are not rescinded due to inactivity.

C/CAG is also responsible for programming and facilitating the delivery of projects associated with the State Transportation Improvement Program (STIP). This involves working with Caltrans and stakeholders on developing and delivering major state highway improvement projects. The purpose of retaining an on-call consultant is to assist staff with the performance of CTA delegated responsibilities.

On June 8, 2023, the C/CAG Board approved Resolution 23-58 authorizing a two year on-call contract for project delivery coordination services with Gray Bowen Scott (GBS), expiring on June 30, 2025. Under this agreement, GBS provides on-call project coordination and grant monitoring services to C/CAG in support of federal and state funded transportation programs in San Mateo County. On the project delivery side, the consultant monitors schedules, budgets, and risks; develops communications plans; flags anticipated delays and proposes recovery strategies; and works directly with partner agencies and local jurisdictions to keep projects on track and in compliance with federal, state, and regional requirements. The original agreement with GBS specified on-call services on a task order basis in an amount not to exceed \$300,000 total for Fiscal Years 2023-24 and 2024-25.

In June 2025, the C/CAG Board approved Amendment No. 1 (per Resolution 25-46) authorizing an increase to the budget by \$60,000 to a revised not to exceed amount of \$360,000 and extending the term through June 30, 2026 to support the upcoming One Bay Area Grant (OBAG) 4 Call for Project process.

In February 2026, the C/CAG Board approved Amendment No. 2 (per Resolution 26-06) authorizing an increase to the budget by \$50,000, at a revised not to exceed amount of \$410,000, to ensure the consultant has enough capacity to support additional funding programs that C/CAG is administering this calendar year, including Lifeline Transportation Program, Transportation Development Act Article 3 (TDA 3), and Transportation for Clean Air Program.

C/CAG staff meet with GBS on a weekly basis to review project delivery status. Currently, these meetings cover more than 30 state/federal-aid projects spread across 13 jurisdictions in the county, totaling \$62 million in investments. The purpose of these reviews is to ensure all projects meet their timelines as required by MTC Resolution 3606. If there are issues, C/CAG and GBS work with the project sponsors (typically the cities and the County) and partner agencies (MTC, Caltrans, California Transportation Commission) to resolve the issue. Through this proactive effort, San Mateo County often is recognized on its ability of its project sponsors to meet funding requirements and deliver projects in a timely manner.

RECOMMENDATION

Staff request a six-month time extension to ensure there is no disruption in services, and that the consultant can provide the necessary coordination and grant administration services for Federal and State funded project. In Fall 2026, C/CAG plans to issue an RFQ for grant administration and project coordination services for federal and state funded projects, and will return to the C/CAG Board to enter into a new agreement.

EQUITY IMPACTS AND CONSIDERATIONS

Project monitoring supports equitable outcomes by reducing the risk of project delivery failures that disproportionately affect smaller jurisdictions with limited staffing capacity. Strengthening C/CAG's ability to monitor project delivery, ensure compliance with regional and state requirements, and support project sponsors through complex funding processes helps keep projects on schedule and preserves funding intended to benefit underserved communities.

ATTACHMENTS

1. Resolution 26-38
2. Project Delivery Monitoring List

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.3

RESOLUTION 26-38

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. 3 TO THE AGREEMENT WITH GRAY BOWEN SCOTT FOR ON-CALL CONSULTANT SERVICES SUPPORTING FEDERAL AND STATE FUNDED PROJECT COORDINATION AND GRANT ADMINISTRATION, INCLUDING A SIX-MONTH TIME EXTENSION 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 a joint powers agency designated by the Metropolitan Transportation Commission (MTC) as the County Transportation Agency (CTA) for San Mateo County; and

WHEREAS, C/CAG, acting as the CTA is responsible for project selection, programming, and overall program delivery of federal aid and state transportation funds received by the County; and

WHEREAS, at its June 8, 2023, meeting, the C/CAG Board approved Resolution 23-58 authorizing the agreement between C/CAG and Gray Bowen Scott (GBS) for on-call consultant services to assist C/CAG staff with the performance of CTA delegated responsibilities; and

WHEREAS, in June 2025, the C/CAG Board approved Resolution 25-46 authorizing execution of Contract Amendment No. 1 to augment the budget by \$60,000 and extend the contract term to June 30, 2026, to provide sufficient capacity to support the upcoming OBAG 4 Call for Project process; 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 Chair is authorized to execute Amendment No. 3 to the agreement with Gray Bowen Scott for on-call consultant services supporting federal and state funded project coordination and grant administration, including a six-month time extension at no additional cost. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final scope and terms of the Agreement and related materials prior to execution by both parties, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF MAY 2026.

Michael Salazar, Chair

Project Delivery Monitoring List (as of January 26, 2026)

ID#	Project Sponsor	Project Name	Funding Received	Funding Program
1	Burlingame	Rollins Road Bicycle and Ped Improvement 5171(029)	\$ 2,800,000	Surface Transportation Funds (STP)/Congestion Mitigation and Air Quality Improvement (CMAQ)
2	Menlo Park	Middle Ave Caltrain Ped. and Bicycle Undercrossing	\$ 5,000,000	
3	Redwood City	Roosevelt Avenue Traffic Calming 5029(041)	\$ 3,120,000	
4	Redwood City	Bay Road Complete Street Rehabilitation 5029(042)	\$ 750,000	
5	Redwood City	Bay Road Complete Street Rehabilitation 5029(042)	\$ 3,057,000	
6	South San Francisco	School St/Spruce Ave and Hillside Blvd Safety and Access Imps STPL-5177(054)	\$ 3,128,000	
7	SMCTA	19th Ave/Fashion Island Blvd Complete Street Class IV	\$ 3,375,000	
8	Colma	El Camino Real Complete Street, Mission Rd to SSF	\$ 4,640,000	
9	Atherton	Alameda de las Pulgas Traffic and Safety Imps CPFCDL-5261 (011)\	\$ 560,000	Community Project Funding / Congressionally Directed Spending (CPFCDL)
10	Atherton	Alameda de las Pulgas Traffic and Safety Imps CPFCDL-5261 (011)	\$ 1,440,000	
11	Woodside	Woodside Road Bike and Ped Improvements E of I-280 Bicycle and Pedestrian Safety Near Woodside High School	\$ 100,000	
12	Woodside	Woodside Road Bike and Ped Improvements E of I-280 Bicycle and Pedestrian Safety Near Woodside High School	\$ 700,000	
13	CCAG	Improve US 101 operations near Rte 92	\$ 1,000,000	
14	Menlo Park	Middle Ave Caltrain Ped. and Bicycle Undercrossing	\$ 9,000,000	
15	Half Moon Bay	Eastside Parallel Trail Segment 2 Highway I/Frenchman's Creek Intersection and Bike/Pedestrian Improvements	\$ 1,500,000	
16	Half Moon Bay	Eastside Parallel Trail Segment 2 Highway I/Frenchman's Creek Intersection and Bike/Pedestrian Improvements	\$ 500,000	
17	Pacifica	Resurfacing Sharp Park Priority Development Area	\$ 800,000	
18	Burlingame	Old Bayshore Highway Streetscape Project	\$ 500,000	
19	East Palo Alto	Fordham St. - Sustainable Streets	\$ 109,000	
20	Colma	El Camino Real Bike/Ped Improvement/Sustainable Streets (Segment A Teglia to Mission Rd. Design Funds)	\$ 370,500	
21	Daly City	Bayshore & Woodrow Wilson Elementary Sustainable Streets Project	\$ 370,500	
22	Daly City	Serramonte Street Resurfacing Project	\$ 1,000,000	
23	East Palo Alto	East Bayshore Road Safety Improvements	\$ 850,000	
24	SMCTA	19th Ave/Fashion Island Blvd Complete Street Class IV	\$ 500,000	
25	CCAG	Managed Lanes, Rt 380 to SF County line (PPNO 658M)	\$ 1,700,000	State Transportation Improvement Program (STIP)
26	Pacifica	Manor Drive Overcrossing Improv Project	\$ 5,000,000	
27	San Mateo (City)	Delaware Street Safe Routes to School Corridor (ATP Regional)	\$ 1,401,000	Active Transportation Program (ATP)
28	Daly City	John Daly Boulevard Pedestrian and Bicycle Facility Improvements	\$ 1,304,000	Housing Incentive Pool Program (HIP)
29	Redwood City	Jefferson Avenue Safety Improvements	\$ 1,011,000	
30	Redwood City	Page Street Bike Boulevard	\$ 310,000	
31	San Mateo (City)	El Camino Real/Humbolt St./Hillsdale Blvd. Intersection Safety	\$ 959,000	Local Highway Safety Improvement Program (HSIP)
32	South San Francisco	South San Francisco Traffic Signal Safety Improvements	\$ 1,527,120	
33	South San Francisco	Bridge No. 35C0148R, Grand Avenue WB over Caltrain UPRR Industrial, 0.1 mi E of US 101 REHABILITATION	\$ 3,833,349	Highway Bridge Program (HBP)

\$62,215,469

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting C/CAG Executive Director

Subject: Review and approval of Resolution 26-39 adopting the C/CAG distribution policy for the Fiscal Year 2026-27 State Transit Assistance (STA) Population-Based funds, including maintaining the established 37% and 63% split between paratransit services and the Lifeline Transportation Program.

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

RECOMMENDATION

That the C/CAG Board review and recommend approval of Resolution 26-39 adopting the C/CAG distribution policy for the Fiscal Year 2026-27 State Transit Assistance (STA) Population-Based funds, including maintaining the established 37% and 63% split between paratransit services and the Lifeline Transportation Program.

FISCAL IMPACT

Based on the latest STA fund estimate published in February 2026, an estimated amount of \$2,466,306 is available in the Population-Based State Transit Assistance (STA) program for San Mateo County in Fiscal Year 2026-2027.

SOURCE OF FUNDS

The State Transit Assistance (STA) Program funds are derived from a sales tax on diesel fuel. The funding for the program is split between a Revenue Based Program, which is distributed to transit operators by MTC. The Population-Based Program is distributed to the Bay Area based on the 19% share of the state's population. In Fiscal Year 2026-2027, San Mateo County will receive approximately \$2,466,306 in Population- Based State Transit Assistance (STA) funding, based on the current STA Fund Estimate.

BACKGROUND

According to the proposed Fiscal Year 2026-2027 State Budget, the Bay Area would receive \$70 million in Population based STA funds. The state allocates Revenue-Based STA to transit operators based on their revenue, as defined by PUC 99314 (b). The Metropolitan Transportation Commission (MTC) receives a share of the Population-Based STA money under a population formula.

In the past, MTC Resolution 3837 governed the State Transit Assistance (STA) Population- Based fund distribution policy. Under Resolution 3837, funding was distributed to fund northern county small transit operators, Regional Paratransit, the Lifeline Transportation Program, and MTC regional coordination programs. Paratransit and Lifeline Transportation Program funds were further distributed among the nine bay area counties.

The purpose of the Lifeline Program is to fund projects, identified through the community-based transportation planning (CBTP) process. The process aims to improve the mobility of residents within Equity Priority Communities. Identified by MTC, Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color.

MTC assigned STA funds to each county and then split each county's share to fund a) Paratransit service and b) to fund the Lifeline Transportation Program. MTC often added a small amount of other funds to the Lifeline Transportation Program funds, but a significant portion of the funds for every cycle came from the STA Population-Based funds.

Since 2006, the Metropolitan Transportation Commission (MTC) delegated the responsibility of administering the Lifeline Transportation Program to C/CAG. In 2018, under MTC Resolution 4321, MTC established a new STA County Block Grant Program policy, whereby the nine Bay Area Congestion Transportation Agencies (CTA) are granted discretion to determine county level distribution of STA Population Based funds between eligible uses.

As the CTA, C/CAG coordinates with STA-eligible transit operators and develops the STA Population-Based distribution policy within San Mateo County. SamTrans is currently an STA-eligible operator in San Mateo County. In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG has continued to set aside its share of STA funding for a Lifeline Transportation Program Call for Projects.

C/CAG staff recommends maintaining the historical 37%/63% split between paratransit services and the Lifeline Transportation Program. Maintaining the established distribution provides consistency and predictability, offering stability for both transit operators and community-based programs, and supporting effective planning and program delivery. The proposed split aligns with the intent of the MTC STA County Block Grant Program, which was designed to provide counties with flexibility to balance investments between paratransit services and equity-focused mobility programs. Furthermore, this approach allows C/CAG to directly fund projects identified through the Community-Based Transportation Planning (CBTP) process and advances mobility improvements in Equity Priority Communities.

Fiscal Year 2026-2027

For Fiscal Year 2026-2027, the County share of population-based STA funds is estimated to be \$2,466,306 per the Governor's budget. This estimate may change depending on the actual STA revenue generated.

To maintain consistency with prior funding cycles, C/CAG staff is proposing to continue the historical breakdown of 37% for paratransit and 63% for the Lifeline programs in Fiscal Year 2026-27. This would result in approximately \$912,533.22 for paratransit and \$1,553,772 for the next cycle of the Lifeline Transportation Program, slated to begin in Winter 2027.

C/CAG uses the 63% in STA funds for discretionary calls for projects for Lifeline programs and projects. Historically, C/CAG has funded two SamTrans lifeline routes through the discretionary Lifeline call: SamCoast and Route 117. Staff plan to streamline the application process for these routes on a bi-annual renewal process, given that SamTrans serves as a pass-through agency for STA funds.

Staff will return this summer with a streamlined renewal option for these routes/programs to minimize the cost and administrative burden of SamTrans submitting repeat applications for current routes.

Recommendation

At the C/CAG Technical Advisory Committee (TAC) meeting on April 16, 2026, staff presented the proposed FY 2026-2027 STA distribution policy recommending maintaining the established 37%/63% split between paratransit and Lifeline programs. During the discussion, a TAC member representing both the San Mateo County Transportation Authority (SMCTA) and SamTrans noted that SamTrans does not support the staff recommendation. However, no specific alternative distribution methodology was proposed. SamTrans staff were not present to further articulate their position.

Concerns raised on behalf of SamTrans included evolving post pandemic travel patterns, the increasing cost of transit operations, capital needs including bus stop upgrades, and the assertion that SamTrans riders are largely low income and align with Lifeline program objectives.

Staff acknowledges these considerations. However, staff continues to recommend maintaining the existing 37%/63% split at this time for several reasons.

First, while the formula allocates 37% of STA funds to paratransit, historical funding outcomes indicate that SamTrans receives a significantly larger share of total STA funding when accounting for both the formulaic paratransit allocation and competitive Lifeline awards. Across recent funding cycles, SamTrans has received approximately 60% or more of total STA funds, reflecting that the current framework already directs a majority of resources towards transit services.

Second, the Lifeline program is intended to fund a broad range of mobility solutions that address gaps not served by traditional fixed-route transit, including first- and last-mile connections, community shuttles, and targeted investments in Equity Priority Communities. Maintaining the current Lifeline share preserves funding capacity for jurisdictions to implement locally responsive and equity-driven programs. Reducing the Lifeline share would constrain these efforts and disproportionately impact smaller jurisdictions and community-based services.

Finally, several significant developments may affect future funding needs and policy considerations. These include the potential adoption of the SB 63 Connect Bay Area local expenditure plan, which could provide substantial new revenue for SamTrans, as well as the ongoing SMCTA shuttle evaluation

study assessing changing mobility patterns and service demands. Given these pending factors, adjusting the funding split at this time would be premature.

The TAC ultimately voted to approve the staff recommendation to maintain the 37%/63% split, with two abstentions and one objection. The TAC also recommended that this item be brought back for further discussion with SamTrans staff at a future meeting.

The Congestion Management and Environmental Quality (CMEQ) Committee reviewed and approved the C/CAG distribution policy for the Fiscal Year 2025-2026 State Transit Assistance (STA) Population-Based funds at the April 27, 2026 meeting.

C/CAG staff have since met with SamTrans staff to further discuss the funding split, and SamTrans staff is supportive of maintaining the proposed 37%/63% split for this current cycle.

C/CAG Staff requests that the C/CAG Board review and approve Resolution 26-39 adopting the C/CAG distribution policy for the Fiscal Year 2026-2027 State Transit Assistance (STA) Population-Based funds.

EQUITY IMPACTS AND CONSIDERATIONS

STA Population-Based funds are allocated to the Lifeline Transportation Program, which is administered by C/CAG. This program supports projects identified through the Community-Based Transportation Planning (CBTP) process, which aims to improve mobility for residents in Equity Priority Communities (EPCs). Designated by MTC, EPCs are census tracts with a high concentration of underserved populations, including low-income households and people of color.

ATTACHMENT

1. Resolution 26-39

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. MTC Resolution No. 4321

RESOLUTION 26-39

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ADOPTING THE DISTRIBUTION POLICY FOR FISCAL YEAR 2026-27 STATE TRANSIT ASSISTANCE (STA) POPULATION- BASED FUNDS, INCLUDING MAINTAINING THE ESTABLISHED 37% AND 63% SPLIT BETWEEN PARATRANSIT SERVICES AND THE LIFELINE TRANSPORTATION PROGRAM.

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

WHEREAS, the Metropolitan Transportation Commission (MTC), the regional transportation agency for the San Francisco Bay Area, established guidelines MTC resolution 3837 governed the State Transit Assistance (STA) Population- Based fund distribution policy; and

WHEREAS, under Resolution 3837, funding was distributed to fund northern county small transit operators, Regional Paratransit, the Lifeline Transportation Program, and MTC regional coordination programs; and

WHEREAS, MTC established the STA County Block Grant Program policy under MTC Resolution 4321, whereby the nine Bay Area Congestion Transportation Agencies (CTA's) would determine how to invest the population-based STA funds in public transit services and lifeline transportation services; and

WHEREAS, the City/County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency for San Mateo County; and

WHEREAS, C/CAG is delegated to coordinate with STA-eligible transit operators and develop the STA Population-Based distribution policy within San Mateo County; and

WHEREAS, SamTrans administers a paratransit program in San Mateo County; and

WHEREAS, the February 2026 MTC projection for the Fiscal Year 2026-27 San Mateo County share of STA Block grant was \$2,466,306; and

WHEREAS, because the STA annual funding amounts are projections, the distribution between SamTrans' paratransit program and the C/CAG Lifeline Transportation Program are recommended as percentages as opposed to a specific dollar amount; and

WHEREAS, C/CAG staff is proposing to maintain the distribution for of 37% for Paratransit and 63% for Lifeline Transportation; and

WHEREAS, On March 26, 2026, C/CAG staff discussed this with the SamTrans staff, and later received concurrence on the proposal on April 29, 2026; and

WHEREAS, this proposal was recommended by the C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) on April 16, 2026; and

WHEREAS, this proposal was recommended by the C/CAG Congestion Management and Environmental Quality (CMEQ) Committee on April 27, 2026; and

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County adopt the distribution policy for Fiscal Year 2026-27 State Transit Assistance (STA) Population- Based funds, including maintaining the established 37% and 63% split between paratransit services and the Lifeline Transportation Program.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF MAY 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting 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 Board of Directors 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.

Key updates and any recommended positions are advanced to the C/CAG Board for consideration. The Consultant's full report (Attachment 1) provides updates on legislative timelines, the State Budget, leadership and committee changes, State grant programs, recent hearings, and bill activity relevant to C/CAG since the last Board meeting.

DISCUSSION/ANALYSIS

AB 2313 (Berman) – RECOMMENDED SUPPORT

AB 2313 would require the California Public Utilities Commission to establish a program requiring gas utilities to offer residential customers financial incentives to transition away from gas service in lieu of replacing aging gas distribution lines. The program would apply to customers in areas where gas line replacement is planned or anticipated within the next five years, providing an alternative that may reduce infrastructure costs, support emissions reductions, and advance electrification goals. Recent amendments would sunset the program on January 1, 2035. The bill is currently in the Assembly Appropriations Committee. Staff recommends a support position, as the bill aligns with C/CAG's climate, sustainability, and cost-efficiency priorities.

E-Bike Legislation – New Tracking Matrix and Active Positions

E-bike policy continues to be a prominent and fast-evolving issue at the State level, with at least nine active bills under consideration this legislative cycle.

A comprehensive E-Bike Bill Matrix summarizing each bill, key provisions, and C/CAG's adopted or recommended positions can be seen in Attachment 2. C/CAG has taken positions on several key e-bike bills including SB 1167, AB 1557, AB 2346, and AB 2595. No additional Board action is requested at this time.

Legislative Advocacy and Comment Letters

CalEnviroScreen (CES) 5.0 Comment Letter

The Office of Environmental Health Hazard Assessment (OEHHA) recently released a draft of the CalEnviroScreen (CES) 5.0 tool, which uses environmental, health and socioeconomic data to designate California's Disadvantaged Communities (DACs). DAC designation is a key determinant of eligibility for a wide range of State funding programs, and communities not identified as DACs may face challenges in accessing these resources. While certain population-based indicators are adjusted to reflect regional differences, many remain unscaled. As a result, communities in high-cost regions such as San Mateo County may lose out on funding opportunities due to ineligibility, despite demonstrating significant need. CES 5.0 continues this approach. In response, C/CAG submitted a comment letter through its legislative delegation requesting that OEHHA refine its methodology by incorporating regionally scaled population-based indicators to more accurately capture local conditions.

The letter can be found as Attachment 3. [The County of San Mateo](#) and [the MTC](#) also submitted letters through the public comment period that may be of interest.

AB130 Guidance Comment Letter

Signed in 2025, Assembly Bill 130: Vehicle Miles Traveled (VMT) Mitigation Program provides an additional option for California Environmental Quality Act (CEQA) projects to mitigate transportation impacts by helping to fund "location-efficient" affordable housing and related infrastructure projects. The Governor's Office of Land Use and Climate Innovation (LCI) released [draft guidance](#) with a window for public comment that closed on May 8. C/CAG submitted a

comment letter recommending refinements to strengthen the connection between project impacts and mitigation investments. Specifically, C/CAG encouraged the State to prioritize, where feasible, mitigation projects that are both location-efficient and geographically proximate to the developments generating the impacts, before considering projects elsewhere in the region. This approach would help ensure that mitigation funds more directly offset project-generated vehicle miles traveled (VMT) while maintaining flexibility to invest regionally when necessary. That letter can be found as Attachment 4.

CARB Cap-and-Invest / GGRF Coalition Letter

C/CAG joined a coalition of regional transportation agencies and Metropolitan Planning Organizations expressing concerns regarding proposed changes to the State's Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms, which could significantly reduce Greenhouse Gas Reduction Fund (GGRF) revenues and impact funding availability for transportation, housing, and climate programs. The letter can be found as Attachment 5.

SB 79 (Wiener) and Related Legislation Update

As previously reported, SB 79 establishes increased residential density allowances near qualifying transit stops and has significant implications for local land use and transportation planning. Since the last update, the Department of Housing and Community Development (HCD) has released initial implementation guidance, and broader "clean-up" efforts have not advanced as anticipated. On May 1, C/CAG submitted a letter to Senator Becker and Assemblymembers Berman and Papan expressing our concerns, including impacts to local planning authority, coordination with transit investments (including BRT corridors), and economic considerations. That letter is included as Attachment 6. Legislative activity has instead shifted toward more targeted implementation measures.

One such proposal is **SB 1361 (Durazo)**, which was significantly amended in April. The bill would limit local agency actions related to SB 79 by prohibiting jurisdictions from reducing transit service levels, conditioning transit project approvals, or withholding support for transit funding applications based on the additional density or height allowed under SB 79. The bill is currently on the Senate Floor.

Staff will return to the Board if additional action or direction is warranted.

Submitted Federal and State Applications

Targeted Approach to Reducing PCBs (TARP) project

C/CAG was recently notified that it has successfully secured a \$3.8 million grant from the U.S. Environmental Protection Agency to support efforts to reduce Polychlorinated Biphenyls (PCBs), a toxic industrial chemical, in San Mateo County. C/CAG will provide approximately \$1.27 million in local matching funds, resulting in the delivery of a project valued at more than \$5 million. Staff will be preparing letters of appreciation to legislative representatives in recognition of their support for this funding effort.

Integrated Green Stormwater Infrastructure Streets project

While it is still very early in this process, Congressman Mullin has requested \$1,880,000 for this project via the THUD Highway Infrastructure Program funds program from the House Appropriations Committee. A thank you letter was delivered to Congressman Mullin from the

C/CAG chair, see Attachment 7.

Staff are working with our federal advocate Ken Brown regarding additional federal funding requests.

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, May 1, 2026 from Shaw Yoder Antwih Schmelzer & Lange
2. Matrix of E-Bike Bills
3. CalEnviroscreen (CES) 5.0 Comment Letter
4. AB130 Draft Guidance Comment Letter
5. CARB Cap-and-Invest / GGRF Coalition Letter
6. SB 79 Letter to Senator Becker and Assemblymembers Berman and Papan
7. Thank you letter to Congressman Mullin
8. For the relevant letters of support and project descriptions, see attachments for Agenda item #9 for the 5/14/26 C/CAG Board Meeting at: <https://ccag.ca.gov/committees/board-of-directors-2/>)

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://syaslparters.com/clients/>



May 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 – May 2026**

Legislative Update

On March 26, the Legislature broke for Spring Recess and reconvened on April 6. Upon their return, policy committees and budget subcommittees in both houses continue to review legislation introduced in the session and the Governor’s budget proposals, with April 24 as the last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house; the last day for policy committees to hear and report to the Floor non-fiscal bills introduced in their house is May 1. On May 14, the pivotal suspense file hearing will take place, where all bills with a fiscal cost to the state over a certain threshold are either held or advanced, largely based on their fiscal impact on the state. All bills will then need to pass out of their house of origin by May 29.

Also on May 14, the Governor is expected to release the May Revise, the mid-year update to the proposed Fiscal Year 2026-27 budget. [A recent report](#) from the Legislative Analyst’s Office paints a bleak picture as we head into the next stage of the budget negotiations, stating that our state spending has grown at an unsustainable rate over the last six years and suggesting legislators will be forced to make difficult choices about raising taxes or making cuts to reduce out-year deficits.

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

CARB Releases Proposed Regulations to Cap-and-Invest Compliance Mechanisms

On April 14, the California Air Resources Board (CARB) released its [Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms](#). The proposed amendments aim to implement the technical changes made to the Cap-and-Invest Program by [AB 1207 \(Irwin\) \[Chapter 117, Statutes of 2025\]](#), which largely focus on addressing industry leakage from California and the program’s cost impacts to Californians.

The amendments propose, among other things, to significantly expand the number of free allowances provided to utility companies on the Cap-and-Invest auction market, in order to increase the size of the existing climate credit rebate returned annually to California's utility customers. Additionally, CARB is proposing sell allowances to fund a new manufacturing incentive for industry. This, in turn, would reduce the overall number of allowances that may be sold by CARB for and would result in a significant reduction in Greenhouse Gas Reduction Fund (GGRF) revenues through at least 2030. Early assumptions predict this would reduce GGRF revenues *by half*, to approximately \$2 billion annually.

Given the changes to the GGRF Expenditure Plan approved last year in [SB 840 \(Limon\) \[Chapter 121, Statutes of 2026\]](#), this reduction would likely mean that, unless the regulations are further amended, or the new GGRF tiers reconsidered, the state will not have sufficient GGRF to fund Tier 3 programs (i.e. Affordable Housing and Sustainable Communities). C/CAG has joined a coalition of transportation agencies, metropolitan planning organizations, and regional transportation planning agencies to express concerns to CARB regarding these proposed amendments.

CalEnviroScreen 5.0

Earlier this year, the Office of Environmental Health Hazard Assessment (OEHHA) released a draft of the last version of the [CalEnviroScreen](#) tool, which uses environmental, health, and socioeconomic information to designate California's Disadvantaged Communities (DACs). As with the prior versions of CalEnviroScreen, many of the assessed socio-economic indicators are not scaled to reflect local or regional differences and are instead based on state or federal averages. Not accounting for these regional differences leads to understatement of hardship in high-cost regions like San Mateo County and the wider Bay Area, where communities may, for example, have higher incomes than state averages but still face significant hardship due to increased costs of living. The result is that vulnerable communities in the Bay Area have historically been less likely to be designated as DACs and, therefore, less likely to qualify for funding from programs that rely on CalEnviroScreen scores. In light of these concerns, C/CAG has requested the San Mateo legislative delegation provide comments to this effect to OEHHA and has requested that OEHHA more widely incorporate regionally adjusted measures to better capture economic and other population-based vulnerabilities in high-cost regions.

Vehicle License Fee Shortfall

On April 28, the [Assembly Budget Subcommittee #5 on State Administration](#) discussed the Vehicle License Fee (VLF) shortfall for San Mateo County and its cities, as well as the County's related request for \$157 million in this year's State Budget. As you likely know, San Mateo County has challenged the state budget action with litigation. The committee's staff recommends that "the Assembly not provide any new funding to any county for any new purpose until this litigation is settled." Despite this recommendation, there was a robust discussion led by Assemblymember Diane Papan and a significant showing of advocates from San Mateo at the hearing who spoke to how the cuts would impact critical county services. SYASL provided comments on behalf of C/CAG. Also in attendance were C/CAG Board Members: South San Francisco Councilmember Eddie Flores, Foster City

Councilmember Stacy Jimenez, and Pacifica Vice Mayor Greg Wright, amongst many other local elected officials.

Bills with Positions

SB 1167 (Blakespear) E-bike Safety – 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, and (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. ***This bill is set to be heard in Senate Appropriations Committee.***

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 continuous output, closing the loophole that manufacturers have been using to build and distribute overly-powerful e-bikes that have put young people in danger. Recent amendments also lower the motor limits for class 1 and 2 e-bikes to 250W of continuous power, limit the speed of these devices to 16 mph, and prohibit persons under the age of 16 from operating a class 3 bicycle. ***This bill is in the Assembly Appropriations 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 on the Suspense File in the Assembly Appropriations Committee.***

AB 2051 (Wicks) Coastal Resilience Permitting Working Group – 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 is on the Suspense File in the Assembly Appropriations Committee.***

AB 2296 (Papan) RHNA Timelines – 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 is in the Assembly Appropriations Committee.***

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 sidewalk; and sets a clear statewide speed limit of 15 mph for any minor under 16 years old on a highway or a bicycle path. ***This bill is in the Assembly Appropriations Committee.***

AB 2595 (Papan) San Mateo Electric Bicycle Safety Pilot Program – 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 is on the Assembly Floor.***

Bills with Recommended Positions

AB 2313 (Berman) Home Energy Choice Act – RECOMMEND SUPPORT

This bill, the Home Energy Choice Act, would require the Public Utilities Commission, in a new or existing proceeding, to solicit proposals for, and require each gas corporation to offer, a Gas Distribution Service Line Replacement Alternatives Program, on or before January 1, 2028, to provide certain residential 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. Recent amendments would sunset this program on January 1, 2035. ***This bill is in the Assembly Appropriations Committee.***

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. This bill makes numerous changes to existing Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guidelines and requirements, including how greenhouse gas emissions (GHG) reduction targets are set, the timeline for updating the plans, and how GHG reduction strategies are evaluated. It also extends GHG reduction targets to 2045. ***This bill is set to be heard in the Senate Appropriations Committee.***

SB 1361 (Durazo) SB 79 Implementation: Transit-Oriented Developments – WATCH

This bill was heavily amended in April and now prohibits a local government with an existing or planned TOD stop from doing any of the following with respect to SB 79: (1) Requesting the transit provider to reduce service provided to the stop so that SB 79 requirements do not apply, (2) Conditioning an approval or review of a transit project on the impacts of the additional height or density required by SB 79, or (3) Withholding support of an application for federal funding of a transit project on the basis of the additional height or density required by SB 79. ***This bill is on the Senate Floor.***

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

This bill requires the State Department of Education and the California Highway Patrol to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12. Additionally, it would authorize the collaboration between the agencies, local law enforcement, and local governments to ensure proper implementation of the program.

This bill is in the Assembly Appropriations Committee.

AB 2322 (Papan) Municipal Separate Sewer System Definitional Changes – WATCH

This bill establishes a definition for "commercial, industrial, or institutional site" (CII site), for the purposes of issuing permits for the discharge of stormwater from municipal separate sewer systems (MS4s). According to the author, each of California's 12 MS4 permits defines "CII site" differently, which leads to an uneven regulatory environment, enforcement barriers, and gaps in environmental protection. Under the bill, a CII site is defined as a privately owned parcel or contiguous parcels of land that are commercial, industrial, or institutional based on county tax assessor land use codes. For mixed-use parcels, only the commercial, industrial, or institutional portion is subject to CII obligations. Residential facilities of any type — including those within mixed-use developments — are explicitly excluded. ***This bill is on the Assembly Floor.***

AB 2576 (Harabedian) SB 79 Implementation: Historic Sites Exclusion – WATCH

This bill was significantly amended and no longer delays implementation by a year for SB 79 (Wiener). Now, this bill expands the historic sites exclusion in SB 79 (Wiener) to include contributing sites within a historic district and parcels individually listed as a historical resource in the State Historic Resources Inventory designated before January 1, 2025. C/CAG previously had a Support Request Amendments position on this bill. ***This bill is on the Assembly Floor.***

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

Proposed California Electric Bicycle Bills									
Bill Number	Brief Description	Current Location	Speed Limit	Age Limit	Implementation Timeline	E-Bike Classification	Manufacturer Requirements (Technology Mandates)	Labeling Requirements	Seller Requirements
Manufacturer/Seller Requirements									
AB 2284 (Dixon)	Public list of non-compliant e-bikes & e-bike products <i>Statewide</i>	DEAD	N/A	N/A	On or before, June 1, 2027	Class 1, Class 2, Class 3	N/A	N/A	N/A
Rules of the Road									
AB 1569 (Davies) WATCH	Requires the State Department of Education and Department of Highway Patrol to develop a standardized e-bike safety program for students in grades 7 - 12. <i>Statewide</i>	Asm Appropriations	N/A	N/A	On or before March 1, 2028	Class 1, Class 2, Class 3	N/A	N/A	N/A
AB 1614 (Dixon)	No "piggybacking" on bikes and e-bikes on a Class 1 bikeway. <i>Statewide</i>	Asm Floor	N/A	N/A	Effective January 1, 2027	Class 1, Class 2, Class 3	N/A	N/A	N/A
AB 1942 (Bauer-Kahan)	License plates for class 2 & 3 e-bikes <i>Statewide</i>	Asm Appropriations	N/A	N/A	Effective January 1, 2027	Class 2, Class 3	N/A	N/A	N/A
Local Pilots									
SB 956 (Choi)	Authorizes Orange County to establish a pilot program to require the display of a special license plate on e-bikes <i>Orange County</i>	DEAD	N/A	N/A	Until January 1, 2032	Class 1, Class 2, Class 3	N/A	N/A	N/A
AB 2595 (Papan) SUPPORT	San Mateo Electric Bicycle Safety Pilot Program - would allow localities to prohibit kids under 12 from operating class 1 or 2 ebikes <i>San Mateo County</i>	Asm Floor	N/A	12 years of age (subject to local ordinance)	Until January 1, 2031	Class 1, Class 2	N/A	N/A	N/A
Kitchen Sink									
SB 1167 (Blakespear) SUPPORT	Distinguishes e-bikes from mopeds or "e-motos"; establishes requirements for labeling and advertising; establishes new operational and safety requirements <i>Statewide</i>	Sen Appropriations	Reinforces existing thresholds for e-bikes (≤20 mph motor-only; ≤28 mph pedal assist)	N/A	Effective January 1, 2027	Class 3	Requires Class 3 vehicles are equipped with lamp-type turn signals; prohibits production of misclassified devices	Extensive permanent labeling (manufacturer, classification, speed, wattage)	Must comply with labeling + disclosure rules; unlawful to sell non-compliant or mislabeled devices
AB 1557 (Papan) SUPPORT	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, and prevents persons 16 years or younger from operating a Class 3 e-bike. <i>Statewide</i>	Asm Appropriations	16 mph (Class 1 & 2)	Prohibits persons under 16 years of age from operating a bike > 250w	Effective January 1, 2027	Class 1, Class 2, Class 3	Prohibits a motor capable of exceeding 750 watts of peak power. Prohibits a manufacturer from equipping any device labeled as a Class 1 or 2 e-bike with a motor capable of exceeding 250 watts of peak power.	N/A	Prohibits the sale or advertisement of non-compliant bikes
AB 2346 (Wilson) SUPPORT	Speedometer/front & rear lamp requirements; Written description of e-bike laws for customers; Allows various speed limits to be imposed <i>Statewide</i>	Asm Appropriations	Bicycle Path: 15 or 20 mph (set by local authority) Multiuse trail: 10, 15, or 20 mph (set by local authority) Sidewalk: 10 mph under 16 capped at 15 mph	Prohibits persons under 16 from riding e-bike at a speed greater than 15 mph on highway or bicycle path	Effective January 1, 2027	Class 1, Class 2	Class 1 & 2 e-bikes are required to have a speedometer All e-bikes required to have a front lamp, and rear lamp.	Requires permanent labels (classification, speed, wattage; specific formatting like font size)	Must provide written disclosures at sale (classification, speed, wattage, age limits, helmet rules + legal warning on modifications)



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April 28, 2026

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

The Honorable Diane Papan
California State Assembly
1021 O Street, Suite 4220
Sacramento, CA 94249

RE: CONCERNS WITH DRAFT CALENVIROSCREEN 5.0

Dear Senator Becker and Assemblymember Papan:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write to bring your attention to the Draft version of CalEnviroScreen 5.0. C/CAG has concerns with the latest version of CalEnviroScreen, which is again disadvantaging San Mateo County communities due to its failure to recognize local and regional considerations when determining scores/model inputs for "poverty."

CalEnviroScreen is the mapping tool put forth by the State of California Office of Environmental Health Hazard Assessment (OEHHA) that uses environmental, health, and socioeconomic information to designate California's Disadvantaged Communities (DACs). Once defined and established, DACs become eligible for investments from a wide variety of state programs, and many state funding programs are required to allocate defined shares of revenues to DACs (e.g. Cap and Invest). Conversely, communities not defined as DACs lose eligibility or priority. Currently, OEHHA is updating CalEnviroScreen from version 4.0 to version 5.0.

As with the prior versions of CalEnviroScreen, many of the assessed socio-economic indicators (including the indicator "Socioeconomic Factor – Poverty") are not scaled to reflect local or regional differences and are instead based on state or federal averages. Not accounting for these regional differences leads to understatements of hardship in high-cost regions like San Mateo County and the wider Bay Area, where communities may, for example, have higher incomes than state averages but still face significant hardship due to increased costs of living. The result is that vulnerable communities in the Bay Area have historically been less likely to be designated as DACs and therefore, less likely to qualify for funding from programs that rely on CalEnviroScreen scores.

To note, not all factors in the CalEnviroScreen 5.0 update lack regional scaling. The

"Socioeconomic Factors – Housing Burden" indicator utilizes scaled HUD Area Median Family Income data, which does account for regional variances in costs of living. The use of a regionally adjusted methodology for Housing Burden but not for Poverty creates a methodological inconsistency. C/CAG respectfully recommends that OEHHA more widely incorporate regionally adjusted measures to better capture economic and other population based vulnerabilities in high-cost regions, improve consistency across the indicators used in CalEnviroScreen, and ensure that Bay Area communities in need are not deemed in-eligible for State funding.

Thank you for the opportunity to share our comments. We appreciate the CalEnviroScreen tool and OEHHA's continued efforts to improve it. We respectfully request that you consider providing comments to OEHHA consistent with our comments. If needed, we can prepare a comment letter for your consideration. If you have any questions, please contact the C/CAG Acting Executive Director Kaki Cheung at kcheung1@smcgov.org.

Sincerely,



Michael Salazar, Chair

City/County Association of Governments of San Mateo County

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May 7, 2026

Governor's Office of Land Use and Climate Innovation (LCI)
Attn: VMT Program
1400 10th Street
Sacramento, CA 95814

Re: Public Comment AB 130 Statewide VMT Mitigation Program Guidance

To the Office of Land Use and Climate Innovation,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write to provide comment on the draft AB 130 Statewide VMT Mitigation Program Guidance. C/CAG requests the inclusion of additional prioritization guidance to ensure a clear nexus between project impacts and mitigation outcomes, particularly with respect to the geographic relationship between TDIF-contributing and TDIP-receiving projects.

C/CAG recognizes that the proposed program is designed to collect and distribute funds at a regional scale, and that the availability of eligible projects may ultimately be the key determining factor in where investments occur. C/CAG also acknowledges the importance of locational efficiency as a primary factor in project prioritization and is not recommending any change to that framework. Rather, C/CAG recommends that the guidance includes additional direction to, where feasible, further prioritize projects that are both location-efficient and situated proximally to the impact-generating project, before considering projects elsewhere within the broader region. Our "region" is made up of the nine counties in the Bay Area and therefore, under the proposed guidance, funding could be contributed by a project in San Mateo County and then expended on a project in Solano County, which is approximately 40-50 miles away, resulting in little benefit for the residents of San Mateo County.

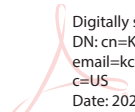
Section 3.2 ("Proximity Radius") provides a useful framework for determining eligibility of projects in adjacent regions. C/CAG encourages the application of a similar approach for projects within the same regions to prioritize more localized investments. This would help ensure that mitigation investments are deployed as close as practicable to the impact-generating project, while maintaining flexibility to fund projects across the region when necessary.

Deploying mitigation investments in closer geographic proximity will help ensure that funded projects meaningfully offset project-generated VMT and support implementation within existing regional and county-level planning efforts.

Thank you for the opportunity to share our comments. We appreciate this work and for providing a forum for feedback. If you have any questions, please contact the C/CAG Acting Executive Director Kaki Cheung at kcheung1@smcgov.org.

Best Regards,

**Kaki
Cheung**

 Digitally signed by Kaki Cheung
DN: cn=Kaki Cheung, o, ou=C/CAG,
email=kcheung1@smcgov.org,
c=US
Date: 2026.05.07 13:37:55 -07'00'

Kaki Cheung
C/CAG Acting Executive Director



April 30, 2026

Lauren Sanchez, Chair
California Air Resources Board
1001 I Street
Sacramento, CA 95814

RE: Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms – Significant Concerns

Chair Sanchez:

We, the undersigned transit agencies, metropolitan planning organizations, and regional transportation planning agencies, write to you today to voice our **significant concerns** with the *Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms (Proposed Amendments)*, released by the California Air Resources Board (CARB) on April 14, 2026. The Proposed Amendments are expected to be considered by CARB at its May 28-29, 2026, monthly meeting.

In 2025, we supported the efforts of the Newsom Administration and Legislature to extend the Cap-and-Trade program beyond 2030. We supported the proposed early action on the extension, as long-time partners to the state in combatting climate change and addressing air quality issues and because we understood that such action was critical to stabilizing the market and continuing investment from the Greenhouse Gas Reduction Fund (GGRF) in key climate programs. As the effort gained traction, we called on the state to maintain ongoing investment from the GGRF in the Affordable

Housing and Sustainable Communities Program (AHSC), Transit and Intercity Rail Capital Program (TIRCP), and Low Carbon Transit Operations Program (LCTOP), noting that these investments reduce greenhouse gas emissions, deliver air quality benefits and travel costs savings, and create jobs (in manufacturing, construction, maintenance, and operations). In our advocacy, we further argued that, as housing and transportation are the two largest household expenses, the state should consider investment in these programs to be part of the solution to California's affordability crisis. We were pleased to see that, consistent with our advocacy, the enacted legislation maintained continuous appropriations from the GGRF for the AHSC, TIRCP, and LCTOP while also committing – for the first time – ongoing funding for air quality initiatives in AB 617 communities.

Today, however, we voice our concerns with the Proposed Amendments' impact to the GGRF, which we believe will, in the upcoming fiscal years, zero out hard-fought annual funding for the AHSC, TIRCP, and LCTOP. More specifically, we estimate that we and the constituencies we serve will lose up to \$1.65 billion in GGRF annually – funding we have relied on for over a decade, without any plan from the state to backfill these losses. To date, these programs have invested a combined \$6.2 billion in projects and services that delivered generational projects, like affordable transit-oriented housing developments, major transit and rail capital projects and zero-emission transit vehicles as well as quality of life improvements, like transit service expansions and discounted transit passes. Most of this investment benefited California's priority populations, with 89% of total AHSC funding and 94% of total TIRCP and LCTOP funding being directed to disadvantaged and low-income communities.

As we understand it, CARB advanced this proposal in the Proposed Amendments in response to calls from some legislators and stakeholders to further address the affordability crisis faced by Californians. In objecting to the proposal, we want to be clear: we agree that the Proposed Amendments should, as called for by AB 1207, address affordability; we believe the Proposed Amendments must apply a broader definition of affordability. To the constituencies we represent and/or serve, addressing affordability requires continued state investment that supports good paying, life-sustaining jobs and means access to affordable housing and transit options, travel timing savings that buy Californians more time with family and friends, and personal health unburdened by the harms of air pollution. Unfortunately, the Proposed Amendments fail on these fronts and regress on the state's efforts to deliver more affordable housing units, more accessible and affordable public transit, and better air quality for our vulnerable communities by gutting key climate programs. **We call on the state to revisit the proposal and maintain robust funding in the GGRF for the AHSC, TIRCP, and LCTOP.**

We know that CARB is balancing numerous objectives with the Proposed Amendments and is working to enact a final regulation that furthers the state's climate and air quality goals while also confronting the challenges faced by regulated industries and everyday Californians. We ask that, as CARB advances the Proposed Amendments, that you consider the importance of the GGRF-funded programs and their role in addressing affordability and incorporate this more expansive understanding in the final regulation.

Sincerely,

Salvador Llamas
General Manager / CEO
Alameda-Contra Costa Transit District

Rob Padgett
Managing Director
Capitol Corridor

Bill Churchill
General Manager
**Central Contra Costa Transit Authority
(County Connection)**

Kaki Cheung
Acting Executive Director
**City/County Association of Governments
of San Mateo County (C/CAG)**

Claude McFerguson
Director of Transportation
City of Commerce Transit

Anuj Gupta
Director
**City of Santa Monica Department of
Transportation**

Dee Dee Cavanaugh
Mayor
City of Simi Valley

Jaime Wright
Public Works Manager – Transit Services
Department of Public Works
County of Placer

Rashidi Barnes
Chief Executive Officer
**Eastern Contra Costa Transit Authority
(Tri Delta Transit)**

Doran J. Barnes
CEO
Foothill Transit

Gregory A. Barfield
Director
Fresno Area Express

Vanessa Rauschenberger
General Manager
Gold Coast Transit District

Denis J. Mulligan
General Manager
**Golden Gate Bridge, Highway &
Transportation District**

Arthur V. Sohikian
Executive Director
High Desert Corridor JPA

Stephanie Wiggins
Chief Executive Officer
**Los Angeles County Metropolitan
Transportation Authority**

Christy Wegener
Executive Director
**Livermore/Amador Valley Transit
Authority**

Kenneth A. McDonald
President and Chief Executive Officer
Long Beach Transit

Robert Betts
General Manager
Marin Transit

Andrew B. Fremier
Executive Director
Metropolitan Transportation Commission

Carl Sedoryk
General Manager / CEO
Monterey-Salinas Transit

Danielle Schmitz
Executive Director
Napa Valley Transportation Authority

Erin Rogers
CEO and General Manager
Omnitrans

Michelle Bouchard
Executive Director
**Peninsula Corridor Joint Powers Board
(Caltrain)**

Henry Li
General Manager / CEO
Sacramento Regional Transit District

Sharon Cooney
Chief Executive Officer
San Diego Metropolitan Transit System

Rodd Lee
Assistant General Manager, External Affairs
**San Francisco Bay Area Rapid Transit
District**

Seamus Murphy
Executive Director
**SF Bay Ferry / Water Emergency
Transportation Authority**

Julie Kirschbaum
Director of Transportation
**San Francisco Municipal Transportation
Agency**

Peter Rodgers
Executive Director
**San Luis Obispo Council of
Governments**

April Chan
General Manager / CEO
San Mateo County Transit District

Jerry Estrada
General Manager
**Santa Barbara Metropolitan Transit
District**

Carolyn M. Gonot
General Manager / CEO
**Santa Clara Valley Transportation
Authority**

Corey Aldridge
Chief Executive Officer
Santa Cruz Metropolitan Transit District

Beth Kranda
Executive Director
Solano County Transit

Emily Betts
Transit Manager
Sonoma County Transit

James R. Cameron
Executive Director
**Sonoma County Transportation and
Climate Authorities**

Eddy Cumins
General Manager
Sonoma-Marin Area Rail Transit (SMART)

Darren Kettle
Chief Executive Officer
**Southern California Regional Rail
Authority (Metrolink)**

Mona Babauta
CEO/General Manager
SunLine Transit Agency

Todd A. Muck
Executive Director
**Transportation Agency for Monterey
County**

Kevin Sheridan
Executive Director / CEO
**Tri-Valley – San Joaquin Valley Regional
Rail Authority (Valley Link)**

Martin Erickson
Executive Director
**Ventura County Transportation
Commission**

Rob Thompson
General Manager
**Western Contra Costa Transit Authority
(WestCAT)**

cc: Members and Staff, California State Legislature
Members, California Air Resources Board
Jamie Callahan, Deputy Chief of Staff, Office of Governor Gavin Newsom
Trey Reffett, Deputy Cabinet Secretary, Office of Governor Gavin Newsom
Sarah Swig, Deputy Cabinet Secretary and Senior Advisor, Office of Governor Gavin Newsom
Steve Cliff, Executive Officer, California Air Resources Board
Rajinder Sahota, Deputy Executive Officer, California Air Resources Board
Toks Omishakin, Secretary, California State Transportation Agency
Erin Curtis, Executive Director, Strategic Growth Council



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May 1, 2026

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

The Honorable Diane Papan
California State Assembly
1021 O Street, Suite 4220
Sacramento, CA 94249

The Honorable Marc Berman
California State Assembly
1021 O Street, Suite 8130
Sacramento, CA 94249

RE: SB 79 (WIENER): IMPLEMENTATION CONCERNS

Dear Senator Becker and Assemblymembers Berman and Papan:

Thank you again for meeting with us in Sacramento in March of this year. As you know, the City/County Association of Governments of San Mateo County (C/CAG) represents all 21 jurisdictions in San Mateo County and advocates for all those who live, work, and play within its borders. Supporting feasible and achievable compact development along major transit routes is important to helping us achieve our mobility goals.

Despite significant progress towards these goals, as we discussed when we met with you, C/CAG has concerns with the application of SB 79. These concerns are more pressing in light of the fact that there is no longer active cleanup legislation proposing to delay SB 79 implementation. C/CAG understands the importance of and supports the need for transit-oriented development, but would like to advocate for the following changes to ensure that its development does not come with undue administrative burden, nor at the expense of future transit, nor at the risk of local downtown cores.

First, cities need more time to adjust and adequate time to update their plans, if necessary. We support the League of California Cities' request for a time extension for the implementation of SB 79 so that it complies with the initiation of

the next RHNA cycle. Additional time will give cities the ability to potentially adjust their local plans to comply with SB 79 or enact local alternative plans as authorized under the law. A July 2026 effective date does not give cities any time to budget for planning changes, much less to analyze and implement them.

Second, the inclusion of bus rapid transit stations presents significant implementation challenges due to the flexible and evolving nature of BRT service and planning. Unlike rail or other fixed transit, BRT routes, station locations, and infrastructure are often adjusted over time as projects advance through planning, environmental review and design. As a result, it may be impractical to base long-term housing or land use planning on conceptual BRT stations that have not yet been finalized. Additionally, current law applies SB 79 to bus rapid transit projects that are included in the long-range Regional Transportation Plan (MTC's Plan Bay Area) or other local planning documents, regardless of whether the project has secured committed funding, completed environmental clearance, or advanced to construction. Applying SB 79 development provisions to conceptual bus rapid transit stations prior to final design and project approval may create unintended implementation challenges that could hinder the successful delivery of regionally significant transit projects and associated transit service improvements.

Third, the potential impact on and displacement of small businesses is a concern. Small businesses provide necessary jobs, services, and goods for our cities. Furthermore, thriving ground floor retail is necessary for the creation of a walkable downtown. Ground floor retail improves the quality of life for the residents and creates support for the higher densities. Active ground-floor commercial uses support walkability, activate transit corridors, and contribute to successful transit-oriented communities by providing daily goods and services within walking distance of transit. In addition to the SB 79 local ordinance or transit-oriented development alternative plans, state law should include language that clarifies that SB 79 does not preclude cities from requiring ground floor retail in their high-density mixed-use developments.

Thank you for this opportunity to comment. Please contact Kaki Cheung, C/CAG Acting Executive Director, at kcheung1@smcgov.org if you have any questions.

Sincerely,



Michael Salazar, Chair

City/County Association of Governments of San Mateo County

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY**

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

May 1, 2026

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

Re: C/CAG Budget Request Priorities

Dear Congressman Mullin:

On behalf of the City/County Association of Governments (C/CAG), I want to thank you for requesting THUD Highway Infrastructure Program funds from the House Appropriations Committee to advance C/CAG's proposed Integrated Green Infrastructure Streets projects. While also supporting C/CAG's sustainable transportation, climate resilience and water quality improvement programs, these projects will provide much needed investments for the cities of East Palo Alto, Daly City, and South San Francisco to make meaningful infrastructure upgrades in these priority communities.

This critical funding builds on prior investments you helped us secure, and will advance two of the three proposed projects into construction phase and will initiate planning and design work for the next priority project from C/CAG's Sustainable Streets Master Plan. Importantly, this funding positions the local agencies to deliver fiscally efficient projects that provide multiple public benefits through strategic and phased capital investments. Additionally, all three projects will result in needed infrastructure near schools in historically underserved communities, where climate change impacts will also likely fall disproportionately on overburdened residents. We applaud your ongoing support and commitment to ensure a healthy and resilient future for San Mateo County, with a focus on prioritizing the most at-risk communities first.

Again, thank you for your partnership with C/CAG on this important Community Project Funding request. We appreciate all that you do on behalf of the residents of San Mateo County.

Best Regards,



Michael Salazar, Chair
City/County Association of Governments of San Mateo County

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting Executive Director

Subject: Review the initial draft of the C/CAG Fiscal Year 2026-27 Program Budget and Member Fees and provide feedback.

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

RECOMMENDATION

That the C/CAG Board of Directors review the initial draft of the C/CAG Fiscal Year 2026-27 Program Budget and Member Fees and provide feedback.

FISCAL IMPACT

In accordance with the proposed C/CAG 2026-27 Program Budget.

SOURCE OF FUNDS

Funding sources for C/CAG include member assessments, cost reimbursements from partners, grants, regional/state/federal transportation and other funds, property taxes/fees, Department of Motor Vehicle fees, and interest earnings.

BACKGROUND

Each year, the C/CAG Finance Committee reviews the draft annual budget and member fees in the month of April in advance of full Board review (May) and approval (June).

For fiscal year 2026-27, it is proposed that the total member fees and assessments are as follows:

- Member Fees (including General Fund and Gas Tax Fees) – Pursuant to budget guidance approved in C/CAG Resolution 22-04, an annual increase that is consistent with the most recent regional Consumer Price Index (CPI) at a rate not to exceed 3% is authorized. The CPI adjustment provides stability for C/CAG’s ongoing operations and avoids the future need of a large increase to make up for inflation. The annual 2025 regional Consumer Price Index rate was 2.2%. Per the resolution, the fiscal year 2026-27 C/CAG membership fees will increase by this amount.
- Congestion Relief Program Assessment – For fiscal year 2026-27, the amount of this assessment has also increased 2.2%, to a total of \$2,040,822 Countywide, pursuant to C/CAG Resolution 23-63. This resolution provides for the fee to be escalated by CPI, with a maximum annual increase of 3%. This is in an effort to maintain the current levels of service and investment.

For budgeting purposes, the draft member fees for each individual member agency were distributed to City Managers and the County Executive on April 20, 2026.

The Draft C/CAG Fiscal Year 2026-27 Program Budget and Member Fees were presented to the Finance Committee for review at its April 23, 2026 meeting. Committee reviewed the draft budget and was satisfied with the agency's financial position. There were brief discussions about the need to find long term and stable funding for the stormwater and energy watch programs.

The draft budget will be presented to the C/CAG Board at the May 14, 2026 meeting. The final C/CAG Fiscal Year 2026-27 Program Budget and Fees will be submitted to C/CAG Board for approval on June 11, 2026.

Assumptions and Highlights on the Draft Fiscal Year 2026-27 Budget:

C/CAG manages its funds by grouping related revenues and expenditures into ten specific Program Funds. This includes General Fund, Transportation Fund, Smart Corridor Fund, Stormwater (NPDES) Fund, Measure M (\$10 Vehicle Registration Fee) Fund, Express Lanes Joint Powers Authority, Congestion Relief Program, Energy Watch, Transportation Fund for Clean Air, and AB 1546 (\$4 Vehicle Registration Fee).

The General Fund is set up to cover C/CAG general overhead related revenues/expenditures. The allowable expenses, such as legal and accounting fees and printing costs, are shared by the other C/CAG program funds prorated based on the proportionate share. Airport/Land Use (ALUC) related expenses are fully funded by the General Fund.

Revenues - Primary sources of funds:

1. Member fees – As described on page 1, assessments for this year reflect a 2.2% increase.
2. Vehicle registration fees and property taxes – C/CAG levies a \$10 vehicle registration fee for transportation and stormwater runoff programs. C/CAG receives certain property taxes for the stormwater program. C/CAG also receives a portion of the Air District levied vehicle registration fee. For the FY 2026-27 budget, Transportation Funds for Clean Air revenues from the DMV fee are projected to increase significantly due to new project funds being made available.
3. Grants – C/CAG receives two types of grants:
 - a. On-going planning grants: MTC provides a five-year grant for various transportation planning and programming related activities and projects, allocated on an annual basis. Any unspent amount can be rolled over to the following fiscal year. Revenue is on a reimbursement basis.
 - b. Project specific grants: This type of grant is for specific projects, typically on a reimbursable basis. Project specific grant amounts will likely vary year-over-year to account for the variability of grant opportunities.

Expenditures – The majority of C/CAG expenditures are in the following four categories:

Administrative Services:

Costs in this category reflect the staffing costs for C/CAG's Executive Director and Clerk, as well as for the ongoing retiree medical costs for three former C/CAG employees. Administrative services expenditures represent two percent of the fiscal year 2026-27 C/CAG budget.

Professional Services:

These costs reflect County of San Mateo employees from the Department of Public Works that work on various initiatives in support of C/CAG. Costs billed by the County to C/CAG reflect the fully burdened cost of these employees, including a charge for County overhead expenditures. Total expenditures related to professional services is approximately 12 percent of the fiscal year 2026-27 C/CAG budget.

Consultant Services:

C/CAG spends a significant amount of its funding on consultants, approximately 47 percent of total budgeted expenditures for fiscal year 2026-27. These consultants provide specialized technical services in support of various C/CAG initiatives and projects.

Distributions:

C/CAG serves as either a direct funding source or a pass-through funding source to a number of organizations such as Commute.org. In total, distributions to other entities represent approximately 38 percent of the C/CAG budget for 2026-27.

Additional details on the draft C/CAG Fiscal Year 2026-27 Program Budget and Member Fees will be included in the presentation to the Finance Committee.

ATTACHMENTS

1. Proposed C/CAG Member Fee for Fiscal Year 2026-27
2. Consolidated Fiscal Year 2026-27 Proposed Budget
 - a. Exhibits A-J: 2024-25 Actuals, 2025-26 Original Budget, 2025-26 Estimated Revenues and Expenditures, and 2026-27 Proposed Budget summaries by fund.

Proposed Member Fees - FY 2026-2027

C/CAG Member Fees - FY 2026-27

Agency	Population ³	Percent of Population	General Fund Fee ²	Gas Tax Fee ²	Total Member Fee
Atherton	7,007	0.94%	\$ 3,021	\$ 4,498	\$ 7,519
Belmont	28,206	3.77%	\$ 12,159	\$ 18,106	\$ 30,265
Brisbane	4,676	0.62%	\$ 2,016	\$ 3,002	\$ 5,017
Burlingame	31,552	4.22%	\$ 13,602	\$ 20,254	\$ 33,855
Colma	1,411	0.19%	\$ 608	\$ 906	\$ 1,514
Daly City	102,155	13.65%	\$ 44,038	\$ 65,574	\$ 109,612
East Palo Alto	29,133	3.89%	\$ 12,559	\$ 18,701	\$ 31,260
Foster City	32,658	4.36%	\$ 14,079	\$ 20,964	\$ 35,042
Half Moon Bay	11,303	1.51%	\$ 4,873	\$ 7,256	\$ 12,128
Hillsborough	11,254	1.50%	\$ 4,852	\$ 7,224	\$ 12,076
Menlo Park	33,311	4.45%	\$ 14,360	\$ 21,383	\$ 35,743
Millbrae	23,164	3.10%	\$ 9,986	\$ 14,869	\$ 24,855
Pacifica	37,217	4.97%	\$ 16,044	\$ 23,890	\$ 39,934
Portola Valley	4,285	0.57%	\$ 1,847	\$ 2,751	\$ 4,598
Redwood City	82,073	10.97%	\$ 35,381	\$ 52,684	\$ 88,064
San Bruno	42,631	5.70%	\$ 18,378	\$ 27,365	\$ 45,743
San Carlos	29,535	3.95%	\$ 12,732	\$ 18,959	\$ 31,691
San Mateo	104,315	13.94%	\$ 44,969	\$ 66,961	\$ 111,930
South San Francisco	65,397	8.74%	\$ 28,192	\$ 41,979	\$ 70,171
Woodside	5,206	0.70%	\$ 2,244	\$ 3,342	\$ 5,586
San Mateo County	61,848	8.26%	\$ 26,662	\$ 39,701	\$ 66,363
TOTAL	748,337	100.00%	322,602	480,365	\$ 802,967

NOTES:

- C/CAG member fees are comprised of two components: General Fund and Gas Tax.
- Per CCAG Resolution 22-04, C/CAG member fees for both the General Fund and the Gas Tax portions are to increase by the annual regional Consumer Price Index (CPI), with a max at 3%. For 2025 CPI increase was 2.2%. October data unavailable due to the 2025 lapse in appropriations (U.S. Bureau of Labor Statistics).
- Individual jurisdiction's share is based on new population data from Dept of Finance, 1/1/2025, adopted by CCAG Resolution 26-04.

Congestion Relief Program (CRP) Assessment - FY 2026-27

Agency	Percent of Population ²	Total Trips ²	% of Trips	Congestion Relief
Atherton	0.94%	\$ 33,631	0.66%	\$ 16,334
Belmont	3.77%	\$ 158,648	3.13%	\$ 70,442
Brisbane	0.62%	\$ 57,914	1.14%	\$ 18,051
Burlingame	4.22%	\$ 293,592	5.80%	\$ 102,207
Colma	0.19%	\$ 43,754	0.86%	\$ 10,744
Daly City	13.65%	\$ 507,905	10.03%	\$ 241,681
East Palo Alto	3.89%	\$ 144,563	2.86%	\$ 68,867
Foster City	4.36%	\$ 244,023	4.82%	\$ 93,723
Half Moon Bay	1.51%	\$ 86,550	1.71%	\$ 32,860
Hillsborough	1.50%	\$ 50,727	1.00%	\$ 25,571
Menlo Park	4.45%	\$ 299,862	5.92%	\$ 105,870
Millbrae	3.10%	\$ 141,666	2.80%	\$ 60,143
Pacifica	4.97%	\$ 189,483	3.74%	\$ 88,945
Portola Valley	0.57%	\$ 28,014	0.55%	\$ 11,490
Redwood City	10.97%	\$ 649,774	12.84%	\$ 242,897
San Bruno	5.70%	\$ 284,173	5.61%	\$ 115,415
San Carlos	3.95%	\$ 220,467	4.36%	\$ 84,716
San Mateo	13.94%	\$ 771,649	15.24%	\$ 297,794
South San Francisco	8.74%	\$ 497,767	9.83%	\$ 189,516
Woodside	0.70%	\$ 44,541	0.88%	\$ 16,078
San Mateo County	8.26%	\$ 313,242	6.19%	\$ 147,479
TOTAL	100.00%	5,061,946	100.00%	\$ 2,040,822

NOTES:

- Per C/CAG Resolution 23-63, Total CRP (countywide total) assessment fees are to increase by the annual regional Consumer Price Index (CPI), with a max at 3%. For 2025 CPI increase was 2.2% (U.S. Bureau of Labor Statistics (\$43,932 countywide, from \$1,996,890 to \$2,040,822).
- Congestion Relief Fee is calculated based on population (Dept of Finance 2024) and trips generated (C/CAG/VTA travel demand model 2024), 50% each, respectively.

NPDES Member Fee^{1,2,4}

Agency	NPDES Basic ³	NPDES	TOTAL NPDES
Atherton			
Belmont			
Brisbane	\$ -	\$ 12,470	\$ 12,470
Burlingame			
Colma	\$ -	\$ 4,316	\$ 4,316
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	\$ -	\$ 133,018	\$ 133,018
South San Francisco			
Woodside	\$ 11,203	\$ 9,085	\$ 20,288
San Mateo County			
TOTAL	\$ 11,203	\$ 158,889	\$ 170,092

NOTES:

- NPDES assessments shown above are DRAFT and are for INFO ONLY not for billing.
- Fees for agencies not listed are collected on the County Tax roll by the Flood Control Dist.
- Basic fees for Brisbane, Colma, San Mateo are collected by the Flood Control District.
- NPDES assessments are based on total parcels and parcel type in each jurisdiction.

FISCAL YEAR 2026-27 C/CAG CONSOLIDATED PROGRAM BUDGET											
	Administrative Program	Transportation Programs	Express Lanes JPA	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA Programs	NPDES Programs	AB 1546 Fees	Measure M Fees	Total
BEGINNING BALANCE	2,339,326	4,709,127	50,829	5,934,362	5,458,159	986,215	2,131,943	838,560	377,665	9,555,154	32,381,340
REVENUES											
Interest Earnings	87,019	192,873	1,232	271,784	193,565	45,874	79,678	57,683	16,518	427,978	1,374,204
Member Contribution	322,602	480,365	0	2,040,822	0	0	0	170,359	0	0	3,014,148
Cost Reimbursements	0	0	808,196	0	0	0	0	0	0	700,765	1,508,961
MTC/ Federal Funding	0	1,800,000	0	0	0	0	0	0	0	0	1,800,000
Grants	0	11,207,205	0	373,000	1,392,333	950,000	0	1,730,000	0	0	15,652,538
DMV Fee	0	0	0	0	0	0	3,030,594	0	0	6,958,940	9,989,534
NPDES Fee	0	0	0	0	0	0	0	1,628,884	0	0	1,628,884
TA Cost Share	0	250,000	0	76,278	0	0	0	0	0	0	326,278
Miscellaneous/ SFIA	0	0	0	0	0	0	0	0	0	0	0
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PPM-STIP	0	309,000	0	0	0	0	0	0	0	0	309,000
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	0	0	0	0	0	0	0	0
TOTAL	409,621	14,239,443	809,428	2,761,884	1,585,898	995,874	3,110,272	3,586,926	16,518	8,087,683	35,603,547
TOTAL SOURCES OF FUNDS	2,748,947	18,948,570	860,257	8,696,246	7,044,057	1,982,089	5,242,215	4,425,486	394,183	17,642,837	67,984,887
EXPENDITURES											
Administration Services	151,344	134,829	123,017	136,854	43,601	66,212	0	38,955	0	84,438	779,250
Professional Services	445,050	1,583,921	568,565	72,181	169,911	83,658	66,003	697,570	12,716	108,494	3,808,069
Consulting Services	786,840	4,643,550	0	2,499,820	908,018	1,375,000	0	2,828,438	320,000	2,013,556	15,375,222
Supplies	25,000	0	0	0	0	0	0	4,000	0	0	29,000
Prof. Dues & Memberships	13,000	0	0	0	0	17,500	0	42,610	0	500	73,610
Conferences & Meetings/Trainings	25,000	0	0	0	0	0	0	10,000	0	2,500	37,500
Printing/ Postage	10,000	0	0	0	0	0	0	0	0	0	10,000
Publications	3,000	0	0	0	0	0	0	0	0	0	3,000
Distributions	0	0	0	551,573	1,929,915	0	4,817,987	15,000	0	4,918,600	12,233,075
OPEB Trust	55,000	0	0	0	0	0	0	0	0	0	55,000
Miscellaneous	50,000	0	0	0	0	0	0	1,000	0	0	51,000
Bank Fee	3,500	0	0	0	0	0	0	0	0	0	3,500
Audit Services	25,000	0	0	0	0	0	0	0	0	0	25,000
Loan to SMCEL JPA	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,592,734	6,362,300	691,582	3,260,428	3,051,445	1,542,370	4,883,990	3,637,573	332,716	7,128,088	32,483,226
TRANSFERS											
Transfers In	0	0	0	0	730,110	165,472	0	40,000	0	280,000	1,215,582
Transfers Out	0	0	0	165,472	0	0	0	0	0	1,050,110	1,215,582
Administrative Allocation	(973,377)	419,199	168,675	50,983	52,075	36,553	16,098	179,637	3,101	47,056	0
TOTAL	(973,377)	419,199	168,675	216,455	(678,035)	(128,919)	16,098	139,637	3,101	817,166	0
NET CHANGE	(209,736)	7,457,944	(50,829)	(714,999)	(787,512)	(417,577)	(1,789,816)	(190,284)	(319,299)	142,429	3,120,321
TRANSFER TO RESERVES	0	0	0	0	0	0	0	0	0	0	0
TOTAL USE OF FUNDS	619,357	6,781,499	860,257	3,476,883	2,373,410	1,413,451	4,900,088	3,777,210	335,817	7,945,254	32,483,226
ENDING BALANCE	2,129,590	12,167,071	0	5,219,363	4,670,647	568,638	342,127	648,276	58,366	9,697,583	35,501,661
RESERVE FUND											
Beginning Balance	40,000	800,000	0	300,000	0	0	0	120,000	0	340,000	1,600,000
Transfers In	0	0	0	0	0	0	0	0	0	0	0
Transfers Out	0	0	0	0	0	0	0	0	0	0	0
Ending Balance	40,000	800,000	0	300,000	0	0	0	120,000	0	340,000	1,600,000

FISCAL YEAR 2025-26 C/CAG CONSOLIDATED ORIGINAL BUDGET

	Administrative Program	Transportation Programs	Express Lanes JPA	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA Programs	NPDES Programs	AB 1546 Fees	Measure M Fees	Total
BEGINNING BALANCE	2,376,391	4,535,843	(157,180)	5,868,192	4,764,146	814,708	1,786,714	1,471,511	422,973	9,567,831	31,451,129
REVENUES											
Interest Earnings	85,510	197,903	0	186,100	161,314	27,606	94,153	70,792	17,418	490,563	1,331,359
Member Contribution	315,657	470,025	0	1,996,890	0	0	0	166,257	0	0	2,948,829
Cost Reimbursements	0	0	801,286	0	0	0	0	0	0	706,535	1,507,821
MTC/ Federal Funding	0	1,320,591	0	0	0	0	0	0	0	0	1,320,591
Grants	0	1,020,271	0	0	6,910,278	950,000	0	1,145,000	0	0	10,025,549
DMV Fee	0	0	0	0	0	0	1,044,800	0	0	6,700,000	7,744,800
NPDES Fee	0	0	0	0	0	0	0	1,624,102	0	0	1,624,102
TA Cost Share	0	250,000	0	200,000	0	0	0	0	0	0	450,000
Miscellaneous/ SFIA	0	0	0	0	0	0	0	0	0	0	0
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PPM-STIP	0	308,000	0	0	0	0	0	0	0	0	308,000
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	0	0	0	0	0	0	0	0
TOTAL	401,167	3,566,790	801,286	2,382,990	7,071,592	977,606	1,138,953	3,006,151	17,418	7,897,098	27,261,051
TOTAL SOURCES OF FUNDS	2,777,558	8,102,633	644,106	8,251,182	11,835,738	1,792,314	2,925,667	4,477,662	440,391	17,464,929	58,712,180
EXPENDITURES											
Administration Services	156,361	54,387	135,966	183,555	20,395	40,790	0	40,790	0	47,588	679,832
Professional Services	201,806	762,353	555,250	1,183,997	149,190	65,636	54,029	523,177	0	429,308	3,924,746
Consulting Services	555,000	1,899,400	0	1,170,821	1,175,016	875,000	0	3,067,500	50,000	1,966,923	10,759,660
Supplies	23,000	0	0	10,000	0	0	0	4,000	0	0	37,000
Prof. Dues & Memberships	13,000	0	0	0	0	17,500	0	35,235	0	500	66,235
Conferences & Meetings/Trainings	15,000	0	0	17,500	0	0	0	10,000	0	2,500	45,000
Printing/ Postage	10,000	0	0	0	0	0	0	0	0	0	10,000
Publications	3,000	0	0	0	0	0	0	0	0	0	3,000
Distributions	0	0	0	1,100,494	7,988,874	0	1,855,147	25,000	374,000	6,634,247	17,977,762
OPEB Trust	55,000	0	0	0	0	0	0	0	0	0	55,000
Miscellaneous	115,000	0	0	0	0	0	0	1,000	0	0	116,000
Bank Fee	3,500	0	0	0	0	0	0	0	0	0	3,500
Audit Services	25,000	0	0	0	0	0	0	0	0	0	25,000
Loan to SMCEL JPA	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,175,667	2,716,140	691,216	3,666,367	9,333,475	998,926	1,909,176	3,706,702	424,000	9,081,066	33,702,735
TRANSFERS											
Transfers In	107,500	0	0	0	691,000	161,910	0	40,000	0	0	1,000,410
Transfers Out	0	0	0	226,410	0	21,500	0	21,500	0	731,000	1,000,410
Administrative Allocation	(676,205)	130,059	110,070	217,771	27,005	16,947	8,604	89,807	0	75,942	0
TOTAL	(783,705)	130,059	110,070	444,181	(663,995)	(123,463)	8,604	71,307	0	806,942	0
NET CHANGE	9,205	720,591	0	(1,727,558)	(1,597,888)	102,143	(778,827)	(771,858)	(406,582)	(1,990,910)	(6,441,684)
TRANSFER TO RESERVES	0	0	0	0	0	0	0	0	0	0	0
TOTAL USE OF FUNDS	391,962	2,846,199	801,286	4,110,548	8,669,480	875,463	1,917,780	3,778,009	424,000	9,888,008	33,702,735
ENDING BALANCE	2,385,596	5,256,434	(157,180)	4,140,634	3,166,258	916,851	1,007,887	699,653	16,391	7,576,921	25,009,445
RESERVE FUND											
Beginning Balance	40,000	800,000	0	300,000	0	0	0	120,000	0	340,000	1,600,000
Transfers In	0	0	0	0	0	0	0	0	0	0	0
Transfers Out	0	0	0	0	0	0	0	0	0	0	0
Ending Balance	40,000	800,000	0	300,000	0	0	0	120,000	0	340,000	1,600,000

FISCAL YEAR 2025-26 C/CAG CONSOLIDATED YEAR-END ESTIMATE

	Administrative Program	Transportation Programs	Express Lanes JPA	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA Programs	NPDES Programs	AB 1546 Fees	Measure M Fees	Total
BEGINNING BALANCE	2,376,391	4,535,843	(157,180)	5,868,192	4,764,146	814,708	1,786,714	1,471,511	422,973	9,567,831	31,451,129
REVENUES											
Interest Earnings	91,152	202,033	107,187	178,795	202,758	48,053	83,462	60,423	16,518	448,304	1,438,685
Member Contribution	315,657	470,025	0	1,996,890	0	0	0	167,913	0	0	2,950,485
Cost Reimbursements	0	0	628,125	0	0	0	0	0	0	706,535	1,334,660
MTC/ Federal Funding	0	1,740,199	0	0	0	0	0	0	0	0	1,740,199
Grants	0	203,029	0	0	6,958,493	950,000	0	919,089	0	0	9,030,611
DMV Fee	0	0	0	0	0	0	1,453,708	0	0	6,624,797	8,078,505
NPDES Fee	0	0	0	0	0	0	0	1,619,395	0	0	1,619,395
TA Cost Share	0	0	0	86,552	0	0	0	0	0	0	86,552
Miscellaneous/ SFIA	0	0	0	0	0	0	0	0	0	0	0
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PPM-STIP	0	308,000	0	0	0	0	0	0	0	0	308,000
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	0	0	0	0	0	0	0	0
TOTAL	406,809	2,923,286	735,312	2,262,237	7,161,251	998,053	1,537,170	2,766,820	16,518	7,779,636	26,587,092
TOTAL SOURCES OF FUNDS	2,783,200	7,459,129	578,132	8,130,429	11,925,397	1,812,761	3,323,884	4,238,331	439,491	17,347,467	58,038,221
EXPENDITURES											
Administration Services	125,849	113,797	107,949	102,600	40,549	59,623	2,000	30,638	0	132,380	715,385
Professional Services	414,637	1,481,063	309,284	67,127	159,473	57,574	49,095	520,807	11,826	177,731	3,248,617
Consulting Services	443,700	1,025,083	0	553,665	1,121,552	836,812	0	2,743,859	50,000	830,047	7,604,718
Supplies	3,776	0	0	0	0	0	0	4,000	0	0	7,776
Prof. Dues & Memberships	5,500	0	0	0	0	17,500	0	39,660	0	500	63,160
Conferences & Meetings/Trainings	15,000	0	0	17,500	0	0	0	5,000	0	2,500	40,000
Printing/ Postage	10,000	0	0	0	0	0	0	0	0	0	10,000
Publications	3,000	0	0	0	0	0	0	0	0	0	3,000
Distributions	0	0	0	1,075,494	5,819,659	0	1,132,242	6,000	0	5,832,213	13,865,608
OPEB Trust	55,000	0	0	0	0	0	0	0	0	0	55,000
Miscellaneous	15,117	0	0	0	0	0	0	0	0	0	15,117
Bank Fee	3,500	0	0	0	0	0	0	0	0	0	3,500
Audit Services	25,000	0	0	0	0	0	0	0	0	0	25,000
Loan to SMCEL JPA	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,120,079	2,619,943	417,233	1,816,386	7,141,233	971,509	1,183,337	3,349,964	61,826	6,975,371	25,656,881
TRANSFERS											
Transfers In	0	0	0	0	701,000	161,910	0	40,000	0	0	902,910
Transfers Out	0	0	0	161,910	0	0	0	0	0	741,000	902,910
Administrative Allocation	(676,205)	130,059	110,070	217,771	27,005	16,947	8,604	89,807	0	75,942	0
TOTAL	(676,205)	130,059	110,070	379,681	(673,995)	(144,963)	8,604	49,807	0	816,942	0
NET CHANGE	(37,065)	173,284	208,009	66,170	694,013	171,507	345,229	(632,951)	(45,308)	(12,677)	930,211
TRANSFER TO RESERVES	0	0	0	0	0	0	0	0	0	0	0
TOTAL USE OF FUNDS	443,874	2,750,002	527,303	2,196,067	6,467,238	826,546	1,191,941	3,399,771	61,826	7,792,313	25,656,881
ENDING BALANCE	2,339,326	4,709,127	50,829	5,934,362	5,458,159	986,215	2,131,943	838,560	377,665	9,555,154	32,381,340
RESERVE FUND											
Beginning Balance	40,000	800,000	0	300,000	0	0	0	120,000	0	340,000	1,600,000
Transfers In	0	0	0	0	0	0	0	0	0	0	0
Transfers Out	0	0	0	0	0	0	0	0	0	0	0
Ending Balance	40,000	800,000	0	300,000	0	0	0	120,000	0	340,000	1,600,000

GENERAL FUND ADMINISTRATION

	2024-25	2025-26	2025-26	2026-27	Y-O-Y Budget
	ACTUALS	ORIGINAL	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	1,855,857	2,376,391	2,376,391	2,339,326	
REVENUES					
Interest Earnings	93,565	85,510	91,152	87,019	1.76%
Member Contribution	307,060	315,657	315,657	322,602	2.20%
Cost Reimbursements	0	0	0	0	-
MTC/ Federal Funding	0	0	0	0	-
Grants	0	0	0	0	-
DMV Fee	0	0	0	0	-
NPDES Fee	0	0	0	0	-
TA Cost Share	0	0	0	0	-
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	0	0	0	0	-
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	400,625	401,167	406,809	409,621	2.11%
TOTAL SOURCES OF FUNDS	2,256,482	2,777,558	2,783,200	2,748,947	-1.03%
EXPENDITURES					
Administration Services	130,276	156,361	125,849	151,344	-3.21%
Professional Services	248,814	201,806	414,637	445,050	120.53%
Consulting Services	73,270	555,000	443,700	786,840	41.77%
Supplies	15,349	23,000	3,776	25,000	8.70%
Prof. Dues & Memberships	0	13,000	5,500	13,000	0.00%
Conferences & Meetings/Trainings	11,438	15,000	15,000	25,000	66.67%
Printing/ Postage	1,045	10,000	10,000	10,000	0.00%
Publications	0	3,000	3,000	3,000	0.00%
Distributions	0	0	0	0	-
OPEB Trust	83,727	55,000	55,000	55,000	0.00%
Miscellaneous	244	115,000	15,117	50,000	-56.52%
Bank Fee	0	3,500	3,500	3,500	0.00%
Audit Services	14,905	25,000	25,000	25,000	0.00%
Loan to SMCEL JPA	0	0	0	0	
TOTAL	579,068	1,175,667	1,120,079	1,592,734	35.47%
TRANSFERS					
Transfers In	698,977	107,500	0	0	-100.00%
Transfers Out	0	0	0	0	-
Administrative Allocation	0	(676,205)	(676,205)	(973,377)	43.95%
TOTAL	(698,977)	(783,705)	(676,205)	(973,377)	24.20%
NET CHANGE	520,534	9,205	(37,065)	(209,736)	-2378.50%
TRANSFER TO RESERVES	0	0	0	0	-
TOTAL USE OF FUNDS	(119,909)	391,962	443,874	619,357	58.01%
ENDING BALANCE	2,376,391	2,385,596	2,339,326	2,129,590	-10.73%
RESERVE FUND					
Beginning Balance	40,000	40,000	40,000	40,000	0.00%
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	40,000	40,000	40,000	40,000	0.00%

TRANSPORTATION PROGRAMS

	2024-25	2025-26	2025-26	2026-27	Y-O-Y Budget
	ACTUALS	ORIGINAL	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	4,004,405	4,535,843	4,535,843	4,709,127	
REVENUES					
Interest Earnings	242,532	197,903	202,033	192,873	-2.54%
Member Contribution	2,170,022	470,025	470,025	480,365	2.20%
Cost Reimbursements	0	0	0	0	-
MTC/ Federal Funding	0	1,320,591	1,740,199	1,800,000	36.30%
Grants	125,310	1,020,271	203,029	11,207,205	998.45%
DMV Fee	0	0	0	0	-
NPDES Fee	0	0	0	0	-
TA Cost Share	0	250,000	0	250,000	0.00%
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	308,000	308,000	308,000	309,000	0.32%
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	2,845,864	3,566,790	2,923,286	14,239,443	299.22%
TOTAL SOURCES OF FUNDS	6,850,269	8,102,633	7,459,129	18,948,570	133.86%
EXPENDITURES					
Administration Services	81,756	54,387	113,797	134,829	147.91%
Professional Services	1,456,735	762,353	1,481,063	1,583,921	107.77%
Consulting Services	414,497	1,899,400	1,025,083	4,643,550	144.47%
Supplies	0	0	0	0	-
Prof. Dues & Memberships	5,129	0	0	0	-
Conferences & Meetings/Trainings	10,239	0	0	0	-
Printing/ Postage	1,066	0	0	0	-
Publications	0	0	0	0	-
Distributions	0	0	0	0	-
OPEB Trust	0	0	0	0	-
Miscellaneous	0	0	0	0	-
Bank Fee	0	0	0	0	-
Audit Services	0	0	0	0	-
Loan to SMCEL JPA	0	0	0	0	-
TOTAL	1,969,422	2,716,140	2,619,943	6,362,300	134.24%
TRANSFERS					
Transfers In	0	0	0	0	-
Transfers Out	345,004	0	0	0	-
Administrative Allocation	0	130,059	130,059	419,199	222.31%
TOTAL	345,004	130,059	130,059	419,199	222.31%
NET CHANGE	531,438	720,591	173,284	7,457,944	934.98%
TRANSFER TO RESERVES	0	0	0	0	-
TOTAL USE OF FUNDS	2,314,426	2,846,199	2,750,002	6,781,499	138.27%
ENDING BALANCE	4,535,843	5,256,434	4,709,127	12,167,071	131.47%
RESERVE FUND					
Beginning Balance	800,000	800,000	800,000	800,000	0.00%
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	800,000	800,000	800,000	800,000	0.00%

EXPRESS LANES JPA

	2024-25	2025-26	2025-26	2026-27	Y-O-Y Budget
	ACTUALS	ORIGINAL	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	1,738	(157,180)	(157,180)	50,829	
REVENUES					
Interest Earnings	107,584	0	107,187	1,232	-
Member Contribution	392,452	0	0	0	-
Cost Reimbursements	0	801,286	628,125	808,196	0.86%
MTC/ Federal Funding	0	0	0	0	-
Grants	0	0	0	0	-
DMV Fee	0	0	0	0	-
NPDES Fee	0	0	0	0	-
TA Cost Share	0	0	0	0	-
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	0	0	0	0	-
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	500,036	801,286	735,312	809,428	1.02%
TOTAL SOURCES OF FUNDS	501,774	644,106	578,132	860,257	33.56%
EXPENDITURES					
Administration Services	100,532	135,966	107,949	123,017	-9.52%
Professional Services	295,661	555,250	309,284	568,565	2.40%
Consulting Services	0	0	0	0	-
Supplies	0	0	0	0	-
Prof. Dues & Memberships	0	0	0	0	-
Conferences & Meetings/Trainings	0	0	0	0	-
Printing/ Postage	0	0	0	0	-
Publications	0	0	0	0	-
Distributions	0	0	0	0	-
OPEB Trust	0	0	0	0	-
Miscellaneous	0	0	0	0	-
Bank Fee	0	0	0	0	-
Audit Services	107,584	0	0	0	-
Loan to SMCEL JPA	0	0	0	0	-
TOTAL	503,777	691,216	417,233	691,582	0.05%
TRANSFERS					
Transfers In	0	0	0	0	-
Transfers Out	155,177	0	0	0	-
Administrative Allocation	0	110,070	110,070	168,675	53.24%
TOTAL	155,177	110,070	110,070	168,675	53.24%
NET CHANGE	(158,918)	0	208,009	(50,829)	-
TRANSFER TO RESERVES	0	0	0	0	-
TOTAL USE OF FUNDS	658,954	801,286	527,303	860,257	7.36%
ENDING BALANCE	(157,180)	(157,180)	50,829	0	-100.00%
RESERVE FUND					
Beginning Balance	0	0	0	0	-
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	0	0	0	0	-
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SAN MATEO COUNTY SMART COORIDOR

	2024-25	2025-26	2025-26	2026-27	Y-O-Y Budget
	ACTUALS	ORIGINAL	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	4,363,573	4,764,146	4,764,146	5,458,159	
REVENUES					
Interest Earnings	175,084	161,314	202,758	193,565	19.99%
Member Contribution	0	0	0	0	-
Cost Reimbursements	0	0	0	0	-
MTC/ Federal Funding	0	0	0	0	-
Grants	2,215,057	6,910,278	6,958,493	1,392,333	-79.85%
DMV Fee	0	0	0	0	-
NPDES Fee	0	0	0	0	-
TA Cost Share	0	0	0	0	-
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	0	0	0	0	-
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	2,390,141	7,071,592	7,161,251	1,585,898	-77.57%
TOTAL SOURCES OF FUNDS	6,753,714	11,835,738	11,925,397	7,044,057	-40.48%
EXPENDITURES					
Administration Services	0	20,395	40,549	43,601	113.78%
Professional Services	0	149,190	159,473	169,911	13.89%
Consulting Services	701,171	1,175,016	1,121,552	908,018	-22.72%
Supplies	0	0	0	0	-
Prof. Dues & Memberships	0	0	0	0	-
Conferences & Meetings/Trainings	0	0	0	0	-
Printing/ Postage	0	0	0	0	-
Publications	0	0	0	0	-
Distributions	4,704,627	7,988,874	5,819,659	1,929,915	-75.84%
OPEB Trust	0	0	0	0	-
Miscellaneous	0	0	0	0	-
Bank Fee	0	0	0	0	-
Audit Services	0	0	0	0	-
Loan to SMCEL JPA	0	0	0	0	-
TOTAL	5,405,798	9,333,475	7,141,233	3,051,445	-67.31%
TRANSFERS					
Transfers In	3,441,000	691,000	701,000	730,110	5.66%
Transfers Out	24,770	0	0	0	-
Administrative Allocation	0	27,005	27,005	52,075	92.83%
TOTAL	(3,416,230)	(663,995)	(673,995)	(678,035)	2.11%
NET CHANGE	400,573	(1,597,888)	694,013	(787,512)	-50.72%
TRANSFER TO RESERVES	0	0	0	0	
TOTAL USE OF FUNDS	1,989,568	8,669,480	6,467,238	2,373,410	-72.62%
ENDING BALANCE	4,764,146	3,166,258	5,458,159	4,670,647	47.51%
RESERVE FUND					
Beginning Balance	0	0	0	0	-
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	0	0	0	0	-
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SAN MATEO LGP ENERGY WATCH

	2024-25	2025-26	2025-26	2026-27	Y-O-Y Budget
	ACTUALS	ORIGINAL	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	702,739	814,708	814,708	986,215	
REVENUES					
Interest Earnings	43,155	27,606	48,053	45,874	66.17%
Member Contribution	0	0	0	0	-
Cost Reimbursements	0	0	0	0	-
MTC/ Federal Funding	0	0	0	0	-
Grants	696,808	950,000	950,000	950,000	0.00%
DMV Fee	0	0	0	0	-
NPDES Fee	0	0	0	0	-
TA Cost Share	0	0	0	0	-
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	0	0	0	0	-
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	739,963	977,606	998,053	995,874	1.87%
TOTAL SOURCES OF FUNDS	1,442,702	1,792,314	1,812,761	1,982,089	10.59%
EXPENDITURES					
Administration Services	46,095	40,790	59,623	66,212	62.32%
Professional Services	332,351	65,636	57,574	83,658	27.46%
Consulting Services	376,859	875,000	836,812	1,375,000	57.14%
Supplies	0	0	0	0	-
Prof. Dues & Memberships	17,500	17,500	17,500	17,500	0.00%
Conferences & Meetings/Trainings	4,410	0	0	0	-
Printing/ Postage	0	0	0	0	-
Publications	0	0	0	0	-
Distributions	0	0	0	0	-
OPEB Trust	0	0	0	0	-
Miscellaneous	0	0	0	0	-
Bank Fee	0	0	0	0	-
Audit Services	0	0	0	0	-
Loan to SMCEL JPA	0	0	0	0	-
TOTAL	777,215	998,926	971,509	1,542,370	54.40%
TRANSFERS					
Transfers In	157,500	161,910	161,910	165,472	2.20%
Transfers Out	8,279	21,500	0	0	-100.00%
Administrative Allocation	0	16,947	16,947	36,553	115.69%
TOTAL	(149,221)	(123,463)	(144,963)	(128,919)	4.42%
NET CHANGE	111,969	102,143	171,507	(417,577)	-508.82%
TRANSFER TO RESERVES	0	0	0	0	-
TOTAL USE OF FUNDS	627,994	875,463	826,546	1,413,451	61.45%
ENDING BALANCE	814,708	916,851	986,215	568,638	-37.98%
RESERVE FUND					
Beginning Balance	0	0	0	0	-
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	0	0	0	0	-

TRANSPORTATION FUND FOR CLEAN AIR

	2024-25	2025-26	2025-26	2026-27	Y-O-Y Budget
	ACTUALS	ORIGINAL	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	1,953,850	1,786,714	1,786,714	2,131,943	
REVENUES					
Interest Earnings	110,948	94,153	83,462	79,678	-15.37%
Member Contribution	0	0	0	0	-
Cost Reimbursements	0	0	0	0	-
MTC/ Federal Funding	0	0	0	0	-
Grants	0	0	0	0	-
DMV Fee	1,078,988	1,044,800	1,453,708	3,030,594	190.06%
NPDES Fee	0	0	0	0	-
TA Cost Share	0	0	0	0	-
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	0	0	0	0	-
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	1,189,936	1,138,953	1,537,170	3,110,272	173.08%
TOTAL SOURCES OF FUNDS	3,143,786	2,925,667	3,323,884	5,242,215	79.18%
EXPENDITURES					
Administration Services	0	0	2,000	0	-
Professional Services	30,912	54,029	49,095	66,003	22.16%
Consulting Services	0	0	0	0	-
Supplies	0	0	0	0	-
Prof. Dues & Memberships	0	0	0	0	-
Conferences & Meetings/Trainings	0	0	0	0	-
Printing/ Postage	0	0	0	0	-
Publications	0	0	0	0	-
Distributions	1,318,889	1,855,147	1,132,242	4,817,987	159.71%
OPEB Trust	0	0	0	0	-
Miscellaneous	0	0	0	0	-
Bank Fee	0	0	0	0	-
Audit Services	0	0	0	0	-
Loan to SMCEL JPA	0	0	0	0	-
TOTAL	1,349,801	1,909,176	1,183,337	4,883,990	155.82%
TRANSFERS					
Transfers In	0	0	0	0	-
Transfers Out	7,271	0	0	0	-
Administrative Allocation	0	8,604	8,604	16,098	87.10%
TOTAL	7,271	8,604	8,604	16,098	87.10%
NET CHANGE	(167,136)	(778,827)	345,229	(1,789,816)	129.81%
TRANSFER TO RESERVES	0	0	0	0	-
TOTAL USE OF FUNDS	1,357,072	1,917,780	1,191,941	4,900,088	155.51%
ENDING BALANCE	1,786,714	1,007,887	2,131,943	342,127	-66.06%
RESERVE FUND					
Beginning Balance	0	0	0	0	-
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	0	0	0	0	-

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

	2024-25	2025-26	2025-26	2026-27	Y-O-Y Budget
	ACTUALS	AMENDED*	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	1,738,412	1,471,511	1,471,511	838,560	
REVENUES					
Interest Earnings	74,326	70,792	60,423	57,683	-18.52%
Member Contribution	1,768,554	166,257	167,913	170,359	2.47%
Cost Reimbursements	0	0	0	0	-
MTC/ Federal Funding	0	0	0	0	-
Grants	1,150,535	1,145,000	919,089	1,730,000	51.09%
DMV Fee	0	0	0	0	-
NPDES Fee	0	1,624,102	1,619,395	1,628,884	0.29%
TA Cost Share	0	0	0	0	-
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	0	0	0	0	-
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	2,993,415	3,006,151	2,766,820	3,586,926	19.32%
TOTAL SOURCES OF FUNDS	4,731,827	4,477,662	4,238,331	4,425,486	-1.17%
EXPENDITURES					
Administration Services	35,813	40,790	30,638	38,955	-4.50%
Professional Services	539,067	523,177	520,807	697,570	33.33%
Consulting Services	2,581,131	3,067,500	2,743,859	2,828,438	-7.79%
Supplies	3,557	4,000	4,000	4,000	0.00%
Prof. Dues & Memberships	33,110	35,235	39,660	42,610	20.93%
Conferences & Meetings/Trainings	5,200	10,000	5,000	10,000	0.00%
Printing/ Postage	0	0	0	0	-
Publications	0	0	0	0	-
Distributions	5,400	25,000	6,000	15,000	-40.00%
OPEB Trust	0	0	0	0	-
Miscellaneous	0	1,000	0	1,000	0.00%
Bank Fee	0	0	0	0	-
Audit Services	0	0	0	0	-
Loan to SMCEL JPA	0	0	0	0	-
TOTAL	3,203,278	3,706,702	3,349,964	3,637,573	-1.86%
TRANSFERS					
Transfers In	40,000	40,000	40,000	40,000	0.00%
Transfers Out	97,038	21,500	0	0	-100.00%
Administrative Allocation	0	89,807	89,807	179,637	100.03%
TOTAL	57,038	71,307	49,807	139,637	95.83%
NET CHANGE	(266,901)	(771,858)	(632,951)	(190,284)	-75.35%
TRANSFER TO RESERVES	0	0	0	0	-
TOTAL USE OF FUNDS	3,260,316	3,778,009	3,399,771	3,777,210	-0.02%
ENDING BALANCE	1,471,511	699,653	838,560	648,276	-7.34%
RESERVE FUND					
Beginning Balance	120,000	120,000	120,000	120,000	0.00%
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	120,000	120,000	120,000	120,000	0.00%
*Budget amended by Board Resolution 26-12 on March 12, 2026.					

AB1546 (\$4 DMV FEE) PROGRAM

	2024-25	2025-26	2025-26	2026-27	Y-O-Y Budget
	ACTUALS	ORIGINAL	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	412,120	422,973	422,973	377,665	
REVENUES					
Interest Earnings	20,853	17,418	16,518	16,518	-5.17%
Member Contribution	0	0	0	0	-
Cost Reimbursements	0	0	0	0	-
MTC/ Federal Funding	0	0	0	0	-
Grants	0	0	0	0	-
DMV Fee	0	0	0	0	-
NPDES Fee	0	0	0	0	-
TA Cost Share	0	0	0	0	-
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	0	0	0	0	-
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	20,853	17,418	16,518	16,518	-5.17%
TOTAL SOURCES OF FUNDS	432,973	440,391	439,491	394,183	-10.49%
EXPENDITURES					
Administration Services	0	0	0	0	-
Professional Services	0	0	11,826	12,716	-
Consulting Services	10,000	50,000	50,000	320,000	540.00%
Supplies	0	0	0	0	-
Prof. Dues & Memberships	0	0	0	0	-
Conferences & Meetings/Trainings	0	0	0	0	-
Printing/ Postage	0	0	0	0	-
Publications	0	0	0	0	-
Distributions	0	374,000	0	0	-100.00%
OPEB Trust	0	0	0	0	-
Miscellaneous	0	0	0	0	-
Bank Fee	0	0	0	0	-
Audit Services	0	0	0	0	-
Loan to SMCEL JPA	0	0	0	0	-
TOTAL	10,000	424,000	61,826	332,716	-21.53%
TRANSFERS					
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Administrative Allocation	0	0	0	3,101	-
TOTAL	0	0	0	3,101	-
NET CHANGE	10,853	(406,582)	(45,308)	(319,299)	-21.47%
TRANSFER TO RESERVES	0	0	0	0	
TOTAL USE OF FUNDS	10,000	424,000	61,826	335,817	-20.80%
ENDING BALANCE	422,973	16,391	377,665	58,366	256.09%
RESERVE FUND					
Beginning Balance	0	0	0	0	-
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	0	0	0	0	-
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance					
	128				

MEASURE M (\$10 DMV FEE)

	2024-25	2025-26	2025-26	2026-27	Y-O-Y Budget
	ACTUALS	ORIGINAL	ESTIMATED	BUDGET	% Change
BEGINNING BALANCE	10,680,878	9,567,831	9,567,831	9,555,154	
REVENUES					
Interest Earnings	638,068	490,563	448,304	427,978	-12.76%
Member Contribution	0	0	0	0	-
Cost Reimbursements	680,307	706,535	706,535	700,765	-0.82%
MTC/ Federal Funding	0	0	0	0	-
Grants	0	0	0	0	-
DMV Fee	6,958,938	6,700,000	6,624,797	6,958,940	3.86%
NPDES Fee	0	0	0	0	-
TA Cost Share	0	0	0	0	-
Miscellaneous/ SFIA	0	0	0	0	-
Street Repair Funding	0	0	0	0	-
PPM-STIP	0	0	0	0	-
Assessment	0	0	0	0	-
TLSP	0	0	0	0	-
TOTAL	8,277,313	7,897,098	7,779,636	8,087,683	2.41%
TOTAL SOURCES OF FUNDS	18,958,191	17,464,929	17,347,467	17,642,837	1.02%
EXPENDITURES					
Administration Services	57,174	47,588	132,380	84,438	77.44%
Professional Services	205,544	429,308	177,731	108,494	-74.73%
Consulting Services	1,899,800	1,966,923	830,047	2,013,556	2.37%
Supplies	0	0	0	0	-
Prof. Dues & Memberships	0	500	500	500	0.00%
Conferences & Meetings/Trainings	688	2,500	2,500	2,500	0.00%
Printing/ Postage	0	0	0	0	-
Publications	0	0	0	0	-
Distributions	4,382,985	6,634,247	5,832,213	4,918,600	-25.86%
OPEB Trust	0	0	0	0	-
Miscellaneous	0	0	0	0	-
Bank Fee	0	0	0	0	-
Audit Services	0	0	0	0	-
Loan to SMCEL JPA	0	0	0	0	-
TOTAL	6,546,191	9,081,066	6,975,371	7,128,088	-21.51%
TRANSFERS					
Transfers In	0	0	0	280,000	-
Transfers Out	2,844,169	731,000	741,000	1,050,110	43.65%
Administrative Allocation	0	75,942	75,942	47,056	-38.04%
TOTAL	2,844,169	806,942	816,942	817,166	1.27%
NET CHANGE	(1,113,047)	(1,990,910)	(12,677)	142,429	-107.15%
TRANSFER TO RESERVES	0	0	0	0	-
TOTAL USE OF FUNDS	9,390,360	9,888,008	7,792,313	7,945,254	-19.65%
ENDING BALANCE	9,567,831	7,576,921	9,555,154	9,697,583	27.99%
RESERVE FUND					
Beginning Balance	340,000	340,000	340,000	340,000	0.00%
Transfers In	0	0	0	0	-
Transfers Out	0	0	0	0	-
Ending Balance	340,000	340,000	340,000	340,000	0.00%

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting Executive Director

Subject: Receive an update on the proposed Connect Bay Area local Investment Plan.

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

RECOMMENDATION

That the C/CAG Board receive an update on the proposed 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. If passed, the measure could generate approximately \$50 million annually in San Mateo County over a 14-year period (approximately \$700 million total) for transit-related investments.

At its April 2026 meeting, the C/CAG Board received a presentation on the measure. Since that meeting, SamTrans has released its draft SB 63 Local Investment Plan. The presentation materials are included as Attachment 1 to this agenda report.

Vice Chair Stacy Jimenez attended the recent SamTrans Board meeting where the Local Investment Plan was discussed and will provide key highlights from that meeting. The C/CAG Board will also have an opportunity to discuss the proposed Plan and the investment priorities.

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

1. SamTrans Local Investment Plan Presentation



Proposed Connect Bay Area Local Investment Plan

Item #10.d.
5/6/2026

ATTACHMENT 1



Board of Directors Meeting | May 6, 2026

132
193

Agenda

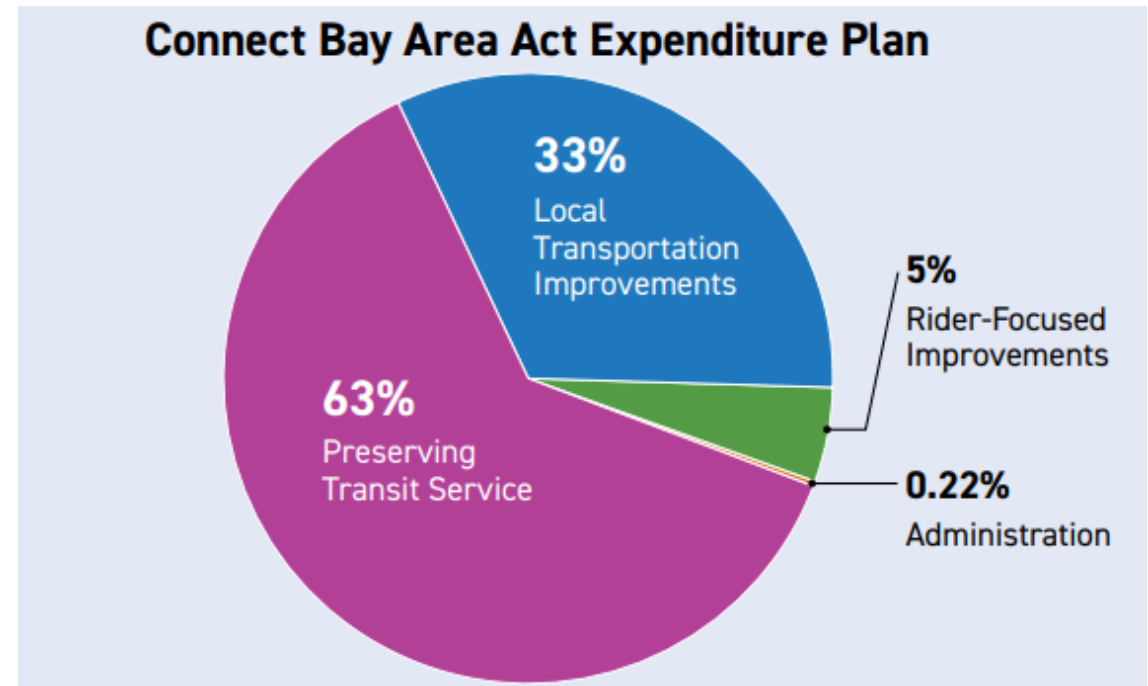
- **Key issue and context**
 - Connect Bay Area Measure: regional transit support and "return-to-source" funds
 - SamTrans financial outlook
- **Local Investment Plan preview: Proposed categories and percents**
 - **Supporting data for proposed categories**
 - Community input - survey results
 - Input from City Councils and other groups
 - Agency and Stakeholder Advisory Groups
 - **Discuss proposed categories and percents**
 - **Additional recommendations**

Key Issue

- Caltrain, BART, SFMTA, and AC Transit are facing deficits as post-pandemic fare revenue lags and operating costs rise
- Despite ridership gains and cost efficiency measures, expenses are outpacing revenues
- Federal and state support has declined
- Need for a stable, predictable source of funds to keep these agencies operating at current service levels

Connect Bay Area Measure

- 14-year, 1/2 cent sales tax in 4 counties (San Mateo, Santa Clara, Alameda, Contra Costa), full cent in San Francisco
- Would generate approx. \$980 million annually
- Includes accountability and oversight provisions



Connect Bay Area Measure

Of San Mateo County tax revenues:

- **37%** to SamTrans to be administered locally
- **27%** to BART
- **24%** to Caltrain
- **7%** to Muni
- **5%** to MTC for rider-focused improvements

Connect Bay Area Measure – San Mateo County Local Investment

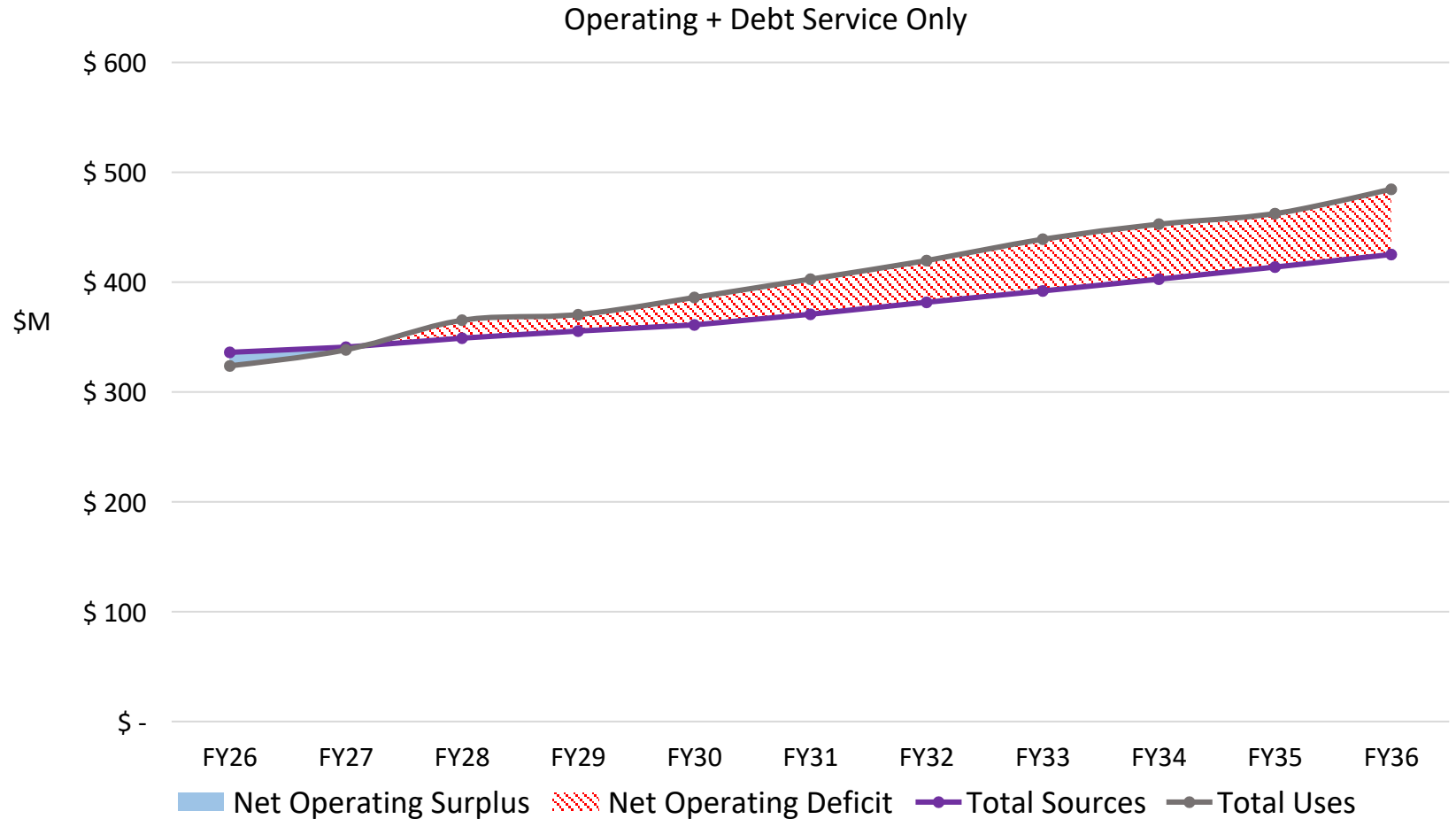
- Approximately \$50M annually for 14 years for public transit in San Mateo County; Total = \$700M
- Funds may be used for:
 - Public transit operations and capital
 - Public transit components of larger capital projects
 - Targeted pavement repairs on local roads served by fixed-route transit



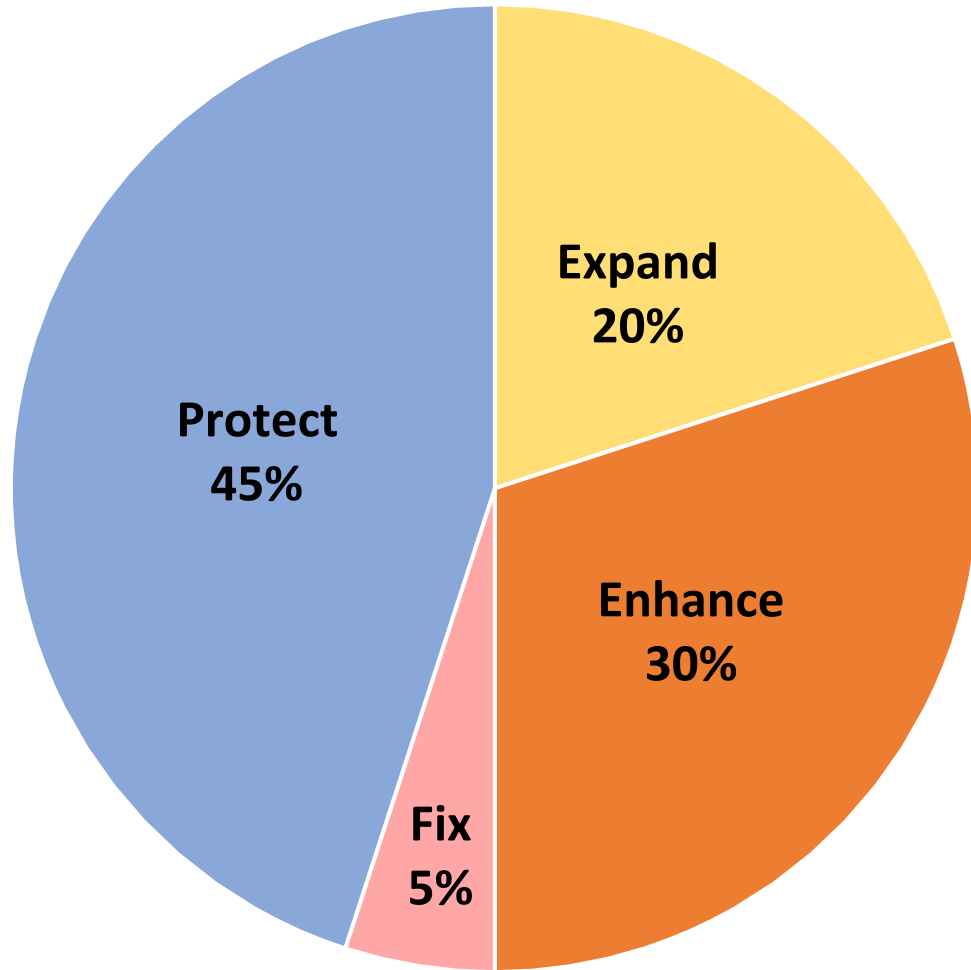
SamTrans Financial Outlook

FY26-FY36 Operating Outlook (assumes zero new tax revenue)

- **Operating deficit projected to begin in FY28**
- Average annual deficit over next 10 years of nearly \$30M
- Increased labor, energy, and contracted services costs
- Proactive measures:
 - No new positions approved, reducing consultant use
 - Cuts across all discretionary spending
 - New revenue sources: advertising, partnerships, asset revenue study



Local Investment Plan Preview: Proposed Categories and Percents



Protect: 45%

Prevent cuts to existing public transit services

Enhance: 30%

Improve the rider experience and promote traffic reduction through reliable, efficient service, better bus stops and last mile service solutions

Expand: 20%

Expand affordable transit access for underserved communities, including the coast and vulnerable populations

Fix: 5%

Repair and maintain aging transit infrastructure, including bus stops and potholes on bus routes

Supporting data for proposed categories

Top Categories Across Inputs

Top:



Improve transit routes to reduce traffic on the most heavily traveled corridors



Enhance bus service to be more efficient, faster, and more reliable



Increase safety, cleanliness, and accessibility at bus stops



Expand access to transit for communities that are currently underserved



Continue free and reduced fare programs for seniors, students, and people with disabilities



Reduce greenhouse gas emissions and improve air quality by transitioning to zero-emission buses



Protect transit infrastructure against sea-level rise, flooding, and extreme weather



Repair potholes and fix streets along bus routes



Make repairs and upgrades to aging paratransit vehicles to ensure reliable service



Offer affordable ride-share and on-demand programs to more communities

Community Input - Survey Results

Total Survey Responses: 1,872

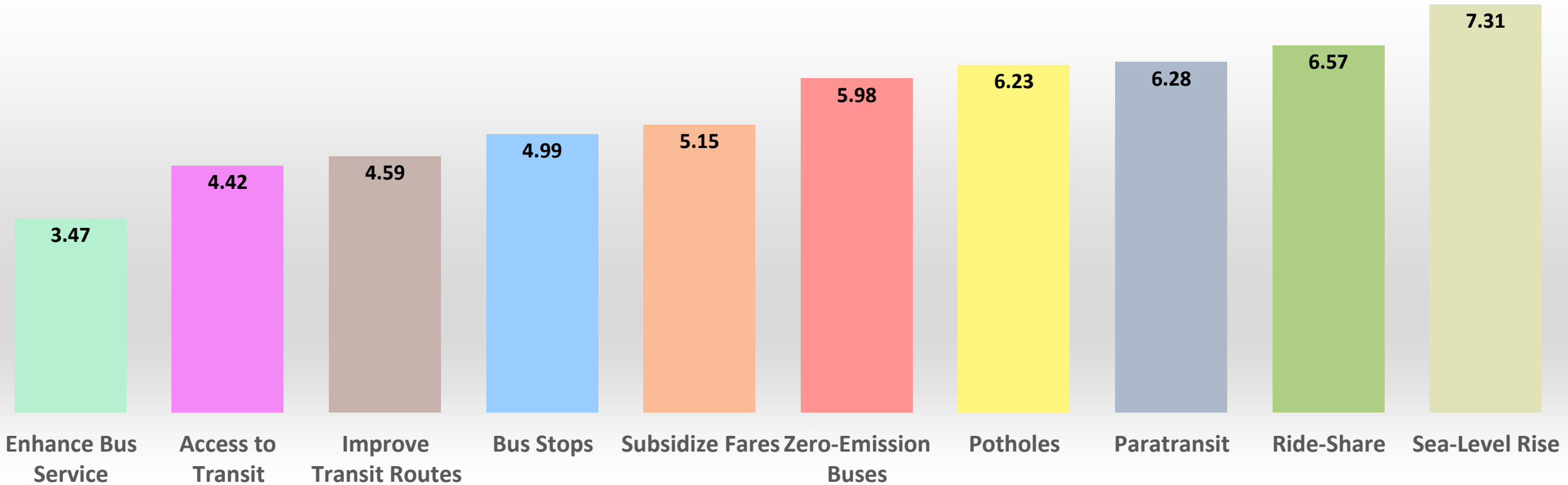
- Digital: 1,813
- Paper: 59

Total Survey Comments: 578

- Survey translated into Spanish, Tagalog, Simplified Chinese
- Respondents had option to submit open-ended comments in addition to ranking categories

Community Input – Average Score

Average rank per priority (1=highest, 10=lowest)



Local Investment Plan Outreach

- **17 City Council presentations**
- **Presentations to other groups:**
 - SMCTA Board
 - C/CAG Board
 - SamTrans CAC
 - SMCTA CAC
 - North Fair Oaks Community Council
 - Midcoast Community Council
 - Pescadero Municipal Advisory Council
 - Paratransit Advisory Council
 - SamTrans Accessible Advisory Committee/Caltrain Accessible Advisory Committee
- **3 Agency Advisory Group meetings**
- **3 Stakeholder Advisory Group meetings**



Presentations – What We've Heard (Slide 1 of 2)

- Concern about SamTrans' and other agencies' **deficits and long-term financial planning/accountability**
- Desire for more articulation of **what happens if tax doesn't pass**
- Broad support for SamTrans service, advocacy for **faster, more reliable service**
- Acknowledgement that **transit-dependent communities need service**
- Specific questions related to **local bus route and stop issues**
- Some desire for **free fare transit pilot projects**

Presentations – What We’ve Heard (Slide 2 of 2)

- Support for improving **local east-west service gaps** including service to the **East Bay**
- Though Half Moon Bay largely happy with recent service changes, **rest of coast feels underserved**
- Strong interest in **neighborhood coverage and first/last-mile connections**, especially in rural, hillside and underserved areas
- **Mixed response on pothole funding**
- Preference for **paratransit service improvements** over upgrading aging vehicles
- Concern about how this sales tax could **impact other local taxes** potentially on the ballot

AAG & SAG

- **Agency Advisory Group (AAG)**
City Managers, Public Works Directors, community development and transportation staff
- **Stakeholder Advisory Group (SAG)**
Business, non-profit, labor, special districts and other community groups
- Met on February 26, March 10, April 23



Feedback Exercise

GROUP 1 AG

PLANNING for SUSTAINABLE + RESILIENT TRANSIT

AFFORDABLE, ACCESSIBLE, TRANSPORTATION

10%

OPS 95% RIDER EXP 92% IMP

MAINTAIN AND IMPROVE INFRASTRUCTURE

5%

Reduce greenhouse gas emissions and improve air quality by transitioning to zero-emission buses

Protect transit infrastructure against sea-level rise, flooding, and extreme weather

Repair potholes and fix streets along bus routes

Make repairs and upgrades to aging paratransit vehicles to ensure reliable service

Offer affordable ride-share and on-demand programs to more communities

Continue free and reduced fare programs for seniors, students, and people with disabilities

Expand access to transit for communities that are currently underserved

AAG Group 2

Route Improvements 15%

Support 10%

Infrastructure 5%

Climate

Expansion + Ops 65%

Improve transit routes to reduce traffic on the most heavily traveled corridors

Increase safety, cleanliness, and accessibility at bus stops

Expand access to transit for communities that are currently underserved

Enhance bus service to be more efficient, faster, and more reliable

Protect transit infrastructure against sea-level rise, flooding, and extreme weather

Reduce greenhouse gas emissions and improve air quality by transitioning to zero-emission buses

Make repairs and upgrades to aging paratransit vehicles to ensure reliable service

Offer affordable ride-share and on-demand programs to more communities

Repair potholes and fix streets along bus routes

GROUP 2

OPERATIONS

Reduce greenhouse gas emissions and improve air quality by transitioning to zero-emission buses

Make repairs and upgrades to aging paratransit vehicles to ensure reliable service

Expand access to transit for communities that are currently underserved

Offer affordable ride-share and on-demand programs to more communities

Continue free and reduced fare programs for seniors, students, and people with disabilities

Increase safety, cleanliness, and accessibility at bus stops

Protect transit infrastructure against sea-level rise, flooding, and extreme weather

Repair potholes and fix streets along bus routes

SAG #1

25%

3 Infrastructure (Current) + Equipment

Enhance bus service to be more efficient, faster, and more reliable

Improve transit routes to reduce traffic on the most heavily traveled corridors

Make repairs and upgrades to aging paratransit vehicles to ensure reliable service

Increase safety, cleanliness, and accessibility at bus stops

25%

1 Ridership + Accessibility

Continue free and reduced fare programs for seniors, students, and people with disabilities

Expand access to transit for communities that are currently underserved

Offer affordable ride-share and on-demand programs to more communities

40%

4 Future Projects 10%

Repair potholes and fix streets along bus routes

Protect transit infrastructure against sea-level rise, flooding, and extreme weather

Reduce greenhouse gas emissions and improve air quality by transitioning to zero-emission buses

SAG #3

25%

1. Improve Rider Experience
(efficient, preserve existing service, positive experience)

Enhance bus service to be more efficient, faster, and more reliable + Frequent

Increase safety, cleanliness, and accessibility at bus stops

30% MOST CRITICAL

2. Reliable Infrastructure

Make repairs and upgrades to aging paratransit vehicles to ensure reliable service

Reduce greenhouse gas emissions and improve air quality by transitioning to zero-emission buses

Protect transit infrastructure against sea-level rise, flooding, and extreme weather

Repair potholes and fix streets along bus routes

25%

3. Affordable access for priority Communities

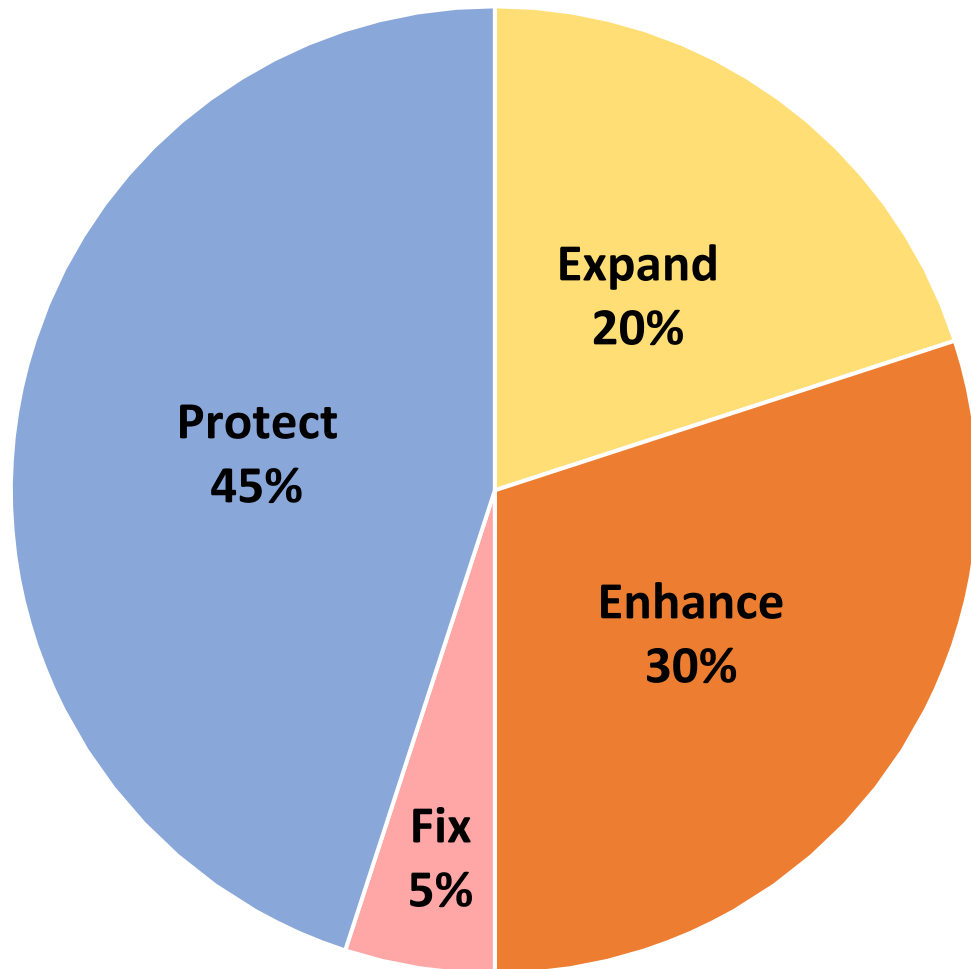
Offer affordable ride-share and on-demand programs to more communities

Expand access to transit for communities that are currently underserved

SAG and AAG Feedback

- Every group supported **addressing operational deficit** (most around 50%)
- **Expansion to underserved communities** was important to all groups
- Affordable **ride-share** and **continuing fare programs** were important for expanding access
- Investment in **infrastructure** was also a priority (e.g. new bus stops, bus only lanes)
- No group had more than 5% dedicated to **climate/sustainability**. ZEB and GHG reduction seen as potentially too big an issue for amount of funds, but desire to build in flexibility for planning
- **Potholes** did not rise to the top
- Strong support for **Grand Boulevard Initiative (GBI)** type projects
- Prioritize **human/rider-centric improvements**

Local Investment Plan Recommendation

**Protect: 45%**

Prevent cuts to existing public transit services

Enhance: 30%

Improve the rider experience and promote traffic reduction through reliable, efficient service, better bus stops and last mile service solutions

Expand: 20%

Expand affordable transit access for underserved communities, including the coast and vulnerable populations

Fix: 5%

Repair and maintain aging transit infrastructure, including bus stops and potholes on bus routes

Recommendation

Enhance: 30%

Improve the rider experience and promote traffic reduction through reliable, efficient service, better bus stops and last mile service solutions



Improve transit routes to reduce traffic on the most heavily traveled corridors



Enhance bus service to be more efficient, faster, and more reliable



Increase safety, cleanliness, and accessibility at bus stops

Protect: 45%

Prevent cuts to existing public transit services

Operational Deficit

Fix: 5%

Repair and maintain aging transit infrastructure, including bus stops and potholes on bus routes



Increase safety, cleanliness, and accessibility at bus stops



Repair potholes and fix streets along bus routes

Expand: 20%

Expand affordable transit access for underserved communities, including the coast and vulnerable populations



Expand access to transit for communities that are currently underserved



Offer affordable ride-share and on-demand programs to more communities



Continue free and reduced fare programs for seniors, students, and people with disabilities



Make repairs and upgrades to aging paratransit vehicles to ensure reliable service

No special call-out for ZEB and Sea Level Rise

Proposed Recommendation Example Projects

Enhance: 30%

Example projects:

- Grand Boulevard Initiative projects
- Reimagine Dumbarton
- Transit Signal Priority
- Bus stop amenities, real-time information
- Zero-emission bus transition
- Route improvement studies

Protect: 45%

Operational deficit:
prevent cuts to existing
public transit services

Fix: 5%

Example projects

- Maintain bus stops, facilities and property
- Emphasis on safety and cleanliness
- Pothole money on top of existing city spending levels
- Flooding protection

Expand: 20%

Example projects

- East/West and Coastal service studies
- New/expanded Ride Plus or pilots
- Support for fare programs
- Paratransit enhancements

Additional Recommendations (Slide 1 of 2)

Flexibility

- The Local Investment Plan reflects the current Board's priorities, sets a framework for future Boards, and includes a review every three years
- The percentages apply to total funding over the life of the measure, not annual allocations
- The Local Investment Plan percentages are aspirational and may shift modestly over the 14-year period in response to changing conditions, while remaining within proposed categories

Accountability

- Board commitment to reducing SamTrans' operational deficit through public and transparent process; reduce expenses and grow revenues

Additional Recommendations (Slide 2 of 2)

Partnership

- Pilot programs require city skin in the game (could be in-kind) with understanding they will be cancelled if ridership does not materialize

Impact

- Local Investment Plan allows funding for some smaller-scale projects, and planning and/or local match funding for larger projects, but prioritizes near-term visible deliverables (e.g. bus stops) over mega projects (e.g. sea level rise mitigation)



C/CAG AGENDA REPORT

Date: May 14, 2026

To: C/CAG Board of Directors

From: Kaki Cheung, Acting Executive Director

Subject: Review and approval of Resolution 26-40 extending the appointment of Kaki Cheung as the Acting Executive Director until June 11, 2026, or as amended by the C/CAG Board of Directors.

(For further information contact Melissa Andrikopoulos at mandrikopoulos@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-40 extending the appointment of Kaki Cheung as the Acting Executive Director until June 11, 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

At the April 11, 2026 Board meeting, the C/CAG Board appointed Kaki Cheung as Acting Executive Director effective April 25th to May 14th, following former Executive Director Sean Charpentier's departure.

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. Approval of this resolution will allow the C/CAG Board to further extend Ms. Cheung's appointment as Acting Executive Director to the June 11, 2026 Board meeting, if necessary.

Ms. Cheung is receiving a 10% salary increase to compensate for this special short-term assignment. If the acting designation is extended by the Board, a commensurate extension of this increase will also be pursued.

The appointment shall be effective until June 11th, 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 26-40

RESOLUTION 26-40

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO EXTENDING THE APPOINTMENT OF KAKI CHEUNG AS THE ACTING EXECUTIVE DIRECTOR UNTIL JUNE 11, 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, on April 11, 2026, the C/CAG Board appointed Kaki Cheung as Acting Executive Director, to be effective upon former Director Sean Charpentier's resignation, from April 25th to May 14th, 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, in the event additional time is needed to appoint an Interim Executive Director, the Board desires to provide continued coverage in the Executive Director role; and

WHEREAS, Ms. 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 extends the appointment of Kaki Cheung as Acting Executive Director until June 11, 2026; and recommends a commensurate continuation of 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 14TH DAY OF MAY, 2026

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: May 14, 2026

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

From: Kaki Cheung, Acting Executive Director

Subject: Written Communications - Information Only (13 Letters)

(For further information, please contact Mima Crume at mcrume@smcgov.org)

BACKGROUND

1. **4/28/2026** – To The Honorable Buffy Wicks, Chair, Assembly Appropriations Committee, RE: AB 2296 (Papan) Regional Housing Needs Allocation Process – SUPPORT
2. **4/23/2026** – To The Honorable Buffy Wicks, Chair, Assembly Appropriations Committee, RE: AB 2051 (Wicks) Coastal Resilience Permitting Working Group – SUPPORT
3. **4/22/2026** – To The Honorable Buffy Wicks, Chair, Assembly Appropriations Committee, RE: AB 2346 (Wilson): Electric Bicycles Safety – SUPPORT
4. **4/22/2026** – To The Honorable Buffy Wicks, Chair, Assembly Appropriations Committee, RE: AB 2595 (Papan) San Mateo County Age Limit for Electric Bicycle Use – SUPPORT
5. **4/21/2026** – To Sean Charpetier, Executive Director, C/CAG, RE: Airport Land Use Compatibility – San Mateo County Housing Element Rezoning Program
6. **4/21/2026** – To Steve Monowitz, Director Of Planning and Building, RE: Airport Land Use Compatibility Plan Compliance
7. **4/16/2026** – To The Honorable Lori D. Wilson, Chair, Assembly Transportation Committee, RE: AB 2595 (Papan) San Mateo County Age Limit for Electric Bicycle Use – SUPPORT
8. **4/13/2026** – To The Honorable Josh Becker, Chair, Senate Natural Resources and Water Committee, RE: SB 1167 (Blakespear) E-MOTOS – SUPPORT
9. **4/13/2026** – To The Honorable Matt Haney, Chair, Assembly Housing and Community Development Committee, RE: AB 2296 (Papan) Regional Housing Needs Allocation Process – SUPPORT
10. **4/13/2026** – To The Honorable Diane Papan, Chair, Assembly Water, Parks and Wildlife Committee, RE: AB 2051 (Wicks) Coastal Resilience Permitting Working Group – SUPPORT
11. **4/13/2026** – To The Honorable Matt Haney, Chair, Assembly Housing and Community Development Committee, RE: AB 2576 (Harabedian) Transit-Oriented Development – SUPPORT AND REQUEST AMENDMENTS
12. **4/10/2026** – To The Honorable Ash Kalra, Chair, Assembly Judiciary Committee, RE: AB 2346 (Wilson): Electric Bicycles Safety – SUPPORT
13. **4/10/2026** – To The Honorable Matt Haney, Chair, Assembly Committee on Housing and Community Development, RE: AB 2002 (Solache) Regional Early Action Planning - SUPPORT

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/>)