

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

C/CAG BOARD MEETING NOTICE

Meeting No. 394

| | |
|--|--|
| Date: Thursday, June 11, 2026 Time: 6:30 p.m. | Join by Webinar: https://us02web.zoom.us/j/84157433037?pwd=WwVDYmPHVRtkK0bNOMUKJ13ratEvp.1 |
| Location: 455 County Center 1 st Floor, Room 101 Redwood City, CA 94063 | Webinar ID: 841 5743 3037 Password: 061126 Join by Phone: (669) 900-6833 |

*** 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 an informational presentation on interim supportive housing approaches to address unsheltered homelessness.

p. 1

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 May 14, 2026, C/CAG Board and ALUC Meeting No. 393. ACTION p. 3
- 3.2 Review and approval of the Finance Committee's recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of March 31, 2026. ACTION p. 9
- 3.3 Review and approval of Resolution 26-41 authorizing the C/CAG Executive Director to execute Task Order EOA-19 with EOA, Inc. for an amount not to exceed \$2,130,000 for technical support services to the San Mateo Countywide Water Pollution Prevention Program for Fiscal Year 2026-27. ACTION p. 12
- 3.4 Review and approval of Resolution 26-42 authorizing the C/CAG Executive Director to execute a Cooperative Agreement with the San Mateo County Department of Housing for FY 2026-2027 housing-related activities, in an amount not to exceed \$175,000. ACTION p. 15
- 3.5 Accept the biennial review of the C/CAG Conflict of Interest Code. ACTION p. 19

4.0 **REGULAR AGENDA**

- 4.1 Review and approval of Resolution 26-44 accepting the updated San Bruno/South San Francisco Community Based Transportation Plan. ACTION p. 23
- 4.2 Review and approval of Resolution 26-45 adopting the final draft of C/CAG Fiscal Year 2026-27 Program Budget and member fees. (*Special Voting Procedure Applies*) ACTION p. 27
- 4.3 Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.) POSSIBLE ACTION p. 46

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 26-46 appointing Kaki Cheung as the Interim Executive Director of C/CAG and approving associated compensation. ACTION p. 80
- 6.3 Review and approval of Resolution 26-47 extending the appointment of Kaki Cheung as the Acting Executive Director until July 9, 2026, or as amended by the C/CAG Board of Directors. ACTION p. 82

7.0 COMMITTEE REPORTS

- 7.1 Chairperson's Report
- 7.2 Board Members Report/Communication

8.0 EXECUTIVE DIRECTOR'S REPORT

9.0 COMMUNICATIONS - Information Only

- 9.1 Written Communication – 4 Letters p. 85

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 July 9, 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: June 11, 2026

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

From: Kaki Cheung, Acting Executive Director

Subject: Receive an informational presentation on interim supportive housing approaches to address unsheltered homelessness.

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

RECOMMENDATION

That the C/CAG Board receive an informational presentation on interim supportive housing approaches to address unsheltered homelessness.

FISCAL IMPACT

There is no fiscal impact associated with receiving this informational presentation.

SOURCE OF FUNDS

Not Applicable.

BACKGROUND

Communities throughout California continue to face challenges related to homelessness, particularly unsheltered homelessness. State policymakers, local governments, and service providers have increasingly focused on strategies that provide immediate access to interim housing options while permanent housing solutions are developed.

DignityMoves is a California-based nonprofit organization that partners with local governments, service providers, and philanthropic organizations to develop interim supportive housing communities utilizing modular and prefabricated structures. The organization's model emphasizes rapidly deployable, non-congregate interim housing intended to provide individuals experiencing unsheltered homelessness with private sleeping accommodations, supportive services, and pathways to permanent housing.

The Board will receive a presentation that outlines current trends in state policy, emerging interim housing strategies, and examples of projects that have been implemented in communities throughout California.

EQUITY IMPACTS AND CONSIDERATIONS

Individuals experiencing unsheltered homelessness often face significant barriers to accessing housing, employment, healthcare, and other essential services. The presentation discusses interim supportive housing approaches intended to provide safe shelter and connections to supportive services for vulnerable populations.

ATTACHMENTS

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

1. DignityMoves Presentation

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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C/CAG BOARD MEETING NOTICE

MINUTES

Meeting No. 393

May 14, 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.

The Clerk noted that a quorum was not initially present. Chair Salazar stated that the Board would proceed with presentations until additional Board Members arrived. A quorum was established prior to any action being taken by the Board.

| AGENCY: | IN-PERSON: | ABSENT: | REMOTE AB 2449 | REMOTE Publicly Accessible Teleconference Location: |
|----------------|-------------------------|----------------|---------------------------|--|
| Atherton | Elizabeth Lewis | | | |
| Belmont | Julia Mates | | | |
| Brisbane | Coleen Mackin | | | |
| Burlingame | | Absent | | |
| Colma | Thomas Walsh | | | |
| Daly City | Roderick Daus-Magbual | | | |
| East Palo Alto | | Absent | | |
| Foster City | Stacy Jimenez | | | |
| Half Moon Bay | Paul Nagengast | | | |
| Hillsborough | Sophie Cole | | | |
| Menlo Park | | | Cecilia Taylor | |
| Millbrae | | Absent | | |
| Pacifica | Greg Wright | | | |
| Portola Valley | Helen Wolter | | | |
| Redwood City | Elmer Martinez-Saballos | | | |
| San Bruno | Michael Salazar | | | |
| San Carlos | | Absent | | |

| San Mateo | | Absent | | |
|--|-------------------|----------------|---------------------------|--|
| 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 |
| Kaki Cheung – Acting Executive Director | |
| Melissa Andrikopoulos – Legal Counsel | Members of the Public (In-Person): |
| Mima Crume – Clerk of the Board | Drew Corbett – DKG Consultants |
| Audrey Shiramizu | |
| Eva Gaye | Members of the Public (Remote): |
| Matt Petrofsky | Matt Robinson – SYASL |
| Reid Bogert | Gina Papan – MTC Commissioner |
| Yumi Felsing | |

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

2.0 PRESENTATIONS / ANNOUNCEMENTS

2.1 Receive a presentation on the FY 24-25 Safe Routes to School Program Annual Report.

Eva Gaye introduced the item and invited Marco Chavez, San Mateo County Superintendent of Schools, to provide opening remarks. Superintendent Chavez acknowledged the longstanding partnership between City/County Association of Governments of San Mateo County and the San Mateo County Office of Education and recognized the legacy and support of former Superintendent Nancy Magee for the Safe Routes to School Program.

Theresa Vallez-Kelly, Safe Routes to School Coordinator, presented the FY 2024-25 Safe Routes to School Program Annual Report. The presentation highlighted that the program supported approximately 118 schools across 20 school districts countywide through bicycle and pedestrian safety education, walk audits, traffic safety initiatives, active transportation events, and infrastructure partnership projects.

Additional presentation topics included e-bike safety education, Walk and Bike to School events, student travel data and walk audits, and equity-focused initiatives supporting safer access to schools countywide.

The Board received the presentation and discussed ongoing e-bike safety concerns, implementation of school-area infrastructure improvements, and continued collaboration with local jurisdictions and school districts.

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 Saballos MOVED to approve the Consent Calendar. Vice Chair Jimenez SECONDED. A voice vote was taken. **MOTION CARRIED 12-0-0.**

- 3.1 Approval of Minutes from April 9, 2026, C/CAG Board and ALUC Meeting No. 392. APPROVED
- 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. APPROVED
- 3.3 Review and approval of Resolution 26-25 authorizing the C/CAG Executive Director to execute Amendment No. 14 to the agreement with the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$113,500 for Fiscal Year 2026-27. APPROVED
- 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. APPROVED
- 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. APPROVED
- 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. APPROVED
- 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. APPROVED
- 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. APPROVED
- 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. APPROVED

- 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.
APPROVED
- 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. APPROVED
- 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.
APPROVED
- 3.13 Review and approval of Resolution 26-35 adopting the addendum to the C/CAG Countywide Local Roadway Safety Plan. APPROVED
- 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.
APPROVED
- 3.16 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. APPROVED
- 3.17 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. APPROVED
- 3.18 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. APPROVED

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.) APPROVED

Kaki Cheung, Acting Executive Director, introduced Matt Robinson, SYASL, who provided a legislative update regarding the Governor’s May Revision budget proposal, Cap-and-Trade funding concerns, Vehicle License Fee (VLF) funding, and pending transportation and e-bike-related legislation. Discussion included recent legislative activity, advocacy efforts, and ongoing regional transportation funding concerns.

Board discussion included questions regarding UC and CSU student housing funding and ongoing e-bike safety and enforcement issues.

Board Member Lewis MOVED to support Assembly Bill 2313. Board Member Wright SECONDED. A voice vote was taken. **MOTION CARRIED 13-0-0.**

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

Kaki Cheung, Acting Executive Director, presented the initial draft Fiscal Year 2026-27 Program Budget and member fees. The presentation included updates regarding FY 2025-26 program accomplishments, transportation and stormwater project delivery, grant funding, staffing considerations, and upcoming agency priorities and initiatives.

Discussion followed regarding project delivery, staffing capacity, grant funding opportunities, transportation safety initiatives, and ongoing regional coordination efforts.

- 4.3 Receive an update on the proposed Connect Bay Area Local Investment Plan. NO ACTION TAKEN

Staff provided an update on the proposed Connect Bay Area Local Investment Plan, including information regarding regional transportation funding priorities, investment strategies, and coordination efforts among Bay Area agencies and jurisdictions.

Discussion followed regarding regional funding opportunities, project priorities, and future transportation investment planning.

MTC Commissioner Gina Papan provided public comment regarding the proposed Connect Bay Area expenditure plan and encouraged local jurisdictions and policymakers to provide input regarding future transportation funding priorities, local infrastructure needs, and expenditure policy decisions related to the regional transit measure.

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**

The Board reconvened in open session.

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

Chair Salazar reported that direction was provided to staff and no reportable action was taken.

- 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.

Board Member Lewis MOVED to approve Resolution 26-40 extending the appointment of Kaki Cheung as Acting Executive Director until June 11, 2026. Board Member Saballos SECONDED.

A voice vote was taken. **MOTION CARRIED 11-0-0**

7.0 COMMITTEE REPORTS

- 7.1 Chairperson's Report

None.

- 7.2 Board Members Report/Communication

None.

8.0 EXECUTIVE DIRECTOR'S REPORT

Acting Executive Director Kaki Cheung provided updates regarding available 2026 OBAG, CARE, and district funding opportunities totaling approximately \$27.5 million and encouraged member agencies to coordinate with city staff regarding upcoming grant applications. Staff also announced an upcoming applicant workshop related to the funding opportunities.

Acting Executive Director Cheung also reported that the City/County Association of Governments of San Mateo County Stormwater Program was awarded a \$5.08 million EPA San Francisco Bay Geographic Program grant to support PCB reduction, stormwater control implementation, monitoring, remediation, and public outreach efforts throughout San Mateo County.

9.0 COMMUNICATIONS - Information Only

- 9.1 Written Communication – 13 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.

None.

11.0 ADJOURNMENT

Next scheduled meeting June 11, 2026

C/CAG AGENDA REPORT

Date: June 11, 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 the Finance Committee’s recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of March 31, 2026.

(For further information contact Yumi Felsing at [yfelsing@smcgov.org](mailto:yfelsinger@smcgov.org))

RECOMMENDATION

That the C/CAG Board review and approve of the Finance Committee’s recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of March 31, 2026.

FISCAL IMPACT

Potential for higher or lower yields and risk associated with C/CAG investments.

SOURCE OF FUNDS

The Investment portfolio includes all C/CAG funds held by the C/CAG Financial Agent (City of San Carlos).

BACKGROUND

According to the C/CAG Investment Policy adopted on September 10, 2020:

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

The Finance Committee seeks to provide a balance between the various investments and maturities in order to give C/CAG the optimum combination of Safety of Principal, necessary liquidity, and optimal yield based on cash flow projections.

On November 14, 2013, the C/CAG Board approved the following C/CAG investment portfolio parameters:

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

On December 10, 2020, the C/CAG Board approved the Finance Committee’s recommendation for staff to target LAIF investments to 60% allocation and increase COPOOL investments to 40% allocation dependent upon the changes in the interest rate.

Investment allocation between LAIF and COPOOL:

| | C/CAG BOARD APPROVED IN 2013 | FINANCE COMMITTEE GUIDANCE ON 12/2/2020 |
|--------|---------------------------------|--|
| LAIF | 50% to 70% | 60% |
| COPOOL | 30% to 50% | 40% |

On May 28, 2026, the Finance Committee reviewed the investment portfolio and recommend no change to portfolio, but guided staff to continue monitoring the interest rates. The performance of LAIF and COPOOL funds, their average life and duration are noted below.

Portfolio Performance – Quarter Ending March 31, 2026:

| Metric | LAIF | COPOOL |
|---------------------------|-----------------------|------------|
| Net Interest Earning Rate | 3.92% | 3.99% |
| Average Life / Maturity | 261 days or .69 years | 2.76 years |
| Average Duration | N/A | 2.47 years |

The investment portfolio as of March 31, 2026 is as follows:

| | 12/31/2025 | | 3/31/2026 | |
|--------|--------------|---------|--------------|---------|
| | Amount | Percent | Amount | Percent |
| LAIF | \$19,717,245 | 60% | \$21,125,362 | 60% |
| COPOOL | \$13,122,272 | 40% | \$14,097,910 | 40% |
| Total | \$32,839,516 | 100% | \$35,223,272 | 100% |

Staff recommend the C/CAG Board to review and approve the Finance Committee’s recommendation of no change to the investment portfolio and accept the Quarterly Investment Reports as of March 31, 2026 (Attachment 1). Attachment 2 is an informational summary report that provides an overview on the market and investment statements.

EQUITY IMPACTS AND CONSIDERATIONS

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

ATTACHMENT

The following attachments are available on the C/CAG website (*See “Additional Agenda Materials” for the June 2026 Board Meeting*) at: <https://ccag.ca.gov/committees/board-of-directors-2/>

1. Quarterly Investment Report as of March 31, 2026 from San Carlos Financial Services Manager
2. C/CAG Investment Portfolio Performance and Composition 1Q 2026

RESOLUTION 26-41

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 TASK ORDER EOA-19 WITH EOA, INC. FOR AN AMOUNT NOT TO EXCEED \$2,130,000 FOR TECHNICAL SUPPORT SERVICES TO THE SAN MATEO COUNTYWIDE WATER POLLUTION PREVENTION 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, C/CAG administers a Countywide Water Pollution Prevention Program; and

WHEREAS, C/CAG requires outside consulting services to provide technical assistance to its member agencies to meet state and federal mandated requirements of the Municipal Regional Stormwater Permit (MRP) administered by the San Francisco Bay Regional Water Quality Control Board, coinciding with the reissued permit (“MRP 3.0”); and

WHEREAS, in July 2022, C/CAG approved Resolution 22-68, approving on-call contracts with EOA, Inc. and Craftwater Engineering for an initial three-year term through September 30, 2025 with an option to extend the contracts for the full five-year MRP permit term pending C/CAG Board approval and further authorizing the C/CAG Executive Director to execute Task Orders for technical support services under said contracts for each subsequent year during the contract term, consistent with the adopted annual C/CAG program budget; and

WHEREAS, in May 2025, C/CAG approved Resolution 25-27 authorizing the C/CAG Executive Director to execute Amendment No. 1 to the existing agreement with EOA, extending the term through September 30, 2027; and

WHEREAS, staff negotiated final scopes of work and budgets with EOA to support the Countywide Stormwater Program in Fiscal Year 2026-27.

NOW, THEREFORE BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that the C/CAG Executive Director is authorized to execute Task Order EOA-19 with EOA, Inc. for an amount not to exceed \$2,130,000 for technical support services to the San Mateo Countywide Water Pollution Prevention Program for Fiscal Year 2026-27, subject to the approval of the proposed Fiscal Year 2026-27 C/CAG program budget. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said Task Order prior to its execution, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF JUNE, 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: June 11, 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 26-41 authorizing the C/CAG Executive Director to execute Task Order EOA-19 with EOA, Inc. for an amount not to exceed \$2,130,000 for technical support services to the San Mateo Countywide Water Pollution Prevention Program for Fiscal Year 2026-27.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-41 authorizing the C/CAG Executive Director to execute Task Order EOA-19 with EOA, Inc. for an amount not to exceed \$2,130,000 for technical support services to the San Mateo Countywide Water Pollution Prevention Program for Fiscal Year 2026-27.

FISCAL IMPACT

Not to exceed \$2,130,000 in Fiscal Year 2026-27, consistent with the proposed Fiscal Year 2026-27 C/CAG program budget, subject to the C/CAG Board approval.

SOURCE OF FUNDS

Funding for the San Mateo Countywide Water Pollution Prevention program is provided through the countywide NPDES stormwater property fees, Measure M regional stormwater funds and AB 1546 regional stormwater funds.

BACKGROUND

C/CAG has utilized consultants for technical support to the San Mateo Countywide Water Pollution Prevention Program (Countywide Program) since its inception in the early 1990s to assist the San Mateo County municipalities operating under state and federal mandated stormwater National Pollutant Discharge Elimination System (NPDES) requirements implemented through the San Francisco Bay Municipal Regional Stormwater Permit (MRP). The MRP, administered by the San Francisco Bay Regional Water Quality Control Board (Regional Water Board), consists of five-year permit terms, with the most recent permit (NPDES Permit No. CAS612008 Order No. R2-2022-0018), also referred to as “MRP 3.0”, adopted by the Regional Water Board in May 2022 and with an effective date of July 1, 2022. This permit will expire June 30, 2027. Coinciding with the reissuance of the MRP, the Countywide Program issued a Request for Proposals (RFP) in May 2022 to establish new consultant

contracts for comprehensive technical support under MRP 3.0. The RFP included support tasks for 13 categories covering all aspects of compliance under the MRP, as follows:

1. General Technical Support
2. Subcommittee Support
3. Training
4. Annual Reporting
5. Green Infrastructure and Regional Collaborative Program Planning
6. Public Information and Outreach
7. Water Quality Monitoring
8. Trash Load Reduction
9. PCBs and Mercury Load Reduction
10. Exempted and Conditionally Exempted Discharges
11. Unsheltered Populations
12. Cost Reporting
13. Asset Management

Following the procurement process for selecting new stormwater technical support services, the C/CAG Board approved, via Resolution 22-68, initial three-year on-call stormwater consultant service contracts with EOA, Inc. (EOA) and Craftwater Engineering (Craftwater), specifying EOA’s support on all 13 tasks and Craftwater’s support on Green Infrastructure and Regional Collaborative Program Planning. The adopting Resolution noted the Board could consider extending the agreements for continuity through the duration of MRP 3.0. In May 2025, via Resolution 25-27, the C/CAG Board approved Amendment No. 1 to the existing agreement with EOA, extending the contract through September 30, 2027 to support the annual reporting requirements in the last year of the current permit term. Per the agreement, the C/CAG Executive Director is authorized, subject to review and approval by C/CAG’s legal counsel, to execute Task Orders each fiscal year consistent with the adopted annual C/CAG program budget to meet current permit compliance needs, which are variable and may change over the course of the permit. Task Orders executed since August 2022, including the proposed FY 2026-27 Task Order, are shown in the table below:

| Fiscal Year | Task Order | Contractor | Category | Task Order Budget |
|---|--------------------|-------------------|---------------------------|--------------------------|
| FY22-23 | EOA-15 | EOA | All | \$1,881,976 |
| | CW-01 | Craftwater | Green Infrastructure | \$23,000 |
| FY22-23 Total | | | | \$1,904,976 |
| FY23-24 | EOA-16 | EOA | All | \$2,398,150 |
| | EOA-16 Amend. No.1 | EOA | PCBs and Mercury/Training | \$56,430 |
| FY23-24 Total | | | | \$2,454,580 |
| FY24-25 Total | EOA-17 | EOA | All | \$2,460,000 |
| FY25-26 Total | EOA-18 | EOA | All | \$2,210,000 |
| FY26-27 Proposed | EOA-19 | EOA | All | \$2,130,000 |
| Total Contracted Amount (since 2022, including FY26-27 Proposed) | | | | \$11,159,556 |

Each year, C/CAG staff develops the Countywide Program scope and budget with input from the Stormwater Committee and MRP Implementation Ad-hoc Workgroup. During the last permit term

("MRP 2.0"), the Countywide Program budgeted between approximately \$1.7M and \$2.5M for stormwater technical support. Costs typically increase during the early years of each new permit and taper as requirements are completed. The last year of each permit term can also result in increased consultant costs associated with supporting the MRP reissuance process. The reissued MRP includes significant new monitoring requirements for trash and Low Impact Development facilities, and the monitoring in C/CAG's consultant task order now constitutes approximately one-third of the total consultant budget. The new permit also includes increased compliance goals for existing provisions, including green infrastructure implementation, Polychlorinated Biphenyls (PCBs) load reductions in old industrial areas, and trash reduction, as well as new provisions addressing stormwater impacts from unsheltered populations, cost tracking, and asset management.

Due to ongoing program budget constraints and no new dedicated revenue, C/CAG staff developed the Fiscal Year 2026-27 Countywide Program budget with input from the MRP Implementation Ad-hoc Workgroup and its consultants, with a priority on addressing core compliance needs and reducing services in non-compliance activities. Staff presented the draft budget at the April 16 Stormwater Committee meeting and subsequently worked with EOA to develop the scope and budget proposed in Task Order EOA-19 (Attachment 2). C/CAG staff has also presented to the C/CAG Finance Committee at its May 28 meeting on the program's structural imbalance, where rising consultant and administrative costs outpace a relatively static budget. Staff will continue engaging its committees and the Board to develop a strategy to address this issue.

Staff recommend the C/CAG Board review and approve Resolution 26-41 authorizing the C/CAG Executive Director to execute Task Order EOA-19 with EOA, Inc. for an amount not to exceed \$2,130,000 for technical support services to the San Mateo Countywide Water Pollution Prevention Program for Fiscal Year 2026-27, and further authorizing the Executive Director to negotiate the final terms of the proposed Task Order subject to legal counsel approval prior to execution.

EQUITY IMPACTS AND CONSIDERATIONS

The federal and State mandates associated with the core compliance requirements of the MRP, which are the focus of the proposed Task Order EOA-19 Scope and Budget, are largely not based on consideration of equity impacts or equitable distribution of resources. Provision C.17 of the MRP, which addresses stormwater discharges associated with unsheltered populations, does, however, require the Co-permittees of the MRP document potential impacts of unsheltered populations on receiving waters. Through the proposed Task Order EOA-19, the Countywide Program will support its member agencies in compliance with this provision and will further consider impacts of social and environmental equity in the full scope of program activities.

ATTACHMENTS

1. Resolution 26-41
2. 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/>
 - Task Order EOA-19 (Available on the C/CAG website under "Additional Agenda Materials" at: <https://ccag.ca.gov/committees/board-of-directors-2/>)

C/CAG AGENDA REPORT

Date: June 11, 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 26-42 authorizing the C/CAG Executive Director to execute a Cooperative Agreement with the San Mateo County Department of Housing for FY 2026-2027 housing-related activities, in an amount not to exceed \$175,000.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 26-42 authorizing the C/CAG Executive Director to execute a Cooperative Agreement with the San Mateo County Department of Housing for FY 2026-2027 housing-related activities, in an amount not to exceed \$175,000.

FISCAL IMPACT

Up to \$175,000 has been included in the proposed FY 2026-27 C/CAG Budget for the 21 Elements housing related activities. This item is subject to the C/CAG Board approval of the FY2026-2027 agency budget.

SOURCE OF FUNDS

Funding for this program is provided by the C/CAG Congestion Relief Plan, Linking Housing with Transportation.

DISCUSSION

Beginning in FY2005-06, C/CAG has programmed funds to support various activities that address the linkage between housing and transportation. Over these years, the Board has reviewed and approved housing/transportation-related activities in four broad areas: policy leadership; promotion of housing in transit corridors; cost-effective responses to State regulatory mandates; and local funding to meet housing goals. The intent of all the proposed programs is to provide tools, technical support and financial incentives to help member jurisdictions plan and produce housing of types and densities that support frequent mass transit and reduce climate impact while strengthening local neighborhoods and the regional economy.

Since 2008, C/CAG and the County Department of Housing (DOH) have co-sponsored the 21 Elements collaboration, staffed by Community Planning Collaborative (formerly known as Baird &

Driskell Community Planning), through which all jurisdictions in San Mateo County cooperate to update their respective Housing Elements and share information on housing policies and programs. 21 Elements has proceeded through several funding cycles, with the following major accomplishments:

- Assisted all jurisdictions in San Mateo County in preparing State mandated housing elements for the planning periods covering RHNA 4 (2007-2014), RHNA 5 (2015-2023) and RHNA 6 (2023-2030).
- Facilitated implementation of a countywide nexus study to establish legally defensible development impact fees and regulations.
- Conducted meetings, developed related technical and educational materials, provided best practices and undertaken other tasks to assist jurisdictions on housing issues related to accessory dwelling units (ADUs), short-term vacation rentals, tenant displacement, linkage fees, etc.
- Assisted with the development of San Mateo County Priority Development Area (PDA) Investment & Growth Strategy update.
- Organized bi-monthly Planning and Community Directors’ meetings, in addition to the work involved in normal 21 Elements meetings and other outreach and collaboration.
- Conducted Planning Commissioner Trainings since 2019.

Specific accomplishments for FY 2025/26 are included as **Attachment 2**.

Work Plan

Each year, C/CAG and DOH entered into a cooperative agreement to jointly fund work related to the 21 Elements program. Community Planning Collaborative has worked collaboratively with local jurisdiction staff members to develop a work plan and budget for the coming fiscal year, which reflects the group’s shared priorities. The proposed work plan is included as **Attachment 3**.

Budget

The proposed budget is provided below. Though the proposed budget for FY2026-2027 is slightly higher than last year’s FY 25-26 budget of \$572,790, both C/CAG’s and the local cities’ contribution remain at the same level as last year.

| <i>Funding Source</i> | <i>FY 26-27</i> |
|------------------------------------|------------------------|
| <i>C/CAG</i> | <i>\$175,000</i> |
| <i>SMC Dept. of Housing</i> | <i>\$362,956</i> |
| <i>Local Cities (collectively)</i> | <i>\$ 67,200</i> |
| <i>Total</i> | <i>\$605,156</i> |

Through the years, the 21 Elements collaboration has provided a cost-effective countywide work program that has successfully assisted San Mateo County jurisdictions to develop certified Housing Elements and effective on-going housing implementation policies and programs. Staff recommends the continuation of this cooperative partnership to support the 21 Elements collaboration in FY 2026-

27, including a contribution by C/CAG in a not to exceed amount of \$175,000.

EQUITY IMPACTS AND CONSIDERATIONS

The 21 Elements effort helps support cities in adopting pro housing policies and addressing gaps in affordable housing production. C/CAG’s ongoing funding for 21 Elements assists all of its member agencies in meeting their state housing requirements, which include a mandate to allocate housing growth across all income levels, affirmatively furthering fair housing (AFFH), and work to prevent concentrations of poverty and segregation.

ATTACHMENTS

1. Resolution 26-42

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. 21 Elements – FY 2025-2026 Accomplishments
3. 21 Elements – FY 2026-2027 Work Plan and Budget

RESOLUTION 26-42

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 COOPERATIVE AGREEMENT WITH THE SAN MATEO COUNTY DEPARTMENT OF HOUSING FOR FY 2026-2027 HOUSING-RELATED ACTIVITIES, IN AN AMOUNT NOT TO EXCEED \$175,000.

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

WHEREAS, C/CAG has taken a leadership role in conducting or sponsoring countywide projects related to the housing/transportation/land-use; and

WHEREAS, C/CAG and the San Mateo County Department of Housing (DoH) have coordinated workplans on various housing-related activities, and DoH has served as project manager for the 21 Elements collaboration staffed by Community Planning Collaborative (formerly known as Baird & Driskell); and

WHEREAS, in FY2026-27, C/CAG has budgeted up to \$175,000 in funds to continue supporting the 21 Elements program; these funds will assist member jurisdictions in implementing Housing Elements, developing effective on-going housing policies and programs, and continue collaboration with the San Mateo County Department of Housing on a cost-saving countywide cooperative work program; and

WHEREAS, the 21 Elements effort will also assist C/CAG's member jurisdictions to meet State Housing Element annual reporting requirements in a more timely and cost-effective manner.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County to authorize the C/CAG Executive Director to execute a Cooperative Agreement with the San Mateo County Department of Housing for FY 2026-2027 Housing-Related Activities in an amount not to exceed \$175,000, subject to approval of C/CAG FY 2026-2027 Annual Budget; and further authorize the Executive Director to negotiate final terms prior to execution, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF JUNE 2026.

Michael Salazar, Chair

C/CAG AGENDA REPORT

ITEM 3.5

Date: June 11, 2026

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

From: Kaki Cheung, Acting Executive Director
Melissa Andrikopoulos, Deputy County Attorney

Subject: Biennial review and approval of the C/CAG Conflict of Interest Code.

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

RECOMMENDATION

That the C/CAG Board accept the biennial review of the C/CAG Conflict of Interest Code finding no amendment is required.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

California Government Code § 87306.5 requires each local agency to review its Conflict of Interest Code biennially to determine if it is accurate or, alternatively, if it must be amended. The C/CAG Board conducted its last biennial review in September 2024.

Staff has reviewed C/CAG's Conflict of Interest Code and determined the current information for C/CAG is accurate, and no amendment of the code is required.

ATTACHMENT

1. Conflict of Interest Code of the City/County Association of Governments of San Mateo County

**Conflict of Interest Code of
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
(C/CAG)**

**County of San Mateo
State of California**

The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Fair Political Practices Commission has adopted a regulation (2 California Code of Regulations Section 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency's code. After public notice and hearing, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendix, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the City/County Association of Governments of San Mateo County (C/CAG).

As directed by Government Code Section 82011, the code reviewing body is the Board of Supervisors for the County of San Mateo. Pursuant to 2 Cal. Code of Regs. Section 18227 and Government Code Section 87500, the County Clerk for the County of San Mateo shall be the official responsible for reviewing and retaining statements of economic interests and making the statements available for public inspection and reproduction.

Individuals holding designated positions shall file their statements of economic interests with C/CAG, which will make the statements available for public inspection and reproduction (Gov. Code Sec. 81008). Upon receipt of the statements, C/CAG shall make and retain copies and forward the originals to the County Clerk.

**City/County Association of Governments of San Mateo County (C/CAG)
Conflict of Interest Code**

List of Designated Positions for C/CAG and Financial Disclosure Categories

Each person holding any position listed below must file statements disclosing the kinds of financial interest shown for the designated employee's position. Statements must be filed at the times and on the forms prescribed by law. Failure to file statements on time may result in penalties including but not limited to late fines.

| Designated Employees | Disclosure Category |
|---|----------------------------|
| Members, Board of Directors | 1,2,3,4 |
| Alternate Members, Board of Directors | 1,2,3,4 |
| Ex Officio Members, Board of Directors | 1,2,3,4 |
| Legal Counsel | 1,2,3,4 |
| Executive Director | 1,2,3,4 |
| Deputy Director | 1,2,3,4 |
| Program Director | 1,2,3,4 |
| Stormwater Program Director | 1,2,3,4 |
| Transportation System Coordinator | 1,2,3,4 |
| Associate Transportation System Coordinator | 1,2,3,4 |
| Program Specialist | 1,2,3,4 |
| Senior Program Specialist | 1,2,3,4 |
| Other Consultants* | 1,2,3,4 |

* Those consultants who, within the meaning of 2 Cal. Code of Regs. Section 18700, *et seq.* are required to file statements of economic interests, shall do so. During each calendar year, C/CAG shall maintain a list of such consultants for public inspection in the same manner and location as this Conflict of Interest Code. Nothing herein excuses any consultant from any other provision of the Conflict of Interest Code, specifically those dealing with disqualification.

C/CAG
Description of Disclosure Categories

Category 1

A designated person assigned to Category 1 is required to disclose investments which may foreseeably be materially affected by any decision made or participated in by the designated employee.

Category 2

A designated person assigned to Category 2 is required to disclose interests in real property which may be materially affected by a decision made or participated in by the designated employee.

Category 3

A designated person assigned to Category 3 is required to disclose income which may be materially affected by any decision made or participated in by the designated employee.

Category 4

A designated person assigned to Category 4 is required to disclose any business entity in which the designated employee is a director, officer, partner, trustee, or holds any position of management which may be materially affected by any decision made or participated in by the designated employee.

C/CAG AGENDA REPORT

Date: June 11, 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 26-44 accepting the updated San Bruno/South San Francisco Community Based Transportation Plan.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-44 accepting the updated San Bruno/South San Francisco Community Based Transportation Plan.

FISCAL IMPACT

The budget for the Community Based Transportation Plan (CBTP) update was \$231,415, including \$200,223.50 from MTC CBTP funding, and \$31,191.50 from Measure M funds under the Transit Operations and Senior Mobility programs.

BACKGROUND

The Metropolitan Transportation Commission's (MTC) Community Based Transportation Plan (CBTP) Program was initiated in 2002 with the goal of enhancing the mobility of residents of Equity Priority Communities (formerly referred to as Communities of Concern) and other historically disadvantaged populations. Specifically, CBTPs must improve access and mobility for historically underserved and systemically marginalized groups, including people with low incomes, communities of color, and residents of Equity Priority Communities (EPCs). Furthermore, the Plan engage residents and community organizations in the analysis process and the development of recommendations.

Since inception of the CBTP Program, C/CAG has produced CBTPs for East Palo Alto (2005), Bayshore (2008), North Central San Mateo (2011), and San Bruno/South San Francisco (2012). Additionally, in 2023, updates to the East Palo Alto and Bayshore plans were completed and renamed the Southeast San Mateo County CBTP and Daly City CBTP, respectively, in recognition of the expanded geographies contained in the plans.

In April 2022, MTC issued new program guidelines for the 2022-2026 CBTP Cycle and provided a funding allocation to prepare or update CBTPs. The guidelines encourage prioritization of efforts to develop new CBTPs in EPCs that do not have a plan; areas where plans are more than five years old; and areas that have the highest concentration of low-income residents. Accordingly, given its age and concentration of historically disadvantaged populations, in 2024, C/CAG targeted update of the San Bruno/South San Francisco CBTP. Subsequently, in April 2024, the C/CAG Board authorized a contract with MIG to prepare the updated plan. Figure 1 (Attachment 2) is a map showcasing the equity priority communities in the Cities of South San Francisco and San Bruno.

DISCUSSION

Plan development included an assessment of existing transportation and mobility conditions, a review of progress on recommendations from the previous CBTP, and a comprehensive community engagement effort to identify current transportation needs and challenges. Through a community survey and eight outreach events, the project team gathered input from more than 400 residents regarding mobility, safety, transit access, and affordability concerns. Guided by an Advisory Committee consisting of representatives from C/CAG, SamTrans, and staff from the Cities of San Bruno and South San Francisco, the Plan developed 36 prioritized recommendations focused on improving pedestrian, bicycle, transit, and roadway infrastructure; enhancing transit service and reliability; expanding affordable transportation options; and increasing awareness of available mobility services. The Plan also identifies implementation strategies, cost estimates, potential funding sources, responsible agencies, and a monitoring framework to track progress on an annual basis.

Final Draft Plan Review

The final Draft CBTP was made available for public review and comment for a 30-day period, from March 20, 2026 to April 20, 2026, with separate notice provided to all of the Community Based Organizations who were part of the outreach effort. No comments were received from the public. In addition, on April 1, 2026, the draft Plan was presented individually to both the South San Francisco Bicycle and Pedestrian Advisory Committee and the San Bruno Complete Streets Committees, with each body recommending support. After close of the formal comment period, the San Bruno and South San Francisco City Councils have each adopted a resolution in support of the recommendations in the plan and have committed to incorporating the relevant recommendations and action plans into their respective planning and funding plans, and to participating in the on-going monitoring process.

It is noted that implementation of specific measures will largely be contingent upon funding availability, as well as local staff resources.

Environmental Review

Acceptance of the 2026 San Bruno/South San Francisco CBTP is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Section 15738 because it consists of recommendations for projects, rather than approvals for projects themselves, and therefore will not result in a direct or reasonably foreseeable indirect physical change in the environment. These recommendations may be considered and evaluated as appropriate under CEQA by the applicable decision-making body at a future time.

ATTACHMENTS

1. Resolution 26-44
2. Map of San Bruno and South San Francisco Equity Priority Communities

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. San Bruno/South San Francisco Community Based Transportation Plan, 2026
 - a. CBTP Appendices A-D

RESOLUTION 26-44

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ACCEPTING THE UPDATED SAN BRUNO/SOUTH SAN FRANCISCO COMMUNITY-BASED TRANSPORTATION PLAN.

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 to launch and implement the Community-based Transportation Planning (CBTP) Program in 2002 to identify transportation needs in economically disadvantaged communities throughout the San Francisco Bay Area; 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 has previously completed CBTPs for East Palo Alto (2005), Bayshore (2008), North Central San Mateo (2011), San Bruno/South San Francisco (2012), Daly City (2023) and Southeast San Mateo County (2023); and

WHEREAS, in April 2022, the MTC issued new Planning Program Guidelines and funding grant opportunities for Bay Area Congestion Management Agencies to develop or update CBTP plans; and

WHEREAS, in April 2024, the C/CAG Board authorized an update to the 2012 San Bruno/South San Francisco CBTP in accordance with MTC's 2022 Guidelines, which plan has now been completed; and

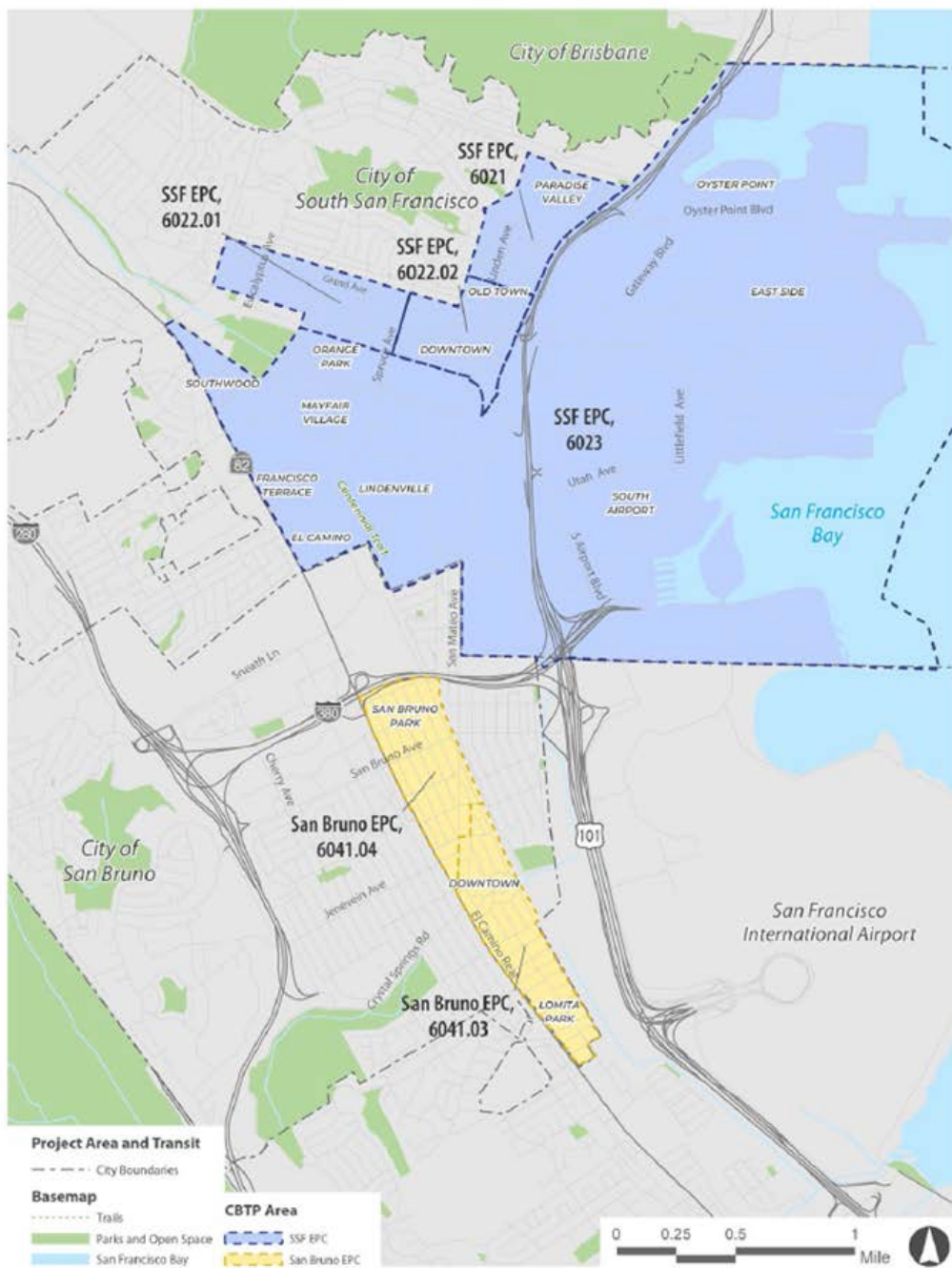
WHEREAS, development of the CBTP included extensive community outreach and was coordinated with an Advisory Committee comprised of representatives from C/CAG, SamTrans, and planning and public work staff members from San Bruno and South San Francisco; and

WHEREAS, the City Councils of San Bruno and South San Francisco have each adopted a resolution in support of the recommendations in the CBTPs and have committed to incorporating the relevant recommendations and action plans into their respective planning and funding plans, and to participating in the on-going monitoring process.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County accepts the updated San Bruno/South San Francisco Community Based Transportation Plan.

PASSED, APPROVED, AND ADOPTED, THIS ELEVENTH DAY OF JUNE 2026.

Figure 1: Map of San Bruno and South San Francisco Equity Priority Communities



Source: Metropolitan Transportation Commission, Plan Bay Area 2050

C/CAG AGENDA REPORT

Date: June 11, 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 26-45 adopting the final draft of C/CAG Fiscal Year 2026-27 Program Budget and member fees. *(Special Voting Procedure Applies)*

(For further information or questions contact Yumi Felsing at yfelsing@smcgov.org)

RECOMMENDATION

That the C/CAG Board reviews and approves Resolution 26-45 adopting the final C/CAG Program Budget and Member Fees for Fiscal Year 2026-27. Special voting procedures apply.

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 reimbursement from partners, grants, regional/state/federal transportation and other funds, property taxes/fees, Department of Motor Vehicle fees, State or Federal earmarks, and interest earnings.

BACKGROUND

Each year, the C/CAG Board reviews the draft annual budget and member fees in the month of May and approves the final version in June.

On April 23, 2026, the Finance Committee reviewed the initial draft and assumptions for the FY 2026-27 Program Budget and Member Fees. The C/CAG Board reviewed the budget and assumptions at the May 14, 2026, meeting. The Finance Committee reviewed the final draft and assumptions for the FY 2026-27 Program Budget and Member Fees at the May 28, 2026, meeting.

Staff have updated the final budget to account for the more up-to-date information available, which included refining projections for year-end estimates for fiscal year 2025-26 and updating fiscal year 2026-27 budget amounts. In early May 2026, C/CAG was notified that its Stormwater Program successfully secured approximately \$3.8 million in grant funding through the EPA's San Francisco Bay Geographic Program for the Targeted Approach to Reducing PCBs in San Mateo County (TARP Project), a five-year regional effort focused on addressing PCBs impacting the San Francisco Bay and local creeks. The project will support PCB monitoring, site investigation and remediation, stormwater implementation controls, and public outreach efforts in partnership with ten local agencies and San Mateo County Health. Because anticipated grant revenues and associated expenditures had already been incorporated into the proposed Fiscal Year 2026-27 budget assumptions, no significant budget

modifications are required at this time. Additionally, the board had no major feedback on the draft budget from the May 14, 2026, C/CAG Board meeting. The table below summarizes the changes between the updated budget and the original draft budget.

Table 1: Updated Budget Summary

| | Beginning Balance | Revenues | Expenditures | Ending Balance |
|------------------|--------------------------|-----------------|---------------------|-----------------------|
| Original 2026-27 | \$32,377,340 | \$35,602,798 | \$31,873,226 | \$36,106,912 |
| Updated 2026-27 | \$32,566,340 | \$35,603,547 | \$32,683,226 | \$35,486,661 |
| Difference | \$189,000 | \$749 | \$810,000 | \$620,251 |

Consultant related expenditures account for the majority of the overall increases in proposed expenditures for FY2026-2027. The increase reflects adjustments to expanded technical support needs in the Stormwater program areas, as well as the addition of funding to support the development of a countywide carbon neutrality plan. The carbon neutrality planning effort is intended to be coordinated in partnership with the San Mateo County Office of Sustainability. The effort would help identify coordinated greenhouse gas reduction strategies and support local climate goals. Collectively, these changes contribute to the overall increase reflected in the proposed budget.

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 – Assessments for this year reflect a 2.2% increase, which is authorized under C/CAG Resolution 22-04 and Resolution 23-63.
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 11 percent of the fiscal year 2026-27 C/CAG budget.

Consultant Services:

C/CAG spends a significant amount of its funding on consultants, approximately 44 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 34 percent of the C/CAG budget for 2026-27.

Additional Discussions:

Agency Funding Outlook

Due to the short-term nature of many C/CAG funding sources and rising costs, there continues to be a growing need for stable and flexible funding to support C/CAG’s core planning, programming, and monitoring functions. Grants will continue to play an important role in helping us deliver projects, and staff is looking at longer-term funding approaches to help support ongoing operations and organizational stability.

For the Stormwater Program, C/CAG is preparing for the next Municipal Regional Permit cycle, which is expected to include additional regulatory and compliance requirements. While program responsibilities and associated costs continue to increase, funding levels have remained relatively flat. As a result, staff will need to work collaboratively with the Board and partner agencies to evaluate potential long-term funding and program sustainability strategies to address the anticipated gap moving forward.

The Energy Watch Program has been in a long-standing partnership with PG&E; however, C/CAG has been informed that funding beyond the next two years is uncertain at this time. Over the coming year, staff will evaluate the long-term direction of the program, including potential funding partnerships, program priorities, and strategies for sustaining core services should additional funding not be secured.

EQUITY IMPACTS AND CONSIDERATIONS

C/CAG is committed to advancing equity through its budgetary decisions by ensuring that resources are allocated in a way that supports inclusive planning, improves access to opportunity, and addresses historical disparities in transportation investment. The agency also prioritizes funding for programs and projects that benefit underserved and disadvantaged communities, promote multimodal access, and enhance public health and environmental sustainability.

ATTACHMENTS

1. Resolution 26-45
2. Proposed C/CAG Member Fee for Fiscal Year 2026-27
3. Consolidated Fiscal Year 2026-27 Proposed Budget
 - a. Exhibits: 2026-27 Proposed Budget, 2025-26 Year-End Estimate, 2025-26 Adjusted Budget, and 2026-27 Proposed Budget summaries by fund.

RESOLUTION 26-45

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ADOPTING THE FINAL C/CAG PROGRAM BUDGET AND MEMBER FEES 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 authorized as a Joint Powers Agency to provide services for member agencies; and

WHEREAS, C/CAG is required to adopt a program budget and establish fees annually; and

WHEREAS, on February 12, 2026, C/CAG adopted Resolution 26-04 approving the population data to be used by C/CAG programs; and

WHEREAS, on April 23, 2026, the C/CAG Finance Committee reviewed the initial draft and assumptions for the FY 2026-27 Program Budget and Member Fees; and

WHEREAS, on May 14, 2026, the C/CAG Board reviewed the initial draft and assumptions for the FY 2026-27 C/CAG Program Budget and Member Fees; and

WHEREAS, on May 28, 2026, the C/CAG Finance Committee has recommended approval of the Final draft and assumptions for the FY 2026-27 C/CAG Program Budget and Member Fees; and

WHEREAS, the Board of Directors has been presented for its consideration and approval of a proposed budget of \$32,683,226 for FY 2026-27.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Board adopts the 2026-27 Program Budget and Member Fees, subject to special voting procedures.

PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF JUNE 2026.

Michael Salazar, Chair

ATTACHMENT 2

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 | Transportation | Express Lanes | SMCRP | Smart | LGP Energy | TFCA | NPDES | AB 1546 | Measure M | Total |
| | Program | Programs | JPA | Program | Corridor | Watch | Programs | Programs | Fees | Fees | |
| BEGINNING BALANCE | 2,339,326 | 4,709,127 | 50,829 | 5,934,362 | 5,458,159 | 986,215 | 2,131,943 | 1,023,560 | 377,665 | 9,555,154 | 32,566,340 |
| 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 | 4,610,486 | 394,183 | 17,642,837 | 68,169,887 |
| 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 | 3,143,438 | 335,000 | 1,863,556 | 15,555,222 |
| Supplies | 25,000 | 0 | 0 | 0 | 0 | 0 | 0 | 4,000 | 0 | 0 | 29,000 |
| Prof. Dues & Memberships | 13,000 | 0 | 0 | 20,000 | 0 | 17,500 | 0 | 42,610 | 0 | 500 | 93,610 |
| 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 | 3,280,428 | 3,051,445 | 1,542,370 | 4,883,990 | 3,952,573 | 347,716 | 6,978,088 | 32,683,226 |
| 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) | (734,999) | (787,512) | (417,577) | (1,789,816) | (505,284) | (334,299) | 292,429 | 2,920,321 |
| 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 | 3,496,883 | 2,373,410 | 1,413,451 | 4,900,088 | 4,092,210 | 350,817 | 7,795,254 | 32,683,226 |
| ENDING BALANCE | 2,129,590 | 12,167,071 | 0 | 5,199,363 | 4,670,647 | 568,638 | 342,127 | 518,276 | 43,366 | 9,847,583 | 35,486,661 |
| 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 | 2,558,859 | 50,000 | 830,047 | 7,419,718 |
| 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 | 3,164,964 | 61,826 | 6,975,371 | 25,471,881 |
| 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 | (447,951) | (45,308) | (12,677) | 1,115,211 |
| 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 | 3,214,771 | 61,826 | 7,792,313 | 25,471,881 |
| ENDING BALANCE | 2,339,326 | 4,709,127 | 50,829 | 5,934,362 | 5,458,159 | 986,215 | 2,131,943 | 1,023,560 | 377,665 | 9,555,154 | 32,566,340 |
| 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 | - |

SAN MATEO CONGESTION RELIEF FUND

| | 2024-25 | 2025-26 | 2025-26 | 2026-27 | Y-O-Y Budget |
|----------------------------------|------------------|--------------------|------------------|------------------|----------------|
| | ACTUALS | ORIGINAL | ESTIMATED | BUDGET | % Change |
| BEGINNING BALANCE | 5,910,889 | 5,868,192 | 5,868,192 | 5,934,362 | |
| REVENUES | | | | | |
| Interest Earnings | 314,453 | 186,100 | 178,795 | 271,784 | 46.04% |
| Member Contribution | 2,002,500 | 1,996,890 | 1,996,890 | 2,040,822 | 2.20% |
| Cost Reimbursements | 0 | 0 | 0 | 0 | - |
| MTC/ Federal Funding | 0 | 0 | 0 | 0 | - |
| Grants | 0 | 0 | 0 | 373,000 | - |
| DMV Fee | 0 | 0 | 0 | 0 | - |
| NPDES Fee | 0 | 0 | 0 | 0 | - |
| TA Cost Share | 0 | 200,000 | 86,552 | 76,278 | -61.86% |
| 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 | 2,316,953 | 2,382,990 | 2,262,237 | 2,761,884 | 15.90% |
| TOTAL SOURCES OF FUNDS | 8,227,842 | 8,251,182 | 8,130,429 | 8,696,246 | 5.39% |
| EXPENDITURES | | | | | |
| Administration Services | 159,488 | 183,555 | 102,600 | 136,854 | -25.44% |
| Professional Services | 104,093 | 1,183,997 | 67,127 | 72,181 | -93.90% |
| Consulting Services | 297,806 | 1,170,821 | 553,665 | 2,499,820 | 113.51% |
| Supplies | 0 | 10,000 | 0 | 0 | -100.00% |
| Prof. Dues & Memberships | 0 | 0 | 0 | 20,000 | - |
| Conferences & Meetings/Trainings | 0 | 17,500 | 17,500 | 0 | -100.00% |
| Printing/ Postage | 0 | 0 | 0 | 0 | - |
| Publications | 0 | 0 | 0 | 0 | - |
| Distributions | 882,494 | 1,100,494 | 1,075,494 | 551,573 | -49.88% |
| 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 | 1,443,881 | 3,666,367 | 1,816,386 | 3,280,428 | -10.53% |
| TRANSFERS | | | | | |
| Transfers In | 0 | 0 | 0 | 0 | - |
| Transfers Out | 915,769 | 226,410 | 161,910 | 165,472 | -26.91% |
| Administrative Allocation | 0 | 217,771 | 217,771 | 50,983 | -76.59% |
| TOTAL | 915,769 | 444,181 | 379,681 | 216,455 | -51.27% |
| NET CHANGE | (42,697) | (1,727,558) | 66,170 | (734,999) | -57.45% |
| TRANSFER TO RESERVES | 0 | 0 | 0 | 0 | - |
| TOTAL USE OF FUNDS | 2,359,650 | 4,110,548 | 2,196,067 | 3,496,883 | -14.93% |
| ENDING BALANCE | 5,868,192 | 4,140,634 | 5,934,362 | 5,199,363 | 25.57% |
| RESERVE FUND | | | | | |
| Beginning Balance | 300,000 | 300,000 | 300,000 | 300,000 | 0.00% |
| Transfers In | 0 | 0 | 0 | 0 | - |
| Transfers Out | 0 | 0 | 0 | 0 | - |
| Ending Balance | 300,000 | 300,000 | 300,000 | 300,000 | 0.00% |

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 | - |

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 | 1,023,560 | |
| 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 | 4,610,486 | 2.97% |
| 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 | 2,558,859 | 3,143,438 | 2.48% |
| 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 | 3,164,964 | 3,952,573 | 6.63% |
| 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) | (447,951) | (505,284) | -34.54% |
| TRANSFER TO RESERVES | 0 | 0 | 0 | 0 | - |
| TOTAL USE OF FUNDS | 3,260,316 | 3,778,009 | 3,214,771 | 4,092,210 | 8.32% |
| ENDING BALANCE | 1,471,511 | 699,653 | 1,023,560 | 518,276 | -25.92% |
| 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 | 335,000 | 570.00% |
| 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 | 347,716 | -17.99% |
| 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) | (334,299) | -17.78% |
| TRANSFER TO RESERVES | 0 | 0 | 0 | 0 | |
| TOTAL USE OF FUNDS | 10,000 | 424,000 | 61,826 | 350,817 | -17.26% |
| ENDING BALANCE | 422,973 | 16,391 | 377,665 | 43,366 | 164.57% |
| 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 | | | | | |

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 | 1,863,556 | -5.26% |
| 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 | 6,978,088 | -23.16% |
| 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) | 292,429 | -114.69% |
| TRANSFER TO RESERVES | 0 | 0 | 0 | 0 | - |
| TOTAL USE OF FUNDS | 9,390,360 | 9,888,008 | 7,792,313 | 7,795,254 | -21.16% |
| ENDING BALANCE | 9,567,831 | 7,576,921 | 9,555,154 | 9,847,583 | 29.97% |
| 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: June 11, 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 Legislative Committee review the legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

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

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

Federal and State Budget Updates

Federal Budget Updates

On May 22, the House Transportation and Infrastructure Committee approved the Building United Infrastructure and Long-term Development for America's 250th Act (BUILD250). This serves as the next iteration of the Surface Transportation Reauthorization of the 2021 Infrastructure Investment and Jobs Act (IIJA). The House Appropriations Committee also released its FY2027 Transportation, Housing and Urban Development appropriations bill, which will shape near-term funding levels for key transportation programs. Neither proposal will become law without Senate action and bicameral agreement. The Senate seems likely to defer action until after the midterm elections, and may take a different approach to program funding, eligibility, and policy reforms, but the House language can still serve as a signal of House priorities and an identifier of provisions that warrant monitoring or advocacy as negotiations move forward.

Some major items include shifting funding from discretionary and rail programs into bridge construction and repair programs, new annual fees on electric vehicles, and a general disinvestment in sustainability programs. Another major change from the IIJA is that BUILD250 no longer will utilize advanced appropriations for its authorized programs. These advance appropriations ensured that, following a single legislative appropriation, funding would remain available annually for the designated major grant programs. Under BUILD250, those funds, while approved, will still be subject to annual Congressional appropriations, which may limit or slow the amount of funding available.

C/CAG Federal Advocates Ashley Badesch and Ken Brown have provided a detailed analysis of the BUILD America 250 Act, which can be found as Attachment 2.

State Budget Updates

On May 14, Governor Newsom released the May revision to the proposed FY 2026-27 State budget. While state revenues exceeded earlier projections and helped improve the overall budget outlook, the Administration has signaled a cautious approach to new discretionary spending. In addition, communications from Assembly Budget Chair Jesse Gabriel indicated a heightened focus on maintaining fiscal stability. As a result, it is unlikely that funding for new legislative earmark requests will be included in the FY 2026–27 State Budget.

C/CAG staff will continue to monitor budget developments and pursue alternative funding opportunities for these programs where possible.

Legislative Positions

AB 2322 (Papan) Water discharge: commercial, industrial, or institutional sites

Last month, AB 2322 (Papan) was added to the legislative watch list. This bill would establish a single, statewide definition of Commercial, Industrial, and Institutional (CII) sites for municipal stormwater permits. While C/CAG is not a permit holder or issuer, C/CAG operates the San Mateo Countywide Water Pollution Prevention Program on behalf of the 21 towns and cities and the County of San Mateo, who are municipal stormwater permit holders.

C/CAG will continue to watch the development of this legislation in collaboration with the California Stormwater Quality Association. No Board action is requested at this time.

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, there were at least nine bills under consideration this legislative cycle. C/CAG has taken positions on several key e-bike bills including SB 1167, AB 1557, AB 2346, and AB 2595.

An updated, comprehensive E-Bike Bill Matrix summarizing each bill, key provisions, its status in the legislative process, and C/CAG’s adopted or recommended positions can be seen in Attachment 3. No Board action is requested at this time.

Legislative Advocacy and Comment Letters

CARB Cap-and-Invest Comments

On May 29, the California Air Resources Board adopted proposed amendments to the Cap-and-Invest Program. These amendments are projected to weaken the Greenhouse Gas Reduction Fund (GGRF) auction market and reduce revenues by an estimated \$2 billion compared to the current program. These reductions would result in the zeroing out of climate funding for Tier-3 programs that have been important for transit and housing in San Mateo County, including the Affordable Housing and Sustainable Communities Program (AHSC), the Transit and Intercity Rail Capital Program (TIRCP), and the Low Carbon Transit Operations Program (LCTOP).

During the May 28 CARB Board Meeting, C/CAG staff provided public comment on the item “Public Hearing to Consider Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms (26-3-3).” The spoken comment provided can be found as Attachment 4.

On June 1, a coalition of 13 State Senators and Assemblymembers submitted to Governor Newsom, Pro Tempore Limón, and Speaker Rivas a letter regarding the need to protect Statewide transit funding. That letter can be found as Attachment 5.

Bay Area Housing Finance Authority (BAHFA) Support Letter

On June 5, C/CAG submitted a letter to President pro Tempore Limón, Speaker Rivas, and Chairs Laird, Gabriel, Hurtado, and Quirk-Silva in support of a \$32 million one-time State budget appropriation for California's three regional housing finance authorities (RHFA's). The Bay Area Housing Finance Authority (BAHFA) works on behalf of the nine Bay Area counties to advance ambitious state and local housing goals by developing funding programs and generating regional revenue to support affordable housing production and help jurisdictions meet their RHNA goals. The submitted letter can be found as Attachment 6.

AB 2011 “Affordable Housing and High Road Jobs Act of 2022” draft guidelines comments

On June 4, the California Department of Housing and Community Development (HCD) closed its 30-day public comment window for the Draft Affordable Housing and High Roads Job Act (AB 2011) Guidelines. Those draft guidelines [can be found here](#).

AB 2011 creates a CEQA-exempt, ministerial approval process for multifamily housing developments on sites within a zone where office, retail or parking are the principally permitted use. Several commercial corridors within San Mateo County that may be eligible for development under AB 2011 are located within areas subject to Airport Land Use Compatibility Plans (ALUCP). This may result in applications for the construction of buildings whose use type, density, or height may be consistent with AB 2011, but incompatible with ALUCP policies. To reduce implementation

confusion, C/CAG requested additional language be included in the HCD guidance regarding the relationship between AB 2011 and ALUCPs. The written submitted comments can be found as Attachment 7.

Submitted Federal and State Applications

Integrated Green Stormwater Infrastructure Streets project

In April, Congressman Mullin requested \$1,880,000 for this project via the THUD Highway Infrastructure Program from the House Appropriations Committee. In late May, C/CAG was informed that the Appropriations Committee included this project on its list of Community Project Funding requests they intend to move forward, but with a funding amount of \$500,000. While less than requested, if authorized those funds would still represent a significant and important investment in deploying innovative street-scale stormwater projects in San Mateo County. The Appropriations Committee's indication that it will advance these funding requests represent a significant milestone, although several additional steps ahead remain before funding is finalized. These steps include formal approval by the Appropriations Committee through the applicable appropriations bill; passage of that bill by both the House and Senate; and final enactment through the President's signature.

Staff continue to work with our federal advocate Ken Brown to advance our other federal funding requests.

Empowering Communities: A ZEVSE Deployment Plan for San Mateo County

In Summer of 2025, C/CAG applied for the California Department of Transportation (Caltrans) Sustainable Transportation Planning Grants for the Fiscal Year (FY) 2026-27 funding cycle, under the Sustainable Communities Technical category. The submitted project aimed to encourage zero emission vehicle fueling infrastructure deployment across the County, and especially in underserved and rural communities, while aligning with regional and state climate, equity, and transportation goals. Unfortunately, the project was not selected for funding this cycle.

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. BUILD250 analysis from Ashley Badesch & Ken Brown
3. Updated Matrix of E-Bike Bills
4. CARB Cap and Invest amendments spoken public comments
5. Legislator coalition letter regarding transit funding and the May revision
6. Bay Area Housing Finance Authority (BAHFA) Support Letter
7. AB 2011 "Affordable Housing and High Road Jobs Act of 2022" draft guidelines comments
8. For the relevant letters of support and project descriptions, see attachments for Agenda item #9 for the 6/11/26 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://syaslparkers.com/clients/>



June 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 – June 2026**

Legislative Update

The Legislature’s fiscal committees met on May 14 for their suspense hearings, which decided the fate of bills with significant fiscal impact to the state. As part of these marathon hearings, the committees acted on 969 bills, holding 27% of them in committee. All bills that advanced to the Assembly or Senate Floor had to pass out of their house of origin by May 29.

Policy committees resume June 1, and bills must move through the second house policy committees in four short weeks. Following that deadline, Legislators will head home on July 2 for the month-long Summer Recess.

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

May Revise

Also on May 14, as we reported during last month’s meeting, the Governor released the [May Revise](#), the mid-year update to the proposed Fiscal Year 2026-27 budget. As we reported at the time, the Governor’s January budget projected a relatively small deficit for the coming fiscal year, but sizable *outyear* deficits. The Governor’s May Revise upgraded the state’s fiscal outlook relative to the initial January budget, with projections of \$16 billion in more-than-expected revenue. However, the Governor has proposed to use this revenue increase to help address the outyear budget deficits, and as such, does not propose any new ongoing spending, relative to January’s budget proposal.

The release of the May Revise kicks off final negotiations between the Governor, Senate, and Assembly to finalize the budget agreement. The houses have released their budget priorities and final budget subcommittee actions as they head into the three-party negotiations. These can be found [here](#) (Senate) and [here](#) (Assembly). The budget must be passed by June 15, in advance of the new fiscal year, which begins on July 1. However, the Legislature often delays decisions on large swaths of public funding until the end of session. In 2026, the last day that the Legislature will be in session is August 31.

As you are aware, C/CAG has made several budget requests for consideration by the state legislative delegation and advocated for the funds during its March Sacramento Visit. While we are still waiting for the final budget to come together, the Assembly Budget Chair [sent a letter](#) to legislators urging austerity, which may signal peril for members' district-specific budget asks this year.

CARB Votes on 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 to sell allowances to fund a new manufacturing incentive for industry (MDI). This, in turn, would reduce the overall number of allowances that may be sold by CARB 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 joined a coalition of transportation agencies, metropolitan planning organizations, and regional transportation planning agencies to express concerns to CARB regarding these proposed amendments.

Unfortunately, CARB did not act in the way we had hoped. CARB held a two-day hearing to consider the proposed amendments on May 28-29. Day 1 included a staff presentation on the proposed amendments, public comment, and board questions. Day 2 included board discussion and the vote.

The coalition, which C/CAG was a part of, and the parallel efforts of environmental justice organizations and transit advocates, resulted in a huge turnout in opposition to the proposed amendments and in defense of investment in transit, housing, and AB 617 communities. Of the nearly 200 public commenters at the hearing, approximately 150 spoke in opposition, and 50 spoke in support. C/CAG staff were one of the many voicing concerns.

Unfortunately, and despite the broad opposition to the amendments demonstrated at the hearing and the lead-up to the hearing from legislators and coalition partners, the CARB voted 10-3 to

adopt the proposed amendments. The vote followed eight hours of board discussion in which Board Members Guerra, Hopkins, Limon, Pacheco-Werner, Shaheen, Silva, Stern, Stigler-Granados, and Takvorian voiced concerns about the amendments' impacts to GGRF revenues.

Board Members Hopkins, Limon, Shaheen, and Takvorian were the most vocal, aligning their remarks with those raised by members of the coalition, and highlighting their concerns with the amendments' impacts to transit, housing, and AB 617 communities.

This was generally a clean adoption of the amendments, with additions made to the board resolution to:

- Direct the Executive Officer, working with the Governor and the Department of Finance, to communicate the importance of stable funding for AB 617 community air protection, transportation, and affordable housing programs towards reducing emissions and to encourage funding in the state budget.
- Prior to receipt of MDI applications and issuance of any MDI allowances—direct the executive officer to report to the board, and to evaluate and propose as appropriate future amendments to the MDI incentive program.

The Chair acknowledged that the addition relative to MDI would provide the Board with the opportunity to consider the impacts of the MDI on GGRF revenues and review the sectors that would benefit from the MDI.

Despite the actions taken by CARB over the proposed amendments, decisions over the uses of GGRF are unlikely to be settled in June. We expect discussions to continue through the summer.

Attached to this report is a list of all the bills C/CAG has adopted a support or oppose position on or is actively monitoring with a “watch” position. To see the current status of these bills, please click [here](#).

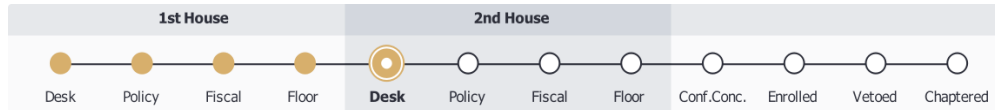
Concerns

SB 677 [\(Wiener, D\)](#) **Housing development: transit-oriented development.**

Introduced: 02/21/2025

Last Amended: 01/08/2026

Status: 01/26/2026 - Read third time. Passed. (Ayes 24. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 01/26/2026 - Assembly DESK

Summary: Current law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, current law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided, and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Current law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Current law defines, among other terms, the term "high-frequency commuter rail" for purposes of these provisions to mean a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Current law also defines the term "Tier 2 transit-oriented development stop" for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards. This bill would revise the definition of "high-frequency commuter rail" to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. (Based on 01/08/2026 text)

Position

Concerns

Oppose

SB 601 [\(Allen, D\)](#) **Water: waste discharge.**

Introduced: 02/20/2025

Last Amended: 07/10/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)



Location: 08/28/2025 - Assembly 2 YEAR

Summary: The State Water Resources Control Board and the 9 California regional water quality control boards regulate water quality and prescribe waste discharge requirements in accordance with the Porter-Cologne Water Quality Control Act (act) and the National Pollutant Discharge Elimination System (NPDES) permit program. Under the act, the State Water Resources Control Board is authorized to adopt water quality control plans for waters for which quality standards are required by the federal Clean Water Act, as specified, and that in the event

of a conflict, those plans supersede regional water quality control plans for the same waters. This bill would authorize the state board to adopt water quality control plans for nexus waters, which the bill would define as all waters of the state that are not also navigable, except as specified. The bill would require any water quality standard that was submitted to, and approved by, or is awaiting approval by, the United States Environmental Protection Agency or the state board that applied to nexus waters as of May 24, 2023, to remain in effect, as provided. (Based on 07/10/2025 text)

Position

Oppose

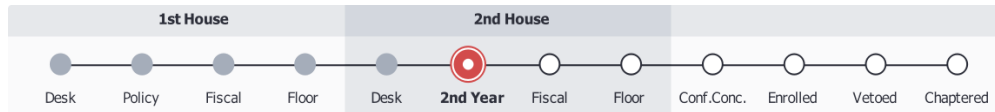
Support

[AB 259](#) (Rubio, Blanca, D) Open meetings: local agencies: teleconferences.

Introduced: 01/16/2025

Last Amended: 04/21/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025)(May be acted upon Jan 2026)



Location: 07/17/2025 - Senate 2 YEAR

Summary: The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030. (Based on 04/21/2025 text)

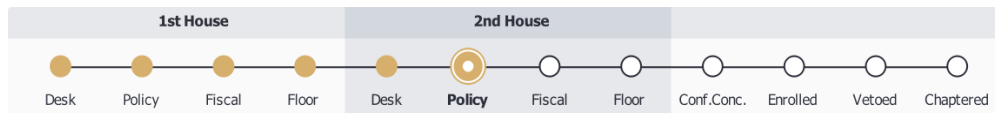
Position

Support

[AB 2002](#) (Solache, D) Local government assistance: Regional Early Action Planning Fund.

Introduced: 02/17/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 68. Noes 1.) In Senate. Read first time. To Com. on RLS. for assignment.



Location: 05/21/2026 - Senate Rules

Summary: The Planning and Zoning Law requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine the existing and projected need for housing in each region and further requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as

provided. Current law establishes the Local Government Planning Support Grants Program, administered by the department, for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, as provided. This bill would establish the Regional Early Action Planning Fund in the State Treasury for the purpose of providing councils of governments, regional entities, and jurisdictions with one-time funding, including grants for planning activities, to enable those entities to meet the 7th and subsequent cycles of the regional housing need assessment. The bill would require the department to allocate funds, upon appropriation by the Legislature, from the Regional Early Action Planning Fund to each council of governments or regional entity responsible for allocating regional housing need that applies and qualifies for those moneys, as specified. The bill would authorize a council of governments or regional entity to expend funds awarded for certain purposes, including for activities that support the development, improvement, or implementation of the methodology for the 7th and subsequent regional housing needs assessment cycles, and for providing jurisdictions with technical assistance, planning, temporary staffing, or consultant needs associated with updating local planning and zoning documents, as provided. (Based on 02/17/2026 text)

Position

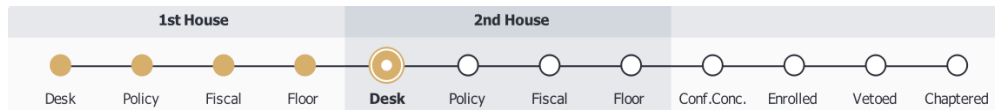
Support

[AB 2051](#) (Wicks, D) Public resources: Coastal Resilience Permitting Working Group.

Introduced: 02/18/2026

Last Amended: 03/25/2026

Status: 05/28/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 65. Noes 6.)



Location: 05/28/2026 - Senate DESK

Summary: Existing law establishes the Natural Resources Agency and vests the agency with jurisdiction over various public resources. Existing law establishes the California Environmental Protection Agency and sets out its mission for programs, policies, and standards. Under existing law, various state entities, including the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife have responsibilities with respect to coastal permitting and development. This bill would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require the Coastal Resilience Permitting Working Group to consist of representatives from federal, state, and local agencies, including, among others, the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife. The bill would, on or before January 1, 2028, require the Secretary of the Natural Resources Agency to submit the Coastal Resilience Permitting Roadmap to the Governor and the relevant fiscal and policy committees of the Legislature. (Based on 03/25/2026 text)

Position

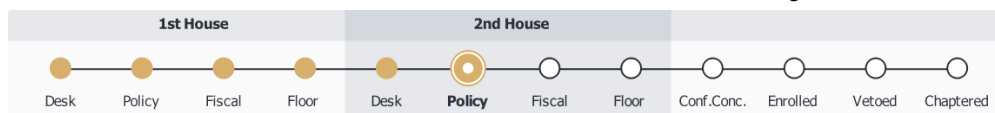
Support

[AB 2296](#) (Papan, D) Planning and zoning: housing element: regional housing needs allocation.

Introduced: 02/19/2026

Last Amended: 05/18/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.



Location: 05/28/2026 - Senate Rules

Summary: For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's existing and projected need for housing, and requires the appropriate council of governments, or the

department for cities and counties without a council of governments, to adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Existing law authorizes at least 2 or more cities and a county, or counties, at least 28 months prior to the scheduled housing element revision, to form a subregional entity to allocate the subregion's existing and projected housing need among its members. If the council of governments does not receive a notification of this formation at least 28 months prior to the update, existing law requires the council of governments to implement specified requirements regarding the regional housing need process. Existing law requires the council of governments to determine the share of regional housing need assigned to each delegate subregion at least 25 months prior to the scheduled revision. This bill would extend the above-described timeline for cities and counties to form a subregional entity to allocate the subregion's housing need, as provided, from 28 months to 34 months, and the above-described timeline for the council of governments to determine the share of regional housing need assigned to each subregion from 25 months to 31 months, respectively. (Based on 05/18/2026 text)

Position

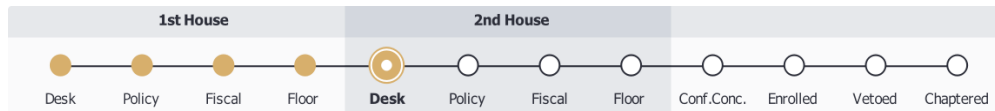
Support

AB 2313 (Berman, D) Gas corporations: gas distribution service line replacements: alternatives.

Introduced: 02/19/2026

Last Amended: 05/22/2026

Status: 05/28/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 42. Noes 21.)



Location: 05/28/2026 - Senate DESK

Summary: Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including gas corporations. Existing law requires, until January 1, 2031, gas corporations to submit to the commission an annual map that includes, among other things, the location of all potential gas distribution line replacement projects identified in its distribution integrity management plan and any foreseeable gas distribution pipeline replacements. This bill, the Home Energy Choice Act, would require the 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 that will be replaced with a monetary incentive to deploy gas distribution service line replacement alternatives, as defined, and cease gas service to avoid the gas distribution service line replacement, as specified. The bill would exempt from its provisions emergency replacement of a gas distribution service line. (Based on 05/22/2026 text)

Position

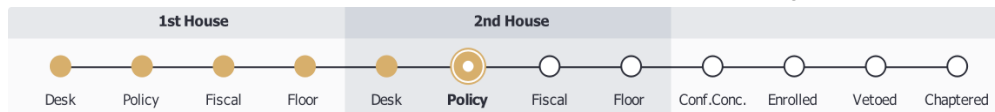
Support

AB 2346 (Wilson, D) Vehicles: electric bicycles and speed limits.

Introduced: 02/19/2026

Last Amended: 03/26/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.



Location: 05/28/2026 - Senate Rules

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 1 and class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated front lamp and a rear lamp, as specified. The bill would also require manufacturers and distributors of electric bicycles to include a written description of California's electric bicycle laws with the bicycle's packaging to be

provided to the consumer. The bill would also require sellers and distributors of electric bicycles to provide specified disclosures at or before the point of sale. (Based on 03/26/2026 text)

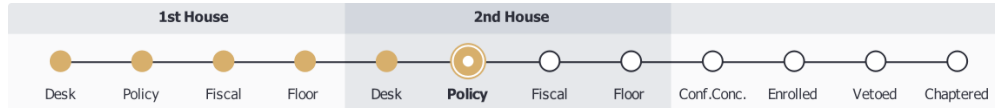
Position

Support

AB 2595 (Papan, D) Vehicles: electric bicycles.

Introduced: 02/20/2026

Status: 05/20/2026 - Referred to Com. on TRANS.



Location: 05/20/2026 - Senate Transportation

Summary: Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a “class 1 electric bicycle” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a “class 2 electric bicycle” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a “class 3 electric bicycle” is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Mateo Electric Bicycle Safety Pilot Program, 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, except as specified. (Based on 02/20/2026 text)

Position

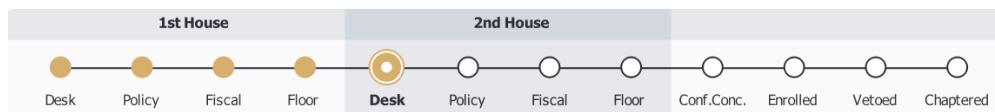
Support

SB 1167 (Blakespear, D) Vehicles: electric bicycles.

Introduced: 02/18/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 05/26/2026 - Assembly DESK

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions for various purposes, and requires, among other things, a class 3 electric bicycle to be equipped with a speedometer. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds. The bill would additionally make a violation of this provision a misleading statement for purposes of unfair competition and false advertising provisions of the Business and Professions Code. (Based on 05/14/2026 text)

Position

Support

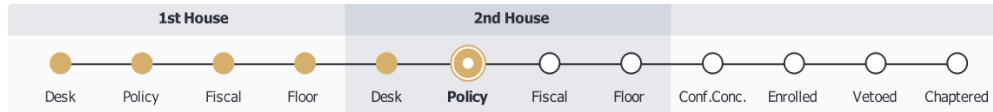
Support and Seek Amendments

[SB 239](#) ([Arreguín, D](#)) Crimes: criminal threats.

Introduced: 01/30/2025

Last Amended: 05/28/2026

Status: 05/28/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.



Location: 05/11/2026 - Assembly Local Government

Summary: Existing law makes it a crime to willfully threaten to commit a crime that will result in death or great bodily injury to another person, as specified. Under existing law, this crime is punishable as a misdemeanor or by imprisonment in state prison as a felony. Existing law, for the purposes of sentencing for a felony violation of these provisions, authorizes the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of a state constitutional officer, a Member of the Legislature, or a judge or court commissioner, as specified. This bill would additionally authorize the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of a county or city elections official, or a local agency official, as specified. (Based on 05/28/2026 text)

Position

Support and Seek Amendments

Watch

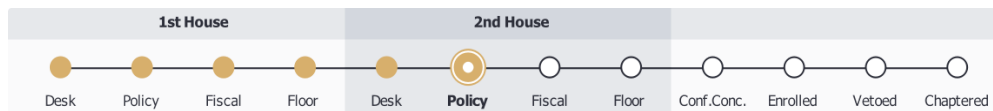
[AB 1569](#) ([Davies, R](#)) Pupil safety: electric bicycle: safety and training program.

Introduced: 01/12/2026

Last Amended: 04/13/2026

Status: 05/27/2026 - Referred to Coms. on ED. and TRANS.

Calendar: 06/10/26 S-EDUCATION 9 a.m. - 1021 O Street, Room 2100 PÉREZ, SASHA RENÉE, Chair



Location: 05/27/2026 - Senate Education

Summary: Would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12, inclusive, as provided. In developing the program, the bill would authorize the State Department of Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have implemented electric bicycle training programs already to ensure the program reflects proven best practices. The bill would encourage local educational agencies and parent organizations to offer training demonstrations to pupils and parents on electric bicycle operations in collaboration with local law enforcement agencies or local governments, as specified. (Based on 04/13/2026 text)

Position

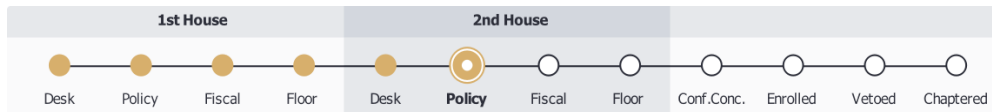
Watch

[AB 2322](#) ([Papan, D](#)) Water discharge: commercial, industrial, or institutional sites.

Introduced: 02/19/2026

Last Amended: 04/06/2026

Status: 05/27/2026 - Referred to Com. on E.Q.



Location: 05/27/2026 - Senate Environmental Quality

Summary: The State Water Resources Control Board and the 9 California regional water quality control boards prescribe waste discharge requirements for the discharge of stormwater by municipalities and industries in accordance with the federal national pollutant discharge elimination system (NPDES) permit program, established by the federal Clean Water Act and the Porter-Cologne Water Quality Control Act. Under existing law, the state board and the 9 regional water quality control boards issue permits for the discharge of stormwater from municipal separate storm sewer systems (MS4s). For purposes of issuing permits for the discharge of stormwater from MS4s, this bill define “commercial, industrial, or institutional site” or “CII site” as a privately owned parcel or contiguous parcels of land that are commercial, industrial, or institutional based on the appropriate county tax assessor land use codes, as specified. (Based on 04/06/2026 text)

Position

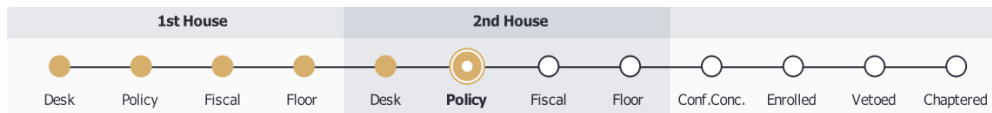
Watch

AB 2576 (Harabedian, D) Transit-oriented development.

Introduced: 02/20/2026

Last Amended: 05/28/2026

Status: 05/28/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.



Location: 05/13/2026 - Senate Housing

Summary: Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2026. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. Existing law specifies exclusions from the provisions described above, including a site with a historic resource designated as of January 1, 2025, on a local register. This bill would also exclude from the provisions described above, a contributing site within a historic district included on the State Historic Resources Inventory designated before January 1, 2025, and a parcel individually listed as a historical resource included on the State Historic Resources Inventory designated before January 1, 2025. (Based on 05/28/2026 text)

Position

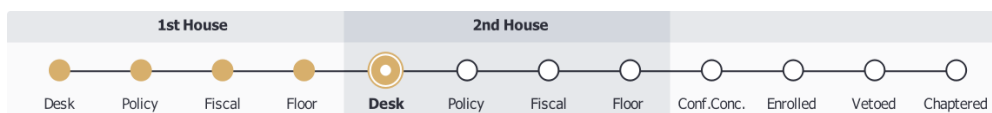
Watch

SB 1087 (Cabaldon, D) Transportation planning: sustainable communities strategies: transportation funding programs.

Introduced: 02/13/2026

Last Amended: 04/09/2026

Status: 05/27/2026 - Read third time. Passed. (Ayes 31. Noes 3.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 05/27/2026 - Assembly DESK

Summary: Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization’s timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. (Based on 04/09/2026 text)

Position

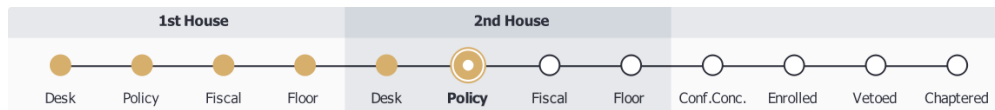
Watch

SB 1159 (Cabaldon, D) Artificial intelligence: transparency and governance.

Introduced: 02/18/2026

Last Amended: 03/25/2026

Status: 05/18/2026 - Referred to Coms. on P. & C.P. and JUD.



Location: 05/18/2026 - Assembly Privacy and Consumer Protection

Summary: The California Constitution provides that people have the right of access to information concerning the conduct of the people’s business. Various provisions of existing law, including the California Public Records Act, the Bagley-Keene Open Meeting Act, and the Ralph M. Brown Act, provide, with some exceptions, for public access to government records and meetings of government bodies. Among those acts, the California Public Records Act defines “person” to include any natural person, corporation, partnership, limited liability company, firm, or association. This bill would specify that, for purposes of the California Public Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the Political Reform Act of 1974, the Administrative Procedure Act, and the California Environmental Quality Act (CEQA), “person,” “interested person,” “participant,” “member of the public,” as applicable, and any other similar terms under each act referring to those who may engage with governmental agencies, do not include artificial intelligence, as defined, systems, autonomous agents, robots, or other nonhuman entities, whether physical or digital. The bill would make findings and declarations related to these provisions. (Based on 03/25/2026 text)

Position

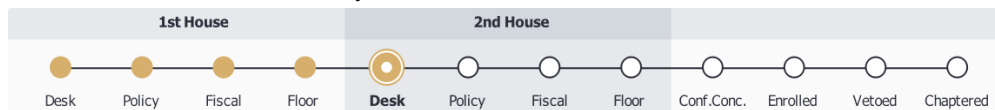
Watch

SB 1361 (Durazo, D) Transit-oriented housing developments: local governments: transit agencies and projects.

Introduced: 02/20/2026

Last Amended: 04/30/2026

Status: 05/20/2026 - In Assembly. Read first time. Held at Desk.



Location: 05/19/2026 - Assembly DESK

Summary: Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a

local agency until July 1, 2026, unless the local agency takes specified actions. Existing law defines various terms for these purposes. Existing law prohibits a local government from adopting any requirement that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, as specified. This bill would additionally prohibit a local government with an existing or planned transit-oriented development stop from taking specified actions with respect to transit agencies and transit projects. (Based on 04/30/2026 text)

Position

Watch

Total Measures: 17

Total Tracking Forms: 17



MEMORANDUM

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

From: Ashley Badesch & Ken Brown

Date: May 27, 2026

RE: H.R. ____, BUILD America 250 Act

The House Transportation and Infrastructure Committee approved the Building United Infrastructure and Long-term Development for America's 250th Act (BUILD America 250) by a 62-2 vote on May 22, 2026. The House Appropriations Committee also released its FY2027 Transportation, Housing and Urban Development appropriations bill, which will shape near-term funding levels for key transportation programs. Neither proposal will become law without Senate action and bicameral agreement. The Senate has not yet released its surface transportation authorization proposal and will likely defer action until after the midterm elections. The Senate may take a different approach to program funding, eligibility, and policy reforms. As a result, the House language should not be treated as final. Instead, it provides an signal of House priorities and a basis for C/CAG to identify provisions that warrant monitoring or advocacy as negotiations move forward.

This memo focuses on provisions most relevant to the City/County Association of Governments of San Mateo County (C/CAG), including changes to competitive grant programs, discretionary appropriations, local match requirements, project eligibility, and federal review processes that may affect C/CAG's ability to advance multimodal, congestion management, safety, resilience, and climate-aligned infrastructure projects.

Background

The 2021 Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, devoted approximately \$567.5 billion over five years for transportation and will expire on September 30, 2026.¹ The IIJA utilized advance appropriations for many of the authorized programs, making funding for those programs guaranteed every year rather than being subject to annual Congressional appropriation.

The BUILD America 250 Act (BUILD250) serves as the next iteration of the Surface Transportation Reauthorization, and is only focused on transportation, including federal-aid highways, bridge construction and rehabilitation, highway safety programs, transit programs, rail programs, and non-motorized programs for activities such as trail infrastructure. BUILD250 includes significant policy

¹ Note that Bureau of Transportation Statistics figure of \$673.8 billion is often cited as the amount for transportation in IIJA. However, that includes funding for non-DOT agencies like FAA and ports/waterways. This analysis uses the \$567.5 figure as the DOT-specific funding in IIJA that is most apples-to-apples comparison of the DOT programs included in BUILD250.

updates to streamline federal National Environmental Policy Act (NEPA) processes in getting projects approved and underway, makes shifts in formula funding and competitive grants, and introduces a new tax on electric vehicles to shore up the Highway Trust Fund (HTF). BUILD250 departs from IJJA significantly in that it has very few advance appropriations. In some instances, it provides HTF contracting authority that guarantees funding similar to an appropriation. In most competitive grant funding, BUILD250 only authorizes, and actual funding is subject to annual Congressional appropriations. This means that while BUILD250's authorization numbers are often higher than IJJA's, the funding is not guaranteed until Congress appropriates the funds each year.

Key Impacts of BUILD250

- **The largest increases are in formula funding and bridges.** BUILD250 authorizes \$56 billion for bridge construction and repair, up from \$39 billion in IJJA. The Surface Transportation Block Grant, which is administered by Metropolitan Planning Organizations (MPOs) serving areas of 200,000 or more will increase approximately 24% by the fifth year of BUILD250 compared to IJJA levels. Transit formula grants will increase by approximately 10% in the first year of BUILD250 compared to the final year of IJJA, with total authorization over 5 years growing 19%.
- **The largest decreases in funding are for passenger rail and discretionary funding.** Amtrak will be hit with a \$36 billion reduction, bringing it down to pre-IJJA levels, subject to annual appropriation. Discretionary/competitive grants have been cut by \$16.1 billion to \$114.7 billion in BUILD250 compared to \$130.8 billion IJJA, and several grant programs are eliminated altogether.
- **New EV Fees:** New annual registration fees on electric vehicles to shore up the Highway Trust Fund has been funded based on a gas tax - \$35 for plug-in hybrids and \$130 for electric vehicles annually. This is a reversal of federal policy incentives for consumers to adopt climate-friendly and fuel-saving electric vehicles.
- **Sustainability Disinvestment:** The bill eliminates funding and repeals programs dedicated to reducing carbon emissions, mitigating urban heat islands, expanding active transportation infrastructure, and deploying electric vehicle charging infrastructure.
- **Accessibility Improvements:** BUILD250 includes significant provisions to make transportation more accessible for people with disabilities and families. The **Enhanced Mobility** program grows from \$1.476 billion under IJJA to \$2.295 billion under BUILD250, and Innovative Coordinated Access and Mobility Program codified that was previously a pilot program. There is a mandatory 1% accessibility spending on formula grants and 1% on inaccessible rail systems. The federal share for ADA vehicle procurement increased from 85% to 90%
- **Metropolitan Planning and Technical Assistance:** BUILD250 expands eligible uses of Metropolitan Planning funds to include project development support, local technical assistance, fiscal administration, transportation-linked studies, and data procurement.

BUILD250 IMPACTS ON GRANTS

New & Continuing Programs

- **Surface Transportation Accelerator Grant (STAG) Program (NEW):** This new \$12 billion competitive grant program replaces the Rural Surface Transportation Grant that was previously funded at \$2 billion, and is automatically funded through HTF contracting authority, not subject to annual appropriations. The new STAG program has funding pools

for urban (greater than 50,000) and rural areas (50,000 or less), and establishes a new category of “local and regional” grants, defining an urban region as more than 200,000 residents and rural region as areas outside of the urban region. Under the program, 50% of funding is for local and regional grants, 25% is for rural grants, and 25% is for urban grants. Grants range from \$5m - \$25m with some allowances for smaller grants. The match requirement is 20%, and EDA and CDBG funds may be used for the match. Areas of persistent poverty have a 1% set-aside for local/regional grants and are eligible for reduced match at the Secretary of Transportation’s discretion.

- **Bridge Funding:** BUILD250 includes a \$46 billion formula bridge program and a competitive \$10 billion Bridge Completion Program.
 - **Federal Bridge Completion Grants (competitive)** will fund projects not less than \$50 million with a 50% match requirement, designed for large regional bridge projects. Bridge Completion Grants are authorized, not guaranteed and subject to annual appropriation. This program replaces the IJA’s Bridge Investment Program that authorized \$12.2 billion for roads, bridges and major projects, that also had a 50% match requirement.
 - **States Must Create Competitive Bridge Grants** using 25% of their formula grants for locally owned bridges.
- **PROTECT Competitive Grants:** The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant program provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters; C/CAG has several priorities and projects that align with this program. This program had formula and competitive grants components under IJA. The competitive grant program has been frozen under the Trump Administration. Under BUILD 250, the 5-year authorization for competitive PROTECT grants has increased from \$1.4 billion to \$2.5 billion, and is guaranteed through HTF contract authority, not subject to annual appropriation. However, the formula portion of PROTECT Grants was eliminated, representing a \$6.2 billion cut overall.
- **Strengthening Mobility and Revolutionizing Transportation (SMART):** This grant program was created in IJA and reauthorized in BUILD250, subject to annual appropriation, for deploying new technology such as smart grid software, traffic signals, data systems and the like. The prior program issued 54 planning grants but only 7 stage-two implementation grants before its funding was reallocated in H.R. 7148 Consolidated Appropriations Act of 2026. The new SMART program combines Stage 1 and Stage 2 into one grant program and allocates about \$100 million per year.
- **Better Utilizing Investments to Leverage Development (BUILD):** BUILD is reauthorized through FY2031 and subject to Congressional appropriations process as it has in the past. BUILD250 made some changes to BUILD awards, adding new ability to incur expenses between award and execution of the grant agreement and requiring shovel-readiness within 18 months. While the bill no longer gives preference to “historically disadvantaged communities,” it leaves in place preference for “areas of persistent poverty” and expands this to include Opportunity Zones.
- **Surface Transportation Block Grant Program’s** share of federal-aid highway formula funding increases and STBG eligibility is expanded to include certain resilience-related infrastructure. This matters for C/CAG because MTC uses STBG and CMAQ funds as the core federal sources for the One Bay Area Grant program, including OBAG 4.

- **Recreational Trails** as a component of the Surface Transportation Block Grant continues, with the only change being that the definition of “nonmotorized recreation” is updated to allow for electric bicycles, treated the same way as motorized wheelchairs for purposes of trail eligibility.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** BUILD250 expands CMAQ eligibility for advanced congestion management technologies and certain digital infrastructure investments. However, the bill also directs states to obligate portions of CMAQ funding toward alternative fueling infrastructure for four years, which may affect funding availability for other air quality and congestion mitigation projects.

Programs Reduced or Restructured

- **Safe Streets and Roads for All (SS4A)** is cut to \$3.75B from \$5B in IJA, and will start with \$500M in FY2027, increasing each year to \$1B in 2031, and is included in HTF contract authority, not subject to annual appropriation. BUILD250 codified SS4A as a permanent program, transitioning it from a one-time program under IJA. The match requirement for SS4A is reduced from 20% to 10%. BUILD250 adds a 30% set-aside for rural communities.

Programs Eliminated

The following competitive grant programs are eliminated entirely in the BUILD250 bill:

- **Carbon Reduction Program** - \$6.4 billion eliminated and program repealed. CRP was a formula grant program to reduce carbon dioxide emissions through traffic management, public transportation, congestion management, bike/pedestrian trails and other measures. There are no other programs that include carbon reduction as an allowable use, although there is a Congestion Mitigation and Air Quality Improvement Program in the formula program distributed to states.
- **Active Transportation Infrastructure Investment Program (ATIIP)** - \$1 billion eliminated and program repealed, although the program was severely underfunded with only \$45 million appropriated before it was repealed. ATIIP was the only federal program designed to connect active transportation networks with sidewalks, bikeways and trails connecting destinations in urban, suburban and rural areas.
- **Neighborhood Access and Equity** - \$1 billion eliminated and program repealed. This program aimed to repair the harm caused by highways that displaced communities, especially in low-income and minority neighborhoods. The Reconnecting Communities Pilot Program was not explicitly repealed in BUILD250, but its funding expired with IJA and is not renewed. Projects with similar eligible activities may be pursued through STAG.
- **Healthy Streets Program** - \$500 million eliminated and program repealed. This program aimed to mitigate urban heat islands, improve air quality, reduce stormwater runoff and enhance community resilience. There are no other programs that address urban heat islands, although PROTECT grants do include some stormwater runoff measures like culverts.

FY2027 House THUD Appropriations

The House FY2027 THUD appropriations bill would provide \$92.224 billion in discretionary funding, 10.4% below the FY2026 enacted level, while redirecting \$7.9 billion in IJA funding toward safety, freight movement, and travel reliability. The House bill would provide \$64.531 billion for FHWA,

including \$63.396 billion in Highway Trust Fund programs, \$410 million for priority infrastructure needs such as Tribal transportation and truck parking, and \$725 million in Community Project Funding for highway infrastructure projects. It would also provide \$550 million for BUILD grants, including a set-aside for high-growth areas. For C/CAG, these provisions suggest a House emphasis on highway infrastructure, safety, freight, bridge, and project-readiness priorities rather than dedicated climate, active transportation, or equity programs. C/CAG should consider advocating to Senators Padilla and Schiff to preserve flexible local funding through STBG and CMAQ, protect funding for safety, resilience, congestion management, and active transportation projects, and support Senate language that maintains local eligibility and reduces barriers for countywide agencies seeking discretionary grants.

| 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> | Senate Education | 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> | Senate Transportation | 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> | DEAD | 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> | Senate Transportation | 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> | Assembly Rules Committee, pending referral to policy committee | 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> | DEAD | 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> | Senate Rules Committee, pending referral to policy committee | 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) |

Public comment on the item “Public Hearing to Consider Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms (26-3-3).”

5/28/2026

Hello Chair and Board Members, thank you for the opportunity to comment.

My name is Matt Petrofsky, and I’m here on behalf of the City/County Association of Governments of San Mateo County, or C/CAG, which, through our 21-member Board of Directors that includes a representative from every jurisdiction in San Mateo County, represents approximately 765,000 residents.

Within San Mateo County, GGRF revenues have been vital in supporting a number of important programs.

- TIRCP funding supported the electrification of Caltrain, one of the state’s most significant recent transit modernization and emissions reduction projects.
- LCTOP funding supported fare assistance and free transit pass programs on our countywide bus system, SAMtrans, helping residents access affordable transportation while increasing transit ridership.
- AHSC funding has helped build affordable housing near transit in one of the most expensive housing markets in California.

As we understand them, the proposed amendments would have devastating impacts on these and other related GGRF-funded programs. These programs are essential to advancing California’s climate, transportation, and housing goals. They not only reduce emissions, but also support the affordability and economic resilience of our communities.

As such, we respectfully ask that this Board delay action on the proposed amendments to the Cap-and-Invest Program until the impacts of those changes on GGRF programming can be better understood and addressed.

Thank you again for your time. We appreciate CARB’s leadership on climate policy.



June 1, 2026

The Honorable Gavin Newsom
Governor, State of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Monique Limón
Senate President Pro Tempore
1021 O Street, Suite 8518
Sacramento, CA 95814

The Honorable Robert Rivas
Speaker of the Assembly
1021 O Street, Suite 8330
Sacramento, CA 95814

Re: Urgent Call to Protect Statewide Transit Funding

Dear Governor Newsom, Pro Tempore Limón, and Speaker Rivas

We, the undersigned members of the California Legislature, write to urgently request that public transit funding be fully protected in the state budget. Specifically, we write to express our strong concerns that the California Air Resources Board's (CARB) proposed amendments to the Cap-and-Invest program will fully defund the \$400 million annual Greenhouse Gas Reduction Fund (GGRF) portion of the Transit and Intercity Rail Capital Program (TIRCP) and the \$200 million annual Low Carbon Transit Operations Program (LCTOP) through 2030.

Additionally, we are concerned that – once again after agreeing to a \$5.1 billion state investment approved for public transit in the Budget Act of 2023, the May Revision does not appropriate the final \$690 million of installments of this critical investment. We call on you to:

- **Preserve the \$400 million in annual TIRCP and \$200 million in annual LCTOP funding included in the reauthorized cap-and-invest expenditure plan, which CARB's proposed cap-and-invest amendments would fully defund through 2030 (total \$600 million annually through 2030)**
- **Appropriate the \$230 million in committed Zero-Emission Transit Capital Program funds in fiscal year 2026-27, and recommit to appropriate the remaining \$460 million in ZETCP funding in FY 2027-28 (total \$690 million)**

TIRCP and LCTOP

In 2025, the Legislature approved, and Governor signed, AB 1207 (Irwin) and SB 840 (Limón), which together, extended the Cap-and-Trade program through 2045; renamed it the Cap-and-Invest program; and re-established the Cap-and-Invest Expenditure Plan, maintaining continuous appropriations for TIRCP and LCTOP. A one-time appropriation of \$125 million in GGRF revenues for transit passes is also included.

As we engaged in last year’s Cap-and-Trade discussions, we emphasized the importance of funding certainty to TIRCP and LCTOP. As we supported these bills, we expressed concerns about the final agreement’s placement of these programs in Tier 3 of the new GGRF Expenditure Plan as the placement creates unnecessary uncertainty. Under the new plan, Tier 3 programs receive funding only after all Tier 1 and Tier 2 programs’ funding commitments are met. When GGRF revenues fall short due to a weak auction market, Tier 3 programs are subject to proportional funding reductions. We flagged then that, in a weak market, the TIRCP and LCTOP could receive far less than the \$400 million and \$200 million we committed to the programs. CARB’s proposed cap-and-invest program amendments would reduce GGRF by so much that all Tier 3 programs – including TIRCP and LCTOP – would be fully defunded through 2030.

This is an unacceptable outcome that will raise costs for Californians. TIRCP and LCTOP are designed to expand access to affordable public transit while reducing greenhouse gas emissions. We cannot allow Californians – already burdened by high gas prices – to lose out on expanded public transit outcomes. TIRCP is also the only dedicated funding source for public transit capital expansion in the state. Effectively eliminating this funding would renege on the state’s commitment to support public transit.

We urge you to protect all projected TIRCP and LCTOP appropriations through 2030 through this state budget – including identifying a solution to retain the \$400 and \$200 million annual TIRCP and LCTOP appropriations, respectively.

The Senate’s recently released budget plan assumes the full protection of TIRCP, LCTOP, and SB 125 funding – as agreed-upon by the Governor and Legislature in 2025-2026 – which aligns with the requests in this letter.

SB 125 Funding

In 2023, the Legislature approved, and Governor signed, AB 102 (Ting) and SB 125 (Skinner), which together created a \$5.1 billion multi-year transit funding package. This package – commonly referred to as the “SB 125 program” – redirected existing transit capital funds and added new General Fund dollars to the new formula-based TIRCP and the ZETCP. The goal of this funding package was to sustain and expand essential transit service, following the pandemic, while advancing major transit and rail projects to meet the state’s long-term environmental goals. Its size and multi-year design reflected the state’s intent to give transit agencies stable funding to recover ridership, allow supply chains to stabilize, and give regions time to plan and secure long-term funding solutions.

Access to this funding includes various accountability provisions, including the requirement to present a detailed allocation plan that must be approved by the California State Transportation Agency (CalSTA). Among other things, these allocation plans were required to address how funding received through this package and available through other regional/local resources would be used to address expected operational shortfalls, mitigate service cuts and fare increases, avoid layoffs, grow ridership, and improve the cleanliness and safety of their systems. To help demonstrate their commitment to secure long-term funding solutions, regional entities and transit agencies in the San Francisco Bay Area, Central Coast, and San Diego, have prepared to pursue self-help measures. In return, our regional entities and transit agencies asked only that the state follow through on its commitment to provide the planned appropriations to the SB 125 program through Budget Acts, beginning in 2023.

To date \$4.41 billion of the \$5.1 billion funding package has been appropriated through the Budget Acts of 2023, 2024, and 2025. The remaining \$690 million in ZETCP funds is scheduled for appropriation in the Budget Acts of 2026 and 2027. However, the January Budget and May Revision omits the planned \$230 million appropriations for Fiscal Year 2026-27 and does not acknowledge the planned \$460 million appropriation for Fiscal Year 2027-28.

We recognize the state's ongoing fiscal challenges, but SB 125 appropriations have been essential to maintaining transit service and supporting ridership recovery. Future funding remains critical to the industry's continued stabilization and long-term funding efforts. Failing to provide the remaining SB 125 – ZETCP funds would lead to service cuts and layoffs, jeopardize fragile ridership gains and federal funding for capital projects, and undermine regional efforts to advance sustainable, long-term funding solutions.

Again, we urge the Budget Act of 2026 to appropriate the planned \$230 million in GGFR for the formula-based ZETCP in FY 2026-27 and reaffirm the state's commitment to appropriate \$460 million in GGFR to the program in FY 2027-28.

Thank you for your consideration of this urgent request.



Jesse Arreguin
Senator, 7th District



Scott Wiener
Senator, 11th District



Mark González
Assemblymember, 54th District



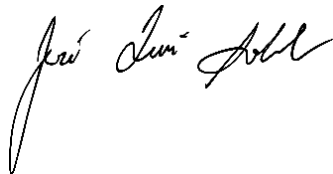
Buffy Wicks
Assemblymember, 14th District



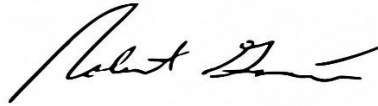
Bob Archuleta
Senator, 30th District



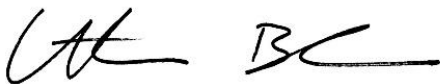
Josh Lowenthal
Assemblymember, 69th District



José Luis Solache, Jr.
Assemblymember, 62nd District



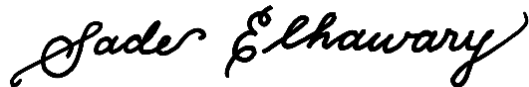
Robert Garcia
Assemblymember, 50th District



Catherine Blakespear
Senator, 38th District



Jerry McNerney
Senator, 5th District



Sade Elhawary
Assemblymember, 57th District



Blanca Pacheco
Assemblymember,



Ash Kalra
Assemblymember, 25th District



Lola Smallwood-Cuevas
Senator, 28th District



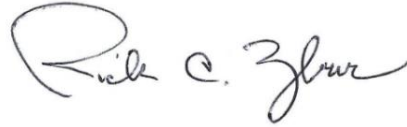
Sasha Renée Pérez
Senator, 25th District



Tom Umberg
Senator, 34th District



Catherine Stefani
Assemblymember, 19th District



Rick Chavez Zbur
Assemblymember, 51st District



Rhodesia Ransom
Assemblymember, 13th District



Marc Berman
Assemblymember, 23rd District



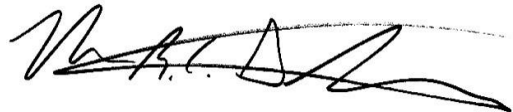
Matt Haney
Assemblymember, 17th District



Liz Ortega
Assemblymember, 20th District



Rebecca Bauer-Kahan
Assemblymember, 16th District



Nick Schultz
Assemblymember, 44th District



Laura Richardson
Senator, 35th District

City/County Association of Governments of San Mateo County

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June 5, 2026

The Honorable Monique Limón
President pro Tempore, California Senate
1021 O Street, Suite 8518
Sacramento, CA 95814

The Honorable Robert Rivas
Speaker, California State Assembly
1021 O Street, Suite 8330
Sacramento, CA 95814

The Honorable John Laird
Chair, Senate Budget and Fiscal Review
Committee
1021 O Street, Suite 8720
Sacramento, CA 95814

The Honorable Jesse Gabriel
Chair, Assembly Budget Committee
1021 O Street, Suite 8230
Sacramento, CA 95814

The Honorable Melissa Hurtado
Chair, Budget Sub #4
1021 O Street, Suite 6510
Sacramento, CA 95814

The Honorable Sharon Quirk-Silva
Chair, Budget Sub #5
1021 O Street, Suite 4210
Sacramento, CA 95814

RE: FY 2026-27 Budget Request – Sustaining California's Regional Housing Finance Agencies

Dear President pro Tempore Limón, Speaker Rivas, and Chairs Laird, Gabriel, Hurtado, and Quirk-Silva:

C/CAG represents all of San Mateo County's 764,442 residents through its 21-member Board of Directors, which includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resilience, mobility, environmental quality, and safety throughout San Mateo County, all topics inexorably linked to the availability of accessible housing.

We write to you today in strong **support of the \$32 million one-time budget request from California's three regional housing finance authorities (RHFAs)**. This modest investment would sustain innovative, regionally driven approaches to the state's most pressing housing challenges. We urge you to include this funding in the FY 2026-27 budget.

California's three RHFAs – the Bay Area Housing Finance Authority (BAHFA), the

Los Angeles County Affordable Housing Solutions Agency (LACAHS), and the San Diego Regional Housing Finance Authority (SD-RHFA) – collectively serve 48 percent of Californians. Each was authorized by state law and formed within the last six years to advance ambitious state and local housing goals. Despite limited resources, all three agencies have quickly demonstrated their value by launching programs tailored to the distinct needs of their regions while advancing shared statewide priorities.

BAHFA fills a unique niche in the Bay Area’s housing landscape: it is close enough to communities to identify local needs and design programs accordingly, while operating at a regional scale that drives meaningful, coordinated impact across jurisdictional lines. In San Mateo County, BAHFA’s Doorway program has worked to streamline access to affordable housing by providing a universal application platform that serves the nearly 5,100 affordable housing units permitted since 2012. Regionally, BAHFA plays an essential coordination role, convening the nine Bay Area counties to generate regional revenues that help communities develop affordable homes and make progress toward their RHNA goals. This work is especially important in San Mateo County, where the high cost of land coupled with complex development conditions lead to challenges in affordable housing production. By effectively bridging state and local housing efforts, BAHFA helps translate statewide priorities into regionally appropriate results. No other entity in California's housing ecosystem plays this role.

Each agency is charting a path toward long-term financial sustainability through revenue-generating programs and regional funding strategies. One-time state support at this critical juncture will sustain the agencies' most promising work while they build the capacity and revenue streams needed for self-sufficiency. The return on this investment is already evident: in just a few years, the three RHFA's have collectively launched dozens of initiatives spanning affordable housing finance, housing navigation tools, tenant protections, and planning for major regional revenue measures.

We cannot afford to lose the momentum these agencies have built or the powerful revenue-raising potential they represent. California needs BAHFA, LACAHS, and SD-RHFA as robust partners to meet our shared housing goals. We urge you to fund the full \$32 million request in the FY 2026-27 budget.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Michael Salazar". The signature is written in a cursive style with a large, prominent "M" and "S".

Michael Salazar, Chair

City/County Association of Governments of San Mateo County

cc: Senator Jesse Arreguin
Assemblymember Buffy Wicks

**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

June 4, 2026

California Department of Housing and Community Development

Re: Comments on AB 2011 Draft Guidelines

Dear HCD Staff:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), thank you for the opportunity to provide comments on the draft guidance for AB 2011. C/CAG requests additional language be added to clarify the impacts of AB 2011 on parcels subject to State mandated Airport Land Use Compatibility Plans (ALUCPs).

C/CAG is a joint powers authority that works on regional transportation, housing, and climate issues, and represents all jurisdictions in San Mateo County through its 21-member Board of Directors. C/CAG also serves as the Airport Land Use Commission (ALUC) for San Mateo County. In that capacity, and pursuant to the California Public Utilities Code (Aeronautics Act, Division 9, commencing with Section 21670), C/CAG is responsible for the development and administration of ALUCPs for the airport influence areas surrounding the San Francisco International Airport, the San Carlos Airport, and the Half Moon Bay Airport. These ALUCPs are designed to safeguard the welfare of the public by ensuring compatible land use and the orderly growth of public airports and the areas surrounding them.

Within San Mateo County are several commercial corridors that may be eligible for AB 2011 projects that are also located within areas governed by ALUCPs. This may result in projects that under AB 2011 are authorized for residential use, or that are allowed increased height or density, than would otherwise be allowed given existing ALUCP restrictions. To reduce uncertainty in implementation, C/CAG recommends the guidance include discussion regarding how AB 2011 projects should be processed when located within an airport influence area. Specifically, C/CAG requests that HCD clarify:

- That compliance with applicable Airport Land Use Compatibility Plans (ALUCPs) remains required for projects qualifying under AB 2011;
- How AB 2011's provisions authorizing residential development interact with ALUCP policies that prohibit residential uses within airport influence areas;

- How AB 2011's minimum density and height allowances should be applied where an ALUCP establishes lower density limits, height restrictions, or other compatibility requirements; and
- How local agencies should process AB 2011 projects that are also subject to ALUC review requirements, including situations where an ALUC consistency determination conflicts with the development authorized by AB 2011.

Additional guidance on these issues would assist local agencies in consistently implementing both state housing law and airport compatibility requirements.

In summary, C/CAG appreciates HCD's efforts to provide implementation guidance for AB 2011, but requests that additional clarifying text be included to address the concerns noted herein regarding parcels that are subject to State mandated airport land use compatibility requirements.

Thank you for your consideration of these comments.

Best Regards,

**Kaki
Cheung**

Digitally signed by Kaki Cheung
DN: cn=Kaki Cheung, o, ou=C/
CAG,
email=kcheung1@smcgov.org,
c=US
Date: 2026.06.04 16:15:41 -07'00'

Kaki Cheung
Acting Executive Director
City/County Association of Governments of San Mateo County

C/CAG AGENDA REPORT

Date: June 11, 2026

To: C/CAG Board of Directors

From: Stacy Jiminez, Vice Chair

Subject: Review and approval of Resolution 26-46 appointing Kaki Cheung as the Interim Executive Director of C/CAG and approving associated compensation.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 26-46 appointing Kaki Cheung as the Interim Executive Director of C/CAG and approving associated compensation.

FISCAL IMPACT

Funding for C/CAG staff is budgeted in the C/CAG annual budget. Any temporary compensation adjustment associated with this 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 following former Executive Director Sean Charpentier's departure. The "Acting" appointment is intended to be short-term in nature, while appointment of an "Interim" Executive Director is intended to be for a longer duration and until appointment of a permanent Executive Director. An Interim Executive Director may serve until a new Executive Director has been appointed.

Approval of the resolution will appoint Ms. Cheung as Interim Executive Director and approve an associated annual salary of \$297,500. Ms. Cheung also receives and will continue to receive the one percent longevity increment provided to qualifying County employees, resulting in a total annual compensation of \$300,475.

EQUITY IMPACTS AND CONSIDERATIONS

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

SATTACHMENT

1. Resolution 26-46

RESOLUTION 26-46

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO
APPOINTING KAKI CHEUNG AS THE INTERIM EXECUTIVE DIRECTOR OF
C/CAG AND APPROVING ASSOCIATED COMPENSATION**

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, beginning April 25, 2026; and

WHEREAS, C/CAG seeks to ensure that there is uninterrupted executive leadership to ensure continuous and effective operations during the recruitment of a permanent Executive Director; and

WHEREAS, Ms. Cheung has the requisite skills and knowledge to perform the role of Interim Executive Director; and

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County appoints Kaki Cheung as Interim Executive Director; and approves an associated annual salary of \$297,500, plus a one percent longevity increment, for a total annual compensation of \$300,475.

PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF JUNE, 2026

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: June 11, 2026

To: C/CAG Board of Directors

From: Stacy Jiminez, Vice Chair

Subject: Review and approval of Resolution 26-47 extending the appointment of Kaki Cheung as the Acting Executive Director until July 9, 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 26-47 extending the appointment of Kaki Cheung as the Acting Executive Director until July 9, 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. The C/CAG Board subsequently extended that appointment to June 11, 2026.

C/CAG needs continuous coverage of an Executive Director. It is anticipated that the C/CAG Board of Directors will make an appointment for an Interim Executive Director at its June 11, 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 July 9, 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 July 9th, 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 26-47

RESOLUTION 26-47

**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 JULY 9, 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, on May 14, 2026, the C/CAG Board extended that appointment to June 11, 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 June 11, 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 July 9, 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 11TH DAY OF JUNE, 2026

Michael Salazar, Chair

C/CAG AGENDA REPORT

Date: June 11, 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 (4 Letters)

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

BACKGROUND

1. **6/4/2026** – To The Honorable Sean Duffy, Secretary RE: FY 2025-2026 Railroad Crossing Elimination (Crossing Safety) Program, Caltrain – Burlingame Broadway Grade Separation Project
2. **5/22/2026** – To The Honorable Dave Cortese, Chair, Senate Transportation Committee, RE: AB 2595 (Papan) San Mateo County Age Limit for Electric Bicycle Use – SUPPORT
3. **5/26/2026** – To The Honorable Marc Berman, California State Assembly, RE: AB 2313 (Berman) The Home Energy Choice Act – SUPPORT
4. **4/24/2026** – To Selina Louie, San Francisco Bay Regional Water Quality Control Board RE: Comment Letter – Tentative Resolution and Draft Advance Restoration Plan for Indicator Bacteria Impairment at San Mateo County Beaches

ATTACHMENTS

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/>)