



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 9, 2026

The Honorable Lori Wilson
Chair, Assembly Transportation Committee
1021 O Street, Suite 8110
Sacramento, CA 95814

RE: SB 1167 (Blakespear) E-MOTOS – SUPPORT

Dear Chair Wilson:

On behalf of the City/County Association of Governments of San Mateo County, I write in **SUPPORT** of **SB 1167 (Blakespear)** as amended on May 14, which will clearly define what an electric bicycle (e-bike) is and thereby prevent motor vehicles that are faster, more powerful and more dangerous from being sold or marketed as e-bikes. This bill would also improve product labeling and data collection, and it would add safety equipment requirements.

California defines an e-bike as a bicycle with operable pedals and an electric motor with a power of no more than 750 watts. They are limited to 20 mph (Class 1 and Class 2) or 28 mph (Class 3). Users must follow the same rules of the road as traditional cyclists, are exempt from license plate requirements, and do not need a driver's license.

The three-class system can be confusing for consumers, media, healthcare providers, and even law enforcement. Unscrupulous businesses have taken advantage of this confusion and are selling powerful motor vehicles as "e-bikes." Some have motor power up to 5,000 watts and go over 50 mph.

SB 1167 will increase community safety by better regulating motor vehicles that look like e-bikes. It clarifies that any device with an engine power greater than 3,750 watts is not an e-bike, nor is any device that exceeds the 20-mph throttle or 20-mph pedal assist limits. It would also specify that devices that meet the definition of electric motorcycles, electric mopeds, and other motor vehicles are not e-bikes.

Additionally, manufacturers and sellers will be required to disclose if a device is not an e-bike, including advising them that it is a motor vehicle requiring registration and a license to operate. Failure to do so would be a misleading statement under the Business and Professions Code restriction on false advertising.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Salazar".

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

Cc: The Honorable Catherine Blakespear, California State Senate



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 9, 2026

The Honorable Jesse Arreguín
Chair, Senate Housing Committee
Swing Space, Suite 6710
Sacramento, CA 95814
Transmitted via Electronic Mail

RE: AB 2002 (Solache) Regional Early Action Planning - SUPPORT

Dear Chair Arreguín:

On behalf of the City/County Association of Governments of San Mateo County, I write in **SUPPORT of AB 2002 (Solache)**, which codifies the Regional Early Action Planning grant program (REAP 1.0) to solidify its proven model of delivering tangible results in expediting housing development.

California remains in a severe housing crisis, with millions of units needed to meet current and future demand. The RHNA program is the backbone of the state's approach, ensuring every region plans for its share of the state's housing need. Regional governments develop a RHNA distribution methodology, balancing complex statutory factors related to housing need, jobs, transportation, equity, and environmental constraints.

Recognizing this gap, the legislature created REAP 1.0 (2019–2023) as a one-time investment to support RHNA implementation and local planning. REAP 1.0 proved highly effective: regions produced more accurate methodologies, provided extensive assistance to cities and counties, aligned planning work across jurisdictions, and delivered zoning and infrastructure readiness that enabled significant future housing capacity. Unfortunately, REAP 1.0 was administered through the statutory framework of the Local Government Planning Support Grants Program, but it was not codified as a standalone or ongoing program. When the one-time budget appropriation expired, the program ended, leaving no permanent funding source to support RHNA administration.

There was also a follow-up program, REAP 2.0, which built upon the success of REAP 1.0 and expanded the programs' focus by integrating housing and climate goals and allowing for broader planning and implementation investments.

The next RHNA cycle will be the most expensive and complex in California history. Recent legislative changes require regions to analyze two new income categories, interview households with special housing needs, undergo expanded HCD review, and meet more rigorous equity, environmental, and data standards. These requirements strengthen the system but dramatically increase compliance costs. Without a dedicated funding source, regions cannot meet these requirements, and cities and counties will risk losing access to the planning assistance they relied on during REAP 1.0. AB 2002 codifies the REAP 1.0 framework to solidify its impact for the 7th Cycle of RHNA and beyond.

For these reasons, we support AB 2002 (Solache) and urge your "AYE" vote when it is heard in your committee. Please contact Sean Charpentier, C/CAG Executive Director, at scharpentier@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Michael Salazar".

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

CC: Assembly Member Solache
San Mateo County Legislative Delegation



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 15, 2026

The Honorable Josh Becker
Chair, Senate Natural Resources & Water Committee
1021 O Street, Suite 6520
Sacramento, CA 95814

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

Dear Chair Becker:

On behalf of the City/County Association of Governments of San Mateo County, I write in **SUPPORT** of **AB 2051 (Wicks)**, which would establish a structured, collaborative process to improve coastal resilience permitting through administrative reform, interagency coordination, and proposed future legislative action by requiring the California Natural Resources Agency and CalEPA to convene a Coastal Resilience Permitting Working Group, including relevant agencies and commissions. The bill would task the Working Group with developing a Coastal Resilience Permitting Roadmap, as well as establish coastal and Bay advisory groups composed of state agencies, local governments, special districts, and coastal interest groups to advise the roadmap process and recommend permitting strategies.

California faces an urgent and escalating need to deliver coastal adaptation and flood resilience projects in response to sea level rise, storm surge, and king tide flooding. The Ocean Protection Council estimates sea levels could rise as much as 3.1 feet by 2100 under likely scenarios, with extreme cases exceeding 6 feet. In the San Francisco Bay Area alone, regional agencies estimate approximately \$110 billion will be needed by 2050 to protect communities, ecosystems, and critical infrastructure.

Despite this urgency, California's current coastal permitting system presents substantial barriers to timely and cost-effective project delivery. These barriers reduce the effectiveness of public funding, increase costs for publicly funded and private projects alike, and slow the delivery of urgently needed resilience improvements. Without targeted reforms, permitting bottlenecks threaten California's ability to implement climate adaptation at the scale and pace required.

AB 2051 takes a targeted, expert-driven approach to identify actionable reforms to help accelerate coastal adaptation and flood resilience projects. For these reasons, we

support AB 2051 (Wicks) and urge your “AYE” vote when it is heard in your committee. Please contact Kaki Cheung, C/CAG Executive Director, at kcheung1@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael Salazar". The signature is fluid and cursive, with the first name "Michael" and last name "Salazar" clearly distinguishable.

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

Cc: The Honorable Buffy Wicks, California State Assembly



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 15, 2026

The Honorable Jesse Arreguín
Chair, Senate Housing Committee
1021 O Street, Suite 6710
Sacramento, CA 95814

RE: AB 2296 (Papan) Regional Housing Needs Allocation Process – SUPPORT

Dear Chair Arreguín:

On behalf of the City/County Association of Governments of San Mateo County, I write in **SUPPORT** of **AB 2296 (Papan)**, which makes significant improvements to the housing element development and review process by starting the Regional Housing Needs Determination and Allocation processes earlier.

Local governments have faced significant challenges with HCD in achieving timely certification of their housing elements. These include inconsistent feedback, unclear guidance, and changing requirements. As a result, many jurisdictions have been forced to submit numerous drafts and miss the compliance deadline. These delays with HCD lead to cities being penalized through no fault of their own. By affording local governments with additional time, local jurisdictions will be able to develop housing plans on time that comply with California's complex laws, thus readying themselves for much-needed housing production.

For these reasons, we respectfully request support for AB 2296 (Papan). Thank you for your consideration, and please contact Kaki Cheung, C/CAG Executive Director at kcheung1@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Michael Salazar".

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

Cc: The Honorable Diane Papan, California State Assembly



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 15, 2026

The Honorable Dave Cortese
Chair, Senate Transportation Committee
Swing Space, Suite 7520
Sacramento, CA 95814
Transmitted via Electronic Mail

RE: AB 2346 (Wilson): Electric Bicycles Safety – SUPPORT

Dear Chair Cortese:

On behalf of the City/County Association of Governments of San Mateo County, I write in **SUPPORT** of your bill, **AB 2346 (Wilson)**, which puts forward various changes to ensure the sale of safe & legal e-bikes, as well as protect the safety of e-bike riders and others sharing the roadway, sidewalks, & bike paths.

As e-bikes grow in popularity, local governments are faced with new safety challenges on their streets and roads. In San Mateo County and across the state, there has been a rise in severe e-bike injuries, including the recent tragic death of a 16-year-old in Half Moon Bay.

According to a recent Legislative report by the Mineta Transportation Institute, data from Rady Children's Hospital of Orange County shows a 334% increase in traumatic e-bike accidents among children since 2022, underscoring the growing safety risks associated with e-bike use, particularly among youth.¹

AB 2346 puts forward various changes recommended by the Mineta Transportation Institute. Specifically, the bill:

- Requires all e-bikes being sold in California to be equipped with speedometers and integrated lights, beginning January 1, 2029.
- Requires that manufacturers and retailers selling e-bikes in California

¹ <https://transweb.sjsu.edu/research/2423-Electric-Bicycle-Safety-Data-Policy>

- provide consumers with a summary of e-bike laws.
- Allows local jurisdictions to impose various speed limits on a bicycle path or multi-use trail with appropriate signage.
- Sets a statewide speed limit of 10 mph when riding on a sidewalk.
- Sets a clear statewide speed limit of 15 mph for any minor under 15 years old, on any e-bike.

AB 2346 sets clearer statewide safety requirements to make our communities safer, while also empowering local governments to set local rules as appropriate. For these reasons, we support AB 2346 (Wilson) and urge your “AYE” vote when it is heard in your committee. Please contact Kaki Cheung, C/CAG Executive Director, at kcheung1@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in black ink, reading "Michael Salazar". The signature is fluid and cursive, with the first name "Michael" and last name "Salazar" clearly distinguishable.

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

CC: Members and Consultants, Senate Transportation Committee
San Mateo County Legislative Delegation



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

July 7, 2026

The Honorable Sabrina Cervantes
Chair, Senate Appropriations Committee
State Capitol, 412
Sacramento, CA 95814

RE: AB 2296 (Papan) Regional Housing Needs Allocation Process – SUPPORT

Dear Chair Cervantes:

On behalf of the City/County Association of Governments of San Mateo County, I write in **SUPPORT** of **AB 2296 (Papan)**, which makes significant improvements to the housing element development and review process by starting the Regional Housing Needs Determination and Allocation processes earlier.

Local governments have faced significant challenges with HCD in achieving timely certification of their housing elements. These include inconsistent feedback, unclear guidance, and changing requirements. As a result, many jurisdictions have been forced to submit numerous drafts and miss the compliance deadline. These delays with HCD lead to cities being penalized through no fault of their own. By affording local governments with additional time, local jurisdictions will be able to develop housing plans on time that comply with California's complex laws, thus readying themselves for much-needed housing production.

For these reasons, we respectfully request support for AB 2296 (Papan). Thank you for your consideration, and please contact Kaki Cheung, C/CAG Executive Director at kcheung1@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Michael Salazar". The signature is fluid and cursive, with the first name "Michael" and last name "Salazar" clearly distinguishable.

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

Cc: The Honorable Diane Papan, California State Assembly



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

July 16, 2026

The Honorable Sabrina Cervantes
Chair, Senate Appropriations Committee
State Capitol, 412
Sacramento, CA 95814
Transmitted via Electronic Mail

RE: AB 2002 (Solache) Regional Early Action Planning - SUPPORT

Dear Chair Cervantes:

On behalf of the City/County Association of Governments of San Mateo County, I write in **SUPPORT of AB 2002 (Solache)**, which codifies the Regional Early Action Planning grant program (REAP 1.0) to solidify its proven model of delivering tangible results in expediting housing development.

California remains in a severe housing crisis, with millions of units needed to meet current and future demand. The RHNA program is the backbone of the state's approach, ensuring every region plans for its share of the state's housing need. Regional governments develop a RHNA distribution methodology, balancing complex statutory factors related to housing need, jobs, transportation, equity, and environmental constraints.

Recognizing this gap, the legislature created REAP 1.0 (2019–2023) as a one-time investment to support RHNA implementation and local planning. REAP 1.0 proved highly effective: regions produced more accurate methodologies, provided extensive assistance to cities and counties, aligned planning work across jurisdictions, and delivered zoning and infrastructure readiness that enabled significant future housing capacity. Unfortunately, REAP 1.0 was administered through the statutory framework of the Local Government Planning Support Grants Program, but it was not codified as a standalone or ongoing program. When the one-time budget appropriation expired, the program ended, leaving no permanent funding source to support RHNA administration.

There was also a follow-up program, REAP 2.0, which built upon the success of REAP 1.0 and expanded the programs' focus by integrating housing and climate goals and allowing for broader planning and implementation investments.

The next RHNA cycle will be the most expensive and complex in California history. Recent legislative changes require regions to analyze two new income categories, interview households with special housing needs, undergo expanded HCD review, and meet more rigorous equity, environmental, and data standards. These requirements strengthen the system but dramatically increase compliance costs. Without a dedicated funding source, regions cannot meet these requirements, and cities and counties will risk losing access to the planning assistance they relied on during REAP 1.0. AB 2002 codifies the REAP 1.0 framework to solidify its impact for the 7th Cycle of RHNA and beyond.

For these reasons, we support AB 2002 (Solache) and urge your "AYE" vote when it is heard in your committee. Please contact please contact Kaki Cheung, C/CAG Executive Director at kcheung1@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael Salazar", written in a cursive style.

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

Cc: The Honorable Jose Luis Solache Jr., California State Assembly
San Mateo County Legislative Delegation



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

July 16, 2026

The Honorable Sabrina Cervantes
Chair, Senate Appropriations
State Capitol, 412
Sacramento, CA 95814

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

Dear Chair Cervantes:

On behalf of the City/County Association of Governments of San Mateo County, I write in **SUPPORT** of **AB 2051 (Wicks)**, which would establish a structured, collaborative process to improve coastal resilience permitting through administrative reform, interagency coordination, and proposed future legislative action by requiring the California Natural Resources Agency and CalEPA to convene a Coastal Resilience Permitting Working Group, including relevant agencies and commissions. The bill would task the Working Group with developing a Coastal Resilience Permitting Roadmap, as well as establish coastal and Bay advisory groups composed of state agencies, local governments, special districts, stormwater management agencies, and coastal interest groups to advise the roadmap process and recommend permitting strategies.

California faces an urgent and escalating need to deliver coastal adaptation and flood resilience projects in response to sea level rise, storm surge, and king tide flooding. The Ocean Protection Council estimates sea levels could rise as much as 3.1 feet by 2100 under likely scenarios, with extreme cases exceeding 6 feet. In the San Francisco Bay Area alone, regional agencies estimate approximately \$110 billion will be needed by 2050 to protect communities, ecosystems, and critical infrastructure.

Despite this urgency, California's current coastal permitting system presents substantial barriers to timely and cost-effective project delivery. These barriers reduce the effectiveness of public funding, increase costs for publicly funded and private projects alike, and slow the delivery of urgently needed resilience improvements. Without targeted reforms, permitting bottlenecks threaten California's ability to implement climate adaptation at the scale and pace required.

AB 2051 takes a targeted, expert-driven approach to identify actionable reforms to help accelerate coastal adaptation and flood resilience projects. For these reasons, we

support AB 2051 (Wicks) and urge your “AYE” vote when it is heard in your committee. Please contact Kaki Cheung, C/CAG Executive Director, at kcheung1@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael Salazar". The signature is fluid and cursive, with the first name "Michael" and last name "Salazar" clearly distinguishable.

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

Cc: The Honorable Buffy Wicks, California State Assembly



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

July 16, 2026

The Honorable Sabrina Cervantes
Chair, Senate Appropriations Committee
State Capitol, 412
Sacramento, CA 95814

RE: AB 2313 (Berman) The Home Energy Choice Act – SUPPORT

Dear Chair Cervantes:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write to express our **SUPPORT** for **AB 2313 (Berman)**, which will create the Home Energy Choice Act, giving Californians a new opportunity to upgrade their homes with modern electric appliances.

Electrification is one of the primary strategies for California to achieve its clean energy and greenhouse gas (GHG) reduction goals, but home electrification can be expensive, and many Californians may struggle to afford the upfront costs of replacing gas appliances or completing related electrical upgrades. The status quo, however, is also costly, with California utilities spending hundreds of millions of dollars annually to maintain aging gas infrastructure, costs that are ultimately borne by ratepayers.

The Home Energy Choice Act would provide a pathway for utilities to redirect funds for planned service line replacements towards homeowner building electrification incentive programs. By supporting strategic electrification and reducing reliance on aging gas infrastructure, AB 2313 can help protect the environment, promote public health, and provide long-term savings for all ratepayers.

For these reasons, we are proud to **SUPPORT** AB 2313 (Berman). For any questions, please contact Kaki Cheung, C/CAG Acting Executive Director, at kcheung1@smcgov.org.

Sincerely,

A handwritten signature in black ink, reading "Michael Salazar", written in a cursive style.

Michael Salazar, Chair
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

July 16, 2026

The Honorable Sabrina Cervantes
Chair, Senate Appropriations Committee
State Capitol, 412
Sacramento, CA 95814
Transmitted via Electronic Mail

RE: AB 2346 (Wilson): Electric Bicycles Safety – SUPPORT

Dear Chair Cervantes:

On behalf of the City/County Association of Governments of San Mateo County, I write in **SUPPORT** of your bill, **AB 2346 (Wilson)**, which puts forward various changes to ensure the sale of safe & legal e-bikes, as well as protect the safety of e-bike riders and others sharing the roadway, sidewalks, & bike paths.

As e-bikes grow in popularity, local governments are faced with new safety challenges on their streets and roads. In San Mateo County and across the state, there has been a rise in severe e-bike injuries, including the recent tragic death of a 16-year-old in Half Moon Bay.

According to a recent Legislative report by the Mineta Transportation Institute, data from Rady Children's Hospital of Orange County shows a 334% increase in traumatic e-bike accidents among children since 2022, underscoring the growing safety risks associated with e-bike use, particularly among youth.¹

AB 2346 puts forward various changes recommended by the Mineta Transportation Institute. Specifically, the bill:

- Requires all e-bikes being sold in California to be equipped with speedometers and integrated lights, beginning January 1, 2029.
- Requires that manufacturers and retailers selling e-bikes in California

¹ <https://transweb.sjsu.edu/research/2423-Electric-Bicycle-Safety-Data-Policy>

- provide consumers with a summary of e-bike laws.
- Allows local jurisdictions to impose various speed limits on a bicycle path or multi-use trail with appropriate signage.
- Sets a statewide speed limit of 10 mph when riding on a sidewalk.

AB 2346 sets clearer statewide safety requirements to make our communities safer, while also empowering local governments to set local rules as appropriate. For these reasons, we support AB 2346 (Wilson) and urge your “AYE” vote when it is heard in your committee. Please contact Kaki Cheung, C/CAG Executive Director, at kcheung1@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael Salazar", written in a cursive style.

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

CC: Members and Consultants, Senate Appropriations Committee
San Mateo County Legislative Delegation



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

July 16, 2026

The Honorable Buffy Wicks
Chair, Assembly Appropriations Committee
1021 O Street, Suite 8220
Sacramento, CA 95814

RE: SB 1167 (Blakespear) E-MOTOS – SUPPORT

Dear Chair Wilson:

On behalf of the City/County Association of Governments of San Mateo County, I write in **SUPPORT** of **SB 1167 (Blakespear)** as amended on May 14, which will clearly define what an electric bicycle (e-bike) is and thereby prevent motor vehicles that are faster, more powerful and more dangerous from being sold or marketed as e-bikes. This bill would also improve product labeling and data collection, and it would add safety equipment requirements.

California defines an e-bike as a bicycle with operable pedals and an electric motor with a power of no more than 750 watts. They are limited to 20 mph (Class 1 and Class 2) or 28 mph (Class 3). Users must follow the same rules of the road as traditional cyclists, are exempt from license plate requirements, and do not need a driver's license.

The three-class system can be confusing for consumers, media, healthcare providers, and even law enforcement. Unscrupulous businesses have taken advantage of this confusion and are selling powerful motor vehicles as "e-bikes." Some have motor power up to 5,000 watts and go over 50 mph.

SB 1167 will increase community safety by better regulating motor vehicles that look like e-bikes. It clarifies that any device with an engine power greater than 3,750 watts is not an e-bike, nor is any device that exceeds the 20-mph throttle or 28-mph pedal assist limits. It would also specify that devices that meet the definition of electric motorcycles, electric mopeds, and other motor vehicles are not e-bikes.

Additionally, manufacturers and sellers will be required to disclose if a device is not an e-bike, including advising them that it is a motor vehicle requiring registration and a license to operate.

For these reasons, we respectfully request that you vote "AYE" on this bill when it is

heard in your committee. Thank you for your consideration, and please contact Kaki Cheung, C/CAG Executive Director, at kcheung1@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Salazar". The signature is fluid and cursive, with the first name "Michael" and last name "Salazar" clearly distinguishable.

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

Cc: The Honorable Catherine Blakespear, California State Senate



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

August 4, 2026

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

RE: AB 2595 (Papan) San Mateo County Age Limit for Electric Bicycle Use – REQUEST FOR SIGNATURE

Dear Governor Newsom,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write to respectfully request that you sign **AB 2595 (Papan)**, which will establish the San Mateo Electric Bicycle Safety Pilot Program and permit San Mateo County and the cities within it to adopt local ordinances or resolutions prohibiting a person under 12 years of age from operating a class 1 or 2 electric bicycle.

If successfully enacted, AB 2595 would give our local jurisdictions the ability to work through their local processes to potentially implement local rules prohibiting the use of Class I and II e-bikes if certain conditions are met. This bill does not establish a mandate that cities implement this rule and mirrors existing laws in San Diego and Marin Counties.

San Mateo has seen a rise in e-bikes on our streets, roads, and trails, many of them operated by youth who do not yet have a common understanding of the rules of the road, the power the bikes possess, or the ability to adequately control heavier Class II e-bikes. We have seen a rise in e-bike accidents, including the death of a minor in the City of Half Moon Bay earlier this year. These incidents not only injure the rider, but often put other pedestrians in danger.

It is imperative that the Legislature give local agencies the tools to ensure e-bikes are safely operated in our communities and by riders who can safely operate them. Age restrictions for e-bikes can be a successful tool for local agencies to educate parents and children alike on the laws governing e-bikes and deter parents from purchasing e-bikes for younger riders who cannot operate them in a safe manner.

For these reasons, we support AB 2595 (Papan) and request your signature. Please

contact Kaki Cheung, C/CAG Interim Executive Director at kcheung1@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in black ink, reading "Michael Salazar". The signature is fluid and cursive, with the first name "Michael" and last name "Salazar" clearly distinguishable.

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

CC: The Honorable Diane Papan, California State Assembly



**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

August 6, 2026

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

Re: C/CAG FY 2026-27 Budget Requests

Dear Senator Becker:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to thank you for your efforts on behalf of those who live, work, and play in San Mateo County. We appreciate your work on this year's budget, which we understand may still have some capacity for earmark requests. As we conveyed in our letter to your office earlier this year (March 4, 2026), if there is State budget capacity, we ask that you consider the following three high-priority investments that are ready to deliver measurable safety, climate resilience and water quality benefits in your district.

- 1. \$1,380,000 for the San Mateo County Integrated Green Stormwater Infrastructure Streets Program** – This investment will accelerate construction and design of high-priority green stormwater infrastructure projects serving Costano Elementary School in East Palo Alto, Woodrow Wilson and Bayshore Elementary Schools in Daly City and Grand Avenue downtown corridor in South San Francisco. The projects include safer pedestrian crossings, ADA-accessible improvements, traffic calming measures, bioretention facilities, and permeable pavement. State funding will leverage approximately \$470,000 in local match, and \$500,000 proposed in the U.S. House Transportation/HUD Appropriations bill, pending final congressional approval, allowing these multi-benefit projects to move toward construction more quickly while maximizing every public dollar invested.
- 2. \$1,800,000 for the San Mateo County Safety Applications for Every Traveler (SAFE-T) Project** – The SAFE-T Project will improve safety at approximately 27 high-risk signalized intersections across South San Francisco, San Mateo, Foster City, and Redwood City. Guided by priority actions identified in the C/CAG Countywide Local Roadway Safety Plan, the localities will deploy pedestrian detection, dynamic “No Turn on Red” blank-out signs, adaptive signal timing, and emergency vehicle preemption. These proven safety countermeasures will reduce vehicle-pedestrian conflicts, improve accessibility for seniors and people with disabilities, and enhance emergency response times along key corridors. The requested funding will leverage \$450,000 in committed local match, allowing participating jurisdictions to implement data-driven safety improvements that directly support California's Vision Zero and Safe Systems objectives.

3. **\$1,500,000 for the San Mateo Countywide OneWatershed Strategic Plan** – C/CAG seeks funding to develop a countywide OneWatershed Strategic Plan that will produce a countywide suite of tools, analyses, and implementation resources designed to support locally led, watershed-scale climate adaptation and resilience actions across San Mateo County. The Strategic Plan will strengthen local decision-making capacity by developing updated climate risk analyses, project prioritization tools; updated OneWatershed project typologies, funding strategies, design guidance, and case studies for integrated watershed infrastructure. This foundational investment will position local agencies to compete more successfully for future State and federal funding while advancing long-term climate resilience.

We recognize that budget capacity may be limited and sincerely appreciate your consideration of these requests. Should only partial funding be available, support for any one of these projects would meaningfully advance critical transportation safety, climate resilience, and environmental improvements for the residents of San Mateo County. If you have any questions, please contact the C/CAG Interim Executive Director Kaki Cheung at kcheung1@smcgov.org.

Sincerely,

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



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

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

August 6, 2026

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

Re: C/CAG Budget Request Priority

Dear Senator Wiener:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to thank you for your efforts on behalf of those who live, work, and play in San Mateo County. We appreciate your work on this year's budget, which we understand may still have some capacity for earmark requests. As we conveyed in our letter to your office earlier this year (March 4, 2026), if there is State budget capacity, we ask that you consider the following three high-priority investments that are ready to deliver measurable safety, climate resilience and water quality benefits in your district.

- 1. \$1,380,000 for the San Mateo County Integrated Green Stormwater Infrastructure Streets Program** – This investment will accelerate construction and design of high-priority green stormwater infrastructure projects serving Costano Elementary School in East Palo Alto, Woodrow Wilson and Bayshore Elementary Schools in Daly City and Grand Avenue downtown corridor in South San Francisco. The projects include safer pedestrian crossings, ADA-accessible improvements, traffic calming measures, bioretention facilities, and permeable pavement. State funding will leverage approximately \$470,000 in local match, and \$500,000 proposed in the U.S. House Transportation/HUD Appropriations bill, pending final congressional approval, allowing these multi-benefit projects to move toward construction more quickly while maximizing every public dollar invested.
- 2. \$1,800,000 for the San Mateo County Safety Applications for Every Traveler (SAFE-T) Project** – The SAFE-T Project will improve safety at approximately 27 high-risk signalized intersections across South San Francisco, San Mateo, Foster City, and Redwood City. Guided by priority actions identified in the C/CAG Countywide Local Roadway Safety Plan, the localities will deploy pedestrian detection, dynamic “No Turn on Red” blank-out signs, adaptive signal timing, and emergency vehicle preemption. These proven safety countermeasures will reduce vehicle-pedestrian conflicts, improve accessibility for seniors and people with disabilities, and enhance emergency response times along key corridors. The requested funding will leverage \$450,000 in committed local match, allowing participating jurisdictions to implement data-driven safety improvements that directly support California's Vision Zero and Safe Systems objectives.

3. **\$1,500,000 for the San Mateo Countywide OneWatershed Strategic Plan** – C/CAG seeks funding to develop a countywide OneWatershed Strategic Plan that will produce a countywide suite of tools, analyses, and implementation resources designed to support locally led, watershed-scale climate adaptation and resilience actions across San Mateo County. The Strategic Plan will strengthen local decision-making capacity by developing updated climate risk analyses, project prioritization tools; updated OneWatershed project typologies, funding strategies, design guidance, and case studies for integrated watershed infrastructure. This foundational investment will position local agencies to compete more successfully for future State and federal funding while advancing long-term climate resilience.

We recognize that budget capacity may be limited and sincerely appreciate your consideration of these requests. Should only partial funding be available, support for any one of these projects would meaningfully advance critical transportation safety, climate resilience, and environmental improvements for the residents of San Mateo County. If you have any questions, please contact the C/CAG Interim Executive Director Kaki Cheung at kcheung1@smcgov.org.

Sincerely,

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



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

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

August 6, 2026

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

Re: C/CAG FY 2026-27 Budget Requests

Dear Assemblymember Berman:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to thank you for your efforts on behalf of those who live, work, and play in San Mateo County. We appreciate your work on this year's budget, which we understand may still have some capacity for earmark requests. As we conveyed in our letter to your office earlier this year (March 4, 2026), if there is State budget capacity, we ask that you consider the following high-priority investment that is ready to deliver measurable climate resilience and water quality benefits in your district.

1. **\$1,500,000 for the San Mateo Countywide OneWatershed Strategic Plan** – C/CAG seeks funding to develop a countywide OneWatershed Strategic Plan that will produce a countywide suite of tools, analyses, and implementation resources designed to support locally led, watershed-scale climate adaptation and resilience actions across San Mateo County. The Strategic Plan will strengthen local decision-making capacity by developing updated climate risk analyses, project prioritization tools; updated OneWatershed project typologies, funding strategies, design guidance, and case studies for integrated watershed infrastructure. This foundational investment will position local agencies to compete more successfully for future State and federal funding while advancing long-term climate resilience.

We recognize that budget capacity may be limited and sincerely appreciate your consideration of this request. Should only partial funding be available, support for any part of this project would still meaningfully advance critical improvements for the residents of San Mateo County. If you have any questions, please contact the C/CAG Interim Executive Director Kaki Cheung at kcheung1@smcgov.org.

Sincerely,

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



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

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

August 6, 2026

The Honorable Diane Papan
California State Assembly
1021 O Street, Suite 4220
Sacramento, CA 95814

Re: C/CAG FY 2026-27 Budget Requests

Dear Assemblymember Papan:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to thank you for your efforts on behalf of those who live, work, and play in San Mateo County. We appreciate your work on this year's budget, which we understand may still have some capacity for earmark requests. As we conveyed in our letter to your office earlier this year (March 4, 2026), if there is State budget capacity, we ask that you consider the following three high-priority investments that are ready to deliver measurable safety, climate resilience and water quality benefits in your district.

- 1. \$1,380,000 for the San Mateo County Integrated Green Stormwater Infrastructure Streets Program** – This investment will accelerate construction and design of high-priority green stormwater infrastructure projects serving Costano Elementary School in East Palo Alto, Woodrow Wilson and Bayshore Elementary Schools in Daly City and Grand Avenue downtown corridor in South San Francisco. The projects include safer pedestrian crossings, ADA-accessible improvements, traffic calming measures, bioretention facilities, and permeable pavement. State funding will leverage approximately \$470,000 in local match, and \$500,000 proposed in the U.S. House Transportation/HUD Appropriations bill, pending final congressional approval, allowing these multi-benefit projects to move toward construction more quickly while maximizing every public dollar invested.
- 2. \$1,800,000 for the San Mateo County Safety Applications for Every Traveler (SAFE-T) Project** – The SAFE-T Project will improve safety at approximately 27 high-risk signalized intersections across South San Francisco, San Mateo, Foster City, and Redwood City. Guided by priority actions identified in the C/CAG Countywide Local Roadway Safety Plan, the localities will deploy pedestrian detection, dynamic “No Turn on Red” blank-out signs, adaptive signal timing, and emergency vehicle preemption. These proven safety countermeasures will reduce vehicle-pedestrian conflicts, improve accessibility for seniors and people with disabilities, and enhance emergency response times along key corridors. The requested funding will leverage \$450,000 in committed local match, allowing participating jurisdictions to implement data-driven safety improvements that directly support California's Vision Zero and Safe Systems objectives.

3. **\$1,500,000 for the San Mateo Countywide OneWatershed Strategic Plan** – C/CAG seeks funding to develop a countywide OneWatershed Strategic Plan that will produce a countywide suite of tools, analyses, and implementation resources designed to support locally led, watershed-scale climate adaptation and resilience actions across San Mateo County. The Strategic Plan will strengthen local decision-making capacity by developing updated climate risk analyses, project prioritization tools; updated OneWatershed project typologies, funding strategies, design guidance, and case studies for integrated watershed infrastructure. This foundational investment will position local agencies to compete more successfully for future State and federal funding while advancing long-term climate resilience.

We recognize that budget capacity may be limited and sincerely appreciate your consideration of these requests. Should only partial funding be available, support for any one of these projects would meaningfully advance critical transportation safety, climate resilience, and environmental improvements for the residents of San Mateo County. If you have any questions, please contact the C/CAG Interim Executive Director Kaki Cheung at kcheung1@smcgov.org.

Sincerely,

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



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

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

August 6, 2026

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

Re: C/CAG Budget Request Priority

Dear Assemblymember Stefani:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to thank you for your efforts on behalf of those who live, work, and play in San Mateo County. We appreciate your work on this year's budget, which we understand may still have some capacity for earmark requests. As we conveyed in our letter to your office earlier this year (March 4, 2026), if there is State budget capacity, we ask that you consider the following three high-priority investments that are ready to deliver measurable safety, climate resilience and water quality benefits in your district.

- 1. \$1,380,000 for the San Mateo County Integrated Green Stormwater Infrastructure Streets Program** – This investment will accelerate construction and design of high-priority green stormwater infrastructure projects serving Costano Elementary School in East Palo Alto, Woodrow Wilson and Bayshore Elementary Schools in Daly City and Grand Avenue downtown corridor in South San Francisco. The projects include safer pedestrian crossings, ADA-accessible improvements, traffic calming measures, bioretention facilities, and permeable pavement. State funding will leverage approximately \$470,000 in local match, and \$500,000 proposed in the U.S. House Transportation/HUD Appropriations bill, pending final congressional approval, allowing these multi-benefit projects to move toward construction more quickly while maximizing every public dollar invested.
- 2. \$1,800,000 for the San Mateo County Safety Applications for Every Traveler (SAFE-T) Project** – The SAFE-T Project will improve safety at approximately 27 high-risk signalized intersections across South San Francisco, San Mateo, Foster City, and Redwood City. Guided by priority actions identified in the C/CAG Countywide Local Roadway Safety Plan, the localities will deploy pedestrian detection, dynamic “No Turn on Red” blank-out signs, adaptive signal timing, and emergency vehicle preemption. These proven safety countermeasures will reduce vehicle-pedestrian conflicts, improve accessibility for seniors and people with disabilities, and enhance emergency response times along key corridors. The requested funding will leverage \$450,000 in committed local match, allowing participating jurisdictions to implement data-driven safety improvements that directly support California's Vision Zero and Safe Systems objectives.

3. **\$1,500,000 for the San Mateo Countywide OneWatershed Strategic Plan** – C/CAG seeks funding to develop a countywide OneWatershed Strategic Plan that will produce a countywide suite of tools, analyses, and implementation resources designed to support locally led, watershed-scale climate adaptation and resilience actions across San Mateo County. The Strategic Plan will strengthen local decision-making capacity by developing updated climate risk analyses, project prioritization tools; updated OneWatershed project typologies, funding strategies, design guidance, and case studies for integrated watershed infrastructure. This foundational investment will position local agencies to compete more successfully for future State and federal funding while advancing long-term climate resilience.

We recognize that budget capacity may be limited and sincerely appreciate your consideration of these requests. Should only partial funding be available, support for any one of these projects would meaningfully advance critical transportation safety, climate resilience, and environmental improvements for the residents of San Mateo County. If you have any questions, please contact the C/CAG Interim Executive Director Kaki Cheung at kcheung1@smcgov.org.

Sincerely,

Michael Salazar, Chair
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

August 21, 2026

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

RE: AB 2346 (Wilson): Electric Bicycles Safety – REQUEST FOR SIGNATURE

Dear Governor Newsom,

On behalf of the City/County Association of Governments of San Mateo County, I write to respectfully request that you sign **AB 2346 (Wilson)**, which puts forward various changes to ensure the sale of safe & legal e-bikes, as well as protect the safety of e-bike riders and others sharing the roadway, sidewalks, & bike paths.

As e-bikes grow in popularity, local governments are faced with new safety challenges on their streets and roads. In San Mateo County and across the state, there has been a rise in severe e-bike injuries, including the recent tragic death of a 16-year-old in Half Moon Bay.

According to a recent Legislative report by the Mineta Transportation Institute, data from Rady Children's Hospital of Orange County shows a 334% increase in traumatic e-bike accidents among children since 2022, underscoring the growing safety risks associated with e-bike use, particularly among youth.¹

AB 2346 puts forward various changes recommended by the Mineta Transportation Institute. Specifically, the bill:

- Requires all class 2 e-bikes being sold in California to be equipped with speedometers and all e-bikes to be equipped with integrated lights, beginning January 1, 2029.
- Requires that manufacturers and retailers selling e-bikes in California provide consumers with a summary of e-bike laws.
- Allows local jurisdictions to impose various speed limits on a bicycle path or multi-use trail with appropriate signage.

¹ <https://transweb.sjsu.edu/research/2423-Electric-Bicycle-Safety-Data-Policy>

- Sets a statewide speed limit of 10 mph when riding on a sidewalk.

AB 2346 sets clearer statewide safety requirements to make our communities safer, while also empowering local governments to set local rules as appropriate. For these reasons, we support AB 2346 and request your signature. Please contact Kaki Cheung, C/CAG Interim Executive Director, at kcheung1@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in black ink, reading "Michael Salazar". The signature is fluid and cursive, with the first name "Michael" and last name "Salazar" clearly distinguishable.

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

CC: The Honorable Lori Wilson, California State Assembly
San Mateo County Legislative Delegation



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

August 27, 2026

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

RE: SB 1167 (Blakespear) Vehicles: Electric Bicycles – REQUEST FOR SIGNATURE

Dear Governor Newsom,

On behalf of the City/County Association of Governments of San Mateo County, I write to request that you sign SB 1167 (Blakespear), which will clearly define what an electric bicycle (e-bike) is and thereby prevent motor vehicles that are faster, more powerful and more dangerous from being sold or marketed as e-bikes. This bill would also improve product labeling and data collection, and it would add safety equipment requirements.

California defines an e-bike as a bicycle with operable pedals and an electric motor with a power of no more than 750 watts. They are limited to 20 mph (Class 1 and Class 2) or 28 mph (Class 3). Users must follow the same rules of the road as traditional cyclists, are exempt from license plate requirements, and do not need a driver's license.

The three-class system can be confusing for consumers, media, healthcare providers, and even law enforcement. Unscrupulous businesses have taken advantage of this confusion and are selling powerful motor vehicles as "e-bikes." Some have motor power up to 5,000 watts and go over 50 mph.

SB 1167 will increase community safety by better regulating motor vehicles that look like e-bikes. It clarifies that any device with an engine power greater than 3,750 watts is not an e-bike, nor is any device that exceeds the 20-mph throttle or 28-mph pedal assist limits. It would also specify that devices that meet the definition of electric motorcycles, electric mopeds, and other motor vehicles are not e-bikes.

Additionally, manufacturers and sellers will be required to disclose if a device is not an e-bike, including advising them that it is a motor vehicle requiring registration and a license to operate.

For these reasons, we respectfully request that you sign SB 1167 (Blakespear) into law.

Thank you for your consideration, and please contact Kaki Cheung, C/CAG Executive Director, at kcheung1@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael Salazar". The signature is fluid and cursive, with the first name "Michael" written in a larger, more prominent script than the last name "Salazar".

Michael Salazar, Chair

City/County Association of Governments of San Mateo County

Cc: The Honorable Catherine Blakespear, California State Senate



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

August 27, 2026

The Honorable Gavin Newsom
Governor, State of California
Swing Space, Suite 9000
Sacramento, CA 95814

RE: AB 2296 (Papan) Regional Housing Needs Allocation Process – REQUEST FOR SIGNATURE

Dear Governor Newsom,

On behalf of the City/County Association of Governments of San Mateo County, I write to request that you sign **AB 2296 (Papan)**, which makes significant improvements to the housing element development and review process by starting the Regional Housing Needs Determination and Allocation processes earlier.

Local governments have faced significant challenges with HCD in achieving timely certification of their housing elements. These include inconsistent feedback, unclear guidance, and changing requirements. As a result, many jurisdictions have been forced to submit numerous drafts and miss the compliance deadline. These delays with HCD lead to cities being penalized through no fault of their own. By allowing local governments additional time, these jurisdictions will be able to develop housing plans that comply with California's complex laws, on time and thus ready themselves for much-needed housing production.

For these reasons, we support **AB 2296 (Papan)** and respectfully request your signature. Thank you for your consideration, and please contact Kaki Cheung, C/CAG Executive Director at kccheung1@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael Salazar", is written over a light blue circular stamp that contains the text "CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY".

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

Cc: The Honorable Diane Papan, California State Assembly



*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*

August 31, 2026

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

RE: AB 2313 (Berman) The Home Energy Choice Act – REQUEST FOR SIGNATURE

Dear Governor Newsom,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write to request that you sign **AB 2313 (Berman)**, which will create the Home Energy Choice Act, giving Californians a new opportunity to upgrade their homes with modern electric appliances.

Electrification is one of the primary strategies for California to achieve its clean energy and greenhouse gas (GHG) reduction goals, but home electrification can be expensive, and many Californians may struggle to afford the upfront costs of replacing gas appliances or completing related electrical upgrades. The status quo, however, is also costly, with California utilities spending hundreds of millions of dollars annually to maintain aging gas infrastructure, costs that are ultimately borne by ratepayers.

The Home Energy Choice Act would provide a pathway for utilities to redirect funds for planned service line replacements towards homeowner building electrification incentive programs. By supporting strategic electrification and reducing reliance on aging gas infrastructure, AB 2313 can help protect the environment, promote public health, and provide long-term savings for all ratepayers.

For these reasons, we are proud to support **AB 2313 (Berman)** and respectfully request your signature. For any questions, please contact Kaki Cheung, C/CAG Acting Executive Director, at kcheung1@smcgov.org.

Sincerely,

A handwritten signature in black ink that reads "Michael Salazar".

Michael Salazar, Chair
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

September 1, 2026

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

RE: AB 2051 (Wicks) Coastal Resilience Permitting Working Group – REQUEST FOR SIGNATURE

Dear Governor Newsom,

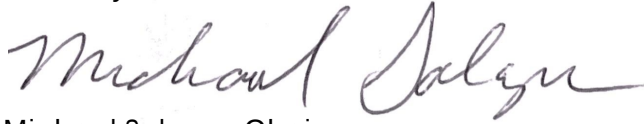
On behalf of the City/County Association of Governments of San Mateo County, I write to respectfully request that you sign **AB 2051 (Wicks)**, which would establish a structured, collaborative process to improve coastal resilience permitting through administrative reform, interagency coordination, and proposed future legislative action by requiring the California Natural Resources Agency and CalEPA to convene a Coastal Resilience Permitting Working Group, including relevant agencies and commissions. The bill would task the Working Group with developing a Coastal Resilience Permitting Roadmap, as well as establish coastal and Bay advisory groups composed of state agencies, local governments, special districts, stormwater management agencies, and coastal interest groups to advise the roadmap process and recommend permitting strategies.

California faces an urgent and escalating need to deliver coastal adaptation and flood resilience projects in response to sea level rise, storm surge, and king tide flooding. The Ocean Protection Council estimates sea levels could rise as much as 3.1 feet by 2100 under likely scenarios, with extreme cases exceeding 6 feet. In the San Francisco Bay Area alone, regional agencies estimate approximately \$110 billion will be needed by 2050 to protect communities, ecosystems, and critical infrastructure.

Despite this urgency, California's current coastal permitting system presents substantial barriers to timely and cost-effective project delivery. These barriers reduce the effectiveness of public funding, increase costs for publicly funded and private projects alike, and slow the delivery of urgently needed resilience improvements. Without targeted reforms, permitting bottlenecks threaten California's ability to implement climate adaptation at the scale and pace required.

AB 2051 takes a targeted, expert-driven approach to identify actionable reforms to help accelerate coastal adaptation and flood resilience projects. For these reasons, we support AB 2051 (Wicks) and request your signature. Please contact Kaki Cheung, C/CAG Executive Director, at kcheung1@smcgov.org if you have any questions.

Sincerely,

A handwritten signature in dark ink, reading "Michael Salazar". The signature is fluid and cursive, with the first name "Michael" and last name "Salazar" clearly distinguishable.

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

Cc: The Honorable Buffy Wicks, California State Assembly