

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

BOARD MEETING NOTICE

Meeting No. 268

- DATE:** Thursday, August 14, 2014
- TIME:** **6:30 P.M.**
- PLACE:** San Mateo County Transit District Office
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, CA
- PARKING:** Available adjacent to and behind building.
Please note the underground parking garage is no longer open.
- PUBLIC TRANSIT:** SamTrans
Caltrain: San Carlos Station.
Trip Planner: <http://transit.511.org>

- 1.0 CALL TO ORDER/ ROLL CALL
- 2.0 **PLEDGE OF ALLEGIANCE**
- 3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA
Note: Public comment is limited to two minutes per speaker.
- 4.0 PRESENTATIONS/ ANNOUNCEMENTS
- 5.0 CONSENT AGENDA

Consent Agenda items are considered to be routine and will be enacted by one motion. 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.

- 5.1 Approval of the minutes of regular business meeting No. 268 dated June 12, 2014.

ACTION p. 1

- 5.2 Review and approval of Resolution 14-29 authorizing the C/CAG Chair to execute an agreement between C/CAG and the Peninsula Traffic Congestion Relief Alliance in the amount of \$510,000 from the Congestion Relief Plan to provide the Countywide Voluntary Trip Reduction Program for FY 2014/2015. ACTION p. 9
- 5.3 Biennial review of the C/CAG Conflict of Interest Code. ACTION p. 13
- 5.4 Review and approve Resolution 14-34 accepting the stormwater funding initiative “Revenue Measure Feasibility Study – Survey Report” documenting public opinion research for a potential countywide stormwater funding initiative. ACTION p. 23
- 5.5 Review and approval of the Letter of Findings regarding the Countywide Integrated Waste Management Plan (CIWMP) from C/CAG Chair to County of San Mateo and CalRecycle as recommended by the Countywide Integrated Waste Management Plan Study Ad Hoc Committee. ACTION p. 27
- 5.6 Review and approval of Resolution 14-35 authorizing the C/CAG Executive Director to execute Model Use Agreements between C/CAG and six consulting firms for use of the C/CAG-VTA San Mateo Countywide Transportation Model. ACTION p. 31
- 5.7 Review and approve the appointment of Jesse Quirion from the City of Menlo Park, Chip Taylor from the City of Millbrae, and Jessica Manzi from the City of Redwood City to the Congestion Management Program Technical Advisory Committee (CMP TAC). ACTION p. 35
- 5.8 Review and approve the appointments of Saber Sarwary, Chip Taylor, and Jesse Quirion to represent the Cities of Redwood City, Millbrae, and Menlo Park, respectively, on the Stormwater Committee. ACTION p. 41
- 5.9 Review and Approval of the Measure M Fiscal Year 2013-14 Annual Performance Report ACTION p. 45
- 5.10 Review the C/CAG Board and Committees attendance reports for the period of July 2013 through June 2014. ACTION p. 53
- 5.11 Review and approval of Amendment No. 1 to the agreement between C/CAG and County of San Mateo for funding of the Active Transportation Coordinator position. ACTION p. 67
- 5.12 Receive copy of agreement executed by the C/CAG Executive Director consistent with C/CAG Procurement Policy.
- 5.12.1 Receive a copy of an executed Amendment No. 3 to the agreement between C/CAG and Iteris Corporation for time extension. ACTION p. 73
- 5.12.2 Receive a copy of an executed Amendment No. 3 to the agreement between C/CAG and URS Corporation for time extension. ACTION p. 77

- 5.12.3 Receive a copy of an executed time extension (Amendment No. 3) between C/CAG and Mokhtari Engineering Inc. for project management services on the Smart Corridors Project, in accordance with C/CAG procurement policies. ACTION p. 81
- 5.12.4 Receive a copy of Amendment No. 1 to the agreements with Advance, Project Delivery Inc. and CSG Consultants Inc. for a one year time extension. ACTION p. 85
- 5.12.5 Receive a copy of executed amendment to the model use agreement between C/CAG and Kittelson Associates, Inc. (formerly Dowling Associates, Inc.) for time extension. ACTION p. 91
- 5.13 Review and approve Resolution 14-37 to suspend participation in the Geneva-Harney Bus Rapid Transit Feasibility Study. ACTION p. 95
- 6.0 REGULAR AGENDA
- 6.1 Review and approval of C/CAG Legislative policies, priorities, positions, and legislative update. (A position may be taken on any legislation, including legislation not previously identified.) ACTION p. 103
- 6.2 Introduction and Public Hearing for the update of the Airport Land Use Compatibility Plan (ALUCP) for the environs of Half Moon Bay Airport.
 - 6.2.1 Introduction, presentation and public hearing on the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport. ACTION p. 111
 - 6.2.2 Introduction, presentation and public hearing on the proposed Negative Declaration and Initial Study for the Airport Land Use Compatibility Plan (ALUCP) for the Environs of the Half Moon Bay Airport. ACTION p. 145
- 6.3 Review and approval C/CAG investment recommendations from the Finance Committee and accept the Quarterly Investment Report as of June 30, 2014. ACTION p. 151
- 7.0 COMMITTEE REPORTS
- 7.1 Committee Reports (oral reports).
- 7.2 Chairperson's Report
- 7.3 Boardmembers Report
- 8.0 EXECUTIVE DIRECTOR'S REPORT

9.0 COMMUNICATIONS - Information Only

Copies of communications are included for C/CAG Board Members and Alternates only. To request a copy of the communications, contact Nancy Blair at 650 599-1406 or nblair@smcgov.org or download a copy from C/CAG's website – www.ccag.ca.gov.

- 9.1 Letter from Sandy Wong, C/CAG Executive Director, to Ms. Adrienne Etherton, Executive Director, Sustainable San Mateo County, dated 7/18/14. RE: Letter to support the Transportation Engagement and Behavior Change (TrEC) Pilot grant. p. 157
- 9.2 Letter from Mary Ann Nihart, C/CAG Chair, to James C. Porter, County of San Mateo, Department of Public Works, dated 7/14/14. RE: Review of existing Countywide Integrated Waste Management Plan (CIWMP) documents. p. 159
- 9.3 Letter from Mary Ann Nihart, C/CAG Chair, to Rhonda Andrade, CalRecycle, dated 7/14/14. RE: Review of existing Countywide Integrated Waste Management Plan (CIWMP) documents. p. 161
- 9.4 Letter from Matthew Fabry, P.E., Program Coordinator, San Mateo Countywide Water Pollution Prevention Program, to Mr. Steven Rietzke, Grants Officer, U.S. Department of Labor, dated 6/30/14. RE: WaterMatters: Workforce Solutions for Precious Resources. p. 163
- 9.5 Letter of intent, Matthew Fabry, P.E., Program Coordinator, Water Pollution Prevention Program, C/CAG, and Stephen G. Chao, Deputy Director-Engineering Support, Peninsula Corridor Joint Powers Board, dated June 2014. Re: To Collaborate on Stormwater Pollution Prevention Education and Outreach in San Mateo County. p. 165
- 9.6 Letter from Matthew Fabry, P.E., Program Coordinator, San Mateo Countywide Water Pollution Prevention Program to Mr. Bruce Wolfe, Executive Officer, San Francisco Bay Regional Water Quality Control Board, dated 6/23/14. Subject: Tentative Order for Discharges of Water from Drinking Water Supply Distribution, Transmission, and Groundwater Systems General NPDES Permit. p. 167
- 9.7 Notice of Intent, Tom Madalena, City/County Association of Governments of San Mateo County, dated 6/23/14. RE: Notice of Intent to Adopt a Negative Declaration for and Public Comment Notice on a Proposed Update of the Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport. p. 173
- 9.8 Letter from Mary Ann Nihart, C/CAG Chair, to Honorable Lois Wolk, Chair, Senate Governance and Finance Committee, dated 6/12/14. RE: Assembly Bill 2403 – Amending Proposition 218 Omnibus Implementation Act. p. 175

10.0 ADJOURN

Next scheduled meeting: September 11, 2014.

PUBLIC NOTICING: All notices of C/CAG Board and Committee meetings will be posted at San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the 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 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 those public records available for inspection. The documents are also available on the C/CAG Internet Website, at the link for agendas for upcoming meetings. The website is located at: <http://www.ccag.ca.gov>.

NOTE: Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Nancy Blair at 650 599-1406, five working days prior to the meeting date.

If you have any questions about the C/CAG Board Agenda, please contact C/CAG Staff:

Executive Director: Sandy Wong 650 599-1409

Administrative Assistant: Nancy Blair 650 599-1406

MEETINGS

- Aug. 14, 2014 Legislative Committee - SamTrans 2nd Floor Auditorium - 5:30 p.m.
- Aug. 14, 2014 C/CAG Board - SamTrans 2nd Floor Auditorium - 6:30 p.m.
- Aug. 21, 2014 CMP Technical Advisory Committee - SamTrans, 2nd Floor Auditorium - 1:15 p.m.
- Aug. 21, 2014 Stormwater Committee - SamTrans, 2nd Floor Auditorium - 2:30 p.m.
- Aug. 24, 2014 Bicycle and Pedestrian Advisory Committee (BPAC) - San Mateo City Hall - Conference Room C - 7:00 p.m.
- Aug. 25, 2014 CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 p.m.
- Aug. 25, 2014 Administrators' Advisory Committee - 555 County Center, 5th Fl, Redwood City - Noon
- Aug. 27, 2014 Resource Management and Climate Protection Committee (RMCP) - 155 Bovet Rd, Ground Floor - 2 p.m.

C/CAG

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BOARD MEETING MINUTES

Meeting No. 268
June 12, 2014

1.0 CALL TO ORDER/ROLL CALL

Chair Nihart called the meeting to order at 6:30 p.m. Roll call was taken.

Elizabeth Lewis - Atherton
Terry O'Connell - Brisbane
Terry Nagel - Burlingame
Joseph Silva - Colma
David Canepa - Daly City
Laura Martinez - East Palo Alto
Art Kiesel - Foster City
Larry May - Hillsborough
Kirsten Keith - Menlo Park
Mary Ann Nihart - Pacifica
Maryann Moise Derwin - Portola Valley (6:40)
Alicia Aguirre - Redwood City
Irene O'Connell - San Bruno
Mark Olbert - San Carlos
Jack Matthews - San Mateo
Pradeep Gupta - South San Francisco
Deborah Gordon - Woodside

Absent:

Belmont
Half Moon Bay
Millbrae
San Mateo County

Others:

Sandy Wong, Executive Director C/CAG
Nancy Blair, C/CAG Staff
Nirit Eriksson, C/CAG Legal Counsel
Tom Madalena, C/CAG Staff
John Hoang, C/CAG Staff
Jean Higaki, C/CAG Staff
Matt Fabry, C/CAG Staff

Wally Abrazaldo, C/CAG Staff
Ellen Barton, C/CAG Staff
Parviz Mokhtari, C/CAG Staff
Joe La Mariana, San Mateo County
Bill Chang, PG&E
Scott Hart, PG&E
Daina Lujan, Coordinator, Safe Routes to School
Anne Campbell, San Mateo County Board Superintendent of Schools
Matt Robinson, Shaw/Yoder/Antwih, representing Advocation
Janet Stone, Housing Policy & Development Manager, San Mateo County
Joshua Abrams, Baird + Driskell Community Planning
Dave Fitz, Coffman Associates
John Bliss, SCI Consulting Group
Jerry Bradshaw, SCI Consulting Group
John Ford, Alliance

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Scott Hart, of PG&E, introduced his colleague Bill Chang as a San Mateo County contact person with PG&E.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

- 4.1 Update on the implementation of the San Mateo County Smart Corridor project was provided by Parviz Mokhtari, Project Manager.
- 4.2 Presentation on the San Mateo County Safe Routes to School Program Update was provided by Anne Campbell, San Mateo County Board Superintendent of Schools and Daina Lujan, Safe Routes to School Coordinator.

5.0 CONSENT AGENDA

Board Member Aguirre MOVED approval of Items 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, and 5.10. Board Member Gordon SECONDED. **MOTION CARRIED** 17-0.

- 5.1 Approval of the minutes of regular business meeting No. 267 dated May 8, 2014. APPROVED
- 5.2 Review and approval of Resolution 14-13 authorizing the C/CAG Chair to execute a grant agreement with the California Energy Commission to receive funding for the San Mateo County Alternative Fuel Readiness Plan in the amount of \$275,810. APPROVED

- 5.3 Review and approval of Resolution 14-23 authorizing the C/CAG Chair to execute an agreement with Life Cycle Associates to provide services for the development of the San Mateo County Alternative Fuel Readiness Plan in an amount not to exceed \$275,810. APPROVED
- 5.4 Review and approve the appointments of Brad Donohue from the Town of Colma, Billy Gross from the City of South San Francisco, and James Hinkamp from the County of San Mateo to fill seats on the Congestion Management Program Technical Advisory Committee (TAC). APPROVED
- 5.5 Review and approval of Resolution 14-30 authorizing the C/CAG Chair to execute Amendment No. 2 to the agreement with Jacobs Engineering Group to perform an assessment of INRIX data for level of service and performance monitoring results in an amount not to exceed \$25,000. APPROVED
- 5.6 Receive a status update on the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport. APPROVED
- 5.7 Receive copy of Amendment No.1 to the agreement with Andrea Pappajohn for consulting services for the San Mateo County Energy Watch Program in an amount not to exceed \$12,600 for a new total contract amount not to exceed \$24,850 executed by C/CAG Executive Director consistent with Procurement Policy. APPROVED
- 5.8 Review and approval of Resolution 14-32 authorizing the C/CAG Chair to execute an agreement between City/County Association of Governments of San Mateo County and Sandy Wong for service as Executive Director. APPROVED
- 5.9 Review and approval of Resolution 14-33 authorizing the C/CAG Chair to execute a Memorandum of Understanding (MOU) between City/County Association of Governments of San Mateo County and Administrative Assistant. APPROVED
- 5.10 Review and approval of Resolution 14-28 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo, Department of Public Works, for an amount not to exceed \$40,000 to provide staff services for the Resource Management and Climate Protection Committee and the Local Task Force for FY 2014-15. APPROVED
- 6.0 REGULAR AGENDA
- 6.1 Review and approval of C/CAG Legislative policies, priorities, positions, and legislative update. (A position may be taken on any legislation, including legislation not previously identified.) APPROVED

The C/CAG Legislative Committee recommended sending a letter of support for AB 2403, which clarifies the definition of water in the Prop 218 Omnibus Implementation Act.

Board Member I. O'Connell MOVED to send a letter of support for AB 2403. Board Member Aguirre SECONDED. MOTION CARRIED UNANIMOUSLY 17-0

A status update of C/CAG sponsored bill AB 418, related bill AB 2170, and recent developments in Cap and Trade was provided by C/CAG's legislative advocate.

Board Member Nagel MOVED approval of Item 6.1. Board Member Keith SECONDED.
MOTION CARRIED UNANIMOUSLY 17-0.

6.2 Receive updates on potential countywide stormwater funding initiative.

6.2.1 Receive update on potential countywide stormwater funding initiative opinion research

INFORMATION

Jerry Bradshaw (SCI Consulting Group) provided a presentation on the results of opinion research performed relative to public support for a potential countywide stormwater funding initiative, including both phone surveys and mailed surveys.

6.2.2 Receive update on potential countywide stormwater funding initiative schedule and tasks

INFORMATION

Staff provided an overview of the current status of and schedule for completing remaining tasks related to a potential countywide stormwater funding initiative, with the overall effort slowed pending approval of enabling legislation and release in early 2015 by the Regional Water Quality Control Board of a draft revised Municipal Regional Permit.

6.3 Review and approval of Resolution 14-26 authorizing the C/CAG Chair to execute a Cooperative Agreement between C/CAG and County of San Mateo Department of Housing for Joint Workplan for Housing-Related Activities for FY 2014-15 in an amount not to exceed \$70,000. APPROVED

Joshua Abrams, Project Consultant from Baird + Driskell, provided an overview of the project and answered questions from the Board.

Board Member Aguirre MOVED approval of Item 6.3. Board Member Matthews SECONDED. **MOTION CARRIED UNANIMOUSLY 17-0.**

6.4 Review and approval of Resolution No. 14-24 authorizing the distribution and publication of a "Notice of Intent to Adopt a Negative Declaration" related to the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport. APPROVED

Dave Fitz, Project Manager from Coffman Associates, provided an overview of the ALUCP and the Initial Study, and answered questions from the Board. Board Members requested clarification on the establishment of a new noise contour.

A public hearing will held at the August C/CAG Board meeting. At this time, the Plan is scheduled for adoption at the September C/CAG Board meeting.

Board Member Keith MOVED approval of Item 6.4. Board Member Aguirre SECONDED.
MOTION CARRIED UNANIMOUSLY 17-0.

- 6.5 Review and approval of Resolution 14-27 adopting the C/CAG 2014/15 Program Budget and Fees (Special Voting procedures apply). APPROVED

Board Member Canepa MOVED approval of Item 6.5. Board Member Kiesel SECONDED.

A Super Majority Vote was taken by roll call. **MOTION CARRIED UNANIMOUSLY 17-0.** Results: 17 Agencies approving. This represents 83% of the Agencies representing 81% of the population.

- 6.6 Review and approval of resolution 14-31 authorizing the C/CAG Chair to submit a letter of findings of the Countywide Integrated Waste Management Plan Five-Year review from the Ad Hoc Committee to the County of San Mateo and to the State oversight agency CalRecycle. APPROVED

The final letter of findings will be presented at the August meeting for the C/CAG Board's approval.

Board Member Gordon MOVED approval of Item 6.6. Board Member O'Connell (San Bruno) SECONDED. **MOTION CARRIED UNANIMOUSLY 17-0.**

- 6.7 Review and approval for the Fiscal Years 2014/15 Transportation Fund for Clean Air (TFCA) agreements.
- 6.7.1 Review and approval of Resolution 14-20 authorizing the C/CAG Chair to execute the Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the Fiscal Year 2014/15 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for an amount up to \$1,092,837.33. APPROVED
- 6.7.2 Review and approval of Resolution 14-22 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and the San Mateo County Transit District (SamTrans) in the amount of \$582,000 under the Fiscal Year 2014/15 Transportation Fund for Clean Air (TFCA) Program to provide shuttle services. APPROVED
- 6.7.3 Review and approval of Resolution 14-21 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and the Peninsula Traffic Congestion Relief Alliance (Alliance) in the amount of \$457,500 under the Fiscal Year 2014/15 Transportation Fund for Clean Air (TFCA) Program to provide the Countywide Voluntary Trip Reduction Program. APPROVED

Board Member Nagel MOVED approval of Items 6.7.1, 6.7.2, and 6.7.3. Board Member Canepa SECONDED. **MOTION CARRIED UNANIMOUSLY 17-0.**

7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports).

7.2 Chairperson's Report

There is no meeting scheduled for July. The next C/CAG Board meeting is on August 14.

7.3 Boardmembers Report

Board Member Gordon is leaving for Mongolia on July 19 to attend an event in which a school is going to be named after her. It will be called the Deborah C. Gordon School. Books are being collected, if someone has a book to donate please give it to Board Member Gordon.

8.0 EXECUTIVE DIRECTOR'S REPORT

Sandy Wong, Executive Director, reminded the Board to complete the form, that was in their packet, and indicate whether they want to continue to receive the monthly paper copy of the C/CAG Board meeting, or if they want to go paperless. The SamTrans auditorium is setup for WiFi, and instructions were provided to the Board Members. It is suggested for those who choose to go paperless, to continue to receive the monthly paper packet until the system has been tested and proven that members can concurrently use the system without it jamming.

9.0 COMMUNICATIONS - Information Only

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9.1 Letter from Chair Nihart, C/CAG, to Honorable Gordon dated 5/19/14. RE: Assembly Bill 1970 – Community Investment and Innovation Program.

9.2 Letter from Chair Nihart, C/CAG, to Honorable Mullin dated 5/9/14. RE: Assembly Bill 2194 – Mello Roos Districts for Stormwater Management Activities.

9.3 Letter from Chair Nihart, C/CAG, to Honorable Gordon dated 5/9/14. RE: Assembly Bill 1690 – Low- and Very Low-Income Housing: Mixed Use.

9.4 Letter from Chair Nihart, C/CAG, to Honorable Mullin dated 5/9/14. RE: Assembly Bill 2170 – Joint Powers Authorities.

9.5 Letter from Art Dao, Executive Director, ACTC, Randell Iwasaki, Executive Director, CCTA, Dianne Steinhauser, Executive Director, TAM, Kate Miller, Executive Director, NCTPA, Tilly Chang, Executive Director, SFCTA, Sandy Wong, Executive Director, C/CAG, John Ristow, Chief CMA Officer, VTA, Daryl Halls, Executive Director, STA, Suzanne Smith, Executive Director, SCTA, to Honorable Nancy Skinner, Budget Conference Committee Chair, dated 6/2/14. RE: Cap and Trade Funding Recommendations.

10.0 ADJOURN

The meeting adjourned at 8:58 p.m.

C/CAG AGENDA REPORT

Date: August 14, 2014

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 14-29 authorizing the C/CAG Chair to execute an agreement between C/CAG and the Peninsula Traffic Congestion Relief Alliance in the amount of \$510,000 from the Congestion Relief Plan to provide the Countywide Voluntary Trip Reduction Program for FY 2014/2015.

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the Board review and approve Resolution 14-29 authorizing the C/CAG Chair to execute an agreement between C/CAG and the Peninsula Traffic Congestion Relief Alliance in the amount of \$510,000 from the Congestion Relief Plan to provide the Countywide Voluntary Trip Reduction Program for FY 2014/2015.

FISCAL IMPACT

There is up to \$510,000 budgeted for the Countywide Voluntary Trip Reduction Program under the Congestion Relief Plan for FY 14/15.

SOURCE OF FUNDS

The funds under the Congestion Relief Plan are derived from C/CAG Member Agency assessments.

BACKGROUND

The Peninsula Traffic Congestion Relief Alliance (Alliance) operates the Countywide Voluntary Trip Reduction Program to assist private and public sectors with Transportation Demand Management (TDM) by connecting their employees and customers with transportation systems that provide an alternative to driving single occupant vehicles. This program is being jointly funded with revenues under the Countywide Congestion Relief Plan, Transportation Fund for Clean Air Program and the San Mateo County share of the Regional Ridesharing and Bicycling Program funds made available through the Metropolitan Transportation Commission (MTC).

On June 14, 2012 the C/CAG Board approved a four-year amendment to the Regional Ridesharing and Bicycling Program agreement with the Alliance for \$70,000 per fiscal year. At the February 13, 2014 C/CAG Board meeting the Board approved the Transportation Fund for Clean Air Program funding for the Alliance in the amount of \$457,500 for FY 2014/2015 for the Countywide Voluntary Trip Reduction Program.

ITEM 5.2

At the June 12, 2014 C/CAG Board of Directors meeting the C/CAG Board approved the FY 14/15 C/CAG budget including \$510,000 to be allocated for Countywide Transportation Demand Management (TDM) work performed by the Peninsula Traffic Congestion Relief Alliance.

The funding agreement shall be in a form to be approved by C/CAG Legal Counsel and is available for review at www.ccag.ca.gov/ccag.html.

ATTACHMENTS

1. Resolution 14-29
2. Agreement between C/CAG and Peninsula Traffic Congestion Relief Alliance for the Countywide Voluntary Trip Reduction Program (available for review and download at www.ccag.ca.gov/ccag.html)

RESOLUTION 14-29

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT BETWEEN C/CAG AND THE PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE IN THE AMOUNT OF \$510,000 FROM THE CONGESTION RELIEF PLAN TO PROVIDE THE COUNTYWIDE VOLUNTARY TRIP REDUCTION PROGRAM FOR FY 2014/2015.

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

WHEREAS, the Board of Directors of the City/County Association of Governments at its June 12, 2014 Board meeting approved the fiscal year 2014/2015 budget including the Countywide Transportation Demand Management (TDM) program under the Congestion Relief Plan, and

WHEREAS, the Countywide Voluntary Trip Reduction Program is sponsored by the Peninsula Traffic Congestion Relief Alliance, and

WHEREAS, it is necessary for C/CAG to enter into a funding agreement with the Peninsula Traffic Congestion Relief Alliance for Congestion Relief Plan funding, setting forth the responsibilities of each party.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that on behalf of C/CAG the Chair is authorized to enter into a funding agreement with the Peninsula Traffic Congestion Relief Alliance in the amount of \$510,000 from the Congestion Relief Plan. This agreement shall be in a form approved by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF AUGUST 2014.

Mary Ann Nihart, Chair

C/CAG AGENDA REPORT

Date: August 14, 2014
To: C/CAG Board of Directors
From: Nirit Eriksson, Deputy County Counsel
Subject: Biennial review of the C/CAG Conflict of Interest Code.

(For further information or response to questions, contact Nirit Eriksson at 650-363-4461)

RECOMMENDATION

That the C/CAG Board accept the biennial review of the C/CAG Conflict of Interest Code.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

Per Government Code § 87306.5, all local agencies are to review their Conflict of Interest Code biennially to determine if it is accurate or if their code must be amended. The biennial review must be returned to the Office of the San Mateo County Assessor – County Clerk – Recorder by October 1, 2014.

Upon review of C/CAG's Conflict of Interest Code, I find that the current information for C/CAG is accurate and no change to the code is required.

ATTACHMENTS

1. Conflict of Interest Code City/County Association of Governments of San Mateo County
2. Conflict of Interest Code (COI) Biennial Review Notice
3. 2014 Local Agency Biennial Notice

CONFLICT OF INTEREST CODE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO
COUNTY (C/CAG)

The purposes of this Conflict of Interest Code are to provide for the disclosure of investments, real property, income and business positions of designated City/County Association of Governments of San Mateo County (hereinafter referred to as "C/CAG") officials and employees that may be materially affected by their official actions and to provide for the disqualification of designated officials and employees from participation in C/CAG decisions in which they may have a financial interest.

Background

The Political Reform Act of 1974 (Government Code Sections 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, California Code of Regulations Section 18730, which contains the terms of a standard conflict of interest code. This regulation and any amendments thereto may be incorporated by reference by local agencies and, together with the designation of employees and disclosure categories, meets the requirements of the Political Reform Act.

Adoption of Conflict of Interest Code

The terms of Title 2 California Code of Regulations Section 18730 are hereby incorporated by reference and, along with the attached Appendix in which officials and employees are designated and disclosure categories are set forth, constitute the Conflict of Interest Code of the City/County Association of Governments of San Mateo County.

Pursuant to the Political Reform Act and its regulations, all designated officials and employees shall file statements of economic interests with C/CAG, which shall retain a copy and forward the originals to the San Mateo County Clerk, which shall be the filing officer. The San Mateo County Board of Supervisors shall be the code reviewing body.

Subsequent amendments to Title 2 California Code of Regulations Section 18730 duly adopted by the Fair Political Practices Commission, after public notice and hearings, are also incorporated by reference unless C/CAG, within 90 days after the date on which an amendment to Section 18730 becomes effective, adopts a resolution providing that the amendment is not to be incorporated into this Code.

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

List of Designated C/CAG Board Members and Employees,
Description of Financial Disclosure Categories

Each person holding any position listed below must file statements disclosing the kinds of financial interest shown for the identified 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.

<u>Designated Members or Employee</u>	<u>Disclosure Category</u>
Member	1, 2, 3, 4
Alternate Member	1, 2, 3, 4
Ex Officio Member	1, 2, 3, 4
Executive Director	1, 2, 3, 4
Consultants*	1, 2, 3, 4

*Those consultants who, within the meaning of 2 Ca. Code of Regulations 18701(a)(2) 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.

Disclosure Categories

Category 1. A designated official or employee assigned to Category 1 is required to disclose direct or indirect investments in any business entity that may foreseeably be affected materially by any decision made or participated in by the designated official or employee by virtue of his or her position.

Category 2. A designated official or employee assigned to Category 2 is required to disclose interests in any real property that may foreseeably be affected materially by any decision made or participated in by the designated official or employee by virtue of his or her position.

Category 3. A designated official or employee assigned to Category 3 is required to disclose any source of income that may foreseeably be affected materially by any decision made or participated in by the designated official or employee by virtue of his or her position.

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



DATE: August 1, 2014
TO: All Filing Officials
FROM: Mark Church, Assessor-County Clerk-Recorder
SUBJECT: **Conflict of Interest Code (COI) Biennial Review Notice**

This is to remind you that 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. To assist you in making that determination, please review the attached "How to amend a Conflict of Interest Code" and "How to review a Conflict of Interest Code" documents. The attached "2014 Local Biennial Notice" form must be **returned to our office no later than September 1st**. Your agency must review its Conflict of Interest Code and submit a completed notice to:

Julieta R. Fernandez
Office of the Assessor-County Clerk-Recorder
555 County Center
Redwood City, CA 94063

Our office will then submit the completed notice to the code reviewing body for approval.

Please note that your agency's amended code is not effective until it has been approved.

Accordingly, we request your agency to:

- a) **Review** its Conflict of Interest Code and, if a change in the agency's code is necessitated by changed circumstances (events such as organizational changes, changes in staff duties and/or titles, the use of consultants and/or interim staff members), **indicate the changes on the notice and return the notice to us no later than September 1st**.
- b) Kindly submit the amended code adopted by your governing board to our office within 90 days of the date of the completed notice.
- c) **If no change** in the agency's code is required, indicate this on the notice form and forward it to our office **no later than September 1st**.

Our office also requests that your agency send a **copy of your most current Conflict of Interest Code** so that we may update our files.

If you have any questions, please do not hesitate to contact me at (650) 363-4988.

2014 Local Agency Biennial Notice

Name of Agency: City/County Association of Governments (C/CAG) of San Mateo County

Mailing Address: 555 County Center, 5th Floor, Redwood City, CA 94063

Contact Person: Sandy Wong Phone No: 650 599-1409

E-Mail: slwong@smcgov.org

Accurate disclosure is essential to monitor whether officials have conflicts of interest and to help ensure public trust in government. The biennial review examines current programs to ensure that the agency's code includes disclosure by those agency officials who make or participate in making governmental decisions.

This agency has reviewed its conflict of interest code and has determined that (check one box):

An amendment is required. The following amendments are necessary:

(Mark all that apply.)

- Include new positions (including consultants) that must be designated
- Revise disclosure categories
- Revise the titles of existing positions
- Delete positions that no longer make or participate in making governmental decisions
- Other *(describe)* _____

The code is currently under review by the code reviewing body.

No amendment is required. (If your code is more than five years old, amendments may be necessary.)

Verification

This agency's conflict of interest code accurately designates all positions that make or participate in the making of governmental decisions. The disclosure categories assigned to those positions accurately require the disclosure of all investments, business positions, interests in real property, and sources of income that may foreseeably be affected materially by the decisions made by those holding designated positions. The code includes all other provisions required by Government Code Section 87302.

Signature of Chief Executive Officer

Date

Complete and return this notice regardless of how recently your code was approved or amended. Please return this notice no later than **September 1, 2014 to:**

**Julieta R. Fernandez
Office of the Assessor-County Clerk-Recorder
555 County Center
Redwood City, CA 94063**

PLEASE DO NOT SEND THIS FORM TO FPPC

C/CAG AGENDA REPORT

Date: August 14, 2014
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approve Resolution 14-34 accepting the stormwater funding initiative “Revenue Measure Feasibility Study – Survey Report” documenting public opinion research for a potential countywide stormwater funding initiative.

(For further information or questions contact Matthew Fabry at 650 599-1419)

RECOMMENDATION

Review and approve Resolution 14-34 accepting the stormwater funding initiative “Revenue Measure Feasibility Study – Survey Report” documenting public opinion research for a potential countywide stormwater funding initiative.

FISCAL IMPACT

None

SOURCE OF FUNDS

N/A

BACKGROUND

Since January of 2013, C/CAG has been working with a consultant team led by SCI Consulting Group to evaluate the feasibility of a countywide funding initiative to generate new, ongoing revenue for C/CAG and its member agencies to implement water pollution prevention programs consistent with the requirements of the Municipal Regional Stormwater Permit (MRP) issued by the San Francisco Bay Regional Water Quality Control Board. The overall funding initiative effort is currently on hold pending approval of enabling legislation (either AB 418 or AB 2170) and release of a draft revised MRP in early 2015.

Under Task 3 of the consultant-led effort, SCI Consulting Group and sub-consultant True North Research performed public opinion research to gauge support among both registered voters and property owners within San Mateo County for funding stormwater compliance activities. This included 800 telephone surveys and 22,000 mailed surveys testing varying dollar amounts, positive and negative arguments, and potential ballot language. The phone survey was completed in the summer of 2013 and the mail survey in spring 2014, with staff presenting final summary results for both surveys to the C/CAG Board at its June meeting. The final opinion research report, titled “Revenue Measure

ITEM 5.4

Feasibility Study – Survey Report,” is now provided for acceptance by the C/CAG Board as a final work product, as recommended unanimously by the Stormwater Committee at its July 17 meeting.

Overall, the report recommends C/CAG consider pursuing a property-related fee (which requires a simple majority approval of property owners) at a rate somewhere between \$24-30. Given that the overall initiative is on hold, a tracker survey is recommended if significant time passes between the current survey activities and a potential ballot measure. Staff will make recommendations to the C/CAG Board on these issues at future meetings once the status of enabling legislation is clear (AB 2170 and AB 418 are still pending approval in the legislature and are expected to be acted upon in the coming weeks as the 2014 session resumes) and member agencies can evaluate their funding needs for the next five years after the revised MRP is released for public comment in early 2015.

ATTACHMENTS

1. Resolution 14-34
2. *Revenue Measure Feasibility Study – Survey Report*, True North Research (Available on C/CAG’s website at www.ccag.ca.gov/ccag.html. Hard copies provided to Board Members and Alternate Members under separate cover.)

RESOLUTION 14-34

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ACCEPTING THE STORMWATER FUNDING INITIATIVE “REVENUE MEASURE FEASIBILITY STUDY – SURVEY REPORT” DOCUMENTING PUBLIC OPINION RESEARCH FOR A POTENTIAL COUNTYWIDE STORMWATER FUNDING INITIATIVE

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

WHEREAS, C/CAG hired SCI Consulting Group in January 2013 to perform tasks related to a potential countywide stormwater funding initiative, and

WHEREAS, Task 3 of the consultant-led effort included gauging public support for a potential initiative, and

WHEREAS, SCI Consulting Group and its sub-consultant True North Research performed telephone and mailed surveys of residents and property owners in San Mateo County in 2013 and 2014 and documented the findings in the 2014 *Revenue Measure Feasibility Study – Survey Report*, and

WHEREAS, SCI Consulting Group presented the results of the opinion research at the June 12, 2104 C/CAG Board of Directors meeting, and

WHEREAS, C/CAG’s Stormwater Committee unanimously recommended at its July 17, 2014 meeting that the C/CAG Board accept the subject survey report as a final document.

NOW THEREFORE BE IT RESOLVED, the C/CAG Board of Directors hereby accepts as final the 2014 *Revenue Measure Feasibility Study – Survey Report* prepared jointly by SCI Consulting Group and True North Research.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF 2014.

Mary Ann Nihart, Chair

C/CAG AGENDA REPORT

Date: August 14, 2014
To: City/County Association of Governments Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approval of the Letters of Findings regarding the Countywide Integrated Waste Management Plan (CIWMP) from C/CAG Chair to County of San Mateo and CalRecycle as recommended by the Countywide Integrated Waste Management Plan Study Ad Hoc Committee.

(For further information contact Kim Springer at 650-599-1412 or Sandy Wong at 650-599-1409)

RECOMMENDATION

That the C/CAG Board review and approve the Letters of Findings regarding the Countywide Integrated Waste Management Plan (CIWMP) from C/CAG Chair to County of San Mateo and CalRecycle as recommended by the Countywide Integrated Waste Management Plan Study Ad Hoc Committee.

FISCAL IMPACT

Estimated at \$5000.

SOURCE OF FUNDS

The General Fund is the source of funds for County staff work related to the Local Task Force.

BACKGROUND/DISCUSSION

The C/CAG Board serves as the solid waste Local Task Force (LTF) for San Mateo County. Every five years, state statute requires that every county or regional agency review its solid waste planning document elements to ensure that they are still relevant and accurate. As the LTF, C/CAG is required to provide a review of the current planning documents of the county and the cities, and provides its findings to the County of San Mateo and the State oversight agency, CalRecycle.

At the March 13, 2014 meeting, the C/CAG Board approved the composition of an Ad Hoc Committee to complete the review process of current CIWMP elements and to prepare a letter of findings for C/CAG Board approval. At the May 14, 2014 meeting, the C/CAG Board approved the roster of the CIWMP Ad Hoc Committee. At the June 12, 2014 meeting, the C/CAG Board approved Resolution 14-31 authorizing the C/CAG Chair to submit letters of findings on the Countywide Integrated Waste Management Plan Five-Year review from the Ad Hoc Committee to the County of San Mateo and CalRecycle. It further required that copy of the letters of findings be provided to the C/CAG Board at the August meeting for final approval.

ITEM 5.5

The Letters of Findings are provided as attachment to this staff report for your review. If the C/CAG Board wishes to modify the letters, updated copies will be sent to the County of San Mateo and CalRecycle.

ATTACHMENTS

- Letter of Findings to County of San Mateo
- Letter of Findings to CalRecycle

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

July 14, 2014

James C. Porter
County of San Mateo
Department of Public Works
555 County Center – 5th Floor
Redwood City, CA 94063

Dear Mr. Porter:

This letter is to inform you that the City and County Association of Governments (C/CAG) as the Local Task Force (LTF) to the California Department of Resources Recycling and Recovery (CalRecycle), has reviewed the elements of the existing Countywide Integrated Waste Management Plan (CIWMP) documents.

We find the original planning documents and those updated in the annual reports of each jurisdiction, are still applicable and useful planning tools with one exception, the countywide non-disposal facility element (NDFE).

The County of San Mateo, in its 2009 five-year review cycle, established a countywide NDFE for the jurisdictions in San Mateo County to use as a reference for updating their individual NDFE's. There has been at least one change, namely the closure of the Ferma – SRDC facility in Redwood City. The site remains a permitted facility.

The County of San Mateo, Department of Public Works staff should complete the required five-year CIWMP review and determine, with support from CalRecycle, if these revisions are necessary.

Sincerely,



Mary Ann Nihart
C/CAG Chair

C/CAG
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

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

July 14, 2014

Rhonda Andrade
CalRecycle
MMLA-Bay Area
1001 I Street, MS-9
Sacramento, CA 95812

Dear Ms. Andrade:

This letter is to inform you that the City and County Association of Governments (C/CAG) as the Local Task Force (LTF) to the California Department of Resources Recycling and Recovery (CalRecycle), has reviewed the elements of the existing Countywide Integrated Waste Management Plan (CIWMP) documents.

We find the original planning documents and those updated in the annual reports of each jurisdiction, are still applicable and useful planning tools with one exception, the countywide non-disposal facility element (NDFE).

The County of San Mateo, in its 2009 five-year review cycle, established a countywide NDFE for the jurisdictions in San Mateo County to use as a reference for updating their individual NDFE's. There has been at least one change, namely the closure of the Ferma – SRDC facility in Redwood City. The site remains a permitted facility.

The County of San Mateo, Department of Public Works staff should complete the required five-year CIWMP review and determine, with support from CalRecycle, if these revisions are necessary.

Sincerely,



Mary Ann Nihart
C/CAG Chair

C/CAG AGENDA REPORT

Date: August 14, 2014

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 14-35 authorizing the C/CAG Executive Director to execute Model Use Agreements between C/CAG and six consulting firms for use of the C/CAG-VTA San Mateo Countywide Transportation Model.

(For further information or response to questions, contact Wally Abrazaldo at 650-599-1455)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 14-35 authorizing the C/CAG Executive Director to execute model use agreements between C/CAG and six consulting firms for use of the C/CAG-VTA San Mateo Countywide Transportation Model.

FISCAL IMPACT

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

SOURCE OF FUNDS

N/A

BACKGROUND

Congestion Management Program legislation requires that C/CAG, as the congestion management agency for San Mateo County, develop and maintain a countywide travel demand model. C/CAG licenses the countywide travel demand model for San Mateo County from the Santa Clara Valley Transportation Authority (VTA), which maintains a travel demand model that is optimized for the counties of Santa Clara and San Mateo and accounts for transportation impacts from neighboring counties and regional commute sheds (the "C/CAG-VTA Model").

Prior to March 1, 2014, C/CAG had agreements in place with three consulting firms in addition to VTA to run and enhance the C/CAG-VTA Model. These agreements have since expired, and C/CAG issued a request for qualifications (RFQ) to pre-qualify three or more eligible firms to operate the C/CAG-VTA Model. Only VTA and the firms pre-qualified through this process are authorized to operate the C/CAG-VTA Model.

C/CAG received ten responses to the RFQ by the submittal deadline. The ten firms that submitted statements of qualifications were:

ITEM 5.6

- AECOM,
- Cambridge Systematics,
- DKS Associates,
- Fehr & Peers,
- Iteris,
- Kittleson & Associates,
- Parsons Brinckerhoff,
- Stantec,
- TJKM, and
- W & S Solutions.

The ten responses were reviewed by a scoring panel made up of staff from C/CAG, VTA, the Metropolitan Transportation Commission, the City of Menlo Park, and the City of San Mateo. This panel recommended that C/CAG pre-qualify six of the ten firms:

- AECOM,
- Cambridge Systematics,
- DKS Associates,
- Fehr & Peers,
- Kittleson & Associates, and
- TJKM.

These six firms demonstrated strong technical qualifications and local experience with the C/CAG-VTA travel demand model or models of similar construction. The scoring panel recommended that more than three firms be pre-qualified through the RFQ process to provide potential project sponsors in the county with more alternatives for their projects.

The C/CAG Congestion Management Program Technical Advisory Committee recommended approval of the list of the six consulting firms during its meeting on July 17, 2014. A sample model use agreement detailing the terms and conditions for use of the C/CAG-VTA Model is attached to this report.

ATTACHMENTS

1. Resolution 14-35
2. Sample Agreement between the City/County Association of Governments of San Mateo County and (name of firm) for Use of the C/Cag-VTA San Mateo Countywide Transportation Model (available online only at <http://www.ccag.ca.gov/ccag.html>)

RESOLUTION 14-35

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 MODEL USE AGREEMENTS BETWEEN C/CAG AND AECOM; CAMBRIDGE SYSTEMATICS, INC.; DKS ASSOCIATES; FEHR & PEERS; KITTELSON & ASSOCIATES, INC.; AND TJKM TRANSPORTATION CONSULTANTS FOR USE OF THE C/CAG-VTA SAN MATEO COUNTYWIDE TRANSPORTATION MODEL.

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

WHEREAS, for use as an advance transportation planning tool, the City/County Association of Governments of San Mateo County (“C/CAG”) has licensed the Santa Clara Valley Transportation Authority (“VTA”) travel forecasting model of the transportation system of the San Francisco Bay Area that is centered on Santa Clara County and optimized for San Mateo County, but accounts for transportation impacts from neighboring counties and regional commute sheds (the “C/CAG-VTA Model”); and

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

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

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

WHEREAS, AECOM; Cambridge Systematics, Inc.; DKS Associates; Fehr & Peers; Kittelson & Associates, Inc.; and TJKM Transportation Consultants were the six firms recommended to be pre-qualified (“Designated Transportation Planning Firms”) through this competitive process; and

WHEREAS, C/CAG wishes to create terms of use in order to authorize use of the C/CAG-VTA Model by the Designated Transportation Planning Firms to provide travel demand simulation and forecasting services to C/CAG and its Member Agencies, C/CAG Planning partners (including Caltrain JPB, SamTrans, the San Mateo County Transportation Authority), and consultants under contract with C/CAG or its Member Agencies and Planning partners (collectively the “C/CAG Users”), and

WHEREAS, C/CAG and the Designated Transportation Planning Firms wish to set forth their respective obligations and terms of use of the C/CAG-VTA Model in a Model Use Agreement.

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 Model Use Agreements between C/CAG and Designated Transportation Planning Firms for use of the C/CAG-VTA San Mateo Countywide Transportation Model and to negotiate final terms of the agreements, subject to approval by C/CAG legal counsel as to form.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF AUGUST 2014.

Mary Ann Nihart, Chair

C/CAG AGENDA REPORT

Date: August 14, 2014

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approve the appointments of Jesse Quirion from the City of Menlo Park, Chip Taylor from the City of Millbrae, and Jessica Manzi from the City of Redwood City to the Congestion Management Program Technical Advisory Committee (CMP TAC)

(For further information or response to questions, contact John Hoang at 650-363-4105)

RECOMMENDATION

That the Board review and approve the appointments of Jesse Quirion from the City of Menlo Park, Chip Taylor from the City of Millbrae, and Jessica Manzi from the City of Redwood City to the Congestion Management Program Technical Advisory Committee (CMP TAC).

FISCAL IMPACT

None

SOURCE OF FUNDS

N/a

BACKGROUND

The Congestion Management Program Technical Advisory Committee (CMP TAC), provide technical expertise for the Congestion Management and Environmental Quality (CMEQ) Committee and the C/CAG Board. The TAC is made up of engineers and planners from local jurisdictions in addition to one representative each from Caltrans, SMCTA/Peninsula Corridor JPB/Caltrain, MTC, and C/CAG.

As approved by the C/CAG Board, the maximum number of TAC members is 25 and the total vary depending on vacancies and/or interest from the city staff. Currently there are 22 members with three vacancies. To fill vacant positions, staff typically solicits C/CAG member agencies that are not currently represented on the Committee. Cities/Towns interested in being represented on the TAC are asked to submit a letter of interest to C/CAG for appointment consideration.

C/CAG received letters from the following cities requesting the respective appointments to the CMP TAC:

- Menlo Park - Jesse Quirion, Public Works Director
- Millbrae – Chip Taylor, Public Works Director
- Redwood City – Jessica Manzi, Senior Transportation Coordinator

ITEM 5.7

The three appointments will backfill positions previously held by the same three cities.

ATTACHMENTS

1. Current CMP TAC Roster - 2014
2. Letter from City of Menlo Park
3. Letter from City of Millbrae
4. Letter from City of Redwood City

Current CMP TAC Roster – 2014

No.	Member	Agency
1	Jim Porter (Co-Chair)	San Mateo County Engineering
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain
3	Afshin Oskoui	Belmont Engineering
4	Randy Breault	Brisbane Engineering
5	Syed Murtuza	Burlingame Engineering
6	Bill Meeker	Burlingame Planning
7	VACANT	Caltrans
8	Sandy Wong	C/CAG
9	Brad Donohue	Colma Engineering
10	John Fuller	Daly City Engineering
11	Tatum Mothershead	Daly City Planning
12	Brad Underwood	Foster City Engineering
13	Mo Sharma	Half Moon Bay Engineering
14	Paul Willis	Hillsborough Engineering
15	Van Ocampo	Pacifica Engineering
16	Jay Walter	San Carlos Engineering
17	Ray Towne	San Mateo Engineering
18	James Hinkamp	San Mateo County Planning
19	Brian McMinn	South San Francisco Engineering
20	Billy Gross	South San Francisco Planning
21	Paul Nagengast	Woodside Engineering
22	Kenneth Folan	MTC

Note: - 14 out of 21 jurisdictions are currently represented (16 Engineers, 4 Planners)
 - One representative each for Caltrans, MTC, SMCTA/JBP/Caltrain, and C/CAG
 - Not currently represented (Atherton, East Palo Alto, Menlo Park, Millbrae, Portola Valley, Redwood City, San Bruno)



City of Millbrae
621 Magnolia Avenue, Millbrae, CA 94030

WAYNE J. LEE
Mayor

ROBERT G. GOTTSCHALK
Vice Mayor

MARGE COLAPIETRO
Councilwoman

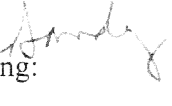
ANNE OLIVA
Councilwoman

REUBEN D. HOLOBER
Councilman

July 7, 2014

Sandy Wong
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Subject: Notification of Duly Authorized Representative for the City of Millbrae on the C/CAG Technical Advisory Committee (TAC)

Dear Ms. Wong: 

This is to document the person that I am authorizing to represent the City on the C/CAG Technical Advisory Committee (TAC).

Authorized Representative: Chip Taylor, Director of Public Works

This notification will remain in effect until it is changed by me or my successor.

Very truly yours,



Marcia Raines
City Manager

cc: Chip Taylor, Director of Public Works

City Council/City Manager/City Clerk
(650) 259-2334

Building Division/Permits
(650) 259-2330

Community Development
(650) 259-2341

Finance
(650) 259-2350

Fire
(650) 259-2400

Police
(650) 259-2300

Public Works/Engineering
(650) 259-2339

Recreation
(650) 259-2360

Office of the City Manager
Robert B. Bell

1017 Middlefield Road
Redwood City, CA 94063
(650) 780-7301
Fax (650) 780-7225



July 10, 2014

Mr. Matthew Fabry, PE
Coordinator – San Mateo Countywide
Water Pollution Prevention Program
555 County Center, 5th Floor
Redwood City, CA 94063

Re: Stormwater Committee and Congestion Management Program TAC - Appointees

Dear Mr. Fabry,

As you aware, Shobuz Ikbal left his position as the City Engineer/Engineering Manager for the City of Redwood City. I am appointing Saber Sarwary, Interim Civil Engineer to represent the City of Redwood City on the Stormwater Committee. Grace Le, Senior Civil Engineer will serve as the City's alternate.

I am also appointing Jessica Manzi, Senior Transportation Coordinator to represent the City of Redwood City on the Congestion Management Program Technical Advisory Committee.

The following is their contact information:

Saber Sarwary: (650) 780-7370, ssarwary@redwoodcity.org

Grace Le: (650) 780-7258, gle@redwoodcity.org

Jessica Manzi: (650) 780-7372, jmanzi@redwoodcity.org

If you have any questions please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert B. Bell".

Robert B. Bell
City Manager

C: Aaron Aknin, Community Development Director



City Manager's Office

May 29, 2014

Sandy Wong
C/CAG of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063-1665

Subject: C/CAG TAC (Technical Advisory Committee) Member

Dear Ms. Wong:

The City of Menlo Park is requesting to replace C/CAG TAC member Charles Taylor with Jesse Quirion.

If you have any questions, please contact me at (650) 330-6616.

Sincerely,

Alex D. McIntyre
City Manager

C/CAG AGENDA REPORT

Date: August 14, 2014

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approve the appointments of Saber Sarwary, Chip Taylor, and Jesse Quirion to represent the Cities of Redwood City, Millbrae, and Menlo Park, respectively, on the Stormwater Committee

(For further information or questions contact Matthew Fabry at 599-1419)

RECOMMENDATION

Review and approve the appointments of Saber Sarwary, Chip Taylor, and Jesse Quirion to represent the Cities of Redwood City, Millbrae, and Menlo Park, respectively, on the Stormwater Committee.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

Due to staff turnover, the Cities of Redwood City, Millbrae, and Menlo Park are recommending new appointments to C/CAG's Stormwater Committee. The recommended appointees are Saber Sarwary, Interim Civil Engineer, Chip Taylor, Director of Public Works, and Jesse Quirion, Interim Public Works Director, respectively, as detailed in the attached letters from the respective City Managers.

ATTACHMENTS

1. July 10, 2014 Letter to C/CAG from City Manager Robert B. Bell (Redwood City)
2. July 7, 2014 Letter to C/CAG from City Manager Marcia Raines (Millbrae)
3. June 16, 2014 Letter to C/CAG from City Manager Alex D. MacIntyre (Menlo Park)



July 10, 2014

Mr. Matthew Fabry, PE
Coordinator – San Mateo Countywide
Water Pollution Prevention Program
555 County Center, 5th Floor
Redwood City, CA 94063

Re: Stormwater Committee and Congestion Management Program TAC - Appointees

Dear Mr. Fabry,

As you aware, Shobuz Ikbal left his position as the City Engineer/Engineering Manager for the City of Redwood City. I am appointing Saber Sarwary, Interim Civil Engineer to represent the City of Redwood City on the Stormwater Committee. Grace Le, Senior Civil Engineer will serve as the City's alternate.

I am also appointing Jessica Manzi, Senior Transportation Coordinator to represent the City of Redwood City on the Congestion Management Program Technical Advisory Committee.

The following is their contact information:

Saber Sarwary: (650) 780-7370, ssarwary@redwoodcity.org
Grace Le: (650) 780-7258, gle@redwoodcity.org
Jessica Manzi: (650) 780-7372, jmanzi@redwoodcity.org

If you have any questions please feel free to contact me.

Sincerely,

A handwritten signature in black ink that reads "Rob Bell".

Robert B. Bell
City Manager

C: Aaron Akin, Community Development Director



City of Millbrae
621 Magnolia Avenue, Millbrae, CA 94030

WAYNE J. LEE
Mayor

ROBERT G. GOTTSCHALK
Vice Mayor

MARGE COLAPIETRO
Councilwoman

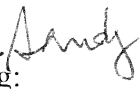
ANNE OLIVA
Councilwoman

REUBEN D. HOLOBER
Councilman

July 7, 2014

Sandy Wong
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

**Subject: Notification of Duly Authorized Representative for the City of Millbrae
on the C/CAG Stormwater (NPDES) Committee**

Dear Ms. Wong: 

This is to document the person that I am authorizing to represent the City on the C/CAG Stormwater (NPDES) Committee.

Authorized Representative: Chip Taylor, Director of Public Works

This notification will remain in effect until it is changed by me or my successor.

Very truly yours,



Marcia Raines
City Manager

cc: Chip Taylor, Director of Public Works
Matthew Fabry, C/CAG



City Manager's Office

June 16, 2014

Sandy Wong
C/CAG of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063-1665

Subject: C/CAG Stormwater TAC

Dear Ms. Wong:

The City of Menlo Park is requesting to replace C/CAG Stormwater TAC member Charles Taylor with Jesse Quirion.

If you have any questions, please contact me at (650) 330-6616.

Sincerely,

Alex D. McIntyre
City Manager

C/CAG AGENDA REPORT

Date: August 14, 2014
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approval of the Measure M Fiscal Year 2013-14 Annual Performance Report.

(For further information or response to questions, contact John Hoang at 650-363-4105)

RECOMMENDATION

That the Board review and approve the Measure M Fiscal Year 2013-14 Annual Performance Report.

FISCAL IMPACT

Approximately \$6.7 million annually

SOURCE OF FUNDS

Measure M - \$10 Vehicle Registration Fee (VRF)

BACKGROUND

The C/CAG sponsored Measure M, approved by the voters of San Mateo County in 2010, impose an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County for transportation-related traffic congestion and water pollution mitigation programs. The revenue is estimated at \$6.7 million annually over a 25 year period. Per the Expenditure Plan, 50% of the net proceeds will be allocated to cities/County for local streets and roads and 50% will be used for countywide transportation programs such as transit operations, regional traffic congestion management, water pollution prevention, and safe routes to school.

A 5-Year Implementation Plan, approved by the C/CAG Board on March 10, 2011 and amended May 10, 2012, established the percentage breakdown and estimated revenue for the respective categories and programs as follows:

Category / Programs	Allocation	Annual Revenue (Million)	5-Year Revenue (Million)
▪ Program Administration	5%	\$0.34	\$1.70
▪ Local Streets and Roads	50% of net revenue	\$3.18	\$15.90
▪ Transit Operations and/or Senior Transportation*	22%	\$1.40	\$7.00
▪ Intelligent Transportation System (ITS) and Smart Corridors*	10%	\$0.64	\$3.18

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Category / Programs	Allocation	Annual Revenue (Million)	5-Year Revenue (Million)
▪ Safe Routes to Schools (SR2S)*	6%	\$0.38	\$1.90
▪ National Pollutant Discharge Elimination System (NPDES) and Municipal Regional Permit (MRP)*	12%	\$0.76	\$3.82
Total		\$6.70	\$33.50

* *Countywide Transportation Programs (50% of net revenue)*

The allocations for the Countywide Transportation Programs are derived based on anticipated needs and estimated implementation cost to fund each respective programs and projects, annually and over the 5-Year implementation period. It is the intent that each Countywide Transportation programs and projects will be evaluated at the end of each year to determine whether the initial funding level (allocations) was adequate or whether it requires adjustments based on the actual expenditures incurred during the previous year.

The Measure M Annual Performance Report for Fiscal Year 2013-14 is attached.

ATTACHMENTS

1. Measure M Fiscal Year 2013-14 Annual Performance Report (July 2014)

MEASURE M - \$10 VEHICLE REGISTRATION FEE
FISCAL YEAR 2013-14 ANNUAL PERFORMANCE REPORT

July 2014

REVENUE

Collection of the \$10 Vehicle Registration Fee (VRF) commenced in May 2011. The annual program budget is estimated at \$6.7 million with average monthly revenue of approximately \$560,000. The following table summarizes the total revenue received by C/CAG as of July 25, 2014, and accrued interest income for each fiscal year to date. Interest is accumulated and then reallocated to the countywide programs in future years. The amount distributed to the various program categories is the total revenue received, excluding interest earned and after subtracting 5% from the top for program administration, as summarized below.

REVENUE	Total to Date	FY 2011-12 ¹	FY 2012-13	FY 2013-14 ²
Total VRF Collected	\$ 21,159,642.60	\$7,981,295.73	\$6,849,938.05	\$ 6,328,408.82
DMV fees	\$ (65,652.10)	(\$59,062.75)	(\$3,425.13)	\$ (3,164.22)
To C/CAG	\$ 21,093,990.50	\$7,922,232.98	\$6,846,512.92	\$ 6,325,244.60
Interest ³	\$77,898.00	\$24,342.00	\$15,403.00	\$ 38,153.00
Total Revenue	\$21,171,888.50	\$7,946,574.98	\$6,861,915.92	\$6,363,397.60

DISTRIBUTION

Program Administration	5%	\$ 1,054,699.53	\$ 396,111.65	\$ 342,325.65	\$ 316,262.23
County Assessors Election Costs		\$ 549,527.25	\$ 549,527.25		
Net Available for Programs		\$ 19,489,763.73	\$ 6,976,594.08	\$ 6,504,187.27	\$ 6,008,982.37
Local Streets and Roads	50%	\$ 9,744,881.86	\$ 3,488,297.04	\$ 3,252,093.64	\$ 3,004,491.19
Traffic Congestion Management/ Stormwater Pollution Prevention					
Countywide Transportation Programs	50%	\$ 9,744,881.86	\$ 3,488,297.04	\$ 3,252,093.64	\$ 3,004,491.19
Transit Operations/Senior Programs	22%	\$ 4,287,748.02	\$ 1,534,850.70	\$ 1,430,921.20	\$ 1,321,976.12
ITS / Smart Corridors	10%	\$ 1,948,976.37	\$ 697,659.41	\$ 650,418.73	\$ 600,898.24
Safe Routes to School	6%	\$ 1,169,385.82	\$ 418,595.64	\$ 390,251.24	\$ 360,538.94
NPDES and MRP admin and projects	12%	\$ 2,338,771.65	\$ 837,191.29	\$ 780,502.47	\$ 721,077.88
Program Total		\$ 19,489,763.73	\$ 6,976,594.08	\$ 6,504,187.27	\$ 6,008,982.37

1. FY 2011-12 Revenue includes fees collected in May and June 2011
2. Awaiting check for fees collected in June 2014
3. Interest not included in distribution

DISTRIBUTION

Program Administration

Funds allocated under this category pays for program management and administration activities. For FY 2013-14, actual expenditures totaled \$150,483. Overall, out of \$1,054,699.53 reserved for administration, \$197,850 has been spent, which is approximately 19% of the available allocation to date. Per the adopted Measure M 5-Year Implementation Plan, unexpended allocation for program administration will be reallocated to the countywide programs in future years, similar to the accumulated interest.

Local Streets and Roads

Funds for local streets and roads are allocated to jurisdictions to reimburse expenditures related to traffic congestion management or stormwater pollution prevention related activities. Allocations are issued biennially for funds collected from July to December and from January to June of each fiscal year, after funds are collected for each six-month period. In March 2014, an allocation was issued in the amount of \$1,537,669 (funds collected from July 2013 to Dec 2013). The second allocation for FY 2013-14 will be issued in September 2014. To date, C/CAG has allocated \$8.28 million with \$7.58 million claimed by the local jurisdictions. Approximately 63% of the total distribution has reimbursed jurisdictions on street resurfacing and congestion management related projects with 37% of the funds used to reimburse street sweeping, storm drain inlet cleaning, and Municipal Regional Permit (MRP) compliance related activities. The total allocations and reimbursements to date, FY 2011-12 through July 25, 2014, are as follows.

Jurisdiction	%	Total Allocation	Reimbursements	
			Stormwater	Traffic
ATHERTON	2.36%	\$ 195,083.89	\$ -	\$ 82,206.53
BELMONT	3.29%	\$ 272,010.43	\$ 90,600.98	\$ 130,882.88
BRISBANE	2.36%	\$ 195,083.89	\$ 64,389.80	\$ 80,353.84
BURLINGAME	3.95%	\$ 326,876.17	\$ 29,702.31	\$ 297,173.86
COLMA	2.36%	\$ 195,083.89	\$ 41,241.04	\$ 117,605.56
DALY CITY	9.62%	\$ 795,939.60	\$ -	\$ 795,939.59
EAST PALO ALTO	3.06%	\$ 253,464.26	\$ -	\$ 64,709.00
FOSTER CITY	3.12%	\$ 258,100.80	\$ 42,291.30	\$ 215,809.50
HALF MOON BAY	2.36%	\$ 195,083.89	\$ -	\$ 158,846.60
HILLSBOROUGH	2.81%	\$ 232,599.82	\$ -	\$ 185,922.70
MENLO PARK	4.50%	\$ 372,207.06	\$ 171,275.12	\$ 194,411.32
MILLBRAE	2.74%	\$ 226,417.77	\$ 146,753.97	\$ 37,606.18
PACIFICA	4.84%	\$ 400,288.07	\$ 188,156.23	\$ 137,777.40
PORTOLA VALLEY	2.36%	\$ 195,083.89	\$ 93,316.53	\$ 45,000.00
REDWOOD CITY	8.82%	\$ 730,255.26	\$ 544,403.26	\$ 185,852.00
SAN BRUNO	4.76%	\$ 394,106.02	\$ 126,933.69	\$ 267,172.33
SAN CARLOS	4.03%	\$ 333,830.98	\$ 93,471.28	\$ 240,359.70
SAN MATEO	11.02%	\$ 911,853.13	\$ 191,894.14	\$ 719,958.99
SOUTH SAN FRANCISCO	7.17%	\$ 593,477.29	\$ 86,181.36	\$ 507,295.93
WOODSIDE	2.36%	\$ 195,083.89	\$ 41,186.62	\$ 153,897.27
SAN MATEO COUNTY	12.15%	\$ 1,006,129.47	\$ 749,265.94	\$ 256,863.53
Total	100%	\$ 8,278,059.50	\$ 2,701,063.57	\$ 4,875,644.71

Countywide Transportation Programs

Transit Operations/Senior Mobility Programs

Funds for this category are currently used for paratransit (disabled and senior) service including Senior Mobility programs. C/CAG provides the San Mateo Transit District (SamTrans) \$1.4 million annually to partially fund the RediWheels and Senior Mobility programs. SamTrans' annual paratransit service budget is approximately \$14 million. The programs are summarized as follows:

The Senior Mobility Program provides the following services:

- Community Transit – promote/coordinate community shuttles
- Community-Based Transportation – provide rides through a network of coordinated transportation providers and maximize existing vehicle resources
- Encouraging Use of Transit – provide through volunteer Mobility Ambassadors
- Information and Assistance – provide guides, mobility assessments and trip planning, and older driver safety programs
- Taxicab Services – promote acquisition of accessible taxi vehicles
- Walking – promote improvements to remove barriers to pedestrian activities by older adults

The RediWheels program is a fixed-route paratransit service for persons with disabilities who cannot independently use regular SamTrans bus service. The RediWheels service is provided on the bayside of the County (RediCoast on the coast side). SamTrans offers paratransit customers a financial incentive to use the services by allowing ADA (American with Disabilities Act) certified customers and personal care attendants to ride all regular fixed-route SamTrans trip without paying a fare.

Performance measures to assess effectiveness of the RediWheels program regarding ridership and contractor are provided below.

Shuttle Service	FY 2011-12	FY 2012-13	FY 2013-14 ¹
Revenue Hours	12,284	12,986	13,173
Ridership (one way trips)	22,094	22,453	22,741
Individual Riding ²	1,963	2,012	2,031
Cost Per Rider	\$46.22	\$47.69	\$53.55

Contractor	FY 11-12	FY 2012-13	FY 2013-14
Productivity (Passengers/hr.) [Std. 1.7]	1.80	1.73	1.72
On Time Performance [90%]	88.7%	89.5%	90.3%
Complaints per thousand riders [2.5]	0.70	0.68	0.71
Telephone hold time (minutes) [1.5]	0.9	1.0	1.6

¹ Through 3 quarters

² Number of enrolled individual RediWheels users who rode

Intelligent Transportation System (ITS)/Smart Corridors

Funds are being accumulated under this program category to be used for the San Mateo County Smart Corridors project construction and maintenance in addition to funding other countywide ITS projects. The Smart Corridors project deploys and integrates ITS elements, including communication network, signal system upgrade, signage and close circuit cameras along state routes (El Camino Real) and major local streets enabling Caltrans and local cities to implement strategies to manage recurring and non-recurring traffic congestion to reduce delays and improve mobility. The project is located from I-380 to the Santa Clara County line and includes local arterials connecting US 101 and SR 82 (El Camino Real).

Of the \$36 million budget for the construction phases, approximately \$3.5 million is budgeted as local funds, which is provided through a combination of AB1546 (\$4 VRF) and Measure M. The major construction phase of the Smart Corridors commenced in October 2012 and is expected to be completed in 2014. For FY 2013-14, \$500,000 in Measure M was spent towards the construction phase. For FY 2014-15, \$200,000 has been budgeted towards the construction phase. An annual maintenance program will be developed for the Smart Corridors during the next fiscal year.

For other ITS projects within the County, an assessment will be performed to prioritize needs for San Mateo County for the next year and beyond.

Safe Routes to School (SR2S)

The San Mateo County SR2S Program is a countywide effort to promote activities that increase the number of students walking, biking and carpooling to schools as ways of promoting students’ health and fitness, in addition to reducing traffic congestion around schools and improving air quality. The program focuses on non-infrastructure project outreach activities such as education, encouragement, and evaluation. C/CAG subcontracts to the San Mateo County Office of Education (COE) for the day-to-day management of the program, which officially commenced in July 2011 and is guided by two committees, the Policy Advisory Committee and Operations Committee.

The SR2S Program is funded by a combination of STP/CMAQ and matching funds from Measure M. The SR2S Program budget is approximately \$1 million annually with 25% reserved for administration and indirect costs and 75% of the funds provided to the schools in the form of grants. Through a competitive process, individual schools are eligible for up to \$10,000 with a maximum of \$100,000 per school district. Typical projects include walking and bicycle audits and student education such as bike rodeos, safety assemblies, pedestrian safety, and development of educational videos. Schools are also implementing walking school buses, bike trains/carpools, and parking lot management. Encouragement events include Walk and Roll Wednesdays/Fresh Air Fridays, Bike to School Day, Walk to School Day, and various contests.

Through the first three years of the Program (FY 2011-12 through FY13-14), over \$1.9 million in grants have been awarded to schools. A summary of participants and types of activities provided are as follows:

Participation	Total
School Districts	18
Individual Schools	109
Students	57,726

Activities/Events	Total
Educational Bicycle Rodeos	286
Assemblies and Classes	1028
Encouragement Events	1009
Walk and Bike Audits	72
Route Maps	42

In FY 13-14, in addition to the non-infrastructure projects, nine (9) small capital infrastructure projects were awarded \$69,000. These projects includes signage, safety measures within school parking lots, bike lockers/racks, and other improvements addressing bicyclist and pedestrian access to/from school as well

as promoting safe driving practices. C/CAG also provided SR2S funds in the amount of \$227,500 towards a Green Streets and Parking Lot/Safe Routes to School Demonstration Project.

Student hand tallies and parent surveys conducted in Fall 2012, Spring 2013, and Fall 2013 indicated the following mode split:

	Family Car	Walk	Bike	Transit	Carpool	School Bus
Fall 2012	61%	24%	4%	2%	6%	3%
Spring 2013	52%	26%	5%	3%	7%	6%
Fall 2013	52%	27%	6%	3%	7%	4%

On an average day in San Mateo County, 12,420 students walk to school, 2,760 students ride a bike to school, 3,358 students carpool to school, and 1,400 students ride public transit.

National Pollutant Discharge Elimination System (NPDES)/Municipal Regional Permit (MRP)

Funds accumulating under this program category are designated for pollution mitigation programs and projects, as allowed under Measure M’s authorizing legislation, Government Code Section 65089.20. The C/CAG Board authorized unrestricted use of these funds for Municipal Regional Permit compliance activities in May 2012. As such, these funds are being directed toward countywide compliance activities through C/CAG’s Countywide Water Pollution Prevention Program, primarily for staff and technical consultant costs for regulatory compliance support programs. Staff anticipates utilizing approximately \$1.1 million for compliance support in Fiscal Year 2013-14 and \$1.4 million in FY 2014-15.

Use of these funds for MRP compliance activities allows the local jurisdictions to use any portion of their annual allocations under the Local Streets and Roads portion of funding for MRP-related compliance activities.

C/CAG AGENDA REPORT

Date: August 14, 2014

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review the C/CAG Board and Committees attendance reports for the period of July 2013 through June 2014.
(For further information or questions contact Sandy Wong at 599-1409)

RECOMMENDATION

That the C/CAG Board review and accept the C/CAG Board and Committees attendance reports for the period of July 2013 through June 2014.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

Periodically throughout the year the C/CAG Board receives reports of the attendance for the Board and its standing committees. There is no attendance requirement for the C/CAG Board because there is one seat designated for every member jurisdiction. However, the C/CAG adopted attendance policy for its standing committees is as follows:

“During any consecutive twelve month period, members will be expected to attend at least 75% of the scheduled meetings and not have more than three consecutive absences. If the number of absences exceed these limits, the seat may be declared vacant by the C/CAG Chair.”

ATTACHMENTS

Attendance reports for the period of July 2013 through June 2014 are as follows:

- C/CAG Board of Directors
- Airport Land Use Committee (ALUC).
- Bicycle and Pedestrian Advisory Committee (BPAC)
- Congestion Management & Environmental Quality (CMEQ)
- Congestion Management Program Technical Advisory Committee (TAC)
- Finance Committee
- Legislative Committee Attendance Report
- National Pollutant Discharge Elimination System Technical Advisory Committee (NPDES TAC)
- Resource Management & Climate Protection Committee (RMCP) Attendance Report
- Stormwater Committee

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C/CAG Board of Directors Attendance Report - July 2013 through June 2014

2014

Agency	Representative / Alternate	Jan	Feb	Mar	Apr	May	Jun
Atherton	Elizabeth Lewis Cary Wiest		X			X	X
Belmont	David Braunstein Charles Stone	C	X	X	R	X	
Brisbane	Terry O'Connell Lori Liu	A		X	E		
Burlingame	Terry Nagel Michael Brownrigg	N	X	X	T	X	X
Colma	Joseph Silva Diana Colvin	C			R		
Daly City	David Canepa Carol Klatt	E	X		E	X	X
East Palo Alto	Ruben Abrica/ Laura Martinez Larry Moody	L		X	A		
Foster City	Art Kiesel Charlie Bronitsky	L			T		
Half Moon Bay	John Muller Marina Fraser	E		X		X	
Hillsborough	Jay Benton Larry May	D	X	X			X
Menlo Park	Kirsten Keith Ray Mueller		X	X			X

2013

Agency	Representative / Alternate	Jul	Aug	Sept	Oct	Nov	Dec
Atherton	Elizabeth Lewis Bill Widmer	N	X	X	X	X	X
Belmont	Christine Wozniak Coralin Feierbach	O	X			X	
Brisbane	Clarke Conway Terry O'Connell	M	X	X	X		X
Burlingame	Terry Nagel Michael Brownrigg	E	X	X			X
Colma	Joseph Silva Diana Colvin	E	X	X			
Daly City	David Canepa Carol Klatt	T	X		X		X
East Palo Alto	Ruben Abrica Larry Moody	I					
Foster City	Art Kiesel Pam Frisella	N	X	X	X		
Half Moon Bay	Rick Kowalczyk Alan Alifano	G					
Hillsborough	Jay Benton Larry May	S	X	X	X		X
Menlo Park	Kirsten Keith Ray Mueller	C	X	X ²	X	X	X

C/CAG Board of Directors Attendance Report - July 2013 through June 2014

2014

Agency	Representative / Alternate	Jan	Feb	Mar	Apr	May	Jun
Millbrae	Wayne Lee			X		X	
	Anne Olivia		X				
Pacifica	Mary Ann Nihart		X	X		X	X
	Len Stone						
Portola Valley	Maryann Moise Derwin	C	X	X	R	X ³	X
	Ann Wengert	A			E		
Redwood City	Alicia Aguirre	N			T		
	Rosanne Foust	C	X ⁴	X	R	X	X
	Irene O'Connell	E			E		
San Bruno	Jim Ruane	L	X		A	X	X
	Mark Olbert	L			T		
San Carlos	Bob Grassilli	E	X	X		X	X
	Jack Matthews	D					
San Mateo	Joe Goethals						
	Don Horsley		X	X		X	
County	Dave Pine						
South	Karyl Matsumoto		X	X		X	
San Francisco	Pradeep Gupta						X
Woodside	Deborah Gordon		X			X	X
SMCTA	Terry Nagel		X	X		X	X
SamTrans	Karyl Matsumoto		X	X		X	

2013

Agency	Representative / Alternate	Jul	Aug	Sept	Oct	Nov	Dec
Millbrae	Gina Papan / Wayne Lee		X			X	
	Mary Ann Nihart	N		X	X	X	X
Pacifica	Len Stone	O	X	X			
	Maryann Moise Derwin	M	X	X ³	X	X	X
	Ann Wengert	E					
Redwood City	Alicia Aguirre	E	X	X	X ⁴	X	X ⁴
	Rosanne Foust	T					
San Bruno	Irene O'Connell	N	X		X	X	X
	Jim Ruane	G					
San Carlos	Bob Grassilli		X	X	X		X
	Mark Olbert	S				X	
San Mateo	Brandt Grotte	C	X	X	X		
	Robert Ross	H					
San Mateo	Don Horsley	E				X	
County	Dave Pine	D					
South	Karyl Matsumoto	U	X			X	X
San Francisco	Pradeep Gupta	L		X	X		
Woodside	Deborah Gordon	E					X
SMCTA	Terry Nagel	D	X		X	X	X
SamTrans	Karyl Matsumoto		X			X	X

¹Laura Martinez became the Board Representative from East Palo Alto in April 2014.

²Peter Ohtaki

³Jeff Aalfs.

⁴Barbara Pierce.

ALUC Attendance Report - July 2013 through June 2014

Agency	Representative	2013							2014
		July	Aug	Sep	Oct	Nov	Dec	April 24	
City of Brisbane	Terry O'Connell								X
City of Burlingame	Ann Keighran								
City of Daly City	Raymond Buenaventura								
City of Foster City	Herb Perez								
City of Half Moon Bay	John Muller								
City of Millbrae	Robert Gottschalk								X
City of Redwood City	John Seybert								
City of San Bruno	Ken Ibarra								
City of San Carlos	Cameron Johnson								X
County of San Mateo and Aviation Representative	Dave Pine								
City of South San Francisco	Liza Normandy								X
Aviation Representative	Richard Newman								X
Half Moon Bay Pilots Association	George Auld*								X

There were no ALUC meetings from July through December of 2013

Note: X represents attendance at the meeting.

2013-2014 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report

Agency	Representative	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Metropolitan Transportation Commission	Alicia Aguirre		X	X				X	X		X		X
Peninsula Corridor Joint Powers Board	Arthur Lloyd				X			X	X				
City of Redwood City	Barbara Pierce		X		X	X		X	X		X		X
City of Belmont	Charles Stone		N/A	N/A	N/A	N/A		N/A	N/A				X
City of Brisbane	Cliff Lentz		X	X	X	X		N/A	N/A		N/A		N/A
Town of Atherton	Elizabeth Lewis			X		X		X			X		
City of Millbrae	Gina Papan		X	X		X		N/A	N/A		N/A		N/A
City of San Bruno	Irene O'Connell		X	X				X					X
Business Community	Jim Bigelow		X	X	X			X	X		X		X
Environmental Community	Lennie Roberts		X	X	X	X			X		X		X
City of San Carlos	Mark Olbert		X			X		X	X		X		
City of Pacifica	Mike O'Neil		N/A	N/A	N/A	X			X		X		X
City of Half Moon Bay	Naomi Patridge		X		X	X		X	X		X		X
Agencies with Transportation Interests	Onnolee Trapp		X	X		X			X		X		X
City of South San Francisco	Richard Garbarino			X	X	X		X	X		X		X
Public	Steve Dworetzky		X	X	X	X		X	X		X		X

Congestion Management Technical Advisory Committee (TAC) Attendance Report - 2013-14

Agency	Representative	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
San Mateo County Engineering	Jim Porter (Co-Chair)		x	x	x				x	x			
SMCTA / PCJPB / Caltrain	Chair	x		x	x	x			x	x	x		
Belmont Engineering	Afshin Oskoui	x	x	x	x	x			x	x	x		
Brisbane Engineering	Randy Breault	x	x	x	x	x			x	x	x		
Burlingame Engineering	Syed Murtuza	x	x	x		x			x	x	x		
Burlingame Planning	Bill Meeker				x								
Caltrans	Lee Taubeneck	x	x	x	x				x	x	x		
C/CAG	Sandy Wong	x	x	x	x	x			x	x	x		
Daly City Engineering	John Fuller	n/a	n/a			x			x	x	x		
Daly City Planning	Tatum Mothershead	x		x					x				
Foster City Engineering	Brad Underwood	x		x	x	x			x	x			
Half Moon Bay Engineering	Mo Sharma	x	x	x	x				x	x	x		
Hillsborough Engineering	Paul Willis		x	x		x			x	x			
Menlo Park Engineering	Chip Taylor	x			x				x				
Pacifica Engineering	Van Ocampo	x		x		x			x	x	x		
Redwood City Engineering	Shobuz Ikbal		x								n/a		
San Bruno Engineering	Klara Fabry	x	x	x	x	x			x		x		
San Carlos Engineering	Jay Walter	x	x	x					x	x			
San Mateo Engineering	Ray Towne	n/a	n/a	n/a	n/a	x			x	x	x		
San Mateo County Planning	Steve Monowitz												
South San Francisco Engineering	Brian McMinn		x	x	x	x			x	x	x		
South San Francisco Planning	Gerry Beaudin		x	x		x				n/a	n/a		
Woodside Engineering	Paul Nagengast			x	x	x				x			
MTC	Kenneth Folan												

Note: For consistency, specify attendance by placing an "X" - if they attended. Leave blank if they did not.

2013/ 2014 Finance Committee Attendance Report

Agency	Representative	2013			2014	
		Aug	Nov	Feb	May	
Foster City	Art Kiesel	x	x	x	x	
Hillsborough	Jay Benton		x	x	x	
Menlo Park	Kirsten Keith	N/A	N/A	N/A	x	
Pacifica	Mary Ann Nihart	x	x		x	
San Carlos	Bob Grassilli			x	x	
San Mateo	Brandt Grotte	x	N/A	N/A	N/A	

N/A - Off Finance Committee

2013/ 2014 Legislative Committee Attendance Report

Agency	Representative	2013							2014							
		Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun			
Foster City	Art Kiesel		x	x				x					x			x
Hillsborough	Laurence May		x					x								x
Menlo Park	Catherine Carlton		N/A	N/A	Meeting Cancelled	Meeting Cancelled	N/A						N/A			x
Menlo Park	Kirsten Keith	No Scheduled	N/A	N/A	Meeting Cancelled	Meeting Cancelled	N/A						N/A			
Millbrae	Gina Papan		x		Meeting Cancelled	Meeting Cancelled	N/A						N/A			N/A
Pacifica	Karen Ervin		N/A	N/A	Meeting Cancelled	Meeting Cancelled	x						x			x
Pacifica	Mary Ann Nihart		x				x						x			x
San Bruno	Irene O'Connell		x				x						x			x
South San Francisco	Richard Garbarino		N/A	N/A			N/A						N/A			x
Woodside	Deborah Gordon												x			x

N/A - Off Legislative Committee

2013/14 NPDES TAC Attendance Record				
AGENCY AND NAME	Oct	Jan	Apr	
SMCWPPP/ CCAG				
Matt Fabry	X	X	X	
Sandy Wong				
EOA, Inc.				
Jon Konnan	X	X	X	
Regional Board				
Dale Bowyer	X			
Atherton				
Steve Tyler				
Belmont				
Gilbert Yau				
Leticia Alvarez				
Brisbane				
Randy Breault				
Karen Kinser				
Burlingame				
Victor Voong	X	X	X	
Eva Justimbaste				
Steve Daldrup				
Colma				
Muneer Ahmed		X	X	
Brad Donohue				
Saied Mostafavi				
Daly City				
Cynthia Royer	X	X	X	
John Fuller		X		
East Palo Alto				
Michelle Daher	X	X	X	
Vivian Ma		X		
Foster City				
Norm Dorais				
Mike McElligott				
Half Moon Bay				
Muneer Ahmed		X	X	
Mark Lander		X		
Hillsborough				
Dave Bishop				
Jen Chen				
Catherine Chan	X			
Menlo Park				
Rebecca Fotu				
Fernando Bravo	X	X		

2013/14 NPDES TAC Attendance Record				
AGENCY AND NAME	Oct	Jan	Apr	
Millbrae				
Khee Lim		X		
Anthony Riddell				
Kelly O'Dea				
Pacifica				
Raymund Donguines		X	X	
Portola Valley				
Howard Young				
Redwood City				
Adrian Lee	X			
Harry Kwong				
Terence Kyaw				
Charlie Drechsler				
San Bruno				
Joseph Cervantes				
Will Li		X		
San Carlos				
Matt Lee		X	X	
Paul Baker	X			
San Mateo, City				
Debra Bickel	X	X		
Sarah Scheidt		X	X	
San Mateo, County				
Dermot Casey				
Julie Casagrande	X	X		
Patrick Ledesma	X		X	
Tim Swillinger				
Jim Eggemeyer				
So. San Francisco				
Rob Lecl		X	X	
Andrew Wemmer			X	
Daniel Fulford	X			
Woodside				
Dong Nguyen				
Caltrans				
Karen Mai				
Guests/Public				
Attendance	14	19	13	

RMCP Attendance Report - FY 2013-14

Agency	Representative	Jul 24**	Aug 21	Sept 18	Oct 16	Nov 20	Dec 18	Jan 15	Feb 19	Mar 19	Apr 16	May 21	Jun 25	Jul 16
		No mtg	No mtg	No mtg	No mtg	No mtg	No mtg	No mtg	No mtg	No mtg	No mtg	No mtg	No mtg	No mtg
Town of Woodside	Deborah Gordon	X		X		X			X					X
Town of Portola Valley	Maryann Moise Derwin	X		X		X			X	X		X		X
San Mateo County	Dave Pine	ALT		ALT		ALT			X	X		X		X
San Mateo County	Don Horsley									X		X		
City of Redwood City	Barbara Pierce	X		X		X			X	X		X		X
City of South San Francisco	Pedro Gonzalez			X		X								
City of South San Francisco	Pradeep Gupta					X			X	X		X		X
Town of Atherton	Rick DeGolia								X	X		X		X
Ecology Action	Debbie Kranefuss	X				X				X		X		X
BAWSCA	Nicole Sandkulla					X			X	ALT		ALT		ALT
PG&E	Kathy Lavezzo			X					X					X
Foothill College	Robert Cormia	X		X					X	X		X		
Sustainable San Mateo County	Beth Bhatnagar			X		X			ALT	X		X		X
Facebook	Lauren Swezey													
A+ Japanese Auto Repair	Eric Sevim													
SMC Hispanic Chamber of Commerce	Jorge Jaramillo								ALT			ALT		ALT

** = Change of regular meeting date may have affected members' ability to attend.

FY 2013-14 Stormwater Committee Attendance							
Agency	Representative	Position	2013			2014	
			Aug	Oct	Nov	Feb	Apr
Atherton	Gordon Siebert	Public Works Director				X	X
Belmont	Afshin Oskoui	Public Works Director	X	X	X	X	X
Brisbane	Randy Breault	Public Works Director/City Engineer	X	X	X	X	X
Burlingame	Syed Murtuza	Public Works Director	X		X	X	X
Colima	Brad Donohue	Director of Public Works and Planning	X	X	X	X	
Daly City	Patrick Sweetland	Director of Water & Wastewater	X	O	O	O	X
East Palo Alto	Kamal Fallaha	City Engineer		O	O		
Foster City	Brad Underwood	Director of Public Works		X	X	X	
Half Moon Bay	Mo Sharma	City Engineer	X	X		X	
Hillsborough	Paul Willis	Public Works Director	X		X	X	
Menlo Park	Charles Taylor	Public Works Director		X		X	O
Millbrae	Khee Lim	City Engineer			X		
Pacifica	Van Ocampo	Public Works Director/City Engineer	X	X	X	X	X
Portola Valley	Howard Young	Public Works Director	X	X			
Redwood City	Shobuz Ikbal	City Engineer/Engineering Manager	X				
San Bruno	Klara A. Fabry	Public Services Director	X	X	X	X	X
San Carlos	Jay Walter	Public Works Director	X	O		X	
San Mateo	Larry Patterson/Ray Towne	Interim Public Works Director			X	X	X
South San Francisco	Terry White/Brian McMinn	Public Works Director	O	O	O	X	X
Woodside	Paul Nagengast	Deputy Town Manager/Town Engineer		X	O	O	
San Mateo County	Jim Porter	Public Works Director	X	X		X	
Regional Water Quality Control Board	Tom Mumley	Assistant Executive Officer		O	X	O	

"X" - Committee Member Attended

"O" - Other Jurisdictional Representative Attended

C/CAG AGENDA REPORT

Date: August 14, 2014
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approval of Amendment No. 1 to the agreement between C/CAG and County of San Mateo for funding of the Active Transportation Coordinator position

(For further information or response to questions, contact Sandy Wong at 599-1409)

RECOMMENDATION

That the C/CAG Board review and approve Amendment No. 1 to the agreement between C/CAG and County of San Mateo for funding of the Active Transportation Coordinator position.

FISCAL IMPACT

There is no change to the original funding contributions for the Active Transportation Coordinator position as illustrated below. Estimated annual total expenses for the full-time position (loaded rate) is approximately between \$120,000 and \$160,000.

50% - County of San Mateo

25% - C/CAG

\$25K per year from San Mateo County Transit District (SamTrans). Remaining balance to be funded by County of San Mateo.

SOURCE OF FUNDS

County of San Mateo – Measure A funds

C/CAG – Congestion Management funds

SamTrans – Local funds

BACKGROUND

At the September 12, 2013 meeting, the C/CAG Board approved Resolution 13-28 authorizing the execution of a funding agreement with the County of San Mateo for funding of a countywide Active Transportation Coordinator position, for a two-year term for FY 2013/14 and FY 2014/15. The Active Transportation Coordinator provides services to C/CAG, the County of San Mateo, and SamTrans.

A funding Agreement between C/CAG and County of San Mateo was executed with an effective date of October 1, 2013. That Agreement also specifies that C/CAG shall oversee the Active Transportation Coordinator. Recently, the County of San Mateo has created a new office, the “Office of Sustainability”. Since the County is providing the largest share of funding to support this

position, and the services provided by the Active Transportation Coordinator fits in well with the core functions of the newly created Office of Sustainability, it is recommended that the Active Transportation Coordinator works under the supervision of the County's Office of Sustainability, and continue to dedicate 25% of his/her time to provide services to C/CAG as directed by C/CAG management. Amendment No. 1 is to document this administrative change.

ATTACHMENT

- Amendment No. 1 to the Agreement between C/CAG and County of San Mateo for funding of the Active Transportation Coordinator position.

**AMENDMENT NO. 1 TO THE AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO
COUNTY AND THE COUNTY OF SAN MATEO FOR FUNDING OF THE
ACTIVE TRANSPORTATION COORDINATOR POSITION**

This Amendment No. 1 (“AMENDMENT”) to the agreement between the City/County Association of Governments of San Mateo County and the County of San Mateo, is entered into by and between CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, a joint powers agency formed for the purpose of preparation, adoption and monitoring of a variety of countywide state-mandated plans, hereinafter called “C/CAG”, and COUNTY OF SAN MATEO, a political subdivision of the State of California, hereinafter called “COUNTY”.

W I T N E S S E T H

WHEREAS, C/CAG and COUNTY have entered into a Funding Agreement (“AGREEMENT”) effective October 1, 2013, for funding of the Active Transportation Coordinator position; and

WHEREAS, COUNTY has recently created the Office of Sustainability; and

WHEREAS, COUNTY and C/CAG now desire to amend the AGREEMENT with regard to the supervision of the Active Transportation Coordinator.

NOW, THEREFORE, IT IS HEREBY AGREED by the parties as follows:

1. Clause #1 of the AGREEMENT shall be amended as follows (additions in *italics*, deletions in ~~strikethrough~~):

~~C/CAG shall oversee the Active Transportation Coordinator and pay 25% of all expenses for said the Active Transportation Coordinator position. Approximately 25% of this position’s time will be dedicated to providing services to C/CAG in coordination with the C/CAG Director or his/her designee. The Active Transportation Coordinator will work under the supervision of the County’s Director of the Office of Sustainability.~~

2. Exhibit A of the AGREEMENT shall be replaced in its entirety with the revised Exhibit A, attached.
3. All other provisions of the AGREEMENT shall remain in full force and effect.
4. This AMENDMENT shall take effect on September 1, 2014.

IN WITNESS WHEREOF, the parties hereto have affixed their hands to this agreement for the Active Transportation Coordinator position on the day and year as indicated below.

City/County Association of Governments (C/CAG)

By _____
Mary Ann Nihart, C/CAG Chair

Date

Approved as to form:

By _____
C/CAG Legal Counsel

COUNTY

By _____
John Maltbie, County Manager

Date

Approved as to form:

By _____
John Beiers, County Counsel

Exhibit A

C/CAG Active Transportation (Pedestrian & Bicycle) Coordinator I/II - Unclassified (Open)

THE POSITION

The City/County Association of Governments (C/CAG) is seeking an **Active Transportation (Pedestrian and Bicycle) Coordinator** to will perform a variety of administrative and technical support functions related to *promotion of active transportation; support C/CAG* pedestrian and bicycle programs, assist in planning, developing and implementing plans, programs, policies, and projects; attend meetings with external and partner agencies regarding pedestrian and bicycle related issues; maintain program documentation such as project lists, invoices, and contract documents; and perform other duties related to pedestrian and bicycle transportation. Duties may include but are not limited to the following:

- Gather, collect, transmit, track projects for the development of pedestrian and bicycle related plans, policies, programs, and projects.
- Research currently available bicycle and pedestrian funding sources and keep member agencies apprised of upcoming funding opportunities.
- Share and promote best practices for pedestrian/bicycle infrastructure design and implementation.
- Serve as a liaison with the pedestrian and bicycle communities. Respond to inquiries from the *public communities*.
- Assist in the implementation of pedestrian/bicycle related policies from the Metropolitan Transportation Commission (MTC).
- Represent *County and City/County Association of Governments (C/CAG)* management, as needed, on regional committees such as the Caltrans District 4 Pedestrian Advisory Committee and MTC Active Transportation Working Group.
- Assist in various countywide funding program processes, including call for projects for pedestrian and bicycle programs.
- Coordinate with C/CAG partner agencies on joint studies and projects for pedestrian and bicycle planning.
- Monitor and track the implementation of the San Mateo County Comprehensive Bicycle and Pedestrian Plan as well as other established pedestrian/bicycle program performance measures.
- Assist jurisdictions with coordinating cross-jurisdictional projects for pedestrian and bicycle improvements as feasible.

- Provide staff support for C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) meetings including coordinating the distribution of agenda packets and preparation of staff reports, agendas and minutes.
- Draft documents such as C/CAG Board Resolutions, consultant contracts and agreements, and request for proposals (RFP) associated with pedestrian and bicycle programs.
- Oversee RFP processes.
- Coordinate with staff from other agencies on pedestrian and bicycle funding programs and policies.
- Maintain pedestrian and bicycle program related agreements and process invoices.
- Set up meetings, coordinate attendee calendars, make reservations and set up meeting rooms.
- Conduct periodic public outreach on San Mateo County active transportation activities.
- Perform related duties as assigned.

QUALIFICATIONS

Education and Experience: Any combination of education and experience that would likely provide the required knowledge, skills and abilities is qualifying. A typical way to qualify is a Bachelor's Degree in Transportation, Urban or Regional Planning, or a related field such as Geography, Environmental Studies, Civil Engineering, Sociology, Economics, or Political Science.

Knowledge of: General practices of active transportation planning; research methods and techniques, including conducting or participating in planning studies; effective public participation techniques; contemporary environmental, land use, social, economic, fiscal, legal, and other political issues impacting transportation programming.

Skill/Ability to: Use initiative and sound independent judgment within established guidelines; prepare written materials such as correspondence, narrative reports, technical charts and publications with minimal direction; communicate and present ideas effectively both orally and in writing; research, develop and evaluate alternative solutions to transportation problems; establish and maintain effective and cooperative working relationships with those contacted during the course of the work; use MS Word, MS Excel, and MS PowerPoint; prioritize work and coordinate several activities; organize and maintain accurate files and records; understand and carry out oral and written directions; work independently under minimal supervision; lift 25 lbs; work evenings twice a month, on average.

C/CAG AGENDA REPORT

Date: August 14, 2014
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Receive a copy of an executed Amendment No. 3 to the agreement between C/CAG and Iteris Corporation for time extension

(For further information or response to questions, contact Parviz Mokhatri at 408-425-2433)

RECOMMENDATION

That the Board receives a copy of an executed Amendment No. 3 to the agreement between C/CAG and Iteris Corporation for time extension.

FISCAL IMPACT

None. This amendment is for time extension only.

SOURCE OF FUNDS

State Transportation Improvement Program (STIP)

BACKGROUND

On December 10, 2009, the Board adopted Resolution 09-68 approving an agreement with Iteris Corporation in an amount of \$310,000 to provide design and construction support services for the San Mateo County Smart Corridor project's southern segment (between Whipple Avenue in City of Redwood City and the Santa Clara County line). The original contract specified an end date of April 1, 2012, which was established to align with the need for construction support services through the anticipated end of construction date. The design was completed in June 2010 and documents were delivered on time.

C/CAG executed Amendment No. 1 in May 2010, adding \$8,000 for additional design services. Due to significant delays to the start of Smart Corridor construction, Amendment No. 2, executed on September 19, 2012, extended the agreement to end on April 1, 2014. Amendment No. 3 was executed on July 14, 2014 to provide for another time extension to October 1, 2014. Amendments Nos. 2 and 3 were for time extensions only. The initial estimated fees for construction support services specified in the contract were \$83,802.00. As of this date \$24,900.11 remains and it is anticipated that no additional funds will be needed to complete the project.

ATTACHMENTS

1- Amendment No. 3 to the Agreement between C/CAG and Iteris Corporation

ITEM 5.12.1

**AMENDMENT NO. 3 TO THE AGREEMENT
BETWEEN
THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO
COUNTY AND
ITERIS CORPORATION FOR SOUTH SEGMENT DESIGN**

The Board of Directors of the City/County Association of Governments for San Mateo County (C/CAG) at its December 10, 2009 meeting approved an agreement with Iteris Corporation to design the Smart Corridor south segment.

Section 1.

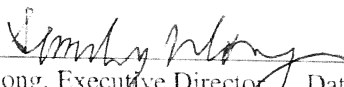
Section 1 of the agreement specifies that:

All construction support services (i.e. all task described in Exhibit A under sections 3.0, 4.0 and 5.0) are to be completed when the construction is completed or April 1, 2012 whichever occurs first. Amendment number 2 extended the completion date to April 1, 2014.

Due to substantial delay in start of construction, the parties desire to amend that portion of Section 1 of the Iteris Contract as follows:


All construction support services (i.e. all task described in Exhibit A under section 3.0, 4.0 and 5.0) are to be completed when the construction is completed or by October 1, 2014 whichever occurs first.

For C/CAG



Sandy Wong, Executive Director Date

For Iteris Corporation



Scott Carlson, Vice President 7/14/14
Date

C/CAG AGENDA REPORT

Date: August 14, 2014
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Receive a copy of an executed Amendment No. 3 to the agreement between C/CAG and URS Corporation for time extension

(For further information or response to questions, contact Parviz Mokhatri at 408-425-2433)

RECOMMENDATION

That the Board receives a copy of an executed Amendment No. 3 to the agreement between C/CAG and URS Corporation for time extension.

FISCAL IMPACT

None. This amendment is for time extension only.

SOURCE OF FUNDS

State Transportation Improvement Program (STIP)

BACKGROUND

On December 10, 2009, the Board adopted Resolution 09-67 approving an agreement with URS Corporation in an amount of \$349,040 to provide design and construction support services for the San Mateo County Smart Corridor project's northern segment (located between I-380 in City of San Bruno to Whipple Avenue in City of Redwood City). The original contract specified an end date of April 1, 2012, which was established to align with the need for construction support services through the anticipated end of construction date. The design was completed in June 2010 and documents were delivered on time.

C/CAG executed Amendment No. 1 in May 2010, adding \$16,982 for additional consulting services to prepare documentation for procurement of a Smart Corridor signal system. Due to significant delays to the start of Smart Corridor construction, Amendment No. 2 was executed to extend the agreement to end on April 1, 2014. Amendment No. 3, executed on April 15, 2014, provided for another time extension to July 1, 2014. Amendments Nos. 2 and 3 were for time extensions only. No additional funds were added because there was a remaining unused balance of \$101,327. This contract is now closed.

ATTACHMENTS

1- Amendment No. 3 to the Agreement between C/CAG and URS Corporation

ITEM 5.12.2

**AMENDMENT NO. 3 TO THE AGREEMENT
BETWEEN
THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO
COUNTY AND
URS CORPORATION AMERICAS FOR NORTH SEGMENT DESIGN**

The Board of Directors of the City/County Association of Governments for San Mateo County (C/CAG) at its December 10, 2009 meeting approved an agreement with URS Corporation Americas to design the Smart Corridor north segment.

Section 1.

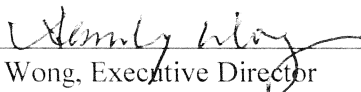
Section 1 of the agreement specifies that;

All construction support services (i.e. all task described in Exhibit A under sections 5.0 and 6.0) are to be completed when the construction is completed or April 1, 2012 whichever occurs first. Amendment number 2 to the agreement extended the completion date to April 1, 2014.

Due to substantial delay in start of construction, the parties desire to amend that portion of Section 1 of the URS Contract as follows;

All construction support services (i.e. all task described in Exhibit A under section 5.0 and 6.0) are to be completed when the construction is completed or by July 1, 2014 whichever occurs first.

For C/CAG



Sandy Wong, Executive Director Date

For URS Corporation Americas

Signature Date

C/CAG AGENDA REPORT

Date: August 14, 2014
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Receive a copy of an executed time extension (Amendment No. 3) between C/CAG and Mokhtari Engineering Inc. for project management services on the Smart Corridors Project, in accordance with C/CAG procurement policies.

(For further information contact Jean Higaki at 599-1462)

RECOMMENDATION

That the C/CAG Board receives a copy of an executed time extension (Amendment No. 3) between C/CAG and Mokhtari Engineering Inc. for project management services on the Smart Corridors Project, in accordance with C/CAG procurement policies.

FISCAL IMPACT

This amendment is for additional time only. The total contract amount of \$490,000 was approved by the C/CAG Board in October 11, 2012, (Amendment No. 2) and is included in the Smart Corridors project budget.

SOURCE OF FUNDS

Fund source of the Smart Corridor Project Management Services will come from a combination of Traffic Light Synchronization Program (TLSP), State Transportation Improvement Program (STIP), and local funds.

BACKGROUND

The San Mateo County Smart Corridors project will implement inter-jurisdictional traffic management strategies by deploying integrated Intelligent Transportation Systems (ITS) elements along the portions of the US 101 corridor, SR 82 (El Camino Real), and local arterial streets. The Smart Corridors project, from I-380 in the City of San Bruno to Whipple Avenue in Redwood City, was awarded \$10M from the TLSP Program (Traffic Light Synchronization Program). C/CAG also programmed \$11M in the 2008 STIP (State Transportation Improvement Program) for a total project implementation (design and construction).

On February 12, 2009, the Board approved execution of a consultant contract with Mokhtari Engineering, Inc., for \$232,960, to provide project management services for the San Mateo County Smart Corridors Project for one year.

ITEM 5.12.3

Per that authorization, any extension or continuation beyond the current funding level would be presented to C/CAG Board for final approval.

On February 11, 2010, under the new procurement policy, the contract with Mokhtari Engineering, Inc. was extended by one year to February 12, 2011 with no additional funds added to the contract.

On February 10, 2011 a new contract for \$100,000 was executed with Mokhtari Engineering, Inc. for Project Management services for one year during the Smart Corridors construction and integration phase.

On August 17, 2011, Amendment No.1 was executed to add \$150,000 and one year of service to the contract for the addition of Segment 3, which extended the southern limits of the Smart Corridors to the Santa Clara county line.

On October 11, 2012, the Board approved to waive the Request for Proposal (RFP) process and approved Amendment No.2 for an additional \$240,000 for a new amount not to exceed \$490,000 and an 18 month time extension for project management services on the Smart Corridors Project. Mokhtari Engineering, Inc. was being asked to invest more time and effort to oversee the construction and integration work not anticipated under the previous contract and bringing in a new project manager would not benefit the project and delay the project by several months.

Reason for Amendment

The project construction and integration phases have been delayed and is expected to continue into the fall, therefore staff is requesting a time only extension for an additional five months to change the existing termination date of August 30, 2014 to a new termination date of January 31, 2015.

Mokhtari Engineering, Inc. was originally selected through a formal RFP procedure in 2008 and has been successfully functioning as the project manager from the concept of operations through design and construction. Parviz Mokhtari is the primary focal point on the Smart Corridors project. He has institutional knowledge of the project, and has developed a working relationship with Caltrans, the design consultants, and the Cities. Mokhtari Engineering also is highly familiar with the details of the current project limits.

Per C/CAG adopted procurement policy, the Executive Director may approve up to one year time extension of a contract if there is no change the contract amount. As of July 1, 2014, there is approximately \$70,590 left on the contract.

ATTACHMENTS

1. Amendment No. 3 to the Agreement with Mokhtari Engineering Inc.

**AMENDMENT NO. 3 TO THE AGREEMENT
BETWEEN
THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO
COUNTY AND
MOKHTARI ENGINEERING, INC.**

This Amendment No. 3 to the Agreement between the City/County Association of Governments of San Mateo County and Mokhtari Engineering, Inc. (“Amendment”) is entered into by and between the City/County Association of Governments of San Mateo County, a joint powers agency for the development and implementation of the Congestion Management Program for San Mateo County (“C/CAG”) and Mokhtari Engineering, Inc. (“Consultant”). C/CAG and Consultant shall be known as the Parties.

WITNESSETH

WHEREAS, at its February 10, 2011 meeting, C/CAG approved the Agreement Between the City/County Association of Governments of San Mateo County and Mokhtari Engineering, Inc. (“Agreement”); and

WHEREAS, at its August 11, 2011 meeting, C/CAG approved the Amendment No. 1 between the City/County Association of Governments of San Mateo County and Mokhtari Engineering, Inc. (“First Amendment”); and

WHEREAS, at its October 11, 2012 meeting, C/CAG approved the Amendment No. 2 between the City/County Association of Governments of San Mateo County and Mokhtari Engineering, Inc. (“Second Amendment”); and

WHEREAS, the Agreement provides that Consultant will provide certain project management services (“Services”) for the San Mateo County Smart Corridors project (“Project”); and

WHEREAS, C/CAG has determined that continued Services are required through completion of the integration phase of the Project; and

WHEREAS, C/CAG has determined that adequate funds remain on the contract and no additional cost is needed to complete the continued Services; and

WHEREAS, C/CAG has determined that an additional five (5) month time extension is needed to provide Services through Project completion under the Agreement; and

WHEREAS, Consultant has reviewed and accepted this Amendment.

NOW, THEREFORE, IT IS HEREBY AGREED by the C/CAG and Consultant that:

1. Amendment to Section 5. Section 5 "Contract Term" shall be amended as follows (additions in *italics*, deletions in ~~strikethrough~~):

This Agreement shall be in effect as of February 10, 2011, and shall terminate on ~~August 30, 2014~~ *January 31, 2015* unless otherwise extended or terminated as set forth herein. C/CAG may terminate this Agreement at any time for any reason by providing 30 days' notice to Consultant. Consultant may terminate this Agreement at any time for any reason by providing 30 days' notice to C/CAG. Termination to be effective on the date specified in the notice. In the event of termination under this paragraph, Consultant shall be paid for all services provided to the date of termination. C/CAG may extend the term of this Agreement until such time as the maximum, not-to exceed payment amount specified in section 2 above has been earned by Consultant.

2. Full Force and Effect. All other provisions of the Agreement shall remain in full force and effect.
3. Effective Date. This Amendment shall take effect upon signature by both Parties.

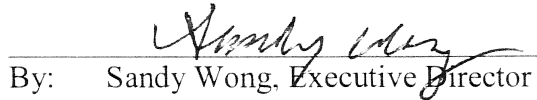
IN WITNESS WHEREOF, C/CAG and Consultant, by their duly authorized representatives, have affixed their hands.

Mokhtari Engineering, Inc. (Consultant)


By: Parviz Mokhtari

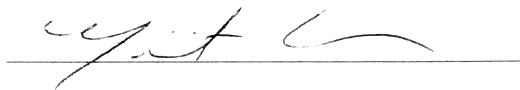
7-23-14
Date:

City/County Association of Governments (C/CAG)


By: Sandy Wong, Executive Director

7-28-14
Date:

C/CAG Legal Counsel



C/CAG AGENDA REPORT

Date: August 14, 2014
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Receive a copy of Amendment No. 1 to the agreements with Advance, Project Delivery Inc. and CSG Consultants Inc. for a one year time extension.

(For further information contact Jean Higaki at 599-1462)

RECOMMENDATION

That the C/CAG Board receives a copy of Amendment No. 1 to the agreements with Advance, Project Delivery Inc. and CSG Consultants Inc. for a one year time extension.

FISCAL IMPACT

This amendment is for additional time only. The total contract amount of \$200,000 to share among the two firms over a two-year term was approved by the C/CAG Board in June 14, 2012.

SOURCE OF FUNDS

Funding will come from C/CAGs allocated share of the Metropolitan Transportation Commission (MTC) planning and programming funds, from State Transportation Improvement Program Planning Programming and Monitoring (STIP PPM) funds, and C/CAG member contributions.

BACKGROUND

The purpose of retaining on-call consultants is to pre-qualify firms to assist staff with the performance of CMA delegated responsibilities. The pre-qualification process expedites the selection and contracting process and introduces an additional degree of competitive pressure to ensure responsiveness and timely performance. If one firm is not available to perform needed work according to schedule and budgetary requirements, another firm on the on-call list that can do so is selected to perform the work. On call firms are aware of the option that an agency has to turn to another firm, so has an incentive to commit to performing the work within required schedule and budget constraints. Many Bay Area transportation agencies have established on-call list of consulting firms, including Samtrans, BART, the San Francisco Municipal Transportation Agency, and AC Transit.

CSG Consultants, Inc. and Advance Project Delivery Inc. were selected through the competitive procurement process, consistent with the C/CAG Procurement Policy.

ITEM 5.12.4

The general work scope identified under the contract is detailed by task order basis, under the approval of the Executive Director. Specific work scope and payments are negotiated and approved before execution of a task order and before expenditures take place.

As of July 31, 2014, there is approximately \$173,000 left on the contract to share among the two firms. Per C/CAG adopted procurement policy, the Executive Director may approve up to one year time extension of a contract if there is no change the contract amount.

ATTACHMENTS

1. Amendment No. 1 to the Agreement with Advance Project Delivery Inc.
2. Amendment No. 1 to the Agreement with CSG Consultants Inc.

**AMENDMENT NO. 1 TO THE AGREEMENT
BETWEEN
THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO
COUNTY AND
ADVANCE PROJECT DELIVERY INC.**

This Amendment No. 1 to the Agreement between the City/County Association of Governments of San Mateo County and Advance Project Delivery Inc. ("Amendment") is entered into by and between the City/County Association of Governments of San Mateo County, a joint powers agency for the development and implementation of the Congestion Management Program for San Mateo County ("C/CAG") and Advance Project Delivery Inc. ("Contractor"). C/CAG and Contractor shall be known as the Parties.

WITNESSETH

WHEREAS, at its June 14, 2012 meeting, C/CAG approved the Agreement between the City/County Association of Governments of San Mateo County and Advance Project Delivery Inc. ("Agreement"); and

WHEREAS, the Agreement provides that Contractor will provide on call project coordination services ("Services") needed to assist staff with CMA delegated responsibilities and the delivery of programs and projects that utilize federal and/ or state funds received by the County; and

WHEREAS, C/CAG has determined that continued Services are required beyond the contract termination date of June 15, 2014; and

WHEREAS, C/CAG has determined that adequate funds remain on the contract and no additional cost is needed to complete the continued Services; and

WHEREAS, C/CAG has determined that an additional twelve (12) month time extension is needed to provide Services under the Agreement; and

WHEREAS, Contractor has reviewed and accepted this Amendment.

NOW, THEREFORE, IT IS HEREBY AGREED by the C/CAG and Contractor that:

1. Amendment to Section 5. Section 5 "Contract Term" shall be amended as follows (additions in *italics*, deletions in ~~strikethrough~~):

This Agreement shall be in effect as of June 15, 2012, and shall terminate on ~~June 15, 2014~~ *June 14, 2015* unless otherwise extended or terminated as set forth herein. Either party may terminate this Agreement at any time for any reason by providing 30 days' notice ~~to Contractor~~. Termination to be effective on the date specified in the notice. In the event of termination under this paragraph, Contractor shall be paid for all Services provided to the date of termination.

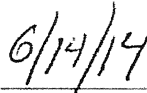
2. Full Force and Effect. All other provisions of the Agreement shall remain in full force and effect.
3. Effective Date. This Amendment shall take effect upon signature by both Parties.

IN WITNESS WHEREOF, C/CAG and Contractor, by their duly authorized representatives, have affixed their hands.

Advance Project Delivery Inc. (Contractor)

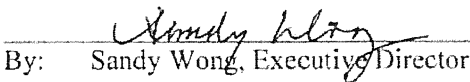


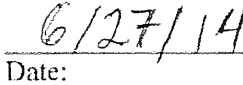
By: James O'Brien



Date:

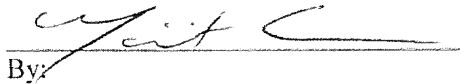
City/County Association of Governments (C/CAG)


By: Sandy Wong, Executive Director



Date:

C/CAG Legal Counsel


By:

**AMENDMENT NO. 1 TO THE AGREEMENT
BETWEEN
THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO
COUNTY AND
CSG CONSULTANTS, INC.**

This Amendment No. 1 to the Agreement between the City/County Association of Governments of San Mateo County and CSG Consultants, Inc. ("Amendment") is entered into by and between the City/County Association of Governments of San Mateo County, a joint powers agency for the development and implementation of the Congestion Management Program for San Mateo County ("C/CAG") and CSG Consultants, Inc. ("Contractor"). C/CAG and Contractor shall be known as the Parties.

WITNESSETH

WHEREAS, at its June 14, 2012 meeting, C/CAG approved the Agreement between the City/County Association of Governments of San Mateo County and CSG Consultants, Inc. ("Agreement"); and

WHEREAS, the Agreement provides that Contractor will provide on call project coordination services ("Services") needed to assist staff with CMA delegated responsibilities and the delivery of programs and projects that utilize federal and/ or state funds received by the County; and

WHEREAS, C/CAG has determined that continued Services are required beyond the contract termination date of June 15, 2014; and

WHEREAS, C/CAG has determined that adequate funds remain on the contract and no additional cost is needed to complete the continued Services; and

WHEREAS, C/CAG has determined that an additional twelve (12) month time extension is needed to provide Services under the Agreement; and

WHEREAS, Contractor has reviewed and accepted this Amendment.

NOW, THEREFORE, IT IS HEREBY AGREED by the C/CAG and Contractor that:

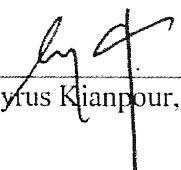
1. Amendment to Section 5. Section 5 "Contract Term" shall be amended as follows (additions in *italics*, deletions in ~~strikethrough~~):

This Agreement shall be in effect as of June 15, 2012, and shall terminate on ~~June 15, 2014~~ *June 14, 2015* unless otherwise extended or terminated as set forth herein. Either party may terminate this Agreement at any time for any reason by providing 30 days' notice ~~to Contractor~~. Termination to be effective on the date specified in the notice. In the event of termination under this paragraph, Contractor shall be paid for all Services provided to the date of termination.

2. Full Force and Effect. All other provisions of the Agreement shall remain in full force and effect.
3. Effective Date. This Amendment shall take effect upon signature by both Parties.

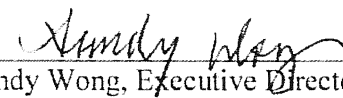
IN WITNESS WHEREOF, C/CAG and Contractor, by their duly authorized representatives, have affixed their hands.

CSG Consultants, Inc. (Contractor)

By:  _____
Cyrus Kianpour, P.E., P.L.S.

6/7/14
Date: _____

City/County Association of Governments (C/CAG)

By:  _____
Sandy Wong, Executive Director

6-12-14
Date: _____

C/CAG Legal Counsel

By:  _____

C/CAG AGENDA REPORT

Date: August 14, 2014

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a copy of executed amendment to the model use agreement between C/CAG and Kittelson Associates, Inc. (formerly Dowling Associates, Inc.) for time extension

(For further information or response to questions, contact Wally Abrazaldo at 650-599-1455)

RECOMMENDATION

That the C/CAG Board receive a copy of executed amendment to the model use agreement between C/CAG and Kittelson Associates, Inc. (formerly Dowling Associates, Inc.) for time extension.

FISCAL IMPACT

None

SOURCE OF FUNDS

N/A

BACKGROUND

Congestion Management Program legislation requires that C/CAG, as the congestion management agency for San Mateo County, develop and maintain a countywide travel demand model. C/CAG licenses the countywide travel demand model for San Mateo County from the Santa Clara Valley Transportation Authority (VTA), which maintains a travel demand model that is optimized for the counties of Santa Clara and San Mateo and accounts for transportation impacts from neighboring counties and regional commute sheds (the "C/CAG-VTA Model").

C/CAG has a model use agreement in place with Kittelson Associates, Inc. (formerly Dowling Associates) to operate the C/CAG-VTA Model and provide modeling services to project sponsors in San Mateo County. The agreement was amended to provide a brief time extension that would allow Kittelson Associates, Inc. to run the C/CAG-VTA Model and provide support to transportation planning and analysis projects for the City of Menlo Park and the City of Daly City. The agreement is extended to the earlier of December 31, 2014 or the execution date of a new agreement between C/CAG and Kittelson Associates, Inc. authorizing use of the C/CAG-VTA Model.

ATTACHMENTS

1. Amendment No. 1 to the Agreement between the City/County Association of Governments of San Mateo County and Dowling Associates, Inc. for Use of the C/CAG-VTA San Mateo Countywide Transportation Model

ITEM 5.12.5

**AMENDMENT NO.1 TO THE AGREEMENT
BETWEEN THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN
MATEO COUNTY AND DOWLING ASSOCIATES, INC. FOR USE OF THE C/CAG –
VTA SAN MATEO COUNTYWIDE TRANSPORTATION MODEL**

WHEREAS, for use as an advance transportation planning tool, the City/County Association of Governments of San Mateo County (“C/CAG”) has licensed the Santa Clara Valley Transportation Authority (“VTA”) travel forecasting model of the transportation system of the San Francisco Bay Area that is centered on Santa Clara County and optimized for San Mateo County, but accounts for transportation impacts from neighboring counties and regional commute sheds (the “C/CAG-VTA Model”); and

WHEREAS, C/CAG and Kittelson & Associates, Inc. (formerly Dowling Associates, Inc.; “Consultant”) are parties to an agreement originally dated September 16, 2011 (the “C/CAG-Kittelson Model Use Agreement”) that creates terms of use in order to authorize use of the C/CAG-VTA Model by designated transportation planning firms; and

WHEREAS, C/CAG exercises the option to extend the C/CAG-Kittelson Model Use Agreement to the earlier of December 31, 2014 or the execution date of a new agreement between C/CAG and Consultant authorizing use of the C/CAG-VTA Model; and

WHEREAS, the parties desire to amend the C/CAG-Kittelson Model Use Agreement as set forth herein.

IT IS HEREBY AGREED by C/CAG and Consultant as follows:

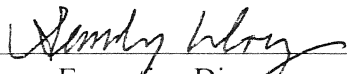
1. Section 3 of the C/CAG-Kittelson Model Use Agreement is replaced in its entirety with the following:

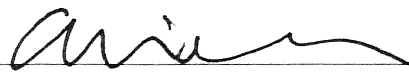
The term of this Agreement shall begin upon full execution by both Consultant and C/CAG and shall terminate on the earlier of December 31, 2014 or the execution date of a new agreement between C/CAG and Consultant authorizing use of the C/CAG-VTA Model; provided however this Agreement may be terminated by either party by delivery of a 30-day written notice of termination to the other Party.

2. Except as expressly amended herein, all other provisions of the C/CAG Model Use Agreement shall remain in full force and effect.
3. This amendment shall take effect immediately upon execution by all parties and may be executed in counter parts.

City/County Association of Governments
(C/CAG)

Kittelson & Associates, Inc.


Sandy Wong, Executive Director


ALICE CHEN, PRINCIPAL

Date: 7/22/2014

Date: 7.28.14

C/CAG AGENDA REPORT

Date: August 14, 2014
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approve Resolution 14-37 to suspend participation in the Geneva-Harney Bus Rapid Transit Feasibility Study

(For further information or response to questions, contact John Hoang at 650-363-4105)

RECOMMENDATION

That the Board review and approve Resolution 14-37 to suspend participation in the Geneva-Harney Bus Rapid Transit Feasibility Study.

FISCAL IMPACT

None

SOURCE OF FUNDS

N/a

BACKGROUND

C/CAG, together with the San Mateo County Transportation Authority, Caltrain, SamTrans, and the cities of Brisbane and Daly City have been collaborating with the San Francisco County Transportation Authority (SFCTA) and San Francisco agencies over the past several years on transportation planning projects in the vicinity of the San Mateo/San Francisco County Line. Recently completed projects include the Bi-County Transportation Study (March 2013) and Bayshore Intermodal Station Access Study (March 2012). The Geneva-Harney Bus Rapid Transit Feasibility Study (BRT Study), currently underway, proposes rapid transit service to existing and future neighborhoods along the San Mateo/San Francisco County border impacting ongoing land use and transportation planning efforts in the cities of Brisbane and Daly City in San Mateo County. C/CAG participates in the BRT Study and executed a Memorandum of Agreement with SFCTA in December 2013 to provide funding in the amount of \$25,000 to SFCTA (total project cost is \$550,000) towards the project.

In June, C/CAG staff was notified by City of Brisbane regarding issues with the City of San Francisco agencies and unilateral undertaking of transportation planning efforts, including a planned Bayshore Multimodal Station Location Study, which has direct impacts to the City of Brisbane. As a result, City of Brisbane has suspended their participation in the current BRT Study, therefore, to demonstrate support for the city; staff proposes to suspend our participation in the BRT Study also, including withholding payment until issues are resolved between the two cities. Furthermore, C/CAG's input to the BRT Study without City of Brisbane's presence would not be complete since potential impacts specific to Brisbane would not be adequately addressed. C/CAG's involvement would resume after City of Brisbane resumes its participation.

ITEM 5.13

ATTACHMENTS

- 1- Resolution 14-37
- 2- Draft Letter to SFCTA
- 3- Letter from City of Brisbane to SFMTA (cc: C/CAG)

RESOLUTION 14-37

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING TO SUSPEND PARTICIPATION IN THE GENEVA-HARNEY BUS RAPID TRANSIT FEASIBILITY STUDY

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

WHEREAS, C/CAG, San Mateo County Transportation Authority, Caltrain, City of Brisbane, City of Daly City, San Francisco County Transportation Authority, and City of San Francisco agencies have worked collaboratively for the past several years on transportation planning project in the vicinity of the San Mateo-San Francisco County Line; and

WHEREAS, the C/CAG Board adopted Resolution 13-38 authorizing the execution of a Memorandum of Agreement with the San Francisco County Transportation Authority for the Geneva-Harney Bus Rapid Transit Feasibility Study (BRT Study) for \$25,000, and

WHEREAS, C/CAG received a copy of a letter from the City of Brisbane to the City of San Francisco regarding "Rail-Related San Francisco Initiatives Impacting the City of Brisbane", and

WHEREAS, in expressing support of the City of Brisbane, C/CAG is suspending involvement in the BRT Study and will resume participation after the City of Brisbane and City of San Francisco resolves the rail-related issues.

NOW THEREFORE BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to direct the Executive Director to suspend participation in the BRT Study. Be it further resolve that the C/CAG Executive Director is authorized to transmit a letter to the San Francisco County Transportation Authority communicating C/CAG's suspension in the BRT Study.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF 2014.

Mary Ann Nihart, Chair

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

DATE

Ms. Tilly Chang
Executive Director
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, California 94103

RE: Geneva-Harney BRT Feasibility Study

Dear Ms. Chang:

The City/County Association of Governments of San Mateo County (C/CAG) is suspending our participation in the Geneva-Harney BRT Feasibility Study effective immediately and until further notice due to the on-going rail-related issues that may significantly impact the City of Brisbane, a C/CAG member agency. We will rejoin the Study after issues are resolved to Brisbane's satisfaction or Brisbane resume participation in the Study.

C/CAG staff has always supported collaborative efforts with SFCTA, the City of San Francisco, and San Mateo County jurisdictions with regards to transportation planning efforts along the San Mateo County/San Francisco bi-county area and will continue to encourage this partnership.

If you have any questions, please contact me at slwong@smcgov.org or call at 650-599-1409 or John Hoang at jhoang@smcgov.org or call at 650-363-4105.

Sincerely,

Sandy Wong
Executive Director




CITY OF BRISBANE

50 Park Place
Brisbane, California 94005-1310
(415) 508-2100
Fax (415) 467-4989

June 19, 2014

Honorable Mayor Ed Lee
City Hall
Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: Rail-Related San Francisco Initiatives Impacting the City of Brisbane



Dear Honorable Mayor Lee:

The City of Brisbane has long been an active and supportive partner in working collaboratively with San Francisco and other regional partners in addressing complex and significant transit/transportation issues along the San Mateo County/San Francisco border, as evidenced by our longstanding participation in the Bi-County Transportation Study. Collaborative efforts must be based on a foundation of trust, transparency and mutual respect among all participating agencies.

Recently, the City of San Francisco has undertaken a number of unilateral transit planning efforts with regional implications that are putting at risk the foundation upon which our collaboration stands. The City of Brisbane may be forced to reconsider its participation in such regional efforts unless San Francisco changes its approach to these regional issues.

Collectively, the unilateral efforts initiated by San Francisco as described below reflect a disregard of the regional nature of the issues at hand. They further demonstrate a failure to acknowledge the City of Brisbane's land use authority over the Brisbane Baylands and the current planning process underway for this important site.

1. Relocation of the Caltrain Railyard. San Francisco staff has indicated that the Brisbane Baylands is being studied in this San Francisco-led study as a potential site for relocation of the Caltrain Railyard. The City of Brisbane has stated its objection to this concept. Additionally, we believe this is inconsistent with direction previously provided by Caltrain. Specifically it is our understanding that Caltrain agreed to allow San Francisco to consider alternate railyard sites, subject to the provision that these alternate sites would be located *within the City of San Francisco*.


Providing Quality Services

2. The newly released City of San Francisco Request for Proposals (RFP) for the Bayshore Station Location Study. Neither the City of Brisbane nor Caltrain were consulted in the preparation of this RFP. Given that the Bayshore Station is a Caltrains-operated facility primarily within the City of Brisbane, the City of San Francisco's failure to engage its regional partners leads us to question both the integrity and motivation of this planning effort. Additionally, the Bayshore Station RFP completely ignores the Brisbane Baylands Project, a submitted land use application undergoing environmental review by the City of Brisbane, as a potential land use meriting consideration in the siting of the Bayshore Station. The failure of this RFP to consider ongoing planning efforts associated with the Baylands ensures that any study resulting from this RFP will be based on incomplete and/or inaccurate information. The factual omissions and inaccuracies in the RFP further raise serious concerns regarding San Francisco's motivation and intent in preparing this study.

3. High Speed Rail Maintenance Facilities. San Francisco continues to push for the designation of the Brisbane Baylands site as a high speed rail maintenance yard, directly contrary to stated objections by the City of Brisbane. San Francisco's request that the Brisbane Baylands EIR study a HSR Railyard alternative appears to solely reflect a land use agenda San Francisco has for the Brisbane Baylands site. It is unclear to us how the conversion of the Brisbane Baylands to a non-revenue producing land use with potential noise, lighting, and land use impacts on both Brisbane and adjacent residential neighborhoods in southeastern San Francisco is beneficial, particularly in light of Brisbane's continued opposition to such a facility. While Brisbane respects San Francisco's ability to advance its policy objectives, we do not agree that San Francisco has the right to dictate land use policy outside its jurisdiction or interfere with the City of Brisbane's legitimate planning process. San Francisco's ongoing efforts promoting a high speed rail maintenance facility on the Brisbane Baylands are not supported by the City of Brisbane.

In addition, San Francisco staff's ongoing misrepresentation of the status of the High Speed Railyard as it pertains to Brisbane is an issue of concern. San Francisco staff members have on multiple occasions referred to a High Speed Railyard as being approved within Brisbane, contrary to the stated position of the California High Speed Rail Authority (CHSRA), and they continue to do so. This is apparent in the Bayshore Station Relocation RFP which incorrectly references the "HSR yard" as "planned land use" even though no such designation has ever been made by the City of Brisbane or CHSRA. No environmental review of the potentially significant impacts of a railyard at this site has ever been completed, nor has the feasibility of the site for a railyard been analyzed. We reject the assertion that there is any basis to conclude that a HSR railyard is planned or approved for the Baylands, or that the City of Brisbane has an obligation to reserve property on the Baylands for such a use.

I urge you and your planning staff take the opportunity to seriously look at the issues raised in this letter, and hope that we can work together along with our other regional partners and respective staffs to re-establish and foster a strong working relationship on issues of regional concern and benefit.

I look forward to your response. Please contact Brisbane City Manager Clay Holstine at 415.508.2110 should you wish to discuss this matter further.

Sincerely,



W. Clarke Conway
Mayor
City of Brisbane

cc: Brisbane City Council
Adrienne Tissier, San Mateo County Board of Supervisors
Malia Cohen, San Francisco Board of Supervisors
Tom Nolan, Chair, Caltrain JPB
Jose Cisneros, Caltrain JPB
Jerry Deal, Caltrain JPB
Rose Guilbault, Caltrain JPB
Ash Kaira, Caltrain JPB
Perry Woodward, Caltrain JPB
Ken Yeager, Caltrain JPB
Mike Scanlon, San Mateo County Transportation Authority
Marian Lee, Caltrain Modernization Director
Sandy Wong, CCAG
Clay Holstine, Brisbane City Manager
David Kahn, Brisbane City Attorney
John Swiecki, Brisbane Community Development Director

C/CAG AGENDA REPORT

Date: August 14, 2014
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified)

(For further information or questions contact Jean Higaki at 599-1462)

RECOMMENDATION

Review and approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified)

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

NA.

BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from the C/CAG's State legislative advocates. Important or interesting issues that arise out of that meeting are reported to the Board.

The California State Legislature was on summer recess from July 4 to August 4, 2014. The last day to pass legislation before the end of this session is August 31, 2014. September 30, 2014 is the last day for the Governor to sign or veto bills passed by the Legislature in August.

ATTACHMENTS

1. August 14, 2014 State Legislative Update from Shaw Yoder Antwih
2. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>

ITEM 6.1



ADVOCATION



SHAW/YODER/ANTWIH, *inc.*
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

DATE: August 14, 2014
TO: Board Members, City/County Association of Governments, San Mateo County
FROM: Andrew Antwih and Matt Robinson, Shaw / Yoder / Antwih, Inc.
Chuck Cole, Advocation, Inc.
RE: STATE LEGISLATIVE UPDATE – August 2014

Legislative Update

The Legislature reconvened from its Summer Recess on August 4 and began the final push to send bills to the Governor by August 31, the last day of the 2013-14 Legislative Session. Fiscal committees in both houses may meet until August 15.

AB 418 (Mullin), sponsored by the Board, would give the City/County Association of Governments (C/CAG) explicit authority to go to the voters of San Mateo County for a property-related fee for stormwater mitigation programs consistent with its joint powers agreement. This bill, originally an urgency measure requiring a two-thirds vote in each house, has now been amended as a majority vote bill and will likely be sent to the Governor by August 31.

On the next page, we have provided an update on legislation of importance to the Board (see ***Bills of Interest*** beginning on Page 2).

2014-15 State Budget

On June 20, Governor Brown signed the 2014-15 Budget Act and accompanying budget trailer bills. The \$156 billion spending plan includes \$1.7 billion in additional transportation funding, including:

- \$337 million in early loan repayments;
- \$963 million in Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) bond funding;
- \$300 million from Cap and Trade for transit, intercity rail, and high-speed rail; and,
- \$130 million from Cap and Trade for sustainable communities strategies implementation and affordable housing.

The \$337 million in early loan repayments noted above was originally borrowed from the Highway Users Tax Account (HUTA) and was not scheduled for repayment until 2021. Of the total amount, \$100 million will be distributed to cities and counties through the “base” gas tax formula and \$237 million will be used for maintenance and preservation on the State Highways System.

Of the \$963 million in Proposition 1B PTMISEA bond funding made available through the Budget Act, \$793 million will flow to public transit systems throughout the state via the State Transit Assistance (STA) formula and \$160 million will be awarded to the state’s three intercity rail corridors.

Cap and Trade

The 2014-15 Budget Act authorized \$872 million in one-time/budget year expenditures from the Cap and Trade program for various transit, sustainable communities, and low-carbon transportation programs that reduce greenhouse gas emissions (GHG). The majority of these funds (\$630 million) were appropriated to transportation programs as follows:

- \$130 million is available for the affordable housing and sustainable communities program;
- \$25 million allocated is available for transit and intercity rail capital programs;
- \$25 million allocated to transit agencies through the State Transit Assistance program statutes;
- \$200 million is available for low carbon transportation programs, which includes rebates to consumers for electric vehicle purchases, but also includes zero emission and near-zero emission transit bus programs; and,
- \$250 million for high-speed rail.

The remaining \$242 million was appropriated for a variety of programs, including weatherization of households, energy efficiency, wetlands restoration, sustainable forestry, and waste diversion.

Additionally, the Governor signed SB 862, the Cap and Trade trailer bill, which establishes long-term funding programs from the Cap and Trade program, including a capital grant program for transit and intercity rail (10 percent), direct formula funding for transit operations and capital (5 percent), sustainable communities & affordable housing (20 percent), as well as high-speed rail (25 percent). In total, SB 862 dedicates 60 percent of ongoing Cap and Trade auction revenues, beginning in 2015-16, to these programs. The remaining 40 percent of the available funding is not dedicated for any specific program, but left to the discretion of future Legislatures to meet certain objectives in any future fiscal year.

For example, in 2014-15, the Legislature appropriated \$200 million for low-carbon transportation, which includes zero emission and near-zero emission bus and truck deployment. In 2015-16, the Legislature could make a determination that it sees better GHG reduction opportunities through complete streets and could shift funding to another program that better supports complete streets. Similarly, the Legislature could fund *any other* GHG-reducing program from this 40%.

Over the coming months, the various administering agencies will begin a public process for developing program guidelines and criteria to ensure that any projects funded with Cap and Trade revenues deliver the greatest amount of GHG emission reduction benefits possible in order to achieve the goals established in AB 32. The Strategic Growth Council met on July 10 to lay out its vision for the Affordable Housing and Sustainable Communities Program, as well as the Program's implementation timeline.

Bills of Interest

AB 418 [Mullin] – Property-Related Fee for Storm Water Management

Summary: This bill would enable San Mateo City/County Association of Governments (C/CAG) to put a special tax or property related fee before the voters for stormwater management activities consistent with C/CAG's joint powers agreement. Any action must be consistent with the California Constitution. **C/CAG is the Sponsor of this bill.**

Status: This bill is in the Senate.

AB 1690 [Gordon] – Housing Elements in General Plans

Summary: This bill would allow a local government, when developing its General Plan, to zone at least 50% of its affordable housing need on sites designated for residential use or mixed-uses. **C/CAG is in Support of this bill.**

Status: This bill is in the Senate Appropriations Committee.

AB 1970 [Gordon] – Cap and Trade Funding for Community Investment

Summary: This bill would create the Community Investment and Innovation Program and would require moneys to be available from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature, for purposes of awarding grants and other financial assistance to eligible applicants, as defined, who submit plans to develop and implement integrated community-level greenhouse gas emissions reduction projects in their region. The bill would require the Strategic Growth Council, in consultation with the state board, to administer the program, as specified. **C/CAG Supports the concept of this bill.**

Status: This bill was held on the Assembly Appropriations Committee Suspense File.

AB 2170 [Mullin] – Clarification of a JPA’s Authority

Summary: This bill would clarify that parties to a Joint Powers Agreement may exercise any power common to the contracting parties, including, the authority to levy a fee or tax. **C/CAG is in Support of this bill.**

Status: This bill is on the Senate Floor.

AB 2194 [Mullin] – Mello-Roos Financing for Stormwater

Summary: This bill would amend the Mello-Roos Community Facilities Act to allow a community facilities district to finance stormwater management, including compliance with state and federal stormwater permit requirements. **C/CAG is in Support of this bill.**

Status: This bill is on the Senate Floor.

AB 2197 [Mullin] – Temporary License Plates

This bill would require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to affix temporary license plates to vehicles.

Status: This bill was held on the Assembly Appropriations Committee Suspense File.

AB 2403 [Rendon] – Proposition 218 Clarification

Summary: This bill would modify the definition of “water” under the Proposition 218 Omnibus Implementation Act to mean “any system of public improvements intended to provide for the production, storage, supply, treatment, or distribution of water *from any source.*” The Act defines terms used in Articles XIII C and XIII D of the Constitution. **C/CAG is in Support of this bill.**

Status: This bill was signed by the Governor [Chapter 78, Statutes of 2014].

AB 2728 [Perea] – Vehicle Weight Fee Transfers

Summary: This bill would prohibit the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for the payment of debt-service on transportation bonds, mainly Proposition 1B. The prohibition in this bill would sunset on January 1, 2019.

Status: This bill was held on the Assembly Appropriations Committee Suspense File.

SB 391 [DeSaulnier] – Real Estate Transaction Fee for Affordable Housing

Summary: This bill would impose a fee, beginning January 1, 2014, of \$75 on every real estate instrument, paper, or notice that is required or permitted by law, excluding real estate instruments, papers, or notices recorded in connection with a transfer subject to a documentary transfer tax.

Revenue from this fee would be used to fund projects and programs that support the development, acquisition, rehabilitation, and preservation of housing affordable to low- and moderate-income households, emergency shelters and rapid rehousing services, among other identified, related projects.

Status: This bill is on the Assembly Appropriations Suspense File and may still be moved.

SB 556 [Corbett] – Identification of Non-Governmental Employees

Summary: This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform labor or services relating to public health or safety for a public entity from displaying on a vehicle or uniform a logo that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays a disclosure.

The bill was last amended on September 4, 2013 to further narrow the bill so that their proposed notice requirements would only apply to health and public safety services that are contracted out by a public agency. Despite the latest amendments, many public agencies around the state remained opposed to the bill.

Status: This bill is on the Assembly Floor Inactive File and may still be moved.

SB 731 [Steinberg] – CEQA Relief for Infill Development Projects

Summary: This bill would provide that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project, on an infill site, within a transit priority area, shall not be considered significant impacts on the environment. The bill would require the Office of Planning and Research to prepare and submit to the Secretary of the Natural Resources Agency, and the secretary to certify and adopt, revisions to the guidelines for the implementation of CEQA establishing thresholds of significance for noise and transportation impacts of projects within transit priority areas

Status: This bill was held in the Assembly Local Government Committee.

SB 990 [Vidak] – Disadvantaged Communities Funding for Transportation

This bill would require at least 5% of funds programmed in the regional transportation improvement program to be spent in disadvantaged small communities. This bill defines disadvantaged small community as having 25,000 or fewer people and a median household income less than 80 percent of the statewide median household income.

Status: This bill failed passage in the Senate Transportation and Housing Committee by a vote of 3-8 on April 29.

SB 1077 [DeSaulnier] – Vehicle Miles Traveled Pilot Program

This bill would the California State Transportation Agency (CalSTA) to develop a pilot program designed to assess specified issues related to implementing a mileage-based fee (MBF) in California to replace the state's existing fuel excise tax by January 1, 2016. The bill would require the CalSTA to assess certain issues related to implementing an MBF, including different methods for calculating mileage and collecting road use information, processes for managing, storing, transmitting, and destroying data to protect the integrity of the data and ensure drivers' privacy, and costs associated with the implementation and operation of the MBF system.

Status: This bill is in the Assembly Appropriations Committee.

SB 1418 (DeSaulnier) Vehicle Weight Fee Transfers

Summary: This bill would prohibit the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for the payment of debt-service on transportation bonds, mainly Proposition 1B. This bill would also allocate the money that now remains in the SHA as follows: 56 percent to the State (of which a minimum of 21.5 percent must be used for the SHOPP) and 44 percent to cities and counties. The amount of weight fee revenue transferred each year equates to almost \$1 billion.

Status: This bill was held on the Senate Appropriations Committee Suspense File.

C/CAG AGENDA REPORT

Date: August 14, 2014
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Introduction, presentation and public hearing on the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the C/CAG Board receive a presentation and hold a public hearing on the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport.

It is the intent to present the final ALUCP to the C/CAG Board for adoption on October 9, 2014 in place of the originally scheduled date of September 11, 2014.

FISCAL IMPACT

Funding for the preparation of the ALUCP for the Environs of Half Moon Bay Airport has been included in the adopted C/CAG Budget.

SOURCE OF FUNDS

The source of funds is the C/CAG general fund. C/CAG has received a grant for up to \$135,000 from the Caltrans Division of Aeronautics for both the Airport Land Use Compatibility Plan and associated environmental work on the Initial Study and proposed Negative Declaration. The County of San Mateo has also agreed to provide \$50,000 for this project.

BACKGROUND

Proposed revisions based on comments received have been incorporated into the revised Draft Final ALUCP and the document is available for review online at <http://halfmoonbayalucp.airportstudy.com/alucp/>.

The Draft Final Airport Land Use Compatibility Plan (ALUCP) Update for the Environs of Half Moon Bay Airport (state-mandated countywide plan) has been made available for public comment. Hard copies of the document were made available at the C/CAG office, the Half Moon Bay Library as well as at the Midcoast Community Council meeting location which is at the Granada Sanitary District in El Granada on the San Mateo County coast. The Draft Final document was also made available through the C/CAG website (www.ccag.ca.gov/) as well as the project website (<http://halfmoonbayalucp.airportstudy.com/alucp/>). At the C/CAG Board meeting on June 12, 2014 the Board approved of the distribution and publication of a "Notice of Intent to Adopt a Negative Declaration". Staff published a legal notice on the availability of the document in the San Mateo County Times as well as the Half Moon Bay Review. The legal notice announced the availability of

the document for public review and comment and provided for a 30 day review period from June 23-July 23, 2014. Additionally the notice was sent to potential stakeholders and over 300 property owners around the airport.

The ALUCP promotes airport compatible land use planning within a defined airport influence area (AIA) via policy implementation to address aircraft noise impacts, runway end safety criteria (i.e. density and intensity of land uses), and height of structures/airspace protection. The size, character, and design of the airport influences the scope and applicability of the airport land use compatibility criteria.

The Draft Final ALUCP for the Environs of Half Moon Bay Airport was prepared with reference to and is consistent with the guidance provided by the Caltrans Division of Aeronautics in the 2011 version of the *California Airport Land Use Planning Handbook* per PUC Sections 21674.5 and 21674.7 and other relevant state and federal statutes and regulations. The document consists of four chapters and several appendices. Chapter One includes an overview and outlines the ALUCP purpose and scope. The remaining three chapters provide the following information: all applicable land use policies and plans in the Half Moon Bay Airport environs, baseline information about Half Moon Bay Airport, including an overview of the airport and its operations, and policies and criteria to address aircraft noise, runway end safety zones, and height of structures/airspace protection. Several appendices are included in the draft document to supplement the analysis presented in the ALUCP and provide implementation materials for use by C/CAG staff and local planning agencies to achieve the land use compatibility goals of the Plan.

State law requires an airport land use commission to base an ALUCP on an airport master plan or the most current FAA-approved Airport Layout Plan (ALP) for the subject airport. The Draft Final ALUCP is based on the 2013 ALP and Narrative Report for Half Moon Bay Airport that were prepared for the County of San Mateo Department of Public Works Airport Division.

Comments received on the Draft Final ALUCP:

To date staff has received a total of seven comment letters on the Draft Final ALUCP for the Environs of Half Moon Bay Airport and Proposed Negative Declaration and Initial Study. They are attached to this staff report. Proposed revisions based on comment letters received have been incorporated into the revised Draft Final ALUCP.

The Draft Final ALUCP was presented to the Airport Land Use Committee (ALUC) at the July 31st ALUC meeting. A public hearing on the Draft Final ALUCP was also held at the July 31st ALUC meeting. The ALUC did not take any action on the Draft Final ALUCP. It is scheduled to take the Draft Final ALUCP back to the ALUC at the September 25, 2014 meeting for a recommendation for the C/CAG Board of Directors (Airport Land Use Commission). As a result the final recommendation to adopt the ALUCP originally scheduled for September 11, 2014 has been moved to the October 9, 2014 C/CAG Board meeting.

At the August C/CAG Board meeting the Board will receive a presentation on the Draft Final ALUCP as well as hold a public hearing on the Draft Final ALUCP. Any modifications to the ALUCP will be presented to the C/CAG Board for consideration prior to its final adoption, which is scheduled for October 9, 2014.

ATTACHMENTS

1. Revised Draft Final ALUCP (August 2014) is available online at <http://halfmoonbayalucp.airportstudy.com/alucp/>
2. Notice of Intent to adopt a Negative Declaration
3. Comment letter received from Caltrans
4. Comment letter received from David Byers (Big Wave, LLC)
5. Comment letter received from Jeff Peck (Big Wave Group)
6. Comment letter received from Steve Monowitz (County of San Mateo, Planning and Building Department)
7. Comment Letter from Lennie Roberts (Committee for Green Foothills)
8. Comment letter received from the California Coastal Commission
9. Email from Summer Burlison (San Mateo County Planning and Building)

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

**NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR AND PUBLIC COMMENT NOTICE ON A
PROPOSED UPDATE OF THE AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)
FOR THE ENVIRONS OF HALF MOON BAY AIRPORT**

Lead Agency: The City/County Association of Governments of San Mateo County (C/CAG), acting in its capacity as the Airport Land Use Commission for the County of San Mateo, intends to adopt a Negative Declaration, prepared pursuant to the California Environmental Quality Act (CEQA), for the proposed Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport (the ALUCP or proposed project).

Project Description and Location: The proposed ALUCP is a state mandated plan to promote compatibility between Half Moon Bay Airport (Airport) and future land uses and development in the Airport environs. The ALUCP includes land use compatibility policies and criteria to address aircraft noise impacts, runway end safety zones, and height of structures/airspace protection. The content of the ALUCP is guided by relevant provisions in the California Airport Land Use Planning Handbook and other state and federal regulations and criteria.

The geographic scope of the ALUCP update includes a proposed Airport Influence Area (AIA). The Airport Influence Area defines a boundary for airport land use compatibility policy implementation. The boundary includes a small portion of the City of Half Moon Bay and unincorporated San Mateo County including all or portions of Montara, Moss Beach, El Granada and Princeton by the Sea. Within the Airport Influence Area, local land use agencies would be required to submit proposed general plan amendments, specific plans, and zoning ordinances and amendments to C/CAG, in its role as the Airport Land Use Commission, for determinations of consistency with the ALUCP. The AIA boundary will be established by the C/CAG Board after hearing and consultation with the involved agencies, consistent with the requirements of Section 21675(c) of the California Public Utilities Code.

Public Review and Comment Period: The Initial Study and Negative Declaration is available for public review and comment for a 30-day period, beginning on Monday, June 23, 2014, and ending on Wednesday, July 23, 2014. Written comments must be received by mail, facsimile, or email no later than 5:00 p.m. on Wednesday July 23, 2014. Please direct all comments to:

Tom Madalena
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
Fax: 650-361-8227
Email: tmadalena@smcgov.org

Document Availability: Copies of the Initial Study, Negative Declaration, and the Draft Final Airport Land Use Compatibility Plan will be available during normal business hours (8:30 a.m. to 5:00 p.m., Monday -Friday) at C/CAG's offices located on the 4th Floor of the County office building at 555 County Center, Redwood City, CA 94063). These documents will also be available online at: www.ccag.ca.gov or <http://halfmoonbayalucp.airportstudy.com/>. Hard copies are also available for review at the following locations:

Half Moon Bay Library
620 Correas Street
Half Moon Bay, CA 94019

Granada Sanitary District
504 Avenue Alhambra, 3rd Floor
El Granada, CA 94018

Public Hearings:

The C/CAG Airport Land Use Committee (ALUC) will hold a public hearing on the proposed Initial Study, Negative Declaration, and Draft Final ALUCP on Thursday July 31, 2014, 4:00 p.m., at the following location:

Burlingame City Hall
501 Primrose Road, Council Chambers
Burlingame, CA 94010

The C/CAG Board will hold a public hearing on the proposed Initial Study, Negative Declaration, and Draft Final ALUCP on August 14, 2014, 6:30 p.m., at the following location:

San Mateo County Transit District Office
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, CA 94070

The final adoption will be at the C/CAG Board meeting on September 11, 2014 at 6:30 p.m. at the same location.

No action or proceeding may be brought under CEQA to challenge C/CAG's adoption of the proposed Negative Declaration, or its approval of the proposed project, unless the alleged grounds for noncompliance were presented to C/CAG either orally or in writing by any person during the public comment period or prior to filing of the notice of determination.

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS
P.O. BOX 942874, MS-40
SACRAMENTO, CA 94274-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711
www.dot.ca.gov



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Help save water!*

June 24, 2014

Ms. Sandy Wong, Deputy Director
City/County Association of Governments of San Mateo County
555 County Center, Fifth Floor
Redwood City, CA 94063-1665

Dear Ms. Wong:

The California Department of Transportation, Division of Aeronautics (Division), reviewed the draft final Airport Land Use Compatibility Plan (ALUCP) for the environs of Half Moon Bay Airport (HAF) dated August 13, 2013. We reviewed the draft HAF ALUCP with respect to airport-related noise, safety, and regional aviation land use planning pursuant to the California State Aeronautics Act (SAA) and the California Public Utilities Code (PUC), section 21670, *et seq.* Division staff also reviewed the draft HAF ALUCP for completeness, essential elements, and the concepts, principles, and practices contained in the 2011 California Airport Land Use Planning Handbook (Handbook).

The Division's role is advisory, and it is not the Division's responsibility to perform land use planning in the vicinity of HAF. We are, however, available to assist local agencies and the City/County Association of Governments of San Mateo County (C/CAG), the Airport Land Use Commission (ALUC) for San Mateo County, and its local agencies in ensuring proper land use compatibility planning near airports. Our comments on the draft HAF ALUCP are intended to ensure that the provisions and processes of the SAA and Handbook are properly implemented. The Division offers this letter and the following comments on the ALUC's scope of services and draft HAF ALUCP.

The ALUC's scope of services lists tasks expected to be completed by their consultant. It is stated in Task 1.3, Public Outreach Plan, that the consultant will prepare a public outreach plan. The consultant's public outreach plan includes developing a project website, establishment of a Project Advisory Team (PAT) and five PAT meetings, a public workshop, etc. Other than Task 1.5, Establish a PAT, the consultant does not provide details on the methods that they would use to contact local agencies including special districts, stakeholders, and the public, and the means to record participation. Also, the consultant's website does not contain detailed ALUCP update information per Task 1.4 or a detailed schedule. This makes it difficult for the public to know what stage of the process the ALUCP's preparation is in and when public workshops and meetings are scheduled.

Further, it is important for the ALUC to identify and engage local agencies, key stakeholders, and include the public in the ALUCP preparation. The consultant's public outreach plan does not identify the local agencies that could participate on the PAT. Also, it does not go into detail regarding noticing public hearings and workshops. The public outreach plan should involve local agencies and stakeholders, because it can help identify future potential incompatible uses. For example: If a local agency or key stakeholder is planning on acquiring land for some future use, and that land is within a

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

HAF ALUCP safety zone, then these entities can select another site better suited for the proposed use.

The consultant's public outreach plan does not go into detail regarding ALUCP circulation and noticing processes. The ALUC draft, final documents, and meeting notices should be transmitted, via electronic methods or mail, to the Division, local agencies, and interested parties as a means to ensure participation. Simply posting such matters to a website or web based share site would not be effective in engaging participation. As an appendix to the HAF ALUCP update, please include a list of PAT members with meetings held and workshop attendees with dates held, issues raised, and the outcome.

In the draft HAF ALUCP's Purpose and Scope, Section 1.3.2, it is stated that ". . . the State does not participate in the overrule process when local government findings are determined by an ALUC to be inconsistent with an ALUCP." Please refer to PUC, sections 21676 and 21676.5, and correct this statement accordingly.

The draft HAF ALUCP's Purpose and Scope, Section 1.4.3, describes types of uses and actions that constitute an existing land use. Additionally, existing land use and vested rights are further defined in the draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.0. The Handbook, Chapter 3, section 3.5, cites case law to assist planners in determining what constitutes existing land use. The Handbook provides three categories of land use: development rights established, development rights uncertain, and development rights not established. Development rights established must consist of three elements, which are: ". . . obtain a valid building permit, and perform substantial work, and incur substantial liability in good faith." Development rights not established include issuance of a tentative tract map, recording of a final map, and filing of an application for a building permit. The descriptions and definitions of existing land use and vested rights contained in the draft HAF ALUCP include the following:

- A vesting tentative map has been approved pursuant to California Government Code, Section 66498.1, and has not expired as of the effective date of this ALUCP
- A development agreement has been executed pursuant to California Government Code, Section 65866, and remains in effect as of the effective date of this ALUCP

A vesting tentative map and an executed development agreement do not meet the test of development rights established. These two matters must rely on the issuance of a building permit according to the case law cited in the Handbook's discussion on development rights established. Chapter 3, Section 3.5 of the Handbook, however, cites enabling legislation regarding vesting tentative maps and development agreements. It states that the legislation was enacted to provide some certainty to the land development process. This makes the matter a little less than definitive. The Division, however, suggests the ALUC act on the side of caution. In the event of an operational hazard, the ALUC can more easily demonstrate its efforts to further the intent of the SAA by not including vesting tentative maps and executed development agreements.

The concern is that a vesting tentative map may have been approved before consideration of safety and noise data and information contained in the current Handbook, or future Handbooks. There may be instances where a vesting tentative map or development agreement were approved or adopted several years prior to the issuance of a building permit, and during that time airport operations had changed. Any number of things can change at an airport, for instance length of runway, types of aircraft, and air traffic patterns. Aviation data as provided by the Federal Aviation Administration (FAA), the Division, and an airport operator should be reconsidered prior to the issuance of a building permit. This new data may demonstrate that a vesting tentative map or project would then be subject to an operational hazard.

Since the Handbook provides a baseline to which ALUCPs should conform, but not necessarily copy, it is within the purview of the ALUC to form an appropriate description. If the members of the ALUC deem that the description and definitions of existing land use and vested rights is sufficient, then the basis and reasons for the broader description should be recorded in the ALUCP as a matter of public record. It would also be appropriate to include PUC, sections 21678 and 21679, assignment of liability and court review, in the ALUCP. Including the basis and reasons for the expanded existing land use criteria gives the public an explanation of how the ALUC reached its conclusions and an understanding of the assignment of liability and court review processes.

The draft HAF ALUCP's Compatibility Policies and Criteria, Sections 4.1.4.1 and 4.1.4.2, establish policies regarding modification and reconstruction of nonconforming uses. Usage intensity limitations, consistent with the Handbook, should be included in the descriptions of non-residential land uses.

The draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.1.4.3, establishes policies regarding exceptions for schools and hospitals located in a safety zone where such use would be nonconforming. Schools and hospitals house occupants that are vulnerable in hazardous situations. Students and patients require significant assistance and attention during emergencies. This policy would allow for nonconforming new structures and the enlargement of nonconforming existing structures of land uses that could increase their vulnerability. The Division understands that hospitals and schools are valuable community resources and land for these uses is scarce, however, we recommend that the policy be modified. Modified qualifying criteria can include a statement such as: "If no other site in a non-hazardous safety zone is available, then new or enlarged structures shall be allowed." Procedures and review processes should be developed and included in the policy to evaluate alternative sites and establish a public record of the decision.

The draft HAF ALUCP's Compatibility Policies and Criteria, Sections 4.1.5.1 and 4.1.5.2, establish policies regarding development actions involving previous ALUC consistency determinations and development actions in the review process before the effective date of this ALUCP. These policies are similar to the descriptions, definitions, and policies regarding development rights and existing land use. Case law and the assignment of liability support revising the policy to require reconsideration of development actions prior to the issuance of building permits.

The draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.1.8.2, should be revised. The statement should be revised to include ALUC staff.

City/County Association of Governments of San Mateo County shall encourage local governments to inform the Airport of proposed land use planning projects within the Airport Influence Area in a manner and at a time that enables Airport and ALUC staff to review and provide timely comments on the proposed land use policy actions.

The draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.1.9, establishes the policy requiring local agencies to amend their general plans, specific plans, master plans, and zoning ordinances to be consistent with HAF ALUCP. A local agency can best assure itself of complying with this requirement by adopting an airport overlay district as part of their zoning code. An airport overlay district alerts planners to review the ALUCP for airport planning consistency and compatibility. Also, posting a map or list of assessor parcel numbers within the Airport Influence Area in a planning and building department and in the special district offices would alert personnel to consider potential airport impacts. These strategies could be added as an ALUCP policy, because the local agencies are a part of the ALUCP adoption process.

The draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.1.10.3, includes heliport master plans. Though there are no statutory requirements for heliport master plan review as the policy states, heliport master plans should be reviewed for potential noise, safety, overflight and airspace protection impacts. This policy also establishes ALUC review of airport master plans. It states that the ALUCP should be updated to account for new airport master plans. The Division recommends establishing a procedure for evaluating the proper time for an ALUCP update. This should include specific triggers that the ALUC must use to begin an update based on changes at the airport or other changes that would warrant an update.

The draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.1.12.1, establishes the policy for ALUC and C/CAG Board review of local agency land use actions. ALUCs often request that the Division interpret the SAA pertaining to ALUC review processes. The SAA provides the basics and framework for ALUCs to establish review processes. An ALUC can, however, establish more detailed review process policies that formally establish how local land use actions and land development proposals are reviewed by the ALUC. The review processes should be more detailed regarding hearings (carrying votes), noticing and defining the ALUC's role in the decision making process. Detailed hearing and noticing procedures should be consistent with the practices of the local governments within San Mateo County.

An ALUC's decision making role should be stated, because an ALUC can only make a determination of consistency and compatibility, or consistency or compatibility, subject to conditions. Unlike a planning commission, an ALUC should avoid getting involved in the details of a land use action or land development project. ALUCs consist of elected city and county officials and members of the aviation community and not land use planners. Too often ALUCs get caught up in planning matters and then do not make a compatibility or consistency determination. Further, it is the responsibility

of the local agency to demonstrate that a land use action or land development project is consistent or compatible with the HAF ALUCP. The policy should state the specific roles and responsibilities of the ALUC consistent with the framework as provided by the SAA and the Handbook. This would help the ALUC to confine their decision to a compatibility or consistency determination.

The draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.2.2.1, establishes policies for HAF's six safety zones. Safety zones are intended to represent zones which are most susceptible to safety hazards. Exhibit 4C shows that HAF experiences a one-sided traffic pattern, to the north and east of the airport. The draft HAF ALUCP does not provide the basis for showing safety zones only on the side of the airport's traffic pattern. Though aircraft usually fly in the traffic pattern, aircraft can and do arrive and depart into the southwest side of the airport. Departures and arrivals on that side of the airport present a possible safety hazard. If the ALUC deems that the safety zones as shown on Exhibit 4C are acceptable, then the basis for this should be explained in the HAF ALUCP and made part of the public record. PUC, sections 21678 and 21679, establish airport immunity and court review process for airport compatibility planning. It is important for the ALUCP to provide footnotes to the policy explaining the statutes. The public is then made aware of the consequences in the event of an operational hazard on the south and west side of the airport.

The draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.2.3.4, identifies issues that may present hazards to flight. These hazards include glare, lighting, dust, steam, smoke, thermal plumes, electrical interference, and wildlife. The Division advises the ALUC to include detailed local agency and ALUC review procedures in the ALUCP for projects and activities that may present hazards to flight as a means to minimize these types of airspace hazards.

The draft HAF ALUCP is deficient in its coverage of the overrule process pursuant to PUC, sections 21675.1(d), 21676 and 21676.5. As a means to resolve conflicts, the SAA establishes the overrule process for local agencies to address locally specific conflicts with an ALUCP. The specific findings that are required to overrule the ALUC must show that the local agency's action is consistent with, and conforms to the Handbook and the SAA. In addition, the findings must be consistent with two provisions. They must be in the public interest to provide for the orderly development of airports. They must minimize public exposure to excessive noise and safety hazards around airports. If the findings for an overrule of a consistency or compatibility determination do not demonstrate consistency with these provisions, then the local agency is subject to court review pursuant to PUC, section 21679. A policy regarding the overrule that includes these provisions should be included in the HAF ALUCP.

Further, the ALUC's overrule review processes should be detailed regarding hearings (carrying votes) and noticing. The SAA provides the basics and framework for ALUCs to establish overrule review processes. It does not specify anything more than a local agency's requirement to hold a hearing and the requirement that the local agency notify an ALUC of a proposal to overrule 45 days in advance of a vote. An ALUC can establish more detailed review processes and policies that formally establish how a proposal to overrule is heard and voted on at the local level and by the ALUC.

Ms. Sandy Wong
June 24, 2014
Page 6

The draft HAF ALUCP is deficient in explaining the role of the Handbook and environmental review. Pursuant to the Public Resources Code, section 21096, the Handbook is required to be used as a technical resource for a "project" as defined by the California Environmental Quality Act. When a local agency is preparing an initial study questionnaire on a "project," it must check the potentially significant impact box if an identified impact is not consistent with the Handbook. This is important, because it will alert local planners to their responsibility in considering airport land use compatibility planning when formulating land use actions or reviewing land development projects.

The ALUCP must be substantially consistent with the Handbook before final payment on the Acquisition and Development grant can be sent to C/CAG. We recommend that C/CAG include our comments in the final HAF ALUCP.

Please contact me at (916) 654-5314, or via email at Robert.Fiore@dot.ca.gov, if you would like to discuss the comments in this letter in more detail or if we may provide additional information.

Sincerely,



ROBERT FIORE
Airport Land Use Planner
Office of Aviation Planning

bc: Stephen Yokoi, Acting Deputy District Director, District 4

**BYERS / RICHARDSON
LAWYERS**

259 W. 3RD AVENUE
SAN MATEO, CA 94402-1551
TEL: (650) 759-3375
FAX: (650) 389-7157

David J. Byers
dbyers@landuselaw.net

Patrick M. K. Richardson
prichardson@pmkrlaw.com

July 22, 2014

VIA U.S. MAIL and EMAIL

Tom Madalena
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Re: Comment Letter Regarding Proposed Negative Declaration for ALUCP

Dear Mr. Madalena:

This office represents Big Wave, LLC.

On October 25, 2005, Big Wave, LLC applied for permits from the County of San Mateo to build an environmentally sensitive, economically viable development to provide necessary office space in San Mateo County to alleviate the jobs/ housing imbalance on the coastside and to provide needed affordable housing for developmentally disabled adults. The County of San Mateo General Plan has a goal that housing opportunities will be available for all members of the community. A significant group in the County of San Mateo without adequate housing is developmentally disabled adults.

There are few opportunities for independent living offered to developmentally disabled adults. To begin with, developmentally disabled adults traditionally do not obtain the high income necessary to live in the County of San Mateo. Housing opportunities must be affordable for them. The County of San Mateo has determined that there is a significant need for housing opportunities for developmentally disabled adults. Both the federal Americans with Disabilities Act, 42 U.S.C. § 12101 et seq. and the California Fair Employment and Housing Act, Government Code §§ 12900 et seq. mandate that developmentally disabled adults cannot be victims of discrimination in their efforts to secure housing.

MARIN OFFICE

843 DEL GANADO RD., SAN RAFAEL, CA 94903-2309
TEL.: (415) 492-0535; FAX.: (415) 492-0364

SONOMA OFFICE

260 WEST MACARTHUR ST., SONOMA, CA 95476-7426
TEL.: (707) 343-1440

In addition to the need for affordable housing for developmentally disabled adults, a significant need for additional office space exists to correct the jobs/housing imbalance. In many ways, the San Mateo County coastside is a bedroom community where residents must travel on congested Highway 1 and 92 in order to obtain employment. The development of an office park on the coastside would be beneficial to the residents by eliminating long commutes. Lately, successful new businesses on the coastside have been forced to move because the shortage of office space on the coastside.

On October 25, 2005 Big Wave, LLC submitted applications to the County of San Mateo to construct housing for developmentally disabled adults and an office park on the property it owned. Big Wave, LLC went through many designs with the County Planning Staff until the project was an environmentally sensitive plan. As a result, the structures would be the "greenest" buildings in the County of San Mateo. Moreover, the project would create wetlands on the property and provide for job opportunities for the developmentally disabled adults with its organic farm and native plant nursery.

The land is zoned for development purposes. This is infill land that borders the industrial Princeton neighborhood and a residential mobile home park. Much of the land on the coastside is zoned PAD- Planned Agricultural District which is protected for agricultural purposes or RM-CZ- Resource Management Coastal Zone which allows very low densities. This land is zoned W- Waterfront Commercial and M-1-Light Industrial. Both of these zoning designations allow variety of uses.

After the applicant submitted plans for approval the project went through a lengthy review process. The applicant spent \$589,753.71 on an Environmental Impact Report ("EIR") to comply with the California Environmental Quality Act, Public Resources Code §§ 21000 et seq. and other permit fees. The administrative record is over 5000 pages. The County of San Mateo Planning Staff recommended that the Planning Commission approve the project. On November 23, 2010 the Planning Commission certified the EIR and approved the Wellness Center and office park and recommended it for approval to the Board of Supervisors. On March 15, 2011, almost 6 years after the initial submittal, the Board of Supervisors of the County of San Mateo *unanimously* approved the necessary permits to construct a Wellness Center of 57 units and an Office Park of 225,000 sq.ft. The Board of Supervisors made this decision after hearing both project proponents and project opponents voice their views. In the end, the Board of Supervisors considered all the evidence submitted by the speakers and *unanimously* approved the project. In doing so the Board of Supervisors approved specific findings based on the evidence that the project complied with all applicable laws. Specifically, the County of San Mateo Board of Supervisors found that the project complied with the LCP.

There is a great need for affordable housing for developmentally disabled adults on the San Mateo County coastside. Fortunately, the County of San Mateo has a use permit process to allow this sort of housing in the Urban Area of the Coastal Zone when it is necessary for the public health, safety, convenience or welfare.

The Board of Supervisors of the County of San Mateo has the primary responsibility to interpret its own ordinances. After considerable review the Board of Supervisors determine that the Wellness Center constituted a sanitarium within the meaning of Section 6500 of the County Zoning Ordinance Code. If the Board of Supervisors had not made that determination, affordable housing for developmentally disabled adults could not be constructed on the coastside which would violate both federal and state law.

The California Coastal Act, Public Resources Code §§ 30000 was passed by the legislature after the voters approved Proposition 20 in 1972. It is a far reaching piece of environmental legislation. It does not prevent development on lands designated for development under an approved LCP. In fact the Legislature has found and declared that the CCC should encourage new affordable housing opportunities for persons of low and moderate income in the coastal zone. Government Code § 65590(d) requires that housing developments constructed in the Coastal Zone provide housing units for persons of low and moderate income.

While the Board of Supervisors of the County of San Mateo unanimously approved the Project, the California Coastal Commission on appeal denied the Project. Subsequently, Big Wave, LLC, sued the California Coastal Commission. BIG WAVE, LLC. BIG WAVE GROUP v. CALIFORNIA COASTAL COMMISSION and Does 1-50, Superior Court of California, County of San Mateo Case No. CIV 517139.

Now, interested parties including environmental groups, local special districts, the County of San Mateo, and the California Coastal Commission have entered into extensive settlement discussions for the past two years. The result of these discussions is the North Parcel Alternative ("NPA") which is a reduced density Project that concentrates development on the northern parcel. Extensive review of this project has occurred at the County of San Mateo level. Big Wave, LLC submitted plans to the County in early 2013. The County of San Mateo determined that the application was complete within the meaning of Government Code § 65943 on May 29, 2014.

Under Section 4.1.5.2 the proposed Airport Land Use Compatibility Plan ("ALUCP") since this application was deemed complete prior to adoption of the proposed ALUCP, the NPA would be evaluated under the 1996 CLUP.

If that is the case and remains so, Big Wave, LLC is not opposed to the adoption of the ALUCP since an earlier project which is larger was found to be consistent with the 1996 CLUP. However, Big Wave, LLC has reviewed a recent six page, single spaced letter from Caltrans commenting on the proposed ALUCP. While the lengthy letter is unclear regarding Section 4.1.5.2 it appears an interpretation would be that Caltrans opposes this Section. The legal reasoning behind the analysis reflected in the Caltrans letter which relates to vested rights is not the applicable legal standard for reviewing this proposed ALUCP or designing standards for reviewing existing applications.

We strongly recommend that the draft language contained in Section 4.1.5.2 remain.

However out of a sense of caution, if the approving bodies are contemplating changing this language, Big Wave, LLC must provide these comments on the proposed Negative Declaration and ALUCP.

1. The proposed ALUCP does not discuss its impacts on the County of San Mateo's existing Housing Element of the General Plan. There is presently no affordable housing for the developmentally disabled members of our community on the San Mateo coastside. There is a demonstrated lack of such housing that the NPA would alleviate. Broad interpretations of the proposed ALUCP could prevent approval of the NPA. That should be discussed in the Negative Declaration. It would appear this inconsistency with an element of the County of San Mateo's general plan is not being adequately examined.
2. It appears that the proposed ALUCP will be used to facilitate airport expansion without CEQA review at this stage of any significant adverse environmental effects of the expansion. While private developers are compelled under CEQA to thoroughly review all aspects of a proposed development, caselaw is replete with examples of government agencies approving projects without adequate environmental review. Airport expansion on the coastside like every development will result in public controversy. When there is significant public controversy over a project, a Negative Declaration is not a sufficient document to review the project and California Courts have uniformly demanded more thorough environmental review typically requiring the preparation of an Environmental Impact Report. Issues such as noise, impacts on migratory wild life, endangered species such as the San Francisco garter snake, traffic, need to be examined.
3. The proposed ALUCP relies on grossly inflated numbers for airport operations. It is clear to anyone who has spent any time at the site that Table 2D, 3B, wildly overestimate the amount of take offs and landing on the site. Given that this is a basis for requiring additional regulations on neighboring land owners, the entire study is subject to question. Why are significant additional regulations being proposed that could have drastic impact on neighboring properties for an airport that typically has little traffic? CEQA demands accurate data. The proposed ALUCP fails to meet that requirement.

We are very disturbed that staffs involved in this process are not considering the considerable effort the County of San Mateo has made in reviewing the NPA and conditioning it to satisfy interest groups in the community. The proposed ALUCP should not be passed until staff has met with the community to discuss the impact of the proposed ALUCP on its neighbors. Local government should at least proceed with the consensus of all interested parties before adopting regulations. Private developers engaged in such discussions. Government should do no less.

In the event that the proposed ALUCP is changed to eliminate Section 4.1.5.2 the project description will no longer be adequate under CEQA and environmental review must review the proposal on all impacted projects such as the NPA which further the policies of the housing element of the County of San Mateo. Additionally it would appear that the approving body of such a proposal would become involved in the existing litigation.

We appreciate the opportunity to comment on these documents.

Sincerely,
BYERS / RICHARDSON

A handwritten signature in cursive script that reads "David J. Byers".

DAVID J. BYERS, ESQ.

cc: Client
County of San Mateo Planning Department
John Nibbelin, Chief Deputy County Counsel

BIG WAVE GROUP
PO Box 1901
El Granada, CA 94018

July 23, 2014

DELIVERED BY U.S. AND ELECTRONIC MAIL TO: tmadalena@smcgov.org

Tom Madalena
City/County Assoc. of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

RE: Airport Land Use Compatibility Plan for the Half Moon Bay Airport

Dear Mr. Madalena:

I am the president of the Big Wave Group, a nonprofit organization dedicated to providing affordable housing and job opportunities for adults with developmental disabilities on the coast side, and adjacent landowner to the Half Moon Bay Airport.

I write because the proposed Airport Land Use Compatibility Plan (ALUCP) for the Half Moon Bay Airport creates the potential for numerous significant impacts on the environment, and should thus be evaluated by a comprehensive Environmental Impact Report (EIR) as mandated by the California Environmental Quality Act. *See* Pub. Res. Code § 21080(c)(1); 14 Cal. Code Regs. § 15074(b).

The following are examples of potential significant effects that have not been adequately addressed in the proposed Negative Declaration:

Airport Expansion: The ALUCP expands the operational length of the effective runway to over 5,000 feet, increases the allowable weight of the planes to over 12,500 pounds, expands the width of zone 5 and zone 2 from 500 feet from the center of the runway to 750 feet, and substantially increases potential airport noise as shown in the report's CNEL by increasing the zone from 60 to 70 CNEL by over 250 feet. These are substantial environmental impacts that must be examined by a comprehensive EIR.

Flight Operations: The report (at 3-3, table 3B) estimates that there were 46,832 operations in 2012 and estimates the operations will increase to 59,500 by 2032. According to those figures, the Half Moon Bay airport would be generating operations nearly equivalent to those of the San Jose Airport. See flysanjose.com for SJC operation figures. Actual, realistic operation counts need to be included in a comprehensive EIR in order to adequately assess the environmental impacts of this project. Furthermore, the overtly inflated figures cast doubt on the Initial Study, Negative Declaration, and

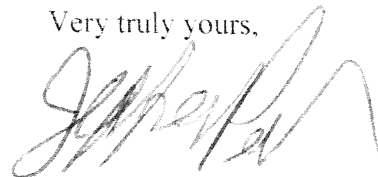
entire environmental review process, as much of the analysis and many of the conclusions drawn are based on misstated flight operation figures.

Massive Expansion of the Airport Influence Area: The ALUCP expands airport overlay zones from a relatively small area to include the majority of Princeton and Moss Beach. The proposed land use regulations in the new overlay zones are highly restrictive: there are 54 Prohibitions, Conditions and disclosures (see table 4b, 4-23 and 4-24) to which thousands of additional residents and property owners could be subject if this ALUCP is approved. Such extensive restrictions on the use of land are likely to result in declining property values, the displacement of development, and ultimately the physical deterioration of the Princeton and Moss Beach areas. The analysis of possible displacement of development in the Initial Study is myopic and deeply flawed, as it only considers the maximum number of buildable units allowed under the proposed ALUCP. The study does not even consider the larger social, economic, and physical changes that are likely to occur as a result of the massive rezoning of the Princeton and Moss Beach areas.

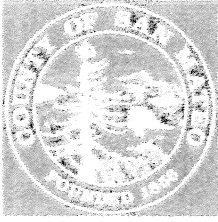
Effects on Wildlife: The expansion of the airport to accommodate more operations, larger planes, and greater noise levels could have a substantial effects on some of the wildlife in the area; effects which have not been adequately considered in the Initial Study or Negative Declaration. CEQA requires an environmental checklist and biological assessment of species that could be affected by the expansion of the airport. Big Wave has conducted a prior biological assessment of species in the area and found that at least three species of Special Status reptiles and amphibians observed in the airport area are impacted by increased noise, as it has a negative effect on their breeding: the Western Pond Turtle, Red Legged Frog, and San Francisco Garter Snake. Furthermore, three Special Status Birds have been observed in the airport area that will be impacted by increased air traffic and additional overlays. These include the American Peregrine Falcon, the Sharp Shinned Hawk and the Saltmarsh Common Yellowthroat.

Each of the foregoing circumstances leads to the inescapable conclusion that the ALUCP should not be approved through a Negative Declaration. The potentially significant environmental impacts on the Princeton and Moss Beach areas are just too great to consider without a comprehensive EIR. We urge you to require the Airport Land Use Commission to follow the same environmental review procedures that all property owners in this area are required to complete.

Very truly yours,

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

Jeff Peck



Planning & Building Department

455 County Center, 2nd Floor
Redwood City, California 94063
650/363-4161 Fax: 650/363-4849

Mail Drop PLN122
plngbldg@smcgov.org
www.co.sanmateo.ca.us/planning

July 23, 2014

Mr. Tom Madalena
City/County Association of Governments of San Mateo County (C/CAG)
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Mr. Madalena:

SUBJECT: San Mateo County Planning and Building Department's Comments on the Initial Study and Negative Declaration for the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport

The County of San Mateo Planning and Building Department appreciates the opportunity to provide review and comment on the Initial Study/Negative Declaration (IS/ND) prepared by Coffman Associates, Inc., on behalf of C/CAG, for the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport. We offer the following comments on the Draft Final ALUCP and Draft IS/ND:

1. *One Hundred (100) Foot Extended Runway Centerline for Runway Safety Zone 2 in the Princeton Area (Appendix D, Page D-8 of the Draft Final ALUCP).*

The County requests that this policy be modified such that the extended runway area through Princeton can be treated as a subzone to Safety Zone 2 for purposes of density and intensity calculations. Furthermore, we request text be included that allows us the option of calculating the density and intensity criteria of this extended runway area either on a subzone wide approach to coincide with the methodology allowed for the remaining Safety Zone 2 and for Safety Zone 3 in the Princeton area, or on a parcel-by-parcel basis. Including both methodologies (i.e., subzone wide and parcel-by-parcel) will allow the County some flexibility for complying with the intent of the extended runway centerline as we develop land use and zoning updates for the area under Plan Princeton.

2. *Exhibit D1, Princeton Policy Areas (Appendix D, Page D-9 of the Draft Final ALUCP).*

The County requests that Exhibit D1 from the Draft Final ALUCP be removed, as it does not provide any applicable representation to the Princeton Area Safety Compatibility Density and Intensity Calculation Methodology described in the Draft Final ALUCP. This exhibit does not illustrate the areas within Safety Zone 2 or 3 in the

Princeton area that are expected to be included in density and intensity calculations, therefore, would be misleading to leave in the Draft Final ALUCP.

3. *Open Land Requirements for Runway Safety Zones 2 and 3; Table 4B, Safety Criteria Matrix (Page 4-22 of the Draft Final ALUCP).*

a. *Required Open Land Percentages*

Considering the pattern and degree of existing development in the Princeton area (e.g., smaller developed lots, majority of the area developed) within Safety Zones 2 and 3, the County requests that the percentage of open land required in these safety zones be modified to 25% and 15%, respectively, to acknowledge the fact that the Princeton area is a more urbanized community where open land is limited by the existing character of development.

Table 4B, Safety Criteria Matrix of the Draft Final ALUCP, identifies the percentage of required open land for the Inner Approach/Departure Zone (IADZ), Safety Zone 2, and Inner Turning Zone (ITZ), Safety Zone 3, to be 30% and 20%, respectively. Furthermore, Note 3 of the Table cites that "open land requirements are intended to be applied with respect to an entire zone." The 2011 Department of Transportation, Division of Aeronautics *California Airport Land Use Planning Handbook* provides the guidelines for percentage range criteria for open land for each runway safety zone. The guidelines suggest that the Inner Approach/Departure Zone, Safety Zone 2, seek to preserve 25% to 30% of the overall zone as usable open land. The Handbook also suggests that the Inner Turning Zone, Safety Zone 3, seeks to preserve 15% to 20% of the zone as open land.

b. *Required Open Land Characteristics*

Given the extent of existing development and limited vacant land within Safety Zone 2 in the Princeton area, the County would only be able to meet a 25% to 30% open land criteria under present conditions in Safety Zone 2 in the Princeton area by including airport property, parking lots, and/or the open water in Pillar Point Harbor, which supports water recreation. Based on our interpretation of the 2011 *California Airport Land Use Planning Handbook* relative to open land characteristics, we believe these above-identified areas are consistent with the Handbook. Ideal characteristics for open land identified in the Handbook include large, long, flat areas near the vicinity of the runway; be at least 300 feet long by 75 feet wide to be considered useful; and while not ideal, consider parking lots and recreation areas acceptable in urbanized settings. Furthermore, the Handbook infers that open land guidelines are not as practical when applied to individual smaller parcels, and should count both public and private land, since if the indicated amount of open land can be provided totally on public property then individual private parcels may not need to provide any open land. Our understanding is that if we are unable to comply with the open land criteria, we would be required to override this ALUCP policy.

Exhibit B2 (Compatibility Factors) of the Draft Final ALUCP illustrates that departure and arrival accidents (as nominalized from other airports across the United States) are predominantly concentrated adjacent to the runway on airport property in Safety Zone 2, while also showing accidents occurring along the extended runway centerline through Princeton and in the open water of Pillar Point Harbor. For the above outlined reasons, we believe it is justifiable to allow airport property, parking lots, and open water in Pillar Point Harbor to count toward meeting the open land requirements of the Safety Criteria for the Princeton area.

4. *Infill Development (Policy 4.2.2.3, Page 4-21 of the Draft Final ALUCP).*

According to the Draft Final ALUCP, Policy 4.2.2.3, a parcel can be considered for infill development if it meets several criteria, including "at least 65% of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed." Based on our understanding of this criteria, we request that this sub-policy criteria (a)(2) be clarified to acknowledge that it can be satisfied by using the nearest existing development (where adjacent roads and other vacant parcels can be excluded), which may not necessarily be adjacent to a site's "perimeter." For example, the nearest developed parcel may be directly across the street or on the opposite side of an adjacent vacant parcel.

While the Draft Final ALUCP recognizes non-conforming uses, there are approximately 18 vacant parcels (privately owned) interspersed throughout Safety Zone 2, and approximately 30 vacant parcels (privately owned) interspersed throughout Safety Zone 3 in the Moss Beach area that do not consist of 65% of their perimeter being bounded by existing similar uses (i.e., single-family residences). Therefore, these vacant parcels could be interpreted as not meeting the criteria for infill development, which would be a significant impact. However, the above requested text modification would provide clarification that these vacant private properties could be developed with single-family residences under the infill policy of the Draft Final ALUCP.

5. *Development Actions in the Review Process Before the Effective Date of this ALUCP (Policy 4.1.5.2, Page 4-7 of the Draft Final ALUCP).*

For the record, the County would object to the elimination of this policy. It is the County's practice, most recently with the County's Local Coastal Program (LCP) amendments certified in 2012, to allow proposed development applications be evaluated under the policies and regulations in effect as of the date a development application is deemed complete by the local agency. Similarly, the California Coastal Commission, through their certification of the County's LCP amendments, has recognized the importance in allowing development projects that have invested a certain level of time and cost into being deemed complete to be afforded the ability to continue pursuit of a project under expected parameters without being impacted by newly adopted policies and regulations. Elimination of this policy would impact one (1) major development application (known as Big Wave) within the County's jurisdiction

that has already been deemed complete and is en-route for public hearings beginning in October 2014. Therefore, should this policy be eliminated, we believe it would require revision and recirculation of the IS/ND.

6. *Vacant 12-acre property in northern Safety Zone 3 (Page 10 of the IS/ND).*

The IS/ND does not acknowledge the true impact of Safety Zone 3 on this vacant 12-acre property mentioned at the bottom of page 10. The 12-acre property currently has a General Plan land use designation of Medium High Density Residential (8.8 – 17.4 dwelling units per acre) and a zoning designation of Multi-Family Residential/2,500 sq. ft. lot area minimum per dwelling unit. Under the Draft Final ALUCP, this property is bisected by Safety Zone 3 (Inner Turning Zone, 1 dwelling unit per 2 acres) and Safety Zone 7 (Airport Influence Area, no density limit). The IS/ND Displacement Analysis assumes that residential development of this parcel would be located outside of Safety Zone 3 to allow a higher density limit established under the General Plan land use designation and zoning district. However, the IS/ND does not recognize that in order for the County's land use and zoning to be compatible with the ALUCP, the County would need to amend the General Plan land use designation of this parcel from Medium High Density Residential to Low Density Residential (0.3 – 2.3 dwelling units per acre) and rezone the parcel accordingly to be consistent with the General Plan land use designation. The County does not support split zonings or land use designations as good planning practice. We strongly urge C/CAG to provide specific notification to this landowner prior to adoption of the Draft Final ALUCP, and we believe that this impact should be more clearly acknowledged in the IS/ND.

7. *Exhibit A7, Undeveloped Parcels (Appendix A, Page A-17, of the IS/ND).*

Exhibit A7, Undeveloped Parcels, of the IS/ND does not appear to identify all vacant lots in the Airport Influence Area. For example, the exhibit does not account for all vacant parcels within northern Safety Zones 2 and 3 that have been referred to in comment 4 above.

8. *Land Use Designation Tables and Maps (Table 1, General Plan and Local Coastal Program Land Use Summary; Table 2, Zoning Summary; and Figures 3 and 4; Pages 4 – 5 of the IS/ND and Table 2B and Table 2C; and Exhibits 2C and 2D; respectively, of the Draft Final ALUCP).*

The Local Coastal Program land use designations are implemented through County Zoning; therefore, it would be more appropriate to combine the Local Coastal Program Land Uses with the Zoning Summary, Table 2, and respective Figure 4. The General Plan land use designations identified in Table 1 and illustrated in Figure 3 contain inaccuracies. Areas within the "County Midcoast Local Coastal Program Boundary" identified as low density residential should be identified as very low density residential. Table 1 should reflect all of the land use classifications illustrated in Figure 3. Furthermore, it is unclear what Figure 3 is intended to represent as the figure identifies the following land use classifications: Farm Labor Housing, Mixed Use, Mixed Use (with Residential), and Planned Unit Development; however, none of these land use

classifications are General Plan land use designations or Local Coastal Program land uses.

The County appreciates the opportunity to comment on the Draft Final ALUCP and Initial Study/Negative Declaration. Please feel free to contact Summer Burlison at 650/363-1815 or sburlison@smcgov.org, or me at 650-363-1861 or smonowitz@smcgov.org to discuss any of these comments further.

Sincerely,

Handwritten signature of Steve Monowitz in cursive, followed by the text "For:".

Steve Monowitz
Acting Community Development Director

SM:SSB:fc – SSBY0579_WFN.DOCX

cc: Sandy Wong, C/CAG Executive Director
Rich Newman, C/CAG Airport Land Use Committee Chair
Supervisor Don Horsley, San Mateo County Board of Supervisor, District 3
Sarah Rosendahl, San Mateo County Board of Supervisor, District 3, Chief
Legislative Aide
Summer Burlison, San Mateo County Planning and Building Department,
Project Planner



July 23, 2014

Sandy Wong, Executive Director
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Re: Negative Declaration and Initial Study for Proposed Airport Land Use Compatibility Plan (ALUCP) Update for the Environs of Half Moon Bay Airport

Dear Sandy,

Thank you for the opportunity to comment on the above-referenced document.

On behalf of Committee for Green Foothills (CGF), I offer the following comments:

Figure 3, General Plan/Local Coastal Program: The red dashed lines for the Boundary of the “County Mid-Coast Local Coastal Program Boundary” should be clarified to indicate this is the Urban Area Boundary.

Page A-11, Table A4 ALUCP Update Safety Criteria Matrix: this matrix lists prohibited uses. Within the IADZ and ITZ zones, residential uses except for very low residential, or low residential and infill within developed areas are prohibited. It would be helpful for “infill” to be defined. CGF would suggest utilizing the San Mateo County Local Coastal Program Land Use Plan definition in Policy 1.3: “those lands suitable for urban development because the area is either: (1) developed, (2) subdivided and zoned for development at densities greater than one dwelling unit/5 acres, (3) served by sewer and water utilities. We do not recommend including section (4) related to affordable housing, as this section could conflict with other airport safety requirements. CGF also recommends including a requirement that “infill” parcels must be defined as legal parcels, per the Witt and Abernathy court decisions.

Page A-12 Table A4 ALUCP Update Safety Criteria Matrix Dwelling Units per acre: Footnote 1 indicates that for residential development, gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated open lands. CGF suggests clarifying that the adjacent permanently dedicated open lands should only be lands associated with ownership of property for the proposed development; i.e., a public park such as San Mateo County’s Fitzgerald Marine Reserve, or Golden Gate National Recreation Area’s Rancho Corral de Tierra should not be “counted” as gross acreage for a proposed adjacent residential project.

Page A-12 Table A4 ALUCP Update Safety Criteria Matrix Maximum Non-Residential Intensity Footnote 2 indicates that “usage intensity calculations shall include all people... who may be on the parcels or site at a single point in time, whether indoors or outside”. This should be clarified to make sure that the single point in time is during the period of high occupancy for that particular

non-residential use, i.e., not at night or other low or no-occupancy time for that particular use of the property.

Page A-17 Exhibit A7 Undeveloped Parcels: There is a missing 5.2 acre undeveloped parcel on the west side of Airport Street just north of the subdivided area of Princeton. This parcel is zoned Waterfront and was proposed for development as part of the Big Wave Project. The revised "North Parcel Alternative" for Big Wave has shifted the proposed housing for developmentally disabled adults from this parcel to the parcel to the north. Please revise the map to include this parcel.

Thank you again for the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Lennie Roberts".

Lennie Roberts, San Mateo County Legislative Advocate

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT OFFICE
45 FREMONT STREET, SUITE 2000
SAN FRANCISCO, CA 94105
PHONE: (415) 904-5260
FAX: (415) 904-5400
WEB: WWW.COASTAL.CA.GOV



SENT BY EMAIL AND BY MAIL

July 29, 2014

Tom Madalena
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Subject: Notice of Intent to Adopt a Negative Declaration and Public Comment Notice on Proposed Update of the Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport

Dear Mr. Madalena:

Thank you for the subject notice. We appreciate having the opportunity to review the proposal to update the Airport Land Use Compatibility Plan (ALUCP) for the lands surrounding the Half Moon Bay Airport. I also appreciate your return call on Wednesday July 23, 2014. While Commission staff was unable to submit comments within the public review comment period, we are hopeful that our comments will still be of use to the City/County Association of Governments of San Mateo (C/CAG), lead agency, for consideration as you continue your planning efforts. Staff suggests that where possible the proposed ALUCP avoid or minimize the potential for effects on resources associated with these land uses located within the Airport Influence Area. Our comments are provided below.

Coastal Commission's Role

The Coastal Commission is entrusted, for the benefit of the public, to protect coastal resources by regulating and planning for development within the Coastal Zone. Coastal cities and local governments work with the Commission, through certified Local Coastal Programs (LCPs) to also plan and regulate land use in the Coastal Zone. LCPs provide guidance for development efforts in areas of the Coastal Zone. San Mateo County has a certified LCP and works closely with the Commission to ensure appropriate use and protection of coastal resources. Thus, the Commission is interested in C/CAG's proposed ALUCP update as development activities, which are broadly defined by the Coastal Act, include (among others) activities that change the intensity of use of land or public access to and along coastal waters.

Half Moon Bay Airport (HAF) is located in the Coastal Zone with an Airport Influence Area (AIA) that extends into the communities of Montara, Moss Beach, and El Granada, and over the waters of Pillar Point Harbor and a portion of the Pacific Ocean. The AIA boundary, as stated in the Initial Study/Negative Declaration (IS/ND) Project Description, "defines the area for land use compatibility policy implementation." Land use designations within the AIA include agriculture, residential (low, medium, and high densities), open space, commercial, and recreation. The portions of land within the AIA located in the Coastal Zone are subject to the policies of the San Mateo County certified Local Coastal Program (LCP) and the Coastal Act.

Local Coastal Program Policies and Potential Impacts of the ALUCP

LCP Policy 1.36 of the San Mateo County LCP provides requirements for the AIA, which is represented on Map 1.5 of the LCP. This policy requires that new development and land uses comply with relevant Federal Aviation Administration (FAA) standards and criteria regarding safety, flashing lights, reflective material, bird attractants, HVAC exhaust fans, and land uses that may generate electrical or electronic interference with aircraft communications and or instrumentation. Commission staff recognizes the importance to comply with FAA safety regulations. Staff must also ensure that, to the greatest extent possible, coastal resources remain protected as intended by other pertinent components of the LCP. These resources include but are not limited to recreation/visitor-serving, sensitive habitats, and agriculture. While the proposed ALUCP update does not involve any physical changes or development activities within the AIA there is the possibility that the adoption and implementation of its land use compatibility policies could indirectly or directly result in impacts to coastal resources.

The proposed update to the ALUCP reflects changes to the noise contours developed after 1996 and uses those changed contours to establish future exposure contours (e.g., the year 2032). The ALUCP defines the boundaries and provides the basis for establishing policies for noise and land use compatibility in the airport vicinity. The ALUCP update specifically proposes to update land use policies for its associated zones, which will increase from the current three (Approach Protection, Runway Protection, and Traffic Overflight Zones) to seven (Runway Protection, Inner and Outer Approach/Departure, Inner Turning, Sideline, Airport Property, and Airport influence Zones) as described in the environmental document. The proposed ALUCP contains additional safety criteria that have been developed for each of these seven zones. The noise compatibility criteria considers recreation activities that include but are not limited to outdoor sporting events, nature exhibits and zoos, parks, outdoor recreation, and riding trails, all of which are identified as incompatible uses within the CNEL 60 to 75 dB range. Staff believes that the existing and continued recreational experience available along the coast is very important and of high value; therefore it should be assured that the proposed ALUCP will not result in a reduction or degradation of existing coastal resources and access opportunities or those in the future; and that efforts are undertaken to reduce the potential for impacts.

Chapter 18.6 of the County Implementation Plan (IP) for its LCP identifies the boundaries of the Airport Overlay (A-O) District and regulates the A-O. The A-O combines with other zoning districts, as appropriate, that include R-1 (Single Family Residential), M-1 (light Industrial), and RM-CZ (Resource Management-Coastal Zone) districts. Currently the A-O encompasses the Approach Protection and Runway Protection Zones located at the north and south ends of the airport runway areas. The A-O district is intended to provide a margin of safety at the ends of the airport runways by limiting the concentration of people where hazards from aircraft are considered to be the greatest. Section 6288.2 requires that all uses permitted by the underlying district shall be permitted in the A-O, except residential or uses where there are more than three people on-site at any one time. Section 6288.3 and 6288.4 require all new development and new uses shall be subject to development standards of the underlying zoning district.

The proposed ALUCP includes an expansion of the Approach Zone and breaks it down into Outer and Inner Approach/Departure Zones (OADZ and IADZ) and a smaller area defined as the Runway Protection Zones as what is currently shown on the Half Moon Bay Airport Land Use Plan from 1995. The expanded area at each end of the runways encompasses Pillar Point Harbor waters, the Pacific Ocean, and

adjacent lands with land use designations that include Open Space, Coastside Commercial Recreation, Open Space with Park Overlay, and Recreation. A new Inner Turning Zone would also be established that extends out northeasterly (over a portion of Moss Beach) and southeasterly (over a small area of Princeton) from the ends of the runways and a new Sideline Zone on either side of the runway would also be established.

The IS/ND includes a discussion/analysis with respect to conflicts with any applicable land use plan, policy, or regulation of an agency that has jurisdiction over the project (including the LCP or other zoning regulations). The conclusion of the environmental impact analysis is that no conflicts with the aforementioned elements would occur since the ALUCP is not a specific development plan and does not designate specific land uses for any particular parcel or parcels of land. Staff does not agree with this conclusion. While the proposed ALUCP document itself does not include development activities or designate specific land uses as defined by the Coastal Act and the County LCP, some of the prohibitions contained therein appear to be in conflict with the policies and land use designations of the LCP and therefore could result in impacts to coastal resources. The IS/ND document presents the determination that the protection or mitigation policies of the certified LCP are not affected by the proposed ALUCP because the ALUCP does not involve physical changes or development within the AIA. The land use analysis reviews the consistency of the ALUCP with LCP Policy 7.2 (Designation of Sensitive Habitats) and states that the “land use restrictions and compatibility criteria of the proposed ALUCP are not in conflict with LCP policies related to the protection of scenic views and biological resources.”

The proposed ALUCP identifies prohibited uses in the Safety Criteria Matrix in Table 4B. The prohibited uses, applicable to the Inner Approach/Departure Zone, include waterways that create a bird hazard and recreational uses. The conclusion of the IS/ND Land Use analysis finds that the proposed ALUCP would not allow for the introduction of wildlife attractants as encouraged through the implementation of LCP Policy 7.2 and determines this to be a less than a significant impact. The IS/ND Biological Resources analysis also finds that the ALUCP on this policy is less than significant because the proposed ALUCP doesn't restrict the management activities that are encouraged by LCP Policy 7.2 or stipulate what types of management activities must be used to enhance and restore Pillar Point Marsh the effect of. Pillar Point Marsh is located adjacent to the Inner Approach/Departure Zone. Pursuant to LCP Policy 7.2, efforts undertaken for the protection of Pillar Point Marsh, and or for the development of restorative measures to be undertaken within the Marsh where needed, could result in improved habitat. Improved habitat likely will provide for additional feeding, foraging, resting, and breeding areas for animal species, including birds. As such, the criteria presented in Table 4 that calls for the prohibition of recreational uses and waterways that “create a bird hazard” can be considered a conflict to the goals envisioned in LCP Policy 7.2. Staff suggests that the project proponent conduct further analysis of the consistency of the proposed ALUCP with the County's LCP policies with respect to sensitive resources.

The IADZ covers a portion of the Coastside Commercial Recreation (CCR) District of Princeton. The purpose of the CCR District is to limit and control the use and development of land designated by the LCP as commercial recreation. Its goals are to establish commercial areas that, among other things, meet the recreational and service needs of Coastside visitors, boat users, and residents seeking recreational opportunities; provide public access; and protect coastal resources. Permitted uses in the CCR include, but are not limited to, marine-related recreational uses, such as shoreline access and boat launches; marine-related commercial services, like fishing harbors and associated facilities; and park uses, e.g., linear parks and trails. The safety criteria for the IADZ would be in conflict with these uses. It would be helpful to ascertain if and how the proposed ALUCP could ignite the need for any amendments to the

Tom Madalena, C/CAG
Proposed IS/ND Draft Final ALUCP
July 29, 2014

LCP in order to balance the airport's land use with the protection of coastal resources and the public's coastal recreational and access experience in the area.

Staff acknowledges, based upon the analysis, that the proposed ALUCP could result in changes in densities in residential uses. Restrictions in an area under the current Half Moon Bay Airport Land Use Plan could be shifted to other less restrictive areas. The Commission's concern is that any resultant changes must be consistent with the LCP and provide resource protections to the greatest extent possible while maintaining safe conditions for the airport environs. The analysis of future residential build-out concludes that an additional 24 residential units could be developed under the proposed ALUCP, as compared to the current airport land use plan. In addition, the proposed ALUCP could result in the allowance of approximately 10 more acres of non-residential development than currently allowed. The proposed ALUCP includes policies that would allow additional non-residential development within the Princeton area, subject to existing zoning designations. The displacement of development in the AIA, in order to be in conformity with the LCP, shall adhere to the existing underlying zoning regulations and land use designations. The proposed ALUCP could also affect how Half Moon Bay Airport manages its operations and overflight air traffic conditions. Modifications in airport operations could result in impacts to the public's coastal experience in areas adjacent to the airport; in particular areas that currently have Open Space, Open Space with Park Overlay, Coastside Commercial Recreation, and Recreation land use designations. We suggest that future discussions and analyses consider an effective means to ensure that the public's experience of coastal resources is not disproportionately compromised as a result of the proposed ALUCP.

The proposed ALUC policy 4.1.5.2 provides that any proposed development action with an application deemed complete by the local government, prior to the adoption of this proposed ACLUP, will be evaluated under the provisions of the existing (1996) Compatible Land Use Plan. This policy is consistent the LCP's grandfathering provision whereby local Coastal Development Applications that are deemed complete for planned development are subject to the provisions of the existing Land Use and Implementation Plans.

Staff supports C/CAG's continued coordination and involvement with the planning efforts for the County's current preparation of a Princeton Plan. We thank you again for the opportunity to provide these comments. Please feel free to contact me regarding this matter. You can reach me by telephone at 415-904-5260; in writing at the address listed in the letter head; or via e-mail at rananda@coastal.ca.gov.

Sincerely,



Renée T. Ananda
Coastal Program Analyst

CC: Steve Monowitz, San Mateo County, Acting Community Development Director
Summer Burlison, San Mateo County, Project Planner

Tom Madalena - Draft HAF ALUCP - Additional Comments on Initial Study

From: Summer Burlison
To: Tom Madalena
Date: 7/31/2014 3:31 PM
Subject: Draft HAF ALUCP - Additional Comments on Initial Study
CC: DFitz@coffmanassociates.com; Sandy Wong

Hi Tom,

Since our meeting yesterday afternoon, we've identified additional affordable housing impacts of the Draft Final ALUCP relative to the 12-acre parcel northeast of the airport that will be bisected by runway safety zone 3.

The San Mateo County 2007-2014 Housing Element designates the subject 12-acre parcel as an affordable housing site allocated toward the County's fair share of total regional housing needs. Past County Housing Elements have also identified this site as an affordable housing site. It is projected that this parcel has a maximum capacity for 105 affordable units with a "realistic" capacity of 50 units under current zoning (R-3-A/S-5/DR/CD - Affordable Housing District) and general plan land use designation (Medium High Density Residential, 8.8 - 17.4 dwelling units per net acre). Proposed ALUCP Safety Zone 3 will bisect this parcel such that approximately half of the parcel will be subject to a much lower density of 1 dwelling unit per 2 acres, under the Draft Final ALUCP safety zone density criteria. Since the County does not support split zonings or land use designations as good planning practice, we would be required to amend the General Plan land use designation of this parcel to a lower density which would not only adversely impact our total fair share of affordable housing for San Mateo County, but would also impact our specific income allocation needs and would adversely impact our already limited amount of affordable housing sites within the midcoast area. Furthermore, environmental conditions on the upper portion of this parcel (which would be outside of Safety Zone 3) present development challenges from a sensitive habitats and Local Coastal Program standpoint.

Therefore, we request that this parcel be excluded from Safety Zone 3. Alternatively, we believe that the initial study should provide adequate analysis of the impacts of the Draft Final ALUCP on the subject parcel, and should consider impacts on the San Mateo County Housing Element on whole.

Thank you,

Summer

Summer Burlison
Planner III
sburlison@smcgov.org

C/CAG AGENDA REPORT

Date: August 14, 2014

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Introduction, presentation and public hearing on the proposed Negative Declaration and Initial Study for the Airport Land Use Compatibility Plan (ALUCP) for the Environs of the Half Moon Bay Airport

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the C/CAG Board receive a presentation and hold a public hearing on the proposed Negative Declaration and Initial Study for the Airport Land Use Compatibility Plan (ALUCP) for the Environs of the Half Moon Bay Airport.

It is the intent to present the final proposed Negative Declaration and Initial Study to the C/CAG Board for adoption on October 9, 2014 in place of the originally scheduled date of September 11, 2014.

FISCAL IMPACT

Funding for the preparation of the proposed Negative Declaration and Initial Study for the ALUCP for the environs of Half Moon Bay Airport has been included in the adopted C/CAG Budget.

SOURCE OF FUNDS

The source of funds is the C/CAG general fund. C/CAG has received a grant for up to \$135,000 from the Caltrans Division of Aeronautics for both the Airport Land Use Compatibility Plan and associated environmental work on the proposed Negative Declaration and Initial Study. The County of San Mateo has also agreed to provide \$50,000 for this project.

BACKGROUND

Proposed revisions based on comments received have been incorporated into the revised proposed Negative Declaration and Initial Study and the document is available for review online at <http://halfmoonbayalucp.airportstudy.com/alucp/>.

The C/CAG Board is the Lead Agency for the preparation of the environmental documents related to the Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport. The environmental review process includes the preparation of an Initial Study (IS) to determine the appropriate level of environmental review (i.e. a Negative Declaration) related to a proposed action (plan or project).

An Initial Study (IS) is a preliminary analysis prepared to determine if the project will have a significant effect(s) on the environment. It also contains information that supports a conclusion that

the project will not have a significant effect(s) on the environment or that the potential impacts can be mitigated to a “less than significant” or “no impact” level. If there is no substantial evidence that the project may have a significant effect(s) on the environment, the Lead Agency shall prepare a proposed Negative Declaration (ND).

An Initial Study (IS) was prepared for this ALUCP. The IS document contains an Environmental Checklist for assessing potential environmental impacts of the proposed project (plan). A brief explanation is provided for all responses contained in the Checklist, including supportive documentation for those responses identified as “No Impact or “Less than Significant Impact.” As a result of a 2007 California Supreme Court decision (*Muzzy Ranch Co.*) the IS document also includes a displacement analysis to analyze the potential for future development within the Airport Influence Area (AIA) boundary to be moved elsewhere based on implementation of the ALUCP land use compatibility policies. The displacement analysis in the May 2014 proposed Negative Declaration and Initial Study determined that implementation of the ALUCP update is not expected to result in displacement of future residential and non-residential development, although it could result in a shift from higher density to lower density for residential development within the more restrictive safety zones. As shown in the May 2014 proposed Negative Declaration and Initial Study the proposed Draft Final ALUCP is not expected to result in any potentially significant environmental impacts and no mitigation is necessary.

A Negative Declaration (ND) is a document prepared by the Lead Agency pursuant to the analysis in the Initial Study that states the proposed action will not have a significant effect(s) on the environment. A proposed Negative Declaration was prepared for the ALUCP for the Environs of Half Moon Bay Airport as a result of the analysis in the Initial Study.

The proposed Negative Declaration and Initial Study for the ALUCP for the Environs of Half Moon Bay Airport (state-mandated countywide plan) has been made available for public comment. Hard copies of the document were made available at the C/CAG office, the Half Moon Bay Library as well as at the Midcoast Community Council meeting location which is at the Granada Sanitary District in El Granada on the San Mateo County coast. The proposed Negative Declaration and Initial Study document was also made available through the C/CAG website (www.ccag.ca.gov/) as well as the project website (<http://halfmoonbayalucp.airportstudy.com/alucp/>). At the C/CAG Board meeting on June 12, 2014 the Board approved the distribution and publication of a “Notice of Intent to Adopt a Negative Declaration”. Staff published a legal notice on the availability of the document in the San Mateo County Times as well as the Half Moon Bay Review. The legal notice announced the availability of the document for public review and comment and provided for a 30 day review period from June 23-July 23, 2014. Additionally the notice was sent to potential stakeholders and over 300 property owners around the airport.

Comments received on the proposed Negative Declaration and Initial Study:

Staff received seven comment letters relative to the Draft Final ALUCP and/or the proposed Negative Declaration and Initial Study. Copies of all the comment letters are attached to Agenda Item 6.2.1. Proposed revisions based on comment letters received have been incorporated into the revised proposed Negative Declaration and Initial Study. Staff will continue to work on comments received during the public hearings and will incorporate changes as appropriate to the proposed Negative Declaration and Initial Study for the ALUCP for the Environs of Half Moon Bay Airport.

The proposed Negative Declaration and Initial Study was presented to the Airport Land Use Committee (ALUC) at the July 31st ALUC meeting. A public hearing on the proposed Negative

Declaration and Initial Study was also held at the July 31st ALUC meeting. The ALUC did not take any action on the proposed Negative Declaration and Initial Study. The ALUC requested that staff bring the proposed Negative Declaration and Initial Study back to the ALUC in September after C/CAG staff has had more opportunity to evaluate and respond to comments received. It is scheduled to take the proposed Negative Declaration and Initial Study for the Draft Final ALUCP back to the ALUC at the September 25, 2014 meeting for a recommendation for the Board of Directors (Airport Land Use Commission). As a result the final recommendation to adopt the proposed Negative Declaration and Initial Study originally scheduled for September 11, 2014 has been moved to the October 9, 2014 C/CAG Board meeting.

At the August C/CAG Board meeting the Board will receive a presentation on the proposed Negative Declaration and Initial Study as well as hold a public hearing on the proposed Negative Declaration and Initial Study. Any modifications to the proposed Negative Declaration and Initial Study will be presented to the C/CAG Board for consideration prior to its final adoption, which is scheduled for October 9, 2014.

ATTACHMENTS

1. Revised proposed Negative Declaration and Initial Study (August 2014) is available online at <http://halfmoonbayalucp.airportstudy.com/alucp/>
2. Notice of Intent to Adopt a Negative Declaration
3. All comment letters on the proposed Negative Declaration and Initial Study are attached to item 6.2.1.

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

**NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR AND PUBLIC COMMENT NOTICE ON A
PROPOSED UPDATE OF THE AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)
FOR THE ENVIRONS OF HALF MOON BAY AIRPORT**

Lead Agency: The City/County Association of Governments of San Mateo County (C/CAG), acting in its capacity as the Airport Land Use Commission for the County of San Mateo, intends to adopt a Negative Declaration, prepared pursuant to the California Environmental Quality Act (CEQA), for the proposed Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport (the ALUCP or proposed project).

Project Description and Location: The proposed ALUCP is a state mandated plan to promote compatibility between Half Moon Bay Airport (Airport) and future land uses and development in the Airport environs. The ALUCP includes land use compatibility policies and criteria to address aircraft noise impacts, runway end safety zones, and height of structures/airspace protection. The content of the ALUCP is guided by relevant provisions in the California Airport Land Use Planning Handbook and other state and federal regulations and criteria.

The geographic scope of the ALUCP update includes a proposed Airport Influence Area (AIA). The Airport Influence Area defines a boundary for airport land use compatibility policy implementation. The boundary includes a small portion of the City of Half Moon Bay and unincorporated San Mateo County including all or portions of Montara, Moss Beach, El Granada and Princeton by the Sea. Within the Airport Influence Area, local land use agencies would be required to submit proposed general plan amendments, specific plans, and zoning ordinances and amendments to C/CAG, in its role as the Airport Land Use Commission, for determinations of consistency with the ALUCP. The AIA boundary will be established by the C/CAG Board after hearing and consultation with the involved agencies, consistent with the requirements of Section 21675(c) of the California Public Utilities Code.

Public Review and Comment Period: The Initial Study and Negative Declaration is available for public review and comment for a 30-day period, beginning on Monday, June 23, 2014, and ending on Wednesday, July 23, 2014. Written comments must be received by mail, facsimile, or email no later than 5:00 p.m. on Wednesday July 23, 2014. Please direct all comments to:

Tom Madalena
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
Fax: 650-361-8227
Email: tmadalena@smcgov.org

Document Availability: Copies of the Initial Study, Negative Declaration, and the Draft Final Airport Land Use Compatibility Plan will be available during normal business hours (8:30 a.m. to 5:00 p.m., Monday -Friday) at C/CAG's offices located on the 4th Floor of the County office building at 555 County Center, Redwood City, CA 94063). These documents will also be available online at: www.ccag.ca.gov or <http://halfmoonbayalucp.airportstudy.com/>. Hard copies are also available for review at the following locations:

Half Moon Bay Library
620 Correas Street
Half Moon Bay, CA 94019

Granada Sanitary District
504 Avenue Alhambra, 3rd Floor
El Granada, CA 94018

Public Hearings:

The C/CAG Airport Land Use Committee (ALUC) will hold a public hearing on the proposed Initial Study, Negative Declaration, and Draft Final ALUCP on Thursday July 31, 2014, 4:00 p.m., at the following location:

Burlingame City Hall
501 Primrose Road, Council Chambers
Burlingame, CA 94010

The C/CAG Board will hold a public hearing on the proposed Initial Study, Negative Declaration, and Draft Final ALUCP on August 14, 2014, 6:30 p.m., at the following location:

San Mateo County Transit District Office
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, CA 94070

The final adoption will be at the C/CAG Board meeting on September 11, 2014 at 6:30 p.m. at the same location.

No action or proceeding may be brought under CEQA to challenge C/CAG's adoption of the proposed Negative Declaration, or its approval of the proposed project, unless the alleged grounds for noncompliance were presented to C/CAG either orally or in writing by any person during the public comment period or prior to filing of the notice of determination.

C/CAG AGENDA REPORT

Date: August 14, 2014
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approval of C/CAG investment recommendations from the Finance Committee and accept the Quarterly Investment Report as of June 30, 2014.

(For further information or questions contact Sandy Wong at 599-1409)

RECOMMENDATION

That the C/CAG Board review and approve of C/CAG investment recommendations (to be presented at the August 14th meeting) from the Finance Committee and accept the Quarterly Investment Report as of June 30, 2014.

FISCAL IMPACT

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

SOURCE OF FUNDS

The Investment Policy applies to 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 Oct 10, 2013:

“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 will seek to provide a balance between the various investments and maturities in order to give C/CAG the optimum combination of Safety of Principle, necessary liquidity, and optimal yield based on cash flow projections.

C/CAG’s financial agent (City of San Carlos) provides quarterly investment reports. Attached is the Quarterly Investment Report as of June 30, 2014.

ITEM 6.3

A summary of the April, May, and June 2014 earning rates are as follows:

	Local Agency Investment Fund (LAIF)	San Mateo County Investment Pool (COPOOL)
April	0.233%	0.50%
May	0.228%	0.56%
June	0.228%	0.75%

On November 14, 2013 the C/CAG Board approved the C/CAG investment portfolio as follows:

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

On May 2, 2014 the Finance Committee reviewed the investment earnings and recommended no change to the investment portfolio. On May 8, 2014 the C/CAG Board approved the recommendation of the Finance Committee. As a result, current investment portfolio as of June 30, 2014 is as follows:

	3/31/2014		6/30/2014	
	Amount	Percent	Amount	Percent
LAIF	\$11,523,029	64%	\$12,230,010	65%
COPOOL	\$6,539,496	36%	\$6,549,782	35%
Total	\$18,062,525	100%	\$18,779,792	100%

The C/CAG Finance Committee met on August 8, 2014. Since this meeting occurred after packet printing, staff will verbally present Finance Committee recommendations at the C/CAG Board meeting.

ATTACHMENTS

1. Quarterly Investment Report as of June 30, 2014 from San Carlos

C/CAG
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
of San Mateo County

Board of Directors Agenda Report

To: Sandy Wong, Executive Director
From: Tracy Kwok, Financial Services Manager
Date: July 31, 2014

SUBJECT: Quarterly Investment Report as of June 30, 2014

RECOMMENDATION:

It is recommended that the C/CAG Board review and accept the Quarterly Investment Report.

ANALYSIS:

The attached investment report indicates that on June 30, 2014, funds in the amount of \$18,779,792 were invested producing a weighted average yield of 0.35%. Of the total investment portfolio, 65% were invested in the Local Agency Investment Fund (LAIF) and 35% in the San Mateo County Investment Pool (COPOOL). These percentages are within the range specified by the CCAG Board. Accrued interest earnings for this quarter totaled \$16,054.

Below is a summary of the changes in the portfolio:

	Qtr Ended 6/30/14	Qtr Ended 3/31/14	Increase (Decrease)
Total Portfolio	\$ 18,779,792	\$ 18,062,525	\$ 717,267
Weighted Average Yield	0.35%	0.38%	-0.03%
Accrued Interest Earnings	\$ 16,054	\$ 17,267	\$ (1,213)
Lehman Recovery Payment	\$ -	\$ 7,482	\$ (7,482)

The total portfolio increased by \$717,267, primarily due to a transfer of excess cash into the portfolio in the last week of June when CCAG received payments totaling \$900,000 from the Department of Motor Vehicles, the Metropolitan Transportation Commission, and Caltrans. Although the portfolio balance is higher as of June 30, the average daily balance during this quarter is at the same level as the last quarter. As a result of a lower weighted average yield this quarter, the interest earned is less.

Historical cash flow trends are compared to current cash flow requirements on an ongoing basis to ensure that C/CAG's investment portfolio will remain sufficiently liquid to meet all reasonably anticipated operating requirements. As of June 30, 2014, the portfolio contains enough liquidity to meet the next six months of expected expenditures by C/CAG. All investments are in compliance with the Investment Policy. Attachment 2 shows a historical comparison of the portfolio for the past nine quarters.

The primary objective of the investment policy of the CCAG remains to be the SAFETY OF PRINCIPAL. The permitted investments section of the investment policy also states:

Local Agency Investment Fund (LAIF) which is a State of California managed investment pool, and San Mateo County Investment pool, may be used up to the maximum permitted by California State Law. A review of the pool/fund is required when they are part of the list of authorized investments.

The Investment Advisory Committee has reviewed and approved the attached Investment Report.

Attachments

- 1 – Investment Portfolio Summary for the Quarter Ended June 30, 2014
- 2 – Historical Summary of Investment Portfolio

CITY & COUNTY ASSOCIATION OF GOVERNMENTS

SUMMARY OF ALL INVESTMENTS

For Quarter Ending June 30, 2014

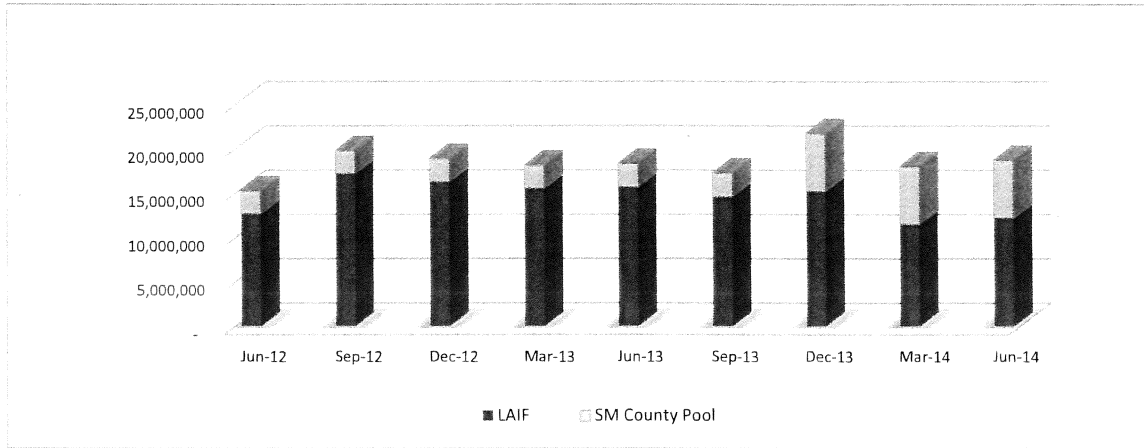
Category	Weighted Average Interest Rate	HISTORICAL Book Value	% of Portfolio	GASB 31 ADJ Market Value
Liquid Investments:				
Local Agency Investment Fund (LAIF)	0.22%	12,230,010	65%	12,233,664
San Mateo County Investment Pool (COPOOL)	0.60%	6,549,782	35%	6,549,455
Agency Securities				
<i>none</i>				
Total - Investments	0.35%	18,779,792	100%	18,783,118
GRAND TOTAL OF PORTFOLIO	0.35%	\$ 18,779,792	100%	\$ 18,783,118
Total Interest Earned This Quarter				16,054
Total Interest Earned (Loss) Fiscal Year-to-Date				63,006

Note: CCAG Board approved the following investment portfolio mix at its November 14, 2013 meeting:

LAIF - 50% to 70%

COPOOL - 30% to 50%

**City and County Association of Governments
Historical Summary of Investment Portfolio
June 30, 2014**



City/County Association of Governments Investment Portfolio

	Jun-12	Sep-12	Dec-12	Mar-13	Jun-13	Sep-13	Dec-13	Mar-14	Jun-14
LAIF	12,696,529	17,207,806	16,319,895	15,532,855	15,693,902	14,603,467	15,263,408	11,523,029	12,230,010
SM County Pool	2,621,911	2,627,815	2,641,320	2,646,873	2,662,308	2,721,814	6,526,385	6,539,496	6,549,782
Total	15,318,440	19,835,621	18,961,215	18,179,727	18,356,210	17,325,281	21,789,793	18,062,525	18,779,792

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

July 18, 2014

Ms. Adrienne Etherton, Executive Director
Sustainable San Mateo County
177 Bovet Road, 6th Floor
San Mateo, California 94402

Dear Ms. Etherton,

The City/County Association of Governments of San Mateo (C/CAG) is pleased to support the Transportation Engagement and Behavior Change (TrEC) Pilot grant proposal for funding through the Silicon Valley Community Foundation. This project will address our shared goal of reduced traffic congestion in San Mateo County.

C/CAG looks forward to collaborating with Sustainable San Mateo (SSM) to demonstrate this innovative traffic congestion reduction strategy in our region. The project will provide new measurements and methods for transportation behavior change that can be replicated by other communities.

This project accords with the work of the C/CAG Active Transportation Coordinator to be a resource to the community on matters of walking and bicycling transportation. The C/CAG Active Transportation Coordinator, Ellen Barton, will work with the project team to provide advice about best practices for community outreach and design of the household travel survey. Accordingly, C/CAG will allocate up to 40 hours of Ms. Barton's time toward this project during course of the year-long implementation.

We look forward to working with you on the proposed project.

Yours sincerely,


Sandy Wong
Executive Director
City/County Association of Governments of San Mateo

C/CAG

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

July 14, 2014

James C. Porter
County of San Mateo
Department of Public Works
555 County Center – 5th Floor
Redwood City, CA 94063

Dear Mr. Porter:

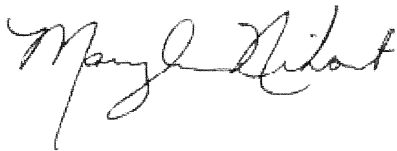
This letter is to inform you that the City and County Association of Governments (C/CAG) as the Local Task Force (LTF) to the California Department of Resources Recycling and Recovery (CalRecycle), has reviewed the elements of the existing Countywide Integrated Waste Management Plan (CIWMP) documents.

We find the original planning documents and those updated in the annual reports of each jurisdiction, are still applicable and useful planning tools with one exception, the countywide non-disposal facility element (NDFE).

The County of San Mateo, in its 2009 five-year review cycle, established a countywide NDFE for the jurisdictions in San Mateo County to use as a reference for updating their individual NDFE's. There has been at least one change, namely the closure of the Ferma – SRDC facility in Redwood City. The site remains a permitted facility.

The County of San Mateo, Department of Public Works staff should complete the required five-year CIWMP review and determine, with support from CalRecycle, if these revisions are necessary.

Sincerely,



Mary Ann Nihart
C/CAG Chair

ITEM 9.2

C/CAG
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

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

July 14, 2014

Rhonda Andrade
CalRecycle
MMLA-Bay Area
1001 I Street, MS-9
Sacramento, CA 95812

Dear Ms. Andrade:

This letter is to inform you that the City and County Association of Governments (C/CAG) as the Local Task Force (LTF) to the California Department of Resources Recycling and Recovery (CalRecycle), has reviewed the elements of the existing Countywide Integrated Waste Management Plan (CIWMP) documents.

We find the original planning documents and those updated in the annual reports of each jurisdiction, are still applicable and useful planning tools with one exception, the countywide non-disposal facility element (NDFE).

The County of San Mateo, in its 2009 five-year review cycle, established a countywide NDFE for the jurisdictions in San Mateo County to use as a reference for updating their individual NDFE's. There has been at least one change, namely the closure of the Ferma – SRDC facility in Redwood City. The site remains a permitted facility.

The County of San Mateo, Department of Public Works staff should complete the required five-year CIWMP review and determine, with support from CalRecycle, if these revisions are necessary.

Sincerely,



Mary Ann Nihart
C/CAG Chair



SAN MATEO COUNTYWIDE
Water Pollution Prevention Program
Clean Water. Healthy Community.

555 County Center
Redwood City, CA 94063

P 650.599.1406
F 650.361.8227
flowstobay.org

June 30, 2014

Mr. Steven Rietzke
Grants Officer
U. S. Department of Labor
Employment and Training Administration
200 Constitution Avenue, NW, Room N-4716
Washington, D.C. 20210

Dear Mr. Rietzke:

On behalf of the San Mateo Countywide Water Pollution Prevention Program (Countywide Program), a program of the City County Association of Governments of San Mateo County (C CAG), this letter confirms our commitment to the project entitled *WaterMatters: Workforce Solutions for Precious Resources*, focused on workforce needs for water-related industries through environmental science education and water technology training in response to the U.S. Department of Labor Request for Proposals for Trade Adjustment Assistance Community College and Career Training (TAACCCT) Grants (SGA/DFA PY-13-10). C CAG, a joint powers agency with the 21 cities, towns, and the County as members, and implements programs of countywide significance, including assisting its member agencies with meeting urban stormwater runoff pollution prevention requirements.

C CAG, via the Countywide Program, will assist with the proposed project by helping to identify skills and competencies needed for stormwater-related workforce training. We will work closely with faculty and administrators at Cañada College to develop new curricula and modify existing courses to support students pursuing employment in stormwater-related fields. Through our 21 municipal member agencies, we can help to identify potential job shadowing opportunities, work-based learning through internships and classroom projects (reverse internships), guest speakers, and site tours, as appropriate, for participating students. Ultimately, we hope a partnership with the San Mateo County Community College District will strengthen the talent pool of employees and further educate residents and businesses in the county about stormwater pollution prevention.

California is facing an increasing need for integrated, multi-benefit strategies for managing its water resources, including surface waters, groundwater, wastewater, recycled water, and stormwater. With the current devastating drought conditions, we anticipate a much greater need for innovative approaches for stormwater management, including stormwater harvesting and use systems and low impact development techniques that capture, treat, and infiltrate stormwater using sustainable landscape systems. All of these efforts will require qualified designers, installers, and maintenance teams to function effectively.

Over the next several years, we look forward to working closely with Cañada College to prepare skilled new workers with vital industry-based credentials and certificates as well as diplomas that ensure ongoing professional development in stormwater and watershed management and sustainable landscaping.

Sincerely,

Matthew Fabry, P.E.
Program Coordinator
San Mateo Countywide Water Pollution Prevention Program

ITEM 9.4



BOARD OF DIRECTORS 2014

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JERRY DEAL, VICE CHAIR
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MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

LETTER OF INTENT TO COLLABORATE ON STORMWATER POLLUTION PREVENTION EDUCATION AND OUTREACH IN SAN MATEO COUNTY

This Letter of Intent (LOI) by and between the Peninsula Corridor Joint Powers Board (PCJPB), the City/County Association of Governments (C/CAG) of San Mateo County, and its member agencies, known as "Parties," is to acknowledge intent between the Parties to collaborate on stormwater pollution prevention education and outreach in San Mateo County.

This LOI is solely a guide to the intent of the participating Parties and intended to address the general objectives of the collaboration. This LOI is not intended to commit any Party to funding or other obligations. The specific details and actions the Parties will take as part of this collaboration will be detailed in a forthcoming Memorandum of Understanding.

BACKGROUND

PCJPB operates Caltrain, which provides public rail service through San Mateo County, and is regulated under the State Phase II Small MS4 General Permit (as a non-traditional entity). San Mateo County and each of the 20 cities and towns within the county are regulated under the San Francisco Bay Area Phase I Municipal Regional Stormwater Permit, or MRP. C/CAG is a joint powers agency with the County and each of 20 cities and towns as members that addresses issues of countywide significance. C/CAG, although not permitted under the MRP, administers various countywide stormwater programs on behalf of its member agencies. PCJPB and San Mateo County municipalities are required by their respective stormwater permits to conduct education and outreach as part of comprehensive stormwater pollution prevention programs. C/CAG administers a countywide public education and outreach program to assist its member agencies in meeting the MRP requirements, and both the Phase II General Permit and the MRP allow permittees to collaborate with other entities on education and outreach in order to implement cost-effective and meaningful programs.

OBJECTIVES

Through collaboration with the existing San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) (which is managed by C/CAG), PCJPB may fulfill some or all of the following permit requirements:

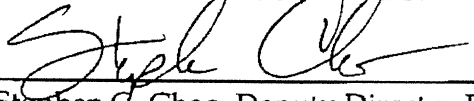
PENINSULA CORRIDOR JOINT POWERS BOARD
1250 San Carlos Avenue – P.O. Box 3006
San Carlos, CA 94070-1306 (650)508-6269

ITEM 9.5

- Develop and implement a public education strategy that establishes education tasks based on water quality problems, target audiences, and anticipated task effectiveness;
- Implement best management practices that gauge level of awareness in target audiences and effectiveness of education tasks;
- Develop and convey a specific stormwater message that focuses on local pollutants of concern, target audiences, and regional water quality issues;
- Develop and disseminate appropriate educational materials to target audiences and translate into applicable languages when appropriate;
- Distribute educational materials;
- Develop and convey messages to explain the benefits of water-efficient landscaping (if appropriate);
- Develop and convey messages specific to reducing illicit discharges with information about how the public can report incidents to the appropriate authorities;
- Develop and convey messages specific to proper application of pesticides, herbicides, and fertilizers;
- Provide independent, parochial, and public schools with materials to effectively educate school-age children, if applicable, about stormwater;
- Develop (or coordinate with existing effective programs) and convey messages specific to reducing discharges from pressure-washing operations and landscape irrigation; and
- Conduct focused education in identified illicit discharge flow areas based on identified illicit discharge(s).


This collaboration between PCJPB and C/CAG is also anticipated to expand the impact of C/CAG's education and outreach programs, and further support behavior change to protect and enhance stormwater runoff quality in San Mateo County. The specific actions the Parties will take as part of this collaboration will be detailed in a forthcoming Memorandum of Understanding.

AGREED AND EXECUTED BY:



Stephen G. Chao, Deputy Director-Engineering Support
Peninsula Corridor Joint Powers Board

Date: 6/20/14



Matthew Fabry, Coordinator, Water Pollution Prevention Program
City/County Association of Governments

Date: 6/27/14



June 23, 2014

Mr. Bruce Wolfe, Executive Officer
San Francisco Bay Regional Water Quality Control Board
1515 Clay Street, Suite 1400
Oakland, CA 92612

Attention: Susan Glendening

Subject: Tentative Order for Discharges of Water from Drinking Water Supply Distribution, Transmission, and Groundwater Systems General NPDES Permit

Mr. Wolfe:

The San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) is providing comments on behalf of its member agencies regarding the Tentative Order (TO) for Discharges of Water from Drinking Water Supply Distribution, Transmission, and Groundwater Systems General NPDES Permit released on May 8, 2014 (Regional Potable Discharge General Permit). SMCWPPP is a program of the City/County Association of Governments of San Mateo County, a joint powers agency with the county and each of the 20 cities and towns as members.

As you are aware, due to the scope and coverage of municipal stormwater permits, SMCWPPP's member agencies that function as water utilities have been subject to potable water system discharge requirements for many years. Most recently, these requirements have been specified in Provision C.15 of the MRP. At the February 2, 2014, MRP 2.0 Steering Committee meeting, your staff acknowledged there are no specific problems with current MRP potable water discharge requirements or with compliance by the MRP Permittees. We agree and appreciate this acknowledgement. At the same meeting, staff further indicated their intention that requirements in the proposed General Permit would not be more burdensome to municipalities regulated under the MRP. We also very much appreciate the staff's statements in this regard, but believe clarification of the Regional Potable Discharge General Permit's fact sheet is necessary to better effectuate this.

In addition, as you know, on June 6, 2014, State Water Board (SWB) staff released for public comment a potable water discharge general permit that would apply state-wide and supersede all Regional Water Board permits that cover potable water discharges (excluding municipal stormwater permits). The SWB permit will allow municipal stormwater permittees to file a notice of non-applicability if their potable water discharges are already being effectively regulated by Regional Water Boards under their existing stormwater permits, such as is the case under the MRP. The SWB's permit is currently scheduled for adoption on September 23, 2014, after the scheduled Region 2 Regional Potable Discharge General Permit adoption date of August 13th. Given that the SWB's proposed general permit adoption process is proceeding, SMCWPPP requests that Region 2 put its adoption process on hold to prevent the unnecessary waste of public resources on redundant permitting actions. (We understand Region 5 has already decided to do this as a matter of efficiency and to avoid unnecessary duplicative regulation.)

In the event that the SWB does not adopt their draft permit, we request changes in the following three areas relative to the Region 2 TO:

ITEM 9.6

1) The fact sheet portion of the TO needs to be modified slightly (or a new finding made) to explicitly state that discharges from drinking water systems permitted under another NPDES permit that provides an equivalent level of protection, such as the MRP, are exempt from seeking coverage under the Regional Potable Discharge General Permit.

Item J in Section IV of the Fact Sheet (Rationale for Discharges Not Covered – Discharges Permitted Under Other NPDES Permits) currently states:

“A Discharger would not need to seek coverage under this Order if its drinking water discharges are permitted under another NPDES permit provided that the other permit has requirements as stringent as, or more stringent than, this Order.” (emphasis added)

The “as stringent as, or more stringent than” language currently in the fact sheet is inconsistent with the staff’s previously stated intent and could ultimately limit the Regional Board’s discretion with regard to how potable water discharges are regulated under municipal stormwater permits in the future, including under reissued terms of the MRP. We believe substituting the “equivalent level of protection” terms for this language is in everyone’s interest, will help preserve the Regional Board’s flexibility in the stormwater permitting context, and help avoid future disputes and controversy. It is also easily justified – as discussed below in Comment 2, these potable water discharges are already defined as de minimis by the SWB and pose a minimal threat to water quality.

2) To the extent that the Regional Potable Discharge General Permit will regulate non-MRP dischargers, some of whom will need to coordinate with MRP permittees, or inform future requirements in municipal stormwater permits, SMCWPPP’s members suggest that the numeric effluent limit (NEL) for chlorine residual proposed in this permit be eliminated and replaced by a “benchmark” (or action level) as included in the MRP.

Potable water discharges have been effectively managed under MS4 permits since the late 1990s using industry standard Best Management Practices (BMPs). During that time, no evidence has emerged to suggest the BMP-based approach and benchmark-based monitoring and reporting practices are not effective in protecting water quality. For this reason, the TO provides no documentation of actual water quality problems caused by the thousands of these essential potable water system discharges that occur every year throughout the region. There is also no information presented demonstrating that NELs have been appropriately calculated on a non-water quality basis or that they would be any more effective than benchmarks or action levels in ensuring that BMPs are effectively implemented for protecting water quality.

Indeed, these potable water system discharges have already been defined by the State Water Board as “de minimis” and “not likely to cause or have a reasonable potential to cause or contribute to an adverse impact on the beneficial uses of receiving waters.” This definition is codified in the California Code of Regulations (CCR Title 23 Division 3 Chapter 9 Article 1 Section 2200 Subdivision (b) (9) Category 3 footnote 18).

18 De minimis discharge activities include, but are not limited to, the following: ... discharges from fire hydrant testing or flushing; discharges resulting from construction dewatering; discharges associated with supply well installation, development, test pumping, and purging; discharges resulting from the maintenance of uncontaminated water supply wells, pipelines, tanks, etc.; discharges resulting from hydrostatic testing of water supply vessels, pipelines, tanks, etc.;

discharges resulting from the disinfection of water supply pipelines, tanks, reservoirs, etc.; discharges from water supply systems resulting from system failures, pressure releases, etc.; and other similar types of wastes that have low pollutant concentrations and are not likely to cause or have a reasonable potential to cause or contribute to an adverse impact on the beneficial uses of receiving waters yet technically must be regulated under an NPDES permit. (emphasis added)

The basis for the proposed NEL for chlorine residual is detailed in Fact Sheet Section VI.B.3.b.i. Here, Board staff appears to be asserting that since the typical (required) concentration of chlorine residual in a water distribution system is at a level above the U.S. EPA's acute water quality criterion, reasonable potential for toxicity therefore exists for discharges of chlorinated waters within 300 feet of receiving waters. While it is true that water purveyors are required to maintain a chlorine residual in their distribution systems, the appropriate point of application for a Reasonable Potential Analysis (RPA) is after the application of dechlorination BMPs. Following application of industry standard dechlorination BMPs, chlorine residual concentrations would be reduced to below the detection level of handheld instruments (~ 0.13 mg/L) and therefore not exhibit reasonable potential.

The Fact Sheet in section VI.B.4 (p. F-22) also cites the following rationale as the basis for the finding of reasonable potential for toxicity and inclusion of Water Quality-Based Effluent Limitations (WQBELs):

"This Order imposes numeric WQBELs for total residual chlorine because it is feasible to calculate numeric WQBELs for these pollutants. Also, field test kits are readily available to measure them, so it is feasible to collect representative total residual chlorine data."

But this is circular reasoning and puts the cart before the horse relative to the need for WQBELs. The mere existence of a water quality objective for a given constituent, in this case the USEPA water quality criterion for chlorine residual, does not constitute sufficient grounds for imposition of a numeric WQBEL. Similarly, the availability of a test method, in this case field test kits, does not constitute sufficient grounds for imposition of a numeric WQBEL. (By that reasoning, NPDES permits would all include numeric WQBELs for all 126 of the California Toxics Rule constituents since there are water quality objectives and established test methods for each constituent.) Even if this were not the case, with respect to setting an appropriate WQBEL, it is questionable whether the U.S. EPA water quality criterion for chlorine residual (EPA 440/5-84-030, January 1985) is applicable to these intermittent potable water system discharges. The referenced document states "These criteria are intended to apply to situations of continuous exposure ..." (p. 2).

We also disagree with the characterization of the "feasibility" of imposing numeric WQBELs in this urban runoff-related context. As you know, in 2005 and 2006 the SWB convened a Blue Ribbon Panel of Experts to address the feasibility of NELs in California's storm water permits ("The Feasibility of Numeric Effluent Limits Applicable to Discharges of Stormwater Associated with Municipal, Industrial, and Construction Activities (June 19, 2006)). For multiple reasons, the Panel concluded that NELs were infeasible. Subsequently NELs were therefore deleted from the Construction General Permit (Order No. 2009-0009-DWQ) and subsequent amendments and also from the Industrial Stormwater General Permit (Order No. 2014-0057-DWQ).

Finally, from a practical standpoint of burden and practicality, both relative to the regulated community and the Regional Board staff, the proposed WQBEL approach should be abandoned as there would likely be hundreds, perhaps thousands of discharges per year to which the NELs would apply if the potential 200+

water purveyors cited in the fact sheet all enrolled under this permit. Compliance would be evaluated via field measurements, using handheld instruments, taken frequently by non-laboratory staff. These measurements are subject to interference by factors including turbidity, potentially causing false positive readings. All discharges meeting the threshold monitoring criteria (flow and distance to waterbody) in the TO would be subject to a Mandatory Minimum Penalty of \$3,000 if Minimum Level of 0.13 mg/L were exceeded for any reason.

Given all of the above and the success of historic MRP practices related to the regulation of potable water discharges, we respectfully suggest that chlorine residual should continue to be regulated via benchmarks or action levels.

3) As a practical matter and for purposes of consistency and coordination with future "equivalent" requirements in MRP 2.0 or other municipal stormwater permits it may issue, we suggest that the Regional Board make significant reductions in notification, monitoring, and reporting requirements proposed under the TO to reflect the de minimis, low threat nature of these discharges, which are required to protect potable water quality for human consumption.

Further reduction in notification, monitoring, and reporting requirements is consistent with the intent of State Water Board Resolution No. 2013-0029, *Directing Actions in Response to Efforts by Stakeholders on Reducing Costs of Compliance While Maintaining Water Quality Protection* (adopted September 24, 2013). That Resolution included "Whereas 12" that summarized recommendations by the NPDES stakeholder group that would "reduce costs of compliance while allowing agencies to focus resources in areas that would have the most direct benefit toward improving water quality." Whereas 12(c) proposed that:

"When renewing or revising NPDES permits, consider removing overlapping monitoring requirements, reducing monitoring frequency for parameters consistently in compliance, encouraging surrogate monitoring, and eliminating unnecessary reports."

An example of unnecessary reporting is contained in Provision VII.C.3, Post-Discharge Notification and Reporting. Provision VII.C.3.a.ii Notification states that:

"The Discharger shall notify the Regional Water Board as soon as possible and no later than 24 hours after becoming aware of a discharge resulting in noncompliance with the Effluent Limitations in Provision V or Receiving Water Limitations in Provision VI of this Order."

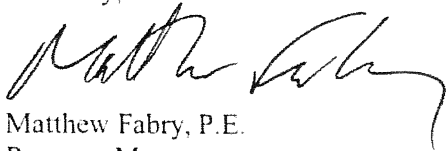
Effluent Limitations Provision V contains items A. Best Management Practices and B. Chlorinated Water. Prior draft versions of this permit as early as one week before the release of the TO had limited the Notification requirements to only noncompliance with Provision V.B, the chlorinated water effluent limit. While 24 hour notification of a single grab sample with a value above the effluent limit is in and of itself excessive for the potable water discharges (and another reason for replacing limits with benchmarks or action levels), that pales in comparison to the monumental challenges associated with first determining if and when a BMP is either not being adequately implemented or otherwise being implemented in noncompliance with the permit and then having to report all such noncompliance within 24 hours to the Regional Water Board.

Mr. Bruce Wolfe
June 23, 2014
Page 5

In conclusion, SMCWPPP appreciates the TO excluding its member agencies from the proposed Regional Potable Discharge General Permit as they do not want or need another NPDES permit and the associated additional annual permit fees, administrative costs, and potential exposure to mandatory minimum penalties.

We respectfully request that to avoid future disputes and unnecessary constraints on flexibility, the fact sheet for the TO be clarified to use an "equivalent level of protection" criterion instead of an "as stringent as" criterion relative to requirements in municipal stormwater permits sufficient to make use of this exclusion. We also suggest that Regional Water Board consider suspending activity on the Regional Potable Discharge General Permit and that efforts be redirected to working with SWB staff on adoption of the state-wide general permit for potable discharges. Finally, we are requesting that the proposed chlorine WQBELs be replaced with benchmarks and that monitoring and reporting burdens be reduced for those that will come under or have their other requirements assessed relative to the Regional Potable Discharge General Permit.

Sincerely,



Matthew Fabry, P.E.
Program Manager
San Mateo Countywide Water Pollution Prevention Program

Cc: Dr. Thomas Mumley, Assistant Executive Officer, Regional Water Board
Tom Howard, Executive Director, State Water Board
Stormwater Committee Members

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

**NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR AND PUBLIC COMMENT NOTICE ON A
PROPOSED UPDATE OF THE AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)
FOR THE ENVIRONS OF HALF MOON BAY AIRPORT**

Lead Agency: The City/County Association of Governments of San Mateo County (C/CAG), acting in its capacity as the Airport Land Use Commission for the County of San Mateo, intends to adopt a Negative Declaration, prepared pursuant to the California Environmental Quality Act (CEQA), for the proposed Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport (the ALUCP or proposed project).

Project Description and Location: The proposed ALUCP is a state mandated plan to promote compatibility between Half Moon Bay Airport (Airport) and future land uses and development in the Airport environs. The ALUCP includes land use compatibility policies and criteria to address aircraft noise impacts, runway end safety zones, and height of structures/airspace protection. The content of the ALUCP is guided by relevant provisions in the California Airport Land Use Planning Handbook and other state and federal regulations and criteria.

The geographic scope of the ALUCP update includes a proposed Airport Influence Area (AIA). The Airport Influence Area defines a boundary for airport land use compatibility policy implementation. The boundary includes a small portion of the City of Half Moon Bay and unincorporated San Mateo County including all or portions of Montara, Moss Beach, El Granada and Princeton by the Sea. Within the Airport Influence Area, local land use agencies would be required to submit proposed general plan amendments, specific plans, and zoning ordinances and amendments to C/CAG, in its role as the Airport Land Use Commission, for determinations of consistency with the ALUCP. The AIA boundary will be established by the C/CAG Board after hearing and consultation with the involved agencies, consistent with the requirements of Section 21675(c) of the California Public Utilities Code.

Public Review and Comment Period: The Initial Study and Negative Declaration is available for public review and comment for a 30-day period, beginning on Monday, June 23, 2014, and ending on Wednesday, July 23, 2014. Written comments must be received by mail, facsimile, or email no later than 5:00 p.m. on Wednesday July 23, 2014. Please direct all comments to:

Tom Madalena
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
Fax: 650-361-8227
Email: tmadalena@smcgov.org

Document Availability: Copies of the Initial Study, Negative Declaration, and the Draft Final Airport Land Use Compatibility Plan will be available during normal business hours (8:30 a.m. to 5:00 p.m., Monday -Friday) at C/CAG's offices located on the 4th Floor of the County office building at 555 County Center, Redwood City, CA 94063). These documents will also be available online at: www.ccag.ca.gov or <http://halfmoonbayalucp.airportstudy.com/>. Hard copies are also available for review at the following locations:

Half Moon Bay Library
620 Correas Street
Half Moon Bay, CA 94019

Granada Sanitary District
504 Avenue Alhambra, 3rd Floor
El Granada, CA 94018

Public Hearings:

The C/CAG Airport Land Use Committee (ALUC) will hold a public hearing on the proposed Initial Study, 98763 Negative Declaration, and Draft Final ALUCP on Thursday July 31, 2014, 4:00 p.m., at the following location:

Burlingame City Hall
501 Primrose Road, Council Chambers
Burlingame, CA 94010

The C/CAG Board will hold a public hearing on the proposed Initial Study, Negative Declaration, and Draft Final ALUCP on August 14, 2014, 6:30 p.m., at the following location:

San Mateo County Transit District Office
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, CA 94070

The final adoption will be at the C/CAG Board meeting on September 11, 2014 at 6:30 p.m. at the same location.

No action or proceeding may be brought under CEQA to challenge C/CAG's adoption of the proposed Negative Declaration, or its approval of the proposed project, unless the alleged grounds for noncompliance were presented to C/CAG either orally or in writing by any person during the public comment period or prior to filing of the notice of determination.

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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June 12, 2014

Honorable Lois Wolk, Chair
Senate Governance and Finance Committee
State Capitol, Room 408
Sacramento, CA 95814

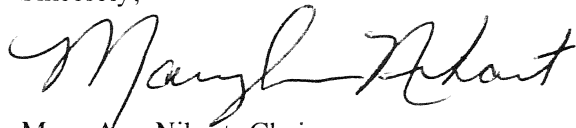
RE: Assembly Bill 2403 – Amending Proposition 218 Omnibus Implementation Act

Dear Senator Wolk:

I am writing to express SUPPORT for AB 2403, which would amend Section 53750 of the Government Code (also known as the Proposition 218 Omnibus Implementation Act) to clarify the definition of water. This amendment, which recognizes that water comes from a variety of sources, including surface water bodies, groundwater aquifers, stormwater runoff, and recycled water, is important for effective and integrated management of California's water resources, made even more critical by the current devastating drought conditions. The City/County Association of Governments of San Mateo County (C/CAG) is a joint powers agency consisting of San Mateo County and the 20 cities and towns, all of which deal with potable water, wastewater, recycled water, and stormwater management issues to varying degrees. C/CAG also manages the Countywide Water Pollution Prevention Program, which assists its member agencies in meeting state and federal requirements for managing urban stormwater runoff, and this bill provides an important clarification that will enable our member agencies to more effectively seek local funding support for integrated water management activities, especially in regard to capture, treatment, and infiltration of stormwater. We appreciate your leadership in seeking meaningful solutions for important resource management issues and urge SUPPORT for AB 2403.

Please feel free to contact me with any questions or concerns.

Sincerely,



Mary Ann Nihart, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Kevin Mullin
Assembly Member Anthony Rendon
Senator Jerry Hill
Assembly Member Richard Gordon