

# 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. 281

- DATE:** Thursday, September 10, 2015
- 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>

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- 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
- 4.1 Certificate of Appreciation to Onnolee Trapp for her dedicated service to C/CAG p. 1
- 4.2 Presentation on the joint work program of C/CAG and San Mateo County Department of Housing p. 2
- 4.3 Presentation on Commute.org Program Report & FY15-16 Work Plan p. 3

## 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. 280 dated August 13, 2015 ACTION p. 4
- 5.2 Review and approve of the appointment of Linda Koelling to fill the vacant seat representing business communities on the Congestion Management & Environmental Quality (CMEQ) Committee. ACTION p. 11
- 5.3 Confirm the appointment of Adina Levin to fill the vacant seat representing transportation communities on the Congestion Management & Environmental Quality (CMEQ) Committee. ACTION p. 16
- 5.4 Review and approval of the appointment of Adam Kelly as an Aviation Representative to the Airport Land Use Committee. ACTION p. 17
- 5.5 Receive copy of executed agreement(s) executed by the C/CAG Chair or Executive Director consistent with C/CAG Procurement Policy:
  - 5.5.1 Receive a copy of the MOU between C/CAG and Strategic Energy Innovations for Climate Corp Bay Area Fellow Adrian Almaguer to support the San Mateo County Energy Watch Program, executed by the C/CAG Chair consistent with C/CAG Procurement Policy. INFORMATION p. 21
- 5.6 Review and approval of amendments to three on-call consultant service agreements for airport/land use consistency review to add an aggregate total amount of \$40,000 to be shared amongst three firms and to extend contract term to September 30, 2017:
  - 5.6.1 Review and approval of Resolution 15-41 authorizing the C/CAG Executive Director to issue task orders in full compliance with the terms and conditions of on-call airport/land use consistency review service agreements ACTION p. 28
  - 5.6.2 Review and approval of Resolution 15-42 authorizing the C/CAG Chair to execute the first amendment to the agreement with Ricondo & Associates for airport/land use consistency review on-call consultant services to add an aggregate total of \$40,000 to a new total of \$100,000, to be shared amongst three consulting firms and to extend the contract term to September 30, 2017. ACTION p. 31
  - 5.6.3 Review and approval of Resolution 15-43 authorizing the C/CAG Chair to execute the first amendment to the agreement with Coffman Associates for airport/land use consistency review on-call consultant services to add an aggregate total of \$40,000 to a new total of \$100,000, to be shared amongst three consulting firms and to extend the contract term to September 30, 2017. ACTION p. 35
  - 5.6.4 Review and approval of Resolution 15-44 authorizing the C/CAG Chair to execute the first amendment to the agreement with ESA Airports for airport/land use consistency review on-call consultant services to add an aggregate total of \$40,000 to a new total of \$100,000, to be shared amongst three consulting firms and to extend the contract term to September 30, 2017. ACTION p. 39

- 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. 43
- 6.2 Receive an update on San Mateo County Energy Watch program efforts to reduce energy use, and Beacon Program Champion to support San Mateo County cities' recognition for climate action initiatives. INFORMATION p. 51
- 6.3 Review and approval of Resolution 15-40 endorsing the list of projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2040 and authorize the Executive Director to modify the list based on final negotiation with the Metropolitan Transportation Commission (MTC). ACTION p. 57
- 6.4 Review and approval of no change to the C/CAG investment portfolio as recommended by the Finance Committee and accept the Quarterly Investment Report as of March 31, 2015 and June 30, 2015. ACTION p. 81
- 6.5 Receive presentation on 2014-15 Countywide Water Pollution Prevention Program accomplishments and information on draft Municipal Regional Permit. INFORMATION p. 91
- 7.0 COMMITTEE REPORTS
- 7.1 Committee Reports (oral reports)
- 7.2 Chairperson's Report
- 7.3 Board members Report
- 8.0 EXECUTIVE DIRECTOR'S REPORT
- 9.0 COMMUNICATIONS - Information Only
- 9.1 Letter from Mary Ann Nihart, C/CAG Chair, to Governor Jerry Brown, Senate President pro Tempore Kevin de Leon, dated 8/13/15. RE: SUPPORT for Coalition Framework to Increase Funding for Transportation in Special Session p. 109
- 9.2 Letter from Mary Ann Nihart, C/CAG Chair, to The Honorable Jim Beall, Chair, Senate Transportation and Infrastructure Development Committee, dated 8/13/15. RE: SUPPORT for SBX1 1 (Beall) p. 112
- 9.3 Letter from Mary Ann Nihart, C/CAG Chair, to The Honorable Jim Beall, Chair, Senate Transportation and Infrastructure Development Committee, dated 8/13/15. RE: SUPPORT for SBX1 8 (Hill) p. 113
- 9.4 Letter from Mary Ann Nihart, C/CAG Chair, to Senator Ricardo Lara, Chair, Senate Appropriations Committee, dated 8/13/15. RE: SUPPORT for Assembly Bill 516 (Mullin) p. 114

- 9.5 Letter from Mary Ann Nihart, C/CAG Chair, to Senator Ricardo Lara, Chair, Senate Appropriations Committee, dated 8/13/15. RE: SUPPORT for Assembly Bill 194 (Frazier) p. 115
- 9.6 Letter from Mary Ann Nihart, C/CAG Chair, to Assembly Member Jim Frazier, Chair, Assembly Transportation and Infrastructure Development Committee, dated 8/13/15. RE: SUPPORT for ABX1 7 (Nazarian) p. 117
- 9.7 Letter from Mary Ann Nihart, C/CAG Chair, to The Honorable Jerry Hill, California State Senator, dated 9/2/15. RE: SUPPORT for Senate Bill 705 (Hill) – Local Sales Tax Cap Exemption for Transportation Measures: San Mateo County p. 118
- 10.0 CLOSED SESSION (Significant exposure to litigation pursuant to subdivision (d)(2) of Government Code Section. 54956.9)
- 11.0 RECONVENE OPEN SESSION
- 11.1 Report on Closed Session

Next scheduled meeting October 8, 2015

**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 Mima Guilles 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: Mima Guilles 650 599-1406*

## MEETINGS

- September 10, 2015 C/CAG Board - SamTrans 2<sup>nd</sup> Floor Auditorium – 6:30 p.m.
- September 10, 2015 Legislative Committee - SamTrans 2<sup>nd</sup> Floor Auditorium – 5:30 p.m.
- September 17, 2015 CMP Technical Advisory Committee - SamTrans, 2<sup>nd</sup> Floor Auditorium - 1:15 p.m.
- September 17, 2015 Stormwater Committee - SamTrans, 2<sup>nd</sup> Floor Auditorium - 2:30 p.m.
- September 21, 2015 Administrators' Advisory Committee - 555 County Center, 5th Fl, Redwood City – 12:00p.m.
- September 28, 2015 CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 p.m.

# C/CAG

ITEM 4.1

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

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### A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO ONNOLEE TRAPP FOR HER DEDICATED SERVICE TO C/CAG

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

**Whereas**, Onnolee Trapp has served on the C/CAG Congestion Management and Environmental Quality (CMEQ) Committee from 2001 through 2015, and

**Whereas**, Onnolee Trapp was instrumental in the development of many significant transportation and environmental policies affecting San Mateo County, and

**Whereas**, Onnolee Trapp has been an excellent collaborator and tirelessly dedicated her time to serve her community, and

**Whereas**, Onnolee Trapp was extremely professional and has been a great asset to C/CAG, and

**Whereas**, Onnolee Trapp has dedicated her services to the people of San Mateo County.

**Now, therefore**, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Onnolee Trapp for her years of dedicated public service and wishes her happiness in her retirement.

**PASSED, APPROVED, AND ADOPTED THIS 10<sup>TH</sup> DAY OF SEPTEMBER, 2015.**

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*Mary Ann Nihart, Chair*

**C/CAG AGENDA REPORT**

Date: September 10, 2015  
TO: C/CAG Board of Directors  
From: Sandy Wong, Executive Director  
Subject: Presentation on the joint work program of C/CAG and San Mateo County Department of Housing

(For further information or response to questions, contact Sandy Wong at 650-599-1409)

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**RECOMMENDATION**

That the C/CAG Board receive a presentation on the joint work program of C/CAG and San Mateo County Department of Housing.

**FISCAL IMPACT**

None.

**SOURCE OF FUNDS**

N/A.

**BACKGROUND**

C/CAG has partnered with the San Mateo County Department of Housing for many years. On June 11, 2015, C/CAG adopted Resolution 15-24 approving a Cooperation Agreement between C/CAG and San Mateo County Housing Department for Joint Workplan for housing related activities for FY 2015-16.

Staff recommends the C/CAG Board receive a presentation on this joint work program.

**ATTACHMENT:**

None.

**C/CAG AGENDA REPORT**

Date: September 10, 2015  
To: City/County Association of Governments Board of Directors  
From: Sandy Wong, Executive Director  
Subject: Presentation on the Commute.org Program Report & FY15-16 Work Plan

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

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**RECOMMENDATION**

That the C/CAG Board receives a presentation on the Commute.org Program Report & FY15-16 Work Plan.

**FISCAL IMPACT**

None

**SOURCE OF FUNDS**

Not Applicable

**BACKGROUND**

C/CAG provides Transportation Fund for Clean Air (TFCA), Countywide Congestion Relief Plan (CRP), and Regional Ridesharing and Bicycle Program funds to Commute.org for the implementation of the Countywide Voluntary Trip Reduction Program.

This presentation from Commute.org provides the Board a program report and Fiscal Year 2015-16 Work Plan.

**ATTACHMENTS**

None

# C/CAG

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### BOARD MEETING MINUTES

Meeting No. 280  
August 13, 2015

#### 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
- David Braunstein - Belmont
- Terry O’Connell – Brisbane
- Terry Nagel – Burlingame
- David Canepa - Daly City
- Larry Moody – East Palo Alto (arrived 6:38pm)
- Art Kiesel – Foster City
- Marina Fraser – Half Moon Bay
- Larry May – Hillsborough
- Mary Ann Nihart - Pacifica
- Maryann Moise Derwin - Portola Valley
- Alicia Aguirre - Redwood City (arrived 6:58pm)
- Irene O’Connell – San Bruno
- Mark Olbert – San Carlos
- Joe Goethals - San Mateo
- Don Horsley – San Mateo County
- Pradeep Gupta - South San Francisco (arrived 6:35pm)
- Deborah Gordon - Woodside

Absent:

- Colma
- Menlo Park
- Millbrae

Others:

- Sandy Wong – Executive Director C/CAG
- Justin Mates – C/CAG Legal Counsel
- Tom Madalena – C/CAG Staff
- Jean Higaki – C/CAG Staff
- Matt Fabry – C/CAG Staff
- John Hoang – C/CAG Staff

Mima Guilles – C/CAG Staff  
Jeff Lacap – C/CAG Staff  
Ellen Barton – County of San Mateo  
Scott Hart – PG&E, Local Government Relations Representative  
Jim Bigelow – RWC/San Mateo County Chamber, CMEQ member  
Barbara Bigelow – Public  
Margaret Warren – Public  
Linda Craig – League of Women Voters  
Evan Hughes – League of Women Voters  
Laura Wellington – Program Coordinator for Safe Routes to School of San Mateo County Office of Education  
Ann Campbell – County Superintendent of Schools  
Nancy Magee – County Associate Superintendent  
Matt Robinson – Shaw/Yoder/Antwih  
Jim Porter – County of San Mateo Department of Public Works  
Gretchen Kelly – County of San Mateo Department of Public Works  
Adrian Jones – ESA  
Mark Green – Public

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

*Note: Public comment is limited to two minutes per speaker.*

Sandy Wong, C/CAG Executive Director, introduces new C/CAG Staff, Jeff Lacap.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

4.1 Certificate of Appreciation to Jim Bigelow for his years of dedicated service to C/CAG

4.2 Certificate of Appreciation to Richard Newman for his years of dedicated service to C/CAG

4.3 Receive a presentation on the San Mateo County Safe Routes to School Program

Laura Wellington, Program Coordinator for Safe Routes to School of San Mateo County Office of Education presented the FY14-15 SR2S Program that encourages and enables students to safely walk, bicycle (scooter/skate), carpool, and utilize transit as a means of getting to and from school.

5.0 CONSENT AGENDA

Board Member Olbert MOVED approval of 5.1, 5.2, 5.3., 5.4, 5.5, 5.6, 5.7 Board Member Horsley SECONDED. **MOTION CARRIED 18-0**

5.1 Approval of the minutes of regular business meeting No. 279 dated June 11, 2015. APPROVED

5.2 Review and approval of Resolution 15-39, authorizing the C/CAG Chair to execute two-year agreements with Gray Bowen Scott and with CSG Consultants, Inc. for on-call consultant services for Federal and State funded project coordination and grant administration, and further

authorizing the C/CAG Executive Director to negotiate and issue task orders under said contracts in a cumulative amount not to exceed \$200,000 for fiscal years 2015-16 and 2016-17.

APPROVED

5.3 Review and approval of Resolution 15-35 authorizing the C/CAG Chair to execute an agreement between the 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 2015/2016

APPROVED

5.4 Review and approval of Resolution 15-36 authorizing the C/CAG Chair to execute Amendment No. 1 to the agreement between C/CAG and Life Cycle Associates for the San Mateo County Alternative Fuel Readiness Plan development for a time extension to March 31, 2016.

APPROVED

5.5 SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of Foster City Lincoln Centre Life Sciences Research Campus Project

APPROVED

5.6 Review and approval of Resolution 15-37 authorizing the C/CAG Chair to execute a two-year funding agreement with Joint Venture Silicon Valley to support the Index of Silicon Valley and for Joint Venture Silicon Valley to provide support to San Mateo County and Cities in meeting their sustainability goals and mobility improvement, for an amount not to exceed \$75,000 for fiscal years 2015/16 and 2016/17.

APPROVED

5.7 Review and approval of Resolution 15-38 authorizing the C/CAG Executive Director to approve up to \$60,000 in additional cost to compensate the County of San Mateo on an equipment and time basis for Smart Corridors construction management services to a new construction management total of \$1,360,000.

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)

Matt Robinson from Shaw / Yoder/ Antwih presented the following Bills which were recommended for support by the Legislative Committee:

SBX1 1 (Beall) - This bill would phase in a multi-faceted transportation funding package, resulting in an approximately 4.5 billion annual increase in transportation funding.

Board Member Gordon MOVED to send a letter in support of SBX1 1 Member Braunstein SECONDED. **MOTION CARRIED UNANIMOUSLY 18-0**

SBX1 8 (Hill) & ABX1 7 (Nazarian) – These two bills would increase dedicated Cap and Trade funding for mass transportation projects.

Board Member Gordon MOVED to send a letter in support of SBX1 8 and ABX1 7 Member Horsley SECONDED. **MOTION CARRIED UNANIMOUSLY 18-0**

Support the Fix Our Roads Coalition Framework to Increase Funding for Transportation in

## Special Session

Board Member Nagel **MOVED** to send a letter in support of Coalition Framework to Increase Funding for Transportation in Special Session. Member Braunstein **SECONDED**. **MOTION CARRIED UNANIMOUSLY 18-0**

AB194 (Frazier) – This bill would authorize regional transportation agencies to apply to the California Transportation Commission for the establishment of a high-occupancy toll (HOT) lane on a highway in California.

Board Member Gordon **MOVED** to send a letter in support of AB194. Member O’Connell of Brisbane **SECONDED**. **MOTION CARRIED UNANIMOUSLY 18-0**

AB 516 (Mullin) – This bill would require the Department of Motor Vehicles (DMV) to develop a temporary license plate to be displayed on vehicles sold in California.

Board Member Horsley **MOVED** to send a letter in support of AB194. Member Aguirre **SECONDED**. **MOTION CARRIED UNANIMOUSLY 18-0**

Board Member Gordon described a decision making policy for addressing continued support or opposition for amended bills as they move through committees.

Board Member Horsley **MOVED** the decision making policy for addressing amended bills as they are amended and moved through committees. Member May **SECONDED**. **MOTION CARRIED UNANIMOUSLY 18-0**

Matt Robinson announced that Speakers Toni Atkins, Brian Kelly are hosting a press conference in Oakland next week to talk about their priorities for Transportation Funding.

### 6.2 Review and approval of an appointment to the Congestion Management & Environmental Quality Committee to fill the seat representing agencies with transportation interests.

There was one vacant seat. There were two applicants:

Adina Levin – Caltrain Citizens’ Advisory Committee, Friends of Caltrans  
Jacqueline Jacobberger – League of Women Voters of North San Mateo County

Adina Levin made a presentation to the C/CAG Board. Linda Craig, President of the Bay Area League of Women Voters spoke and endorsed Jacqueline Jacobberger.

A vote was done by ballot. Adina Levin had the highest votes 10-8 and has been elected to fill the seat representing agencies with transportation interests. Voting result is as follows:

**Adina Levin – League of Women Voters of North San Mateo Co.**

**Jacqueline Jacobberger – Caltrain Citizens’ Advisory Committee, Friend of Caltrain**

Lewis – Atherton  
O’Connell – Brisbane  
Nagel – Burlingame  
Canepa – Daly City  
Moody – East Palo Alto  
Kiesel – Foster City  
May – Hillsborough  
Olbert – San Carlos  
Goethals – San Mateo  
Gupta – South San Francisco

Braunstein – Belmont  
Fraser – Half Moon Bay  
Nihart – Pacifica  
Derwin – Portola Valley  
Aguirre – Redwood City  
O’Connell – San Bruno  
Horsley – County of San Mateo  
Gordon – Woodside

APPROVED

6.3 Introduction, presentation and public hearing on the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport.

Staff and consultant from ESA Airports made a presentation on the Draft Final ALUCP for the Environs of San Carlos Airport.

C/CAG Board members directed staff to make available the latest version of the document for the Public Comment period.

Chair Nihart opened the Public Hearing on the Draft Final Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. No public comment was received. Chair Nihart closed the Public Hearing.

6.4 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 San Carlos Airport.

ESA Airports made a presentation on the proposed Negative Declaration and Initial Study for the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

Chair Nihart opened the Public Hearing on the proposed Negative Declaration and Initial Study for the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport. No public comment was received. Chair Nihart closed the Public Hearing.

6.5 Review and approval of Resolution 15-21, authorizing the C/CAG Chair to execute three-year agreements with 1) Northgate Environmental Management, 2) Farallon Consulting, 3) San Mateo County Division of Environmental Health, 4) S. Groner Associates, 5) Eisenberg, Olivieri, & Associates, 6) Urban Rain Design, 7) Community Design + Architecture, 8) Larry Walker & Associates, 9) ADH Environmental, and 10) Geosyntec for on-call consultant services to the Countywide Water Pollution Prevention Program, and further authorizing the

C/CAG Executive Director to negotiate and issue task orders under said contracts in a cumulative amount not to exceed \$2,300,000 for fiscal year 2015-16.

Board Member May MOVED approval of Items 6.5. Board Member Moody SECONDED.  
**MOTION CARRIED UNANIMOUSLY 18-0** APPROVED

- 6.6 Review and approval of the letter to the Honorable Judge Etezadi RE: C/CAG's responses to the 2014-2015 San Mateo County Civil Grand Jury Report titled "Flooding Ahead: Planning for Sea Level Rise".

Board Member Horsley MOVED approval of Item 6.6. Board Member May SECONDED.  
**MOTION CARRIED 17-1.** Board Member Olbert Opposed. APPROVED

## 7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports).

- 7.2 Chairperson's Report

7.2.1 Letter dated July 2, 2015 from Julie Pierce, ABAG President and Ezra Rapport, ABAG Executive Director to ABAG Executive Board.

7.2.2 Letter dated July 16, 2015 from MTC Chair to MTC Commission.

- 7.3 Board Member Reports

## 8.0 EXECUTIVE DIRECTOR'S REPORT

Sandy Wong, C/CAG Executive Director, reminded the Board regarding invitation from Scott Hart of PG&E on facility tour scheduled for August 27, 2015. She also provided verbal update regarding the US 101 congestion relief (potential carpool lanes or express lanes) discussions, including meetings with Secretary of Transportation Brian Kelly, Assemblyman Kevin Mullin, SamCEDA, and CalTrain Commuter Coalition.

Board Member Aguirre reported that she and Supervisor Tissier, Commissioners of the MTC, have discussed with MTC Executive Director Steve Heminger and will be leading "town hall meetings" countywide to make sure input from local communities are heard.

## 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 Mima Guilles at 650 599-1406 or [mguilles@smcgov.org](mailto:mguilles@smcgov.org) or download a copy from C/CAG's website – [www.ccag.ca.gov](http://www.ccag.ca.gov).

- 9.1 Letter from Sandy Wong, C/CAG Executive Director, dated 5/28/15. RE: Redwood City 2020 Sustainable Transportation Encouragement Program (STEP)

- 9.2 Letter from Sandy Wong, C/CAG Executive Director, dated 6/9/15. RE: Docket No. 15-BSTD 01 Adoption of 15-Day Language for the 2016 Building Energy Efficiency Standards
- 9.3 Letter from Matt Fabry, Coordinator, San Mateo Countywide Water Pollution Prevention Program, dated 7/10/15. RE: SMCWPPP Comments on the Tentative Order for the Reissued NPDES Stormwater Municipal Regional Permit
- 9.4 Letter from Congestion Management Agencies (CMSs) Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma dated 7/10/15. RE: Comments from the Bay Area CMAs on the Draft California Transportation Plan 2040
- 10.0 ADJOURN  
Meeting adjourned 8:50 p.m.

**C/CAG AGENDA REPORT**

Date: September 10, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approve the appointment of Linda Koelling to fill the vacant seat representing business communities on the Congestion Management & Environmental Quality (CMEQ) Committee.

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

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**RECOMMENDATION**

That the C/CAG Board review and approve the appointment of Linda Koelling to the Congestion Management & Environmental Quality Committee to fill the seat representing business communities in San Mateo County.

**FISCAL IMPACT**

None.

**SOURCE OF FUNDS**

N/A

**BACKGROUND**

A long-standing CMEQ committee member, Jim Bigelow, has retired. Mr. Bigelow filled the seat on CMEQ committee representing business communities in San Mateo County.

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

A recruitment letter for the vacant seat was sent to interested parties in San Mateo County on July 10, 2015 with a due date of August 3, 2015. No letters of interest were submitted during this recruitment period. Another recruitment letter for the vacant seat was sent to interested parties in San Mateo County on August 17, 2015 with a due date of August 28, 2015. One individual submitted a letter of interest by the August 28, 2015 recruitment deadline:

- Linda Koelling

**ATTACHMENTS**

1. CMEQ Committee Roster
2. Letter of Interest from Linda Koelling

## CMEQ Roster – August 2015

Chair - Richard Garbarino  
 Vice Chair - Mike O’Neill  
 Staff Support: Jeff Lacap ([jlacap@smcgov.org](mailto:jlacap@smcgov.org))  
 (650) 599-1455

Name	Representing
Alicia Aguirre	Metropolitan Transportation Commission (MTC)
Barbara Pierce	City of Redwood City
Charles Stone	City of Belmont
Elizabeth Lewis	City of Atherton
Irene O’Connell	City of San Bruno
Jim Bigelow	Business Community
John Keener	City of Pacifica
Lennie Roberts	Environmental Community
Mike O’Neill	City of Pacifica
Onnolee Trapp	Agencies with Transportation Interests
Rich Garbarino	City of South San Francisco
Rick Bonilla	City of San Mateo
Steve Dworetzky	Public Member
Wayne Lee	City of Millbrae
Vacant	San Mateo County Transit District (SamTrans)
Vacant	Peninsula Corridor Joint Powers Board (Caltrain)

August 18, 2015

To: Sandy Wong, Executive Director  
555 County Center 5<sup>th</sup> Floor  
Redwood City, CA 94063

Dear Sandy,

I am very interested in applying for the open position on the CMEQ Board. I would appreciate the opportunity to serve on the CMEQ Board once again; this time, as a non-elected official. Since I was termed out of the Foster City council in 2011, I have continued to stay involved in local government. My involvement has included serving on the Foster City Redevelopment Oversight Board as well as the County Commission on the Status of Women. I am also on the Leadership Board as well as the Hillbarn Theatre Board. Given my interest and passion for public transportation, I am currently working on setting up a midday shuttle program through the Foster City Chamber of Commerce that will encourage more employees of our large corporations to use public transportation to and from work, thereby, supporting our local business establishments. During my term on the council I created an ad hoc committee to create a living Transportation document for our city.

I believe my experience as a former councilmember and Mayor and someone who has served on the CMEQ board in the past, provides me with the institutional knowledge and background to be effective in supporting the goals of this committee.

Our communities and the county are going through substantial changes with population growth and economic development. This changing landscape is creating new challenges for policy makers and committees like CEMQ. I hope that my extensive experience in Government operations and business management will provide the skills needed to support this committee.

Thank you for your consideration.

Sincerely,



Linda Koelling  
Former Mayor, Foster City

Resume Attached

## Resume

### **Linda A. Koelling**

860 Meridian Bay Lane #342, Foster City, CA 94404

650-573-8019h 650 464-2479c

Email: [lkoelling@att.net](mailto:lkoelling@att.net)

**Objective:** Put to use my Government and management experience and leadership skills that will serve well in a government relations position. Look forward to exercising my creativity, and innovative talents on projects to improve effectiveness and streamline processes for improved opportunities. I am looking for long or short term assignments.

**Profile:** Creative problem solver, analytical, motivational, goal driven achiever, enthusiastic self starter, able to foster efficiency; outstanding interpersonal relations and management skills; good sense of humor and tactful administrative style and commitment to excellence.

### **Professional Experience/Highlights :**

- Supervisor of Recreation, City of Burlingame 1972-1977; increased programs for Senior citizens and youth;
- Member of the Foster City Parks & Recreation Committee, 1978-1986, (Chair 1985). Created and organized a Girls Softball program/President Pony/Colt Baseball
- Business Owner-created and operated Kids Connection private preschool and elementary school Foster City, 1988-2009; increased enrollment to over 400 families per yr; pre-k thru 5<sup>th</sup> grades.
- Councilmember, City of Foster City 2003-2011, (Mayor 2006 & 2011); created a Transportation Task Force to study transit needs for our city and drafted a living document.
- President- League of California Cities Peninsula Division, (2008-2009); Chaired the division's Campaign committee to promote state Proposition 22 which was passed in 2010.
- Co-Authored Foster City's successful Measure P ballot initiative in 2011 which increased the Transient Occupancy Tax and added revenue to the city.

### **Education:**

- City College of San Francisco- 1967-69 Major Physical Education
- University of Oregon- 1969-1970 Major- Parks & Recreation Management
- California State University, Hayward 1971- Bachelor of Science, Parks & Recreation Management
- San Mateo County Leadership graduate- 2003

**Board/Committee member Positions (Past):**

- City/County Association of Government 2005-2011
- Peninsula Traffic Congestion Relief Alliance 2004-2011 (Chair-2009-2011)
- San Mateo County Airport Round Table(2004-2007)
- San Mateo Airport Land Use(2004-2006)
- San Mateo County Congestion Management Environmental Quality( 2005-2011)
- President of the League of California Cities Peninsula Division Board( 2008)
- League of California Cities Transportation &Public Works Policy Committee
- Foster City Transportation Ad Hoc committee (2007-2009)
- Co-Chair American Cancer Society Gala 2012
- Foster City Chamber of Commerce Board Member

**Current Board Positions:**

- Foster City Chamber of Commerce Board co chair midday shuttle program
- Hillbarn Theatre, Foster City
- County Women's Leadership Network, San Mateo County
- San Mateo/Foster City/Burlingame/Hillsborough Leadership
- Oversight Board- Foster City- Dismantling Redevelopment Agency

**C/CAG AGENDA REPORT**

Date: September 10, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Confirm the appointment of Adina Levin to fill the vacant seat representing transportation communities on the Congestion Management & Environmental Quality (CMEQ) Committee.

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

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**RECOMMENDATION**

That the C/CAG Board confirm the appointment of Adina Levin to fill the vacant seat representing transportation communities on the Congestion Management & Environmental Quality (CMEQ) Committee.

**FISCAL IMPACT**

None.

**SOURCE OF FUNDS**

N/A

**BACKGROUND**

At the August 13, 2015 C/CAG Board meeting, board members used paper ballots and voted on the two candidates to fill the vacant seat to the Congestion Management & Environmental Quality Committee representing transportation communities. By a vote of 10 to 8, the Board voted to elect Adina Levin to fill the seat. Detailed voting results are reported in the minutes of the August 13, 2015 meeting.

At the advice of legal counsel, this agenda item is to confirm the appointment of Adina Levin to fill the vacant seat on the CMEQ Committee.

**ATTACHMENTS**

None.

**C/CAG AGENDA REPORT**

Date: September 10, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of the appointment of Adam Kelly as an Aviation Representative to the C/CAG Airport Land Use Committee (ALUC).

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

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**RECOMMENDATION**

That the C/CAG Board review and approve the appointment of Adam Kelly as an Aviation Representative to the C/CAG Airport Land Use Committee (ALUC).

**FISCAL IMPACT**

None

**SOURCE OF FUNDS**

N/A

**BACKGROUND**

As a result of the resignation of Rich Newman from the Airport Land Use Committee (ALUC) the ALUC has a vacancy for an Aviation Representative. C/CAG staff issued a call for applicants for an Aviation Representative with letters of interest being due on August 28, 2015. The call for applicants letter was distributed to the Half Moon Bay Airport Pilots Association, the San Carlos Airport Association, San Francisco International Airport planning staff and ALUC members. The announcement was also posted on the C/CAG website.

Staff received one letter of interest from Adam Kelly, a pilot operating out of San Carlos and Half Moon Bay airports. The interest letter from Adam Kelly is attached to this staff report. Staff recommendation is for the Board of Directors to appoint Adam Kelly as the Aviation Representative to the ALUC.

Staff also issued a letter to the Half Moon Bay Airport Pilots Association for an additional vacant seat that is specific to the Half Moon Bay Pilots Association. Staff has reached out to the Half Moon Bay Airport Pilots Association and is still awaiting a response.

**ATTACHMENTS**

- ALUC Roster
- Interest letter from Adam Kelly

**C/CAG AIRPORT LAND USE COMMITTEE (ALUC)  
Membership Roster June 2015**

**Chair:** Ricardo Ortiz, Council Member, City of Burlingame  
**Vice-Chair:** Steve Okamoto, Council Member, City of Foster City  
**Staff Support:** Tom Madalena, C/CAG

<b>Member</b>	<b>Representative</b>	<b>Alternate</b>
City of Brisbane	Terry O'Connell	Ray Miller
City of Burlingame	Ricardo Ortiz	Vacant
City of Daly City	Raymond Buenaventura	Vacant
City of Foster City	Steve Okamoto	Vacant
City of Half Moon Bay	Debbie Ruddock	Vacant
City of Millbrae	Robert Gottschalk	Vacant
City of Redwood City	John Seybert	Vacant
City of San Bruno	Ken Ibarra	Rico Medina
City of San Carlos	Ron Collins	Cameron Johnson
County of San Mateo and Aviation Representative	Dave Pine	Vacant
City of South San Francisco	Liza Normandy	Richard Garbarino
Aviation Representative	Vacant	Carol Ford*
Half Moon Bay Airport Pilots Association	Vacant	Eddie Andreini, Jr.*

\* Indicates non-elected representative: all others indicate elected representatives of their member agencies.

\*\* Quorum = 7

**Date:** August 27, 2015

**To:** Tom Madalena

**From:** Adam Kelly

**Subject:** Letter of Intent- Airport Land Use Committee (ALUC) for Aviation Representative

Dear Mr. Madalena,

I, Adam Kelly, would like to fill the vacant position of Aviation Representative on the ALUC. I have been a pilot for 6 years. I currently reside and work in San Mateo County. I live in South San Francisco and I work as a pilot in San Mateo County. I am a flight instructor for the San Carlos Flight Center, a premier flying club here in the Bay Area. I operate primarily out of San Carlos (KSQL) and Half Moon Bay (KHAF) airports. I care deeply about the vibrancy of both general aviation (GA) and commercial operations here in San Mateo County and wish to see it remain relevant and growing in the years to come.

Reasons for appointment

As a representative for the ALUC, I would be a strong advocate for aviation concerns and provide advise relating to the development and implementation of the Airport Land Use Compatibility Plans and other airport land use issues. I wish to be a strong voice for the necessity of aviation in San Mateo County. Recently, the aviation community has come under scrutiny from communities particularly in regards to the noise issues coming from local airports. As the economy has recovered there has been an increase in activity at our airports. The San Francisco Int'l, San Carlos, and Half Moon Bay airports have seen a boost in daily operations, which has resulted into the economic vibrancy of the surrounding communities in our County. San Francisco Int'l Airport alone in the last few years has seen an increase in traffic which has made a direct impact on additional growth in business activity<sup>1</sup> I wish to continue to encourage this economic increase caused by aviation activities while balancing the concerns of our residents and protecting our communities. I wish to be a voice for continued positive growth and activity in aviation in San Mateo County

Relevant Experience to bring to the ALUC

As a local pilot and pilot instructor, 90% of my current flying is done in and around the Bay Area. I have extensive knowledge of Bay Area airspace, traffic flow patterns, airport surface operations, and noise abatement procedures for each airport within San Mateo County.

I have 2 years of experience as an Environmental Research Specialist at Burleson Consulting Inc., in Folsom California. As a specialist, I became very familiar with National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) process where I researched and prepared various sections of Environmental Impact Reports (EIR) and Mitigated

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<sup>1</sup> ECONOMIC DEVELOPMENT RESEARCH GROUP, *2013 Economic Impact Study of San Francisco International Airport*, May 2013, available at <http://media.flysfo.com.s3.amazonaws.com/default/downloads/reports/SFOEconomicImpactReport2013.pdf>.

Negative Declarations on multiple projects. One particular project required me to consult and coordinate between Sacramento Metropolitan Utility District (SMUD), the Sacramento County Airport Land Use Commission, Mather airport, the Federal Aviation Administration (FAA) and our own consulting firm to study the impacts and create proper mitigation efforts to ensure compliance with Mather Airports Comprehensive Land Use Plan (CLUP) Over-flight Zone for the East Campus operations center explicitly regarding impacts to aviation operations at Mather airport. This project among others, enabled me to understand the process and due diligence required of cities, counties, and airports when attempting to implement their own set of regulatory requirements, guidelines, land use plans, and various other projects.

### Conclusion

The reasons and qualification I put forth above show that I meet the requirements for this position. I am passionate about my career in aviation and I desire to serve the county of San Mateo. My knowledge of airport operations within San Mateo county and my knowledge of the regulatory environment that surrounds these airport environments will inform the advice that I would provide the ALUC. I hope that you choose me, with my aviation and regulatory perspectives, to be the voice that can assist the ALUC with its mission.

## C/CAG AGENDA REPORT

Date: September 10, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a copy of the MOU between C/CAG and Strategic Energy Innovations for Climate Corp Bay Area Fellow Adrian Almaguer to support the San Mateo County Energy Watch Program, executed by the C/CAG Chair consistent with C/CAG Procurement Policy.

(For further information or response to questions, contact Sandy Wong at 650-599-1409)

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### RECOMMENDATION

That the C/CAG Board of Directors receive a copy of the MOU between C/CAG and Strategic Energy Innovations for Climate Corp Bay Area Fellow Adrian Almaguer to support the San Mateo County Energy Watch Program, executed by the C/CAG Chair consistent with C/CAG Procurement Policy.

### FISCAL IMPACT

The cost for the ClimateCorps Bay Area fellow is \$30,000.

### SOURCE OF FUNDS

Funding for the Climate Corps Bay Area fellow comes from the San Mateo County Energy Watch (SMCEW) program – PG&E Local Government Partnership.

### BACKGROUND

San Mateo County Energy Watch (SMCEW) is a LGP between C/CAG and PG&E. C/CAG contracts with the San Mateo County, Office of Sustainability to provide support for this program.

For the last five years, the SMCEW program has leveraged a program called ClimateCorps Bay Area, contracted through Strategic Energy Innovations, which places fellows into local governments and nonprofits in the Bay Area region. The fellows work on projects related to climate resilience and, in exchange for their work, receive a stipend and considerable training and career development. Every fellow that has taken part in this program (8) with the County has leveraged the experience and either gone on to graduate school or gainful employment.

### ATTACHMENT

Executed MOU between C/CAG and Strategic Energy Innovations for Adrian Almaguer

**Memorandum of Understanding (MOU) between  
Strategic Energy Innovations and The City/County Association of Governments of San  
Mateo County (C/CAG)  
August 1, 2015 – July31, 2016**

**SUBJECT:** Climate Corps Bay Area

This MEMORANDUM OF UNDERSTANDING is hereby made and entered into by and between Strategic Energy Innovations, hereinafter referred to as SEI and C/CAG, hereinafter referred to as “Host Agency”. Collectively, SEI and C/CAG are hereinafter referred to as the “Parties.” The individual to whom this MOU applies is Adrian Almaguer, hereafter referred to as “Fellow” or broadly as one individual of “Fellows”.

**ARTICLE I – BACKGROUND AND OBJECTIVES**

SEI is collaborating with public, non-profit, and for-profit organizations in the San Francisco Bay Area to recruit, train, and place Climate Corps Bay Area Fellows with Host Agencies where they will be provided with experiential learning opportunities as they assist in implementing climate change resiliency programs. The Fellows’ term of service runs from August 31, 2015 through June 30, 2016, during which Fellows are expected to complete their program hours commitment of 1500 site hours and an additional 170 hours in program training activities. The first day after the program orientation and training week that Fellows will be available to work is Tuesday, September 8, 2015. During their term of service, Fellows are expected to implement programs that provide significant professional development experience through the implementation of climate resiliency projects. Fellows will devote approximately 90% of their site hours to experiential learning activities, and up to 10% of these site hours for specific training and coaching as approved by their Host Agency. If a Fellow is unable to complete their full 1500 site hours by June 30, 2016 due to any unforeseen circumstances during their term they may, at the discretion of SEI and the agency, be allowed time to complete their hours at the agency, or at another approved agency where there are service opportunities available.

The mission of Climate Corps Bay Area is to deliver a 10-month Fellowship program that provides professional development opportunities for emerging climate protection leaders through implementation of climate change resiliency projects with local governments, non-profits and for-profit businesses. CCBA Fellows:

- Receive unparalleled experiential learning opportunities through placements with regional climate protection leaders.
- See first hand how to address climate change by implementing assessment, education, and mitigation projects that have measurable benefits.
- Build critical real-world project management skills as they measure, track, and report outcomes to community partners.

Fellows participate in a comprehensive training program that gives an overview of climate change issues, strategies for tackling climate change and approaches to building community resiliency in California.

The Parties will work in partnership to promote the MOU, and its benefits to the Project and community at large.

## **ARTICLE II – STATEMENT OF PROJECT ACTIVITIES**

Through Climate Corps Bay Area, SEI agrees to:

- Recruit and assist in selection of a CCBA Fellow for a commitment of 1500 hours over a period of 10 months.
- Train and support Fellow with a comprehensive training program that includes a training manual, a multi-day orientation led by an array of experts, monthly trainings, a mid-year two-day retreat, and two Professional Development Assessment reviews.
- Work with the Host Agency to develop a specific Fellowship Scope for specific Host Agency initiatives that aligns with CCBA goals and defines the Training Plan for the Fellow.
- Provide assistance in defining and developing metrics for the Fellow to measure and track the progress of project activities throughout his or her Fellowship.
- Provide monthly follow-ups to review progress with Site Supervisor and Fellows.
- Define and implement any corrections to Fellow's plan determined to be necessary based on feedback collected from Fellow and Host Agency.

Host Agency agrees to:

- Take part in the recruitment and interview process to identify a Fellow best fitted for the specific projects' needs.
- Provide one to three specific climate resiliency initiatives that its Fellow can work on during his or her term of service.
  - Initiatives must be well-defined, approved for implementation and include specific learning objectives.
  - Host Agency will work with SEI to finalize a mutually agreed-upon Fellowship Scope no later than 1 month after the Fellow arrives on site.
- Assign a Site Supervisor who will be available to meet at least weekly with the Fellow for one-on-one project meeting time, coordinate other necessary staff supervision needed for successful implementation of the Fellowship Scope, gather and report on in-kind supervisory hours (at least 15/month) across all relevant staff within the organization with Fellow.
- Support Fellow to complete monthly reporting to SEI indicating whether progress is being made on the initiatives.
- Provide feedback on Program and Fellow effectiveness by:
  - filling out and submitting a Professional Development Assessment providing feedback on Fellow activities.
  - participating in program-wide conference calls to discuss program progress; and
  - responding to Host Agency feedback surveys as requested.
- Attend or send a representative to Partner Orientation.

- Not to hire Fellow for projects related to SEI community service programs during the Fellowship terms (if the Agency decides to hire the Fellow for like projects prior to the completion of the program year of service, the MOU will be considered terminated , and SEI will be due estimated program costs as set forth below)
- Refrain from using the Fellow for displacement of a host agency employee during the Fellowship term.
- Allow SEI to share results from this program through grant reporting and other means as SEI deems appropriate.
- Provide program-wide support through either
  - sponsoring a venue and staff presentation at a monthly training event for all Fellows; or
  - participating in a program sponsored training session or professional development event.

### **ARTICLE III – TERM OF AGREEMENT**

This MOU will become effective on the date of final signature and shall continue in full force and effect through July 31, 2016, unless earlier terminated. Should the Host Agency fail to select a Fellow after participating in the Climate Corps recruit, the Host Agency agrees to compensate SEI \$2,500 for the recruiting effort.

Otherwise, Agency funds are committed to all Program expenses, including program costs for recruitment and training development prior to the Fellow's start date, Fellow stipends, benefits, training, and ongoing program costs, and will be fully committed on May 1, 2016. In the event that this MOU is terminated prior to May 1, 2016, program reimbursements will be determined as follows:

1. If a Fellow is fired or otherwise leaves the program and NOT hired by the Host Agency, then the reimbursement will be issued on a prorated basis for unspent Agency funds, calculated based on an 8-month spend down that equates to \$85/day for 237 days between September 8, 2015 – May 1, 2016.
2. If Fellow is hired by the Host Agency, then the reimbursement will be calculated by looking at the avoided costs in unspent Fellow stipend payments for the balance of the invoice period (so either the Fall or Spring Semester) subtracting out a buyout contingency that equates to 15% of the total program fee associated with the Fellow if before the Fall Semester, or equaling 10% of the total program fee associated with the Fellow if after the close of the Fall Semester.

In the event that a Fellow terminates their program participation early, SEI staff will work with the Host Agency to:

1. Recruit for a replacement should the Fellow leave prior to the late January/ early February spring semester registration into Climate Corps certificate courses, or

2. Work with the Program Partner to transition the Fellow's work internally (to other Fellows/ staff) and to reimburse the partner for unexpended funds as detailed in the paragraph above.

#### **ARTICLE IV – KEY OFFICIALS**

The individuals listed below are identified as key personnel considered essential to the project being performed under this Memorandum of Understanding:

##### For Strategic Energy Innovations

Job Title: Deputy Director, SEI  
Name: Stephen Miller  
Address: 899 Northgate Dr. Suite 410  
San Rafael CA 94903  
Phone Contact: 415-507-2186  
Email Contact: [stephen@seiinc.org](mailto:stephen@seiinc.org)

##### For Host Agency:

Job Title Resource Conservation Programs Manager  
Name Kim Springer  
Address 555 County Center – 5<sup>th</sup> Floor, Redwood City, CA 94063  
Phone Number (650) 599-1412  
Email Contact [kspringer@smcgov.org](mailto:kspringer@smcgov.org)

No change in key officials will be made by either SEI or Host Agency without written notification thirty (30) days in advance of the proposed change. The notification will include a justification in sufficient detail to permit evaluation of the impact of such a change on the scope of work.

#### **ARTICLE V –PAYMENT**

Host Agency will provide SEI with \$27,000 (\$31,500 if a for-profit business) per Fellow and requests one (1) Fellow(s) for the remaining Program Year for a total payment amount of \$27,000 to support the implementation of the program. Host Agency will provide SEI an additional \$3000 to be awarded to the Fellow upon successful completion of the 1500 Program hours and objectives as an end of program award, for a total Program Year cost of \$30,000. Should Fellow not successfully complete the program hours and objectives, SEI will refund the additional funds (\$3000) to the Host Agency by June 30, 2016.

Host Agency will complete payments within 30 days of receiving invoices. The invoices will be dispersed according to the following schedule:

- Invoice 1(60%):
  - Due: September 5, 2015
  - Amount: \$16,200
- Invoice 2(40%) plus \$3,000 Fellow completion award mentioned above:

- Due: January 5, 2015
- Amount: \$13,800

The Parties agree that if the Partner fails to make any payments 90 days after an invoice is received and marked due, SEI will immediately assess a late payment penalty of 1.5% of the unpaid amount.

Furthermore, an additional amount of \$0 will be charged in the first invoice. If these funds were elected towards an enhanced monthly stipend, then the funds will be paid out to the Fellow twice a month as part of their regular stipend checks. If these funds were elected towards a reimburseable account, then the funds will be available for the Host Agency to use for Host Agency specific costs such as commuting, trainings, and other benefits as seen as necessary. Host Agencies will be able to access funds by completing a Climate Corps Bay Area Expense Report and submitting it to the SEI Program Director. Funds will be able to be dispersed to Fellows, Site Supervisors, and other individuals specifically identified by the Host Agency. SEI requests thirty (30) days notice for distribution of these funds.

#### **ARTICLE VI - TERMS**

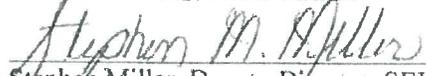
It is mutually agreed by all Parties to this MOU that:

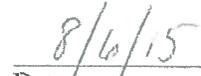
- In the event that a Party no longer approves implementation of any of the provisions referenced in this MOU, the individual Parties agree to promptly confer to determine what, if any, modifications to this MOU should be made to address the issue(s) of concern.
- In the event that a Party no longer desires to be a part of this MOU or any modification(s), then the individual Party in their sole discretion may terminate their relationship within this MOU.
- Written notice must be provided by the Party desiring to withdraw from the MOU at least thirty (30) days prior to termination.
- Each Party agrees that it will be responsible for its own acts and the results thereof and shall not be responsible for the acts of the other Party and the results thereof. Each Party, therefore, agrees that it will assume all risk and liability to itself, its agents or employees, for any injury to persons or property resulting in any manner from the conduct of its own operations, and the operation of its agents or employees under this MOU, for any loss, cost, damage, or expense resulting at any time from any and all causes due to any act or acts, negligence, or the failure to exercise proper precautions, of or by itself or its agents or its own employees, while occupying or visiting the premises under and pursuant to the MOU.

**ARTICLE VII – AUTHORIZING SIGNATURES**

IN WITNESS HEREOF, the parties hereto have executed this MOU on the date(s) set forth below.

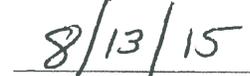
**Strategic Energy Innovations**

  
\_\_\_\_\_  
Stephen Miller, Deputy Director, SEI

  
\_\_\_\_\_  
Date

**City and County Association of Government (C/CAG)**

  
\_\_\_\_\_  
Mary Ann Nihart, Chair

  
\_\_\_\_\_  
Date

## C/CAG AGENDA REPORT

Date: September 10, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-41 authorizing the C/CAG Executive Director to issue task orders in full compliance with the terms and conditions of on-call airport/land use consistency review service agreements

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

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### RECOMMENDATION

That the Board review and approve Resolution 15-41 authorizing the C/CAG Executive Director to issue task orders in full compliance with the terms and conditions of on-call airport/land use consistency review service agreements.

### FISCAL IMPACT

Actual expenditures will be determined based on specific tasks orders to be approved by the Executive Director. Authorization to proceed will be given to consultant only after execution of a specific task order.

### SOURCE OF FUNDS

The source of funds is the C/CAG general fund.

### BACKGROUND

C/CAG is the designated Airport Land Use Commission for San Mateo County. In this role C/CAG staff works to implement the policies in the adopted Airport Land Use Compatibility Plans (ALUCP) for the environs of three airports in San Mateo County, including San Francisco International Airport, Half Moon Bay Airport, and San Carlos Airport.

Cities that fall within the Airport Influence Area (AIA) for each airport are required to submit land use policies and development actions such as General Plans or Specific Plans to C/CAG for consistency determination with respect to the adopted Airport Land Use Compatibility Plans (ALUCP). Cities are also required to update their General Plans to be consistent with the C/CAG ALUCPs within 180 days after the ALUCPs are adopted by the Airport Land Use Commission. The purpose of this policy is to ensure that the land uses around the airports are consistent with policies designed to provide safety for the people on the ground and in the air as well as protect the ability of the airports to operate.

Staff is recommending that the existing on-call service agreements for consistency reviews be amended to provide for a revised scope to cover all manners of consistency determinations, to add an aggregate total of \$40,000 to be shared amongst three consulting firms and to extend the contract term to September 30, 2017.

At the September 10, 2015 meeting, the C/CAG Board is also considering the approval of C/CAG Resolutions 15-42, 15-43, and 15-44, authorizing amendments to the on-call service agreements with Ricondo & Associates, Coffman Associates, and ESA Airports, respectively, to provide consistency review services in an aggregate amount not to exceed \$100,000. If approved by the C/CAG Board, Resolution 15-41 will authorize the Executive Director to execute specific task orders, in compliance with said service agreements, on an as-needed basis.

**ATTACHMENT**

1. Resolution 15-41

## **RESOLUTION 15-41**

### **A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO ISSUE TASK ORDERS IN FULL COMPLIANCE WITH THE TERMS AND CONDITIONS OF ON-CALL AIRPORT LAND USE CONSISTENCY REVIEW SERVICE AGREEMENTS**

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

**WHEREAS**, C/CAG is the designated Airport Land Use Commission for San Mateo County, and

**WHEREAS**, as the Airport Land Use Commission C/CAG is required to perform consistency determinations for land use policies and development actions of local land use agencies with respect to the applicable adopted Airport Land Use Compatibility Plans (ALUCP), and

**WHEREAS**, C/CAG has determined that outside consulting services are required on an as-needed basis for airport/land use consistency determination work, and

**WHEREAS**, C/CAG has selected Ricondo & Associates, Coffman Associates and ESA Airports to provide airport/land use consistency determination services, and

**WHEREAS**, C/CAG Executive Director will negotiate and execute individual task orders for specific services with the three firms on an as-needed basis.

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County authorizing the Executive Director to issue task orders in full compliance with the terms and conditions of on-call airport land use consistency review service agreements.

**PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF SEPTEMBER 2015.**

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**Mary Ann Nihart, Chair**

**C/CAG AGENDA REPORT**

Date: September 10, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-42 authorizing the C/CAG Chair to execute the first amendment to the agreement with Ricondo & Associates for airport/land use consistency review on-call consultant services to add an aggregate total of \$40,000 to a new total of \$100,000, to be shared amongst three consulting firms and to extend the contract term to September 30, 2017.

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

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**RECOMMENDATION**

That the C/CAG Board review and approve Resolution 15-42 authorizing the C/CAG Chair to execute the first amendment to the agreement with Ricondo & Associates for airport/land use consistency review on-call consultant services to add an aggregate total of \$40,000 to a new total of \$100,000, to be shared amongst three consulting firms and to extend the contract term to September 30, 2017.

**FISCAL IMPACT**

Execution of this amendment will authorize an additional aggregate amount of \$40,000 to a new aggregate amount of \$100,000 to be shared amongst three consulting firms and to extend the contract term by two years. Actual expenditures will be determined based on specific tasks orders to be approved by the Executive Director, as authorized by Resolution 15-41. Authorization to proceed will be given to consultant only after execution of a specific task order.

**SOURCE OF FUNDS**

The source of funds is the C/CAG general fund.

**BACKGROUND**

C/CAG is the designated Airport Land Use Commission for San Mateo County. In this role C/CAG staff works to implement the policies in the adopted Airport Land Use Compatibility Plans (ALUCP) for the environs of three airports in San Mateo County, including San Francisco International Airport (SFO), Half Moon Bay Airport, and San Carlos Airport. Cities that fall within the Airport Influence Area (AIA) for each airport are required to submit land use policies and development actions such as General Plans or Specific Plans to C/CAG for consistency determination with respect to the adopted Airport Land Use Compatibility Plans (ALUCP). Cities are also required to update their General Plans to be consistent with the C/CAG ALUCPs within 180 days after the ALUCPs are adopted by the Airport Land Use Commission.

At the September 11, 2014 C/CAG Board meeting, the Board approved on-call consultant service agreements for an aggregate total of \$60,000 to be shared amongst three airport/land use planning firms to provide assistance with consistency determination work with the Airport Land Use Compatibility Plans for the three airports in the county. These agreements are set to expire in September 2015. The consistency determination work by the consultants has been requested by staff on an as-needed basis. To date there has been approximately \$30,000 of the \$60,000 originally approved amount spent on this work. Staff recommends that the unused funds of \$30,000 from FY 14/15 be rolled over into FY 15/16. Staff also recommends that an additional aggregate total of \$40,000 be added to the original agreements to be shared amongst the three consulting firms and to extend the contract term by two years. Staff also recommends that the Scope of Work be amended to reflect on-going C/CAG need for consultant services relative to consistency determinations.

This amendment shall be in a form approved by C/CAG legal counsel.

**ATTACHMENT**

1. Resolution 15-42
2. First Amendment with Coffman Associates

## **RESOLUTION 15-42**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE THE FIRST AMENDMENT TO THE AGREEMENT WITH RICONDO & ASSOCIATES FOR AIRPORT/LAND USE CONSISTENCY REVIEW SERVICES TO ADD AN AGGREGATE TOTAL OF \$40,000 TO BE SHARED AMONGST THREE CONSULTING FIRMS AND TO EXTEND THE CONTRACT TERM TO SEPTEMBER 30, 2017.**

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

**WHEREAS**, C/CAG is the designated Airport Land Use Commission for San Mateo County, and

**WHEREAS**, as the Airport Land Use Commission C/CAG is required to perform consistency determinations for land use policies and development actions of local land use agencies with respect to applicable adopted Airport Land Use Compatibility Plans, and

**WHEREAS**, C/CAG has determined that outside consulting services are required on an as-needed basis for airport/land use consistency determination work, and

**WHEREAS**, on September 11, 2014, C/CAG approved agreements with Ricondo & Associates, Coffman Associates and ESA Airports to provide airport/land use consistency determination services in an aggregate total amount of \$60,000 to be shared amongst the three firms, and

**WHEREAS**, C/CAG has determined that a revised scope, additional time and additional funding are required to provide on-going airport/land use consistency determination services for the next two years, and

**WHEREAS**, C/CAG Executive Director will negotiate and execute individual task orders for specific services on an as-needed basis, with the three firms, not to exceed the approved aggregate total amount.

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County authorizing the C/CAG Chair to execute the First Amendment to the agreement with Ricondo & Associates for airport/land use consistency review services to add an aggregate total of \$40,000. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said amendment prior to its execution by the C/CAG Chair, subject to approval as to form by C/CAG Legal Counsel.

**PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF SEPTEMBER 2015.**

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**Mary Ann Nihart, Chair**

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF  
SAN MATEO COUNTY  
FIRST AMENDMENT TO AGREEMENT WITH  
RICONDO & ASSOCIATES**

WHEREAS, the City/County Association of Governments (hereinafter referred to as C/CAG), and Ricondo & Associates (hereinafter referred to as Ricondo) are parties to an Agreement dated September 11, 2014, regarding on-call consultant services related to consistency reviews (the "Original Agreement"); and

WHEREAS, C/CAG has determined that there is a need to extend the term and increase the dollar amount of the Original Agreement to meet the on-going C/CAG need for consultant services relative to consistency determination; and

WHEREAS, the parties now desire to enter into this first amendment revising certain terms of the Original Agreement.

IT IS HEREBY AGREED by C/CAG and Coffman that:

1. This first amendment shall be in effect as of September 10, 2015.
2. The not-to-exceed aggregate total amount of payment from C/CAG to Ricondo provided in section 2 of the Original Agreement is hereby increased from sixty thousand dollars (\$60,000) to one hundred thousand dollars (\$100,000). The additional forty thousand dollars (\$40,000) in funds will be paid for services in the same manner as described in the Original Agreement.
3. Exhibit A of the Original Agreement will be replaced in its entirety with "Revised Exhibit A" attached hereto.
4. The contract termination date provided in section 5 of the Original Agreement is hereby extended to September 30, 2017.
5. All other provisions of the Original Agreement shall remain in full force and effect.

For C/CAG:

For Ricondo & Associates:

\_\_\_\_\_  
Mary Ann Nihart, Chair

Date: \_\_\_\_\_

\_\_\_\_\_  
Date: \_\_\_\_\_

Approved as to form:

\_\_\_\_\_  
C/CAG Legal Counsel

## C/CAG AGENDA REPORT

Date: September 10, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-43 authorizing the C/CAG Chair to execute the first amendment to the agreement with Coffman Associates for airport/land use consistency review on-call consultant services to add an aggregate total of \$40,000 to a new total of \$100,000, to be shared amongst three consulting firms and to extend the contract term to September 30, 2017.

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

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### RECOMMENDATION

That the C/CAG Board review and approve Resolution 15-43 authorizing the C/CAG Chair to execute the first amendment to the agreement with Coffman Associates for airport/land use consistency review on-call consultant services to add an aggregate total of \$40,000 to a new total of \$100,000, to be shared amongst three consulting firms and to extend the contract term to September 30, 2017.

### FISCAL IMPACT

Execution of this amendment will authorize an additional aggregate amount of \$40,000 to a new aggregate amount of \$100,000 to be shared amongst three consulting firms and to extend the contract term by two years. Actual expenditures will be determined based on specific tasks orders to be approved by the Executive Director, as authorized by Resolution 15-41. Authorization to proceed will be given to consultant only after execution of a specific task order.

### SOURCE OF FUNDS

The source of funds is the C/CAG general fund.

### BACKGROUND

C/CAG is the designated Airport Land Use Commission for San Mateo County. In this role C/CAG staff works to implement the policies in the adopted Airport Land Use Compatibility Plans (ALUCP) for the environs of three airports in San Mateo County, including San Francisco International Airport (SFO), Half Moon Bay Airport, and San Carlos Airport. Cities that fall within the Airport Influence Area (AIA) for each airport are required to submit land use policies and development actions such as General Plans or Specific Plans to C/CAG for consistency determination with respect to the adopted Airport Land Use Compatibility Plans (ALUCP). Cities are also required to update their General Plans to be consistent with the C/CAG ALUCPs within 180 days after the ALUCPs are adopted by the Airport Land Use Commission.

At the September 11, 2014 C/CAG Board meeting, the Board approved on-call consultant service agreements for an aggregate total of \$60,000 to be shared amongst three airport/land use planning firms to provide assistance with consistency determination work with the Airport Land Use Compatibility Plans for the three airports in the county. These agreements are set to expire in September 2015. The consistency determination work by the consultants has been requested by staff on an as-needed basis. To date there has been approximately \$30,000 of the \$60,000 originally approved amount spent on this work. Staff recommends that the unused funds of \$30,000 from FY 14/15 be rolled over into FY 15/16. Staff also recommends that an additional aggregate total of \$40,000 be added to the original agreements to be shared amongst the three consulting firms and to extend the contract term by two years. Staff also recommends that the Scope of Work be amended to reflect on-going C/CAG need for consultant services relative to consistency determinations.

This amendment shall be in a form approved by C/CAG legal counsel.

#### **ATTACHMENT**

1. Resolution 15-43
2. First Amendment with Coffman Associates

## **RESOLUTION 15-43**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE THE FIRST AMENDMENT TO THE AGREEMENT WITH COFFMAN ASSOCIATES FOR AIRPORT/LAND USE CONSISTENCY REVIEW SERVICES TO ADD AN AGGREGATE TOTAL OF \$40,000 TO BE SHARED AMONGST THREE CONSULTING FIRMS AND TO EXTEND THE CONTRACT TERM TO SEPTEMBER 30, 2017.**

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

**WHEREAS**, C/CAG is the designated Airport Land Use Commission for San Mateo County, and

**WHEREAS**, as the Airport Land Use Commission C/CAG is required to perform consistency determinations for land use policies and development actions of local land use agencies with respect to applicable adopted Airport Land Use Compatibility Plans, and

**WHEREAS**, C/CAG has determined that outside consulting services are required on an as-needed basis for airport/land use consistency determination work, and

**WHEREAS**, on September 11, 2014, C/CAG approved agreements with Ricondo & Associates, Coffman Associates and ESA Airports to provide airport/land use consistency determination services in an aggregate total amount of \$60,000 to be shared amongst the three firms, and

**WHEREAS**, C/CAG has determined that a revised scope, additional time and additional funding are required to provide on-going airport/land use consistency determination services for the next two years, and

**WHEREAS**, C/CAG Executive Director will negotiate and execute individual task orders for specific services on an as-needed basis, with the three firms, not to exceed the approved aggregate total amount.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County authorizing the C/CAG Chair to execute the First Amendment to the agreement with Coffman Associates for airport/land use consistency review services to add an aggregate total of \$40,000. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said amendment prior to its execution by the C/CAG Chair, subject to approval as to form by C/CAG Legal Counsel.

**PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF SEPTEMBER 2015.**

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**Mary Ann Nihart, Chair**

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF  
SAN MATEO COUNTY  
FIRST AMENDMENT TO AGREEMENT WITH  
COFFMAN ASSOCIATES**

WHEREAS, the City/County Association of Governments (hereinafter referred to as C/CAG), and Coffman Associates (hereinafter referred to as Coffman) are parties to an Agreement dated September 11, 2014, regarding on-call consultant services related to consistency reviews (the "Original Agreement"); and

WHEREAS, C/CAG has determined that there is a need to extend the term and increase the dollar amount of the Original Agreement to meet the on-going C/CAG need for consultant services relative to consistency determination; and

WHEREAS, the parties now desire to enter into this first amendment revising certain terms of the Original Agreement.

IT IS HEREBY AGREED by C/CAG and Coffman that:

1. This first amendment shall be in effect as of September 10, 2015.
2. The not-to-exceed aggregate total amount of payment from C/CAG to Coffman provided in section 2 of the Original Agreement is hereby increased from sixty thousand dollars (\$60,000) to one hundred thousand dollars (\$100,000). The additional forty thousand dollars (\$40,000) in funds will be paid for services in the same manner as described in the Original Agreement.
3. Exhibit A of the Original Agreement will be replaced in its entirety with "Revised Exhibit A" attached hereto.
4. The contract termination date provided in section 5 of the Original Agreement is hereby extended to September 30, 2017.
5. All other provisions of the Original Agreement shall remain in full force and effect.

For C/CAG:

For Coffman:

\_\_\_\_\_  
Mary Ann Nihart, Chair

\_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Approved as to form:

\_\_\_\_\_  
C/CAG Legal Counsel

## C/CAG AGENDA REPORT

Date: September 10, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-44 authorizing the C/CAG Chair to execute the first amendment to the agreement with ESA Airports for airport/land use consistency review on-call consultant services to add an aggregate total of \$40,000 to a new total of \$100,000, to be shared amongst three consulting firms and to extend the contract term to September 30, 2017.

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

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### RECOMMENDATION

That the C/CAG Board review and approve Resolution 15-44 authorizing the C/CAG Chair to execute the first amendment to the agreement with ESA Airports for airport/land use consistency review on-call consultant services to add an aggregate total of \$40,000 to a new total of \$100,000, to be shared amongst three consulting firms and to extend the contract term to September 30, 2017.

### FISCAL IMPACT

Execution of this amendment will authorize an additional aggregate amount of \$40,000 to a new aggregate amount of \$100,000 to be shared amongst three consulting firms and to extend the contract term by two years. Actual expenditures will be determined based on specific tasks orders to be approved by the Executive Director, as authorized by Resolution 15-41. Authorization to proceed will be given to consultant only after execution of a specific task order.

### SOURCE OF FUNDS

The source of funds is the C/CAG general fund.

### BACKGROUND

C/CAG is the designated Airport Land Use Commission for San Mateo County. In this role C/CAG staff works to implement the policies in the adopted Airport Land Use Compatibility Plans (ALUCP) for the environs of three airports in San Mateo County, including San Francisco International Airport (SFO), Half Moon Bay Airport, and San Carlos Airport. Cities that fall within the Airport Influence Area (AIA) for each airport are required to submit land use policies and development actions such as General Plans or Specific Plans to C/CAG for consistency determination with respect to the adopted Airport Land Use Compatibility Plans (ALUCP). Cities are also required to update their General Plans to be consistent with the C/CAG ALUCPs within 180 days after the ALUCPs are adopted by the Airport Land Use Commission.

At the September 11, 2014 C/CAG Board meeting, the Board approved on-call consultant service agreements for an aggregate total of \$60,000 to be shared amongst three airport/land use planning firms to provide assistance with consistency determination work with the Airport Land Use Compatibility Plans for the three airports in the county. These agreements are set to expire in September 2015. The consistency determination work by the consultants has been requested by staff on an as-needed basis. To date there has been approximately \$30,000 of the \$60,000 originally approved amount spent on this work. Staff recommends that the unused funds of \$30,000 from FY 14/15 be rolled over into FY 15/16. Staff also recommends that an additional aggregate total of \$40,000 be added to the original agreements to be shared amongst the three consulting firms and to extend the contract term by two years. Staff also recommends that the Scope of Work be amended to reflect on-going C/CAG need for consultant services relative to consistency determinations.

This amendment shall be in a form approved by C/CAG legal counsel.

#### **ATTACHMENT**

1. Resolution 15-44
2. First Amendment with Coffman Associates

## **RESOLUTION 15-44**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE THE FIRST AMENDMENT TO THE AGREEMENT WITH ESA AIRPORTS FOR AIRPORT/LAND USE CONSISTENCY REVIEW SERVICES TO ADD AN AGGREGATE TOTAL OF \$40,000 TO BE SHARED AMONGST THREE CONSULTING FIRMS AND TO EXTEND THE CONTRACT TERM TO SEPTEMBER 30, 2017.**

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

**WHEREAS**, C/CAG is the designated Airport Land Use Commission for San Mateo County, and

**WHEREAS**, as the Airport Land Use Commission C/CAG is required to perform consistency determinations for land use policies and development actions of local land use agencies with respect to applicable adopted Airport Land Use Compatibility Plans, and

**WHEREAS**, C/CAG has determined that outside consulting services are required on an as-needed basis for airport/land use consistency determination work, and

**WHEREAS**, on September 11, 2014, C/CAG approved agreements with Ricondo & Associates, Coffman Associates and ESA Airports to provide airport/land use consistency determination services in an aggregate total amount of \$60,000 to be shared amongst the three firms, and

**WHEREAS**, C/CAG has determined that a revised scope, additional time and additional funding are required to provide on-going airport/land use consistency determination services for the next two years, and

**WHEREAS**, C/CAG Executive Director will negotiate and execute individual task orders for specific services on an as-needed basis, with the three firms, not to exceed the approved aggregate total amount.

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County authorizing the C/CAG Chair to execute the First Amendment to the agreement with ESA Airports for airport/land use consistency review services to add an aggregate total of \$40,000. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said amendment prior to its execution by the C/CAG Chair, subject to approval as to form by C/CAG Legal Counsel.

**PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF SEPTEMBER 2015.**

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**Mary Ann Nihart, Chair**

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF  
SAN MATEO COUNTY  
FIRST AMENDMENT TO AGREEMENT WITH  
ESA AIRPORTS**

WHEREAS, the City/County Association of Governments (hereinafter referred to as C/CAG), and ESA Airports (hereinafter referred to as ESA) are parties to an Agreement dated September 11, 2014, regarding on-call consultant services related to consistency reviews (the "Original Agreement"); and

WHEREAS, C/CAG has determined that there is a need to extend the term and increase the dollar amount of the Original Agreement to meet the on-going C/CAG need for consultant services relative to consistency determination; and

WHEREAS, the parties now desire to enter into this first amendment revising certain terms of the Original Agreement.

IT IS HEREBY AGREED by C/CAG and Coffman that:

1. This first amendment shall be in effect as of September 10, 2015.
2. The not-to-exceed aggregate total amount of payment from C/CAG to ESA provided in section 2 of the Original Agreement is hereby increased from sixty thousand dollars (\$60,000) to one hundred thousand dollars (\$100,000). The additional forty thousand dollars (\$40,000) in funds will be paid for services in the same manner as described in the Original Agreement.
3. Exhibit A of the Original Agreement will be replaced in its entirety with "Revised Exhibit A" attached hereto.
4. The contract termination date provided in section 5 of the Original Agreement is hereby extended to September 30, 2017.
5. All other provisions of the Original Agreement shall remain in full force and effect.

For C/CAG:

For ESA Airports:

\_\_\_\_\_  
Mary Ann Nihart, Chair

\_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Approved as to form:

\_\_\_\_\_  
C/CAG Legal Counsel

# C/CAG AGENDA REPORT

ITEM 6.1

Date: September 10, 2015  
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)

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## 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

N/A

## 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 Legislative session will adjourn for interim recess on September 11, 2015. Special sessions, called by the Governor, do not have a specified adjournment dates.

On September 1, 2015 San Mateo County Transportation Authority (SMCTA) legislative staff requested that C/CAG send a letter in support of SB 705. Senate Bill 705 would provide an opportunity for San Mateo County to seek up to a 0.5% sales tax measure for transportation. This provision would expire on January 1, 2026 and only provides the option to pursue a measure if the County decides to do so.

## ATTACHMENTS

1. September 2015 State Legislative Update from Shaw/ Yoder/ Antwih Inc.
2. Letter in support of SB 705
3. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



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

**DATE:** August 31, 2015  
**TO:** Board Members, City/County Association of Governments, San Mateo County  
**FROM:** Andrew Antwih and Matt Robinson, Shaw / Yoder / Antwih, Inc.  
**RE:** STATE LEGISLATIVE UPDATE – September 2015

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***Legislative Update***

The Legislature returned from Summer Recess on August 17 and began the sprint to the finish line, recessing the first year of the two-year Legislative Session on September 11. August 28 marked the last day for bills to move out of fiscal committees and any bills that did not pass will be held for the year. We have flagged several bills for the C/CAG Board and discuss some of the more relevant bills under ***Bills of Interest***, below.

***Transportation Special Session***

On June 16, Governor Brown called on the Legislature to convene a special legislative session to address the state’s transportation infrastructure needs, and proposed that the Legislature “enact pay-as-you-go, permanent and sustainable funding to: adequately and responsibly maintain and repair the state’s transportation and critical infrastructure; improve the state’s key trade corridors; and complement local infrastructure efforts.” The Governor further proposed that the Legislature enact legislation necessary to: “establish clear performance objectives measured by the percentage of pavement, bridges, and culverts in good conditions; and incorporate project development efficiencies to expedite project delivery or reduce project costs.” The Legislature responded by convening Extraordinary Session 1 on June 19. Any significant legislative action related to transportation infrastructure funding is expected to take place in the special session.

The first informational hearings of the special legislative session, which are intended to inform the work of the special session, were held in the Senate Transportation and Infrastructure Development Committee and Assembly Transportation and Infrastructure Development Committee on July 2 and July 6, respectfully. (These new committees were constituted in each House to mirror their regular session transportation committee counterparts; with a few different members in each new committee, as well.) The Senate hearing, entitled “California’s Transportation Funding Challenge,” focused exclusively on the needs of the state’s highways and local streets & roads, and featured testimony by the Administration, policy experts and transportation stakeholders. The Assembly hearing on “the Basics of Transportation Funding” similarly focused on the needs of state highways and

local streets & roads, but featured significant discussion between Committee members and panelists about the funding needs of public transit.

Since the first round of hearings, two additional special session hearings have taken place. The Senate Transportation and Infrastructure Development Committee held a policy hearing on August 19 during which they heard a select number of special session bills and passed SBX1 1 (Beall), arguably the most significant of the special session bills, which would provide \$4-4.5 billion in new transportation revenues (more on this bill and others under ***Special Session Bills*** below).

On August 24, the Assembly Transportation and Infrastructure Development Committee held an informational hearing on freight and goods movement. We expect additional hearings to take place in the coming weeks.

### ***Assembly Goes on Transportation “Roadshow”***

On August 19 and 21, Assembly Speaker Toni Atkins held two press events in Oakland and Los Angeles, respectively, to highlight the need for increased transportation funding to address the state’s crumbling infrastructure. Governor Brown attended the Oakland event and did not offer much in the way of details, calling himself a “catalytic agent” for ensuring that whatever the Legislature agrees to is signed in to law, but dodging any questions related to his appetite for new taxes and fees to pay for the necessary improvements. The Speaker’s press events, which featured prominently Assemblymember Jim Frazier, Chair of the Assembly Transportation and Infrastructure Development Committee, were followed by roundtable discussions between several other Assembly Members and transportation stakeholders, again primarily focused on the needs of state highways and local streets & roads.

As of this writing, however, there is still no legislation in print that represents Assembly leadership’s plan for transportation funding. We do see various members and staff working closely with the Administration and other legislators and interest groups to define the proposal more specifically. In that regard, the Assembly effort is tied very closely to the “Fix Our Roads” Coalition, spearheaded by the California Alliance for Jobs, League of California Cities, and the California State Association of Counties. The Coalition has retained public affairs consulting services, which coordinated, for instance, the press events described above. For more information about that group’s efforts and its advocacy platform, go to <http://fixcaroads.com/>.

### ***Cap and Trade***

The Legislature has yet to propose a spending plan for the remaining 40 percent of the Cap and Trade revenues that aren’t subject to continuous appropriation. As part of his January Budget, the Governor proposed investments in clean transportation, sustainable forestry, clean energy, water efficiency, and waste diversion. The Air Resources Board conducted its first auction of the 2015-16 Fiscal Year on August 18 and it will take several weeks to sort out the results of that auction to determine how much of what was sold is directed to the state. Once the results are tabulated, the Legislature and the Administration can use it as a barometer of sorts for how much money could be in the program for the entire fiscal year. It is assumed that a plan will be put forth before the Legislature recesses on September 11.

Under the rubric of the special session on transportation, various legislators and interest groups have put in calls for a share of Cap and Trade funds for transportation; for instance, some Republican legislators want funds for streets and roads projects, while some Democratic legislators want more Cap and Trade funds for public transit purposes.

### ***Special Session Bills***

#### **ABX1 1 (Alejo) Vehicle Weight Fees**

This bill would undo the statutory scheme that allows vehicles weight fees from being transferred to the general fund from the State Highway Account to pay debt-service on transportation bonds and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. **The Board is in SUPPORT of this bill.**

#### **SBX1 1 (Beall) Transportation Funding**

This bill, like the author's SB 16, would increase several taxes and fees, beginning in 2015, to address issues of deferred maintenance on state highways and local streets and roads. Specifically, this bill would increase both the gasoline and diesel excise taxes by 12 and 22 cents, respectively; increase the vehicle registration fee by \$35; create a new \$100 vehicle registration fee applicable to zero-emission motor vehicles; create a new \$35 road access charge on each vehicle; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$3-\$3.5 billion per year. **The Board is in SUPPORT of this bill.**

#### **ABX1 7 (Nezarian) and SBX1 8 (Hill) Cap and Trade Increase for Rail and Transit**

This bill would increase the amount of funding continuously appropriated to two Cap and Trade programs dedicated to transit - 20% of the annual proceeds to the Transit and Intercity Rail Capital Program and 10% of the annual proceeds to the Low Carbon Transit Operations Program. **The Board is in SUPPORT of this bill.**

### ***Regular Session Bills of Interest***

***(Bills listed in red will not be moved this year or have been vetoed.)***

#### **ACA 4 (Frazier) Lower-Voter Threshold for Transportation Taxes**

This bill would lower voter approval requirements from two-thirds to 55 percent for the imposition of special taxes used to provide funding for transportation purposes. **The Board is in SUPPORT of this bill.**

#### **AB 194 (Frazier) Managed Lanes**

This bill would authorize a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane. This bill further requires that a regional transportation agency "consult" with any local transportation authority (e.g. C/CAG) prior to applying for a HOT lane if any portion of the lane exists in the local transportation authority's jurisdiction. This bill also specifically does not authorize the conversion of a mixed-flow lane into a HOT lane. **The Board is in SUPPORT of this bill.**

#### **AB 227 (Alejo) Vehicle Weight-Fees**

This bill would undo the statutory scheme that allows vehicles weight fees from being transferred to the general fund from the State Highway Account to pay debt-service on

transportation bonds and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. **The Board is in SUPPORT of this bill.**

**AB 378 (Mullin) US 101 Congestion Relief (2-year Bill)**

This bill is a placeholder for legislation that will eventually target congestion relief on US 101. The author began meeting with stakeholder groups, including C/CAG, to discuss solutions to the US 101. This will be an ongoing effort and the bill may not move until next year.

**AB 464 (Mullin) Local Sales Tax Limit Increase (Vetoed on 8/17/15)**

This bill would increase, from 2 percent to 3 percent, the statewide cap on sales tax at the local level. Currently, the statewide sales tax may not exceed 9.5 percent when combined with any local sales tax. This would increase the overall limit to 10.5 percent. **The Board is in SUPPORT of this bill.**

**AB 516 (Mullin) Temporary License Plates**

This bill would, beginning January 1, 2017, require the Department of Motor Vehicles (DMV) to develop a temporary license plate to be displayed on vehicles sold in California and creates new fees and penalties associated with the processing and display of the temporary tag. **The Board is in SUPPORT of this bill.**

**AB 779 (Garcia) Congestion Management Programs (2-year Bill)**

This bill would delete the level of service standards as an element of a congestion management program in infill opportunity zones and revise and recast the requirements for other elements of a congestion management program.

**AB 1098 (Bloom) Congestion Management Plans (2-year Bill)**

This bill would delete the level of service standards as an element of a congestion management planning and revise and recast the requirements for other elements of a congestion management program by requiring performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share.

**AB 1362 (Gordon) Constitutional Stormwater Definition (2-year Bill)**

The Constitution requires a majority vote of impacted property owners vote or a two-thirds vote of all voters living within a designated area in order to impose a property-related fee. Exempt from these provisions are fees for sewer, water, and refuse collection services. Fees for these services follow a protest procedure wherein if a majority of property owners write in protest of the new fee, it shall not be imposed. To interpret the Constitution, statute defines certain terms. This bill would add a definition of "stormwater" in anticipation of a Constitutional Amendment to add it to the fees subject to protest process as opposed to seeking voter approval.

**SB 16 (Beall) Transportation Funding**

This bill would increase several taxes and fees for the next five years, beginning in 2015, to address issues of deferred maintenance on state highways and local streets and roads. Specifically, this bill would increase both the gasoline and diesel excise taxes by 10 and 12 cents, respectively; increase the vehicle registration fee; increase the vehicle license fee; redirect truck weight fees; and repay outstanding transportation loans. As a result,

transportation funding would increase by approximately \$3-\$3.5 billion per year. **The Board is in SUPPORT of this bill.**

**SB 32 (Pavley) Extension of the California Global Warming Solutions Act of 2006 (AB 32)**

Under AB 32, ARB adopted a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990, to be achieved by 2020, and was authorized to adopt regulations to achieve the GHG reduction-target, including a market-based compliance mechanism (e.g. Cap and Trade). This bill would require ARB to approve a GHG limit equivalent to 80% below the 1990 level to be achieved by 2050 and would authorize the continued use of the regulatory process to ensure the target is met.

**SB 321 (Beall) Stabilization of Gasoline Excise Tax**

The gas tax swap replaced the state sales tax on gasoline with an excise tax that was set at a level to capture the revenue that would have been produced by the sales tax. The excise tax is required to be adjusted annually by the BOE to ensure the excise tax and what would be produced by the sales tax remains revenue neutral. This bill would, for purposes of adjusting the state excise tax on gasoline, require the BOE to use a five-year average of the sales tax when calculating the adjustment to the excise tax. **The Board is in SUPPORT of this bill.**

# 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*

September 2, 2015

The Honorable Jerry Hill  
State Capitol, Room 5035  
Sacramento, CA 95814

RE: **SUPPORT** for Senate Bill 705 (Hill) - Local Sales Tax Cap Exemption for Transportation Measures: San Mateo County

Dear Senator Hill:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County is pleased to **SUPPORT** your bill, Senate Bill 705, which would provide an exemption for San Mateo County from the two percent sales tax cap in order to pursue a local sales tax measure, not exceeding 0.5 percent; to address transportation needs.

Inadequate State and Federal funding continues to limit the ability of cities, counties and other local agencies to provide high quality public services to their residents. Additionally, unfunded State and Federal mandates have forced local governments to rely more heavily on “self-help” revenue solutions, such as pursuing local tax measures.

The existing two percent cap on local sales tax severely limits our County’s ability to utilize this option since at least two cities – Half Moon Bay and San Mateo – are near the cap. The San Mateo County Transportation Authority is exploring the possibility of pursuing a 0.5% sales tax measure to address the severe congestion along the 101 corridor in San Mateo County.

Historically, San Mateo County voters have shown a willingness to approve local sales taxes to fund new and existing transportation services, invest in critically needed infrastructure and support other vital local services. This measure will provide the capacity to allow for local decision makers to weigh their options in addressing our transportation needs.

For these reasons, we **SUPPORT** SB 705 and appreciate your efforts to support self-help revenue solutions. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at [slwong@smcgov.org](mailto:slwong@smcgov.org) 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 Rich Gordon  
Assembly Member Phil Ting  
Senator Mark Leno, Senator  
Assembly Member Brian Maienschein, Chair of the Assembly Local Government  
Committee  
Senator Robert M. Hertzberg, Chair of the Senate Governance and Finance Committee

## C/CAG AGENDA REPORT

Date: September 10, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive an update on San Mateo County Energy Watch program efforts to reduce energy use and provide Beacon Program Champion support to San Mateo County cities for recognition of climate action initiatives.

(For further information or response to questions, contact Sandy Wong at 650-599-1409)

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### RECOMMENDATION

Receive an update on San Mateo County Energy Watch program efforts to reduce energy use and provide Beacon Program Champion support to San Mateo County cities for recognition of climate action initiatives.

### FISCAL IMPACT

Receiving this update will have no fiscal impact to C/CAG.

### SOURCE OF FUNDS

For information, SMCEW and climate action planning program and staff costs are paid for by funding under the C/CAG – PG&E Local Government Partnership (LGP) agreement. Matching funds, up to \$40,000, specifically for transportation-related Climate Action Planning efforts, come from C/CAG Congestion Relief Funds.

### BACKGROUND

San Mateo County Energy Watch (SMCEW) is a local government partnership between C/CAG and Pacific Gas and Electric Company (PG&E) and administered under the auspices of the California Public Utilities Commission. C/CAG contracts with the San Mateo County, Office of Sustainability to provide support for this program.

SMCEW has two primary goals: 1) Reduce energy use by providing energy audits and supporting implementing of the resulting comprehensive “package” of recommended energy efficiency measures. These services are provided to local governments and special districts, schools, farms, nonprofits, small and medium businesses and lower income residents across San Mateo County. 2) Assist jurisdictions in San Mateo County with climate action planning, tracking, and implementation.

#### SMCEW Energy Savings to Goals:

The SMCEW program has specific energy saving goals, which are reported to the California Public Utilities Commission via PG&E. The goals are achieved via two program services: a “Direct Install” program, which is a turnkey program requiring very little staff time for customers, and a “Calculated” program which is more involved. The Direct Install program is driven by program contractor Ecology Action, and the Calculated program is driven by SMCEW with engineering support from Ecology Action, and coordination with local PG&E partner staff.

The attached savings charts show progress to date. Though the current program cycle runs through the end of the 2015 calendar year, the Calculated program has reached 173% of its peak kilowatt- and Therms- saving goals, and 71% of its kilowatt hour goal, according to PG&E records. The Calculated program also has a robust pipeline of energy efficiency projects expected to be completed and attributed to the program before the end of the year, with the potential of driving the savings to over 200% of the current goal.

The Direct Install program, as of July 2015, has reached 26% of its peak kilowatt-savings goal, and 18% of its kilowatt hour goal. (Ecology Action has actually completed 58% of its peak kilowatt goal and 43% of the kilowatt hour savings goal, but since those savings haven't yet been recorded by PG&E, they're not included on our savings charts.) The Direct Install program has a robust pipeline, well over the savings goal for the year. Savings are attributed to the program once incentives are paid by PG&E to the customer. In past years, Ecology Action has exceeded its savings goals.

Combined, staff expect to achieve well over the 2015 calendar year savings goals.

#### SMCEW Challenge:

On May 14, 2015, the C/CAG Board received a presentation on the SMCEW Challenge, an effort to market energy efficiency services with a goal of reaching 250 small and medium businesses across San Mateo County. Though the goal was not reached, more than 150 businesses received an energy survey from SMCEW during the Challenge period. Many valuable lessons were learned as a result of the effort, and staff will be applying these lessons in the next "round" of program outreach to small and medium businesses.

#### Beacon Award Progress:

The Beacon Award was established by the Institute for Local Governments to provide a means for cities to achieve public recognition for their climate action efforts. On October 9, 2014, the C/CAG Board adopted Resolution 14-49, establishing C/CAG as Beacon Program Champion for the Beacon Award program. This launched SMCEW's support for interested cities' efforts to report their implementation efforts and emission reduction outcomes to the Beacon Award program coordinators. Because of SMCEW and PG&E's support, all San Mateo County cities who opted to participate in the Beacon Award program will be receiving awards at the Local Government Commission conference on October 1, 2015 in San Jose.

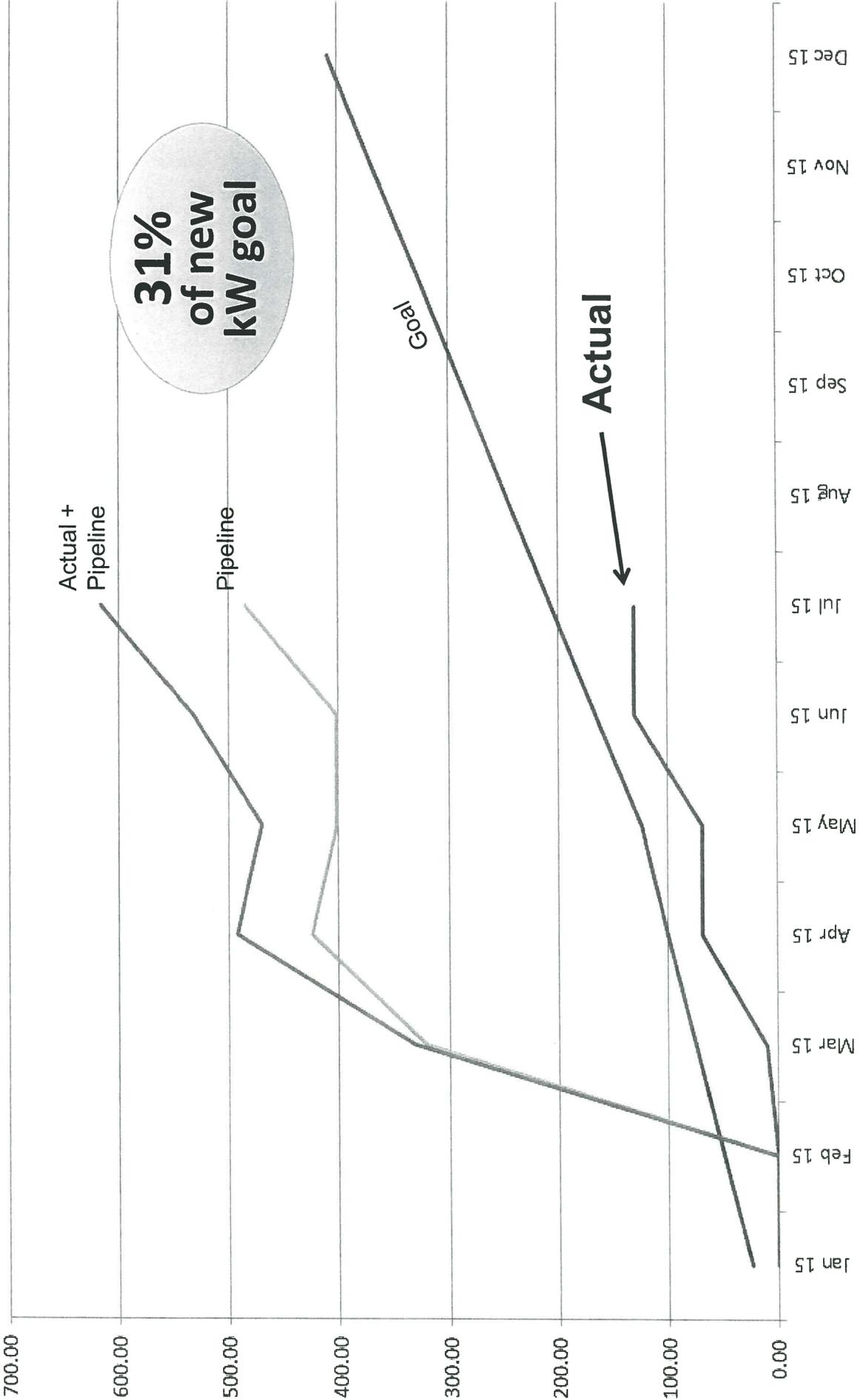
SMCEW staff suggests that recipient cities leverage the Beacon Award recognition as means to thank and rally city staff around the common goal of reducing resource use and GHG emissions, and publicize efforts to their communities.

Staff will provide a detailed update presentation on the outcomes of all these SMCEW program initiatives.

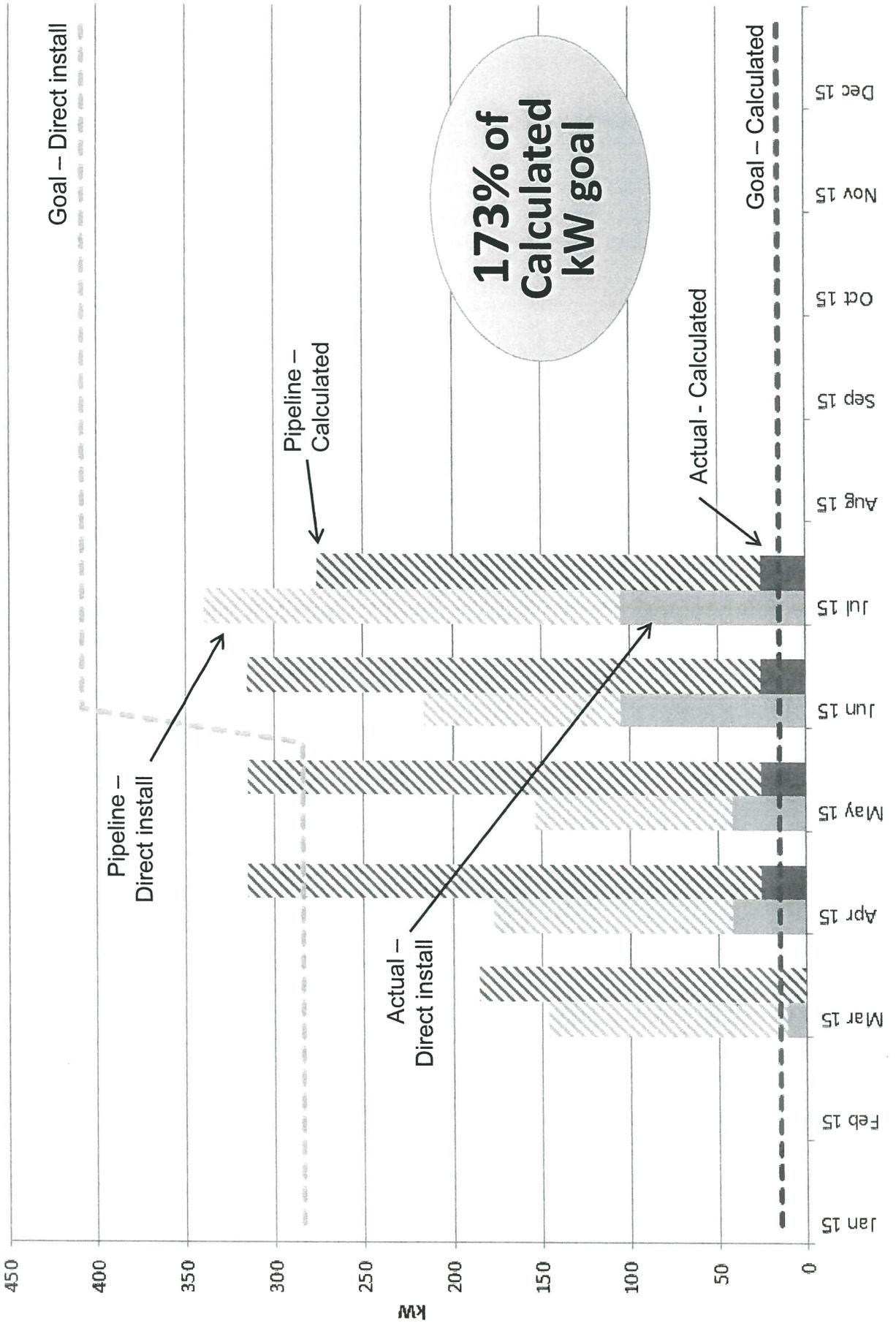
#### **ATTACHMENT**

SMCEW Energy Savings Charts – July 2015

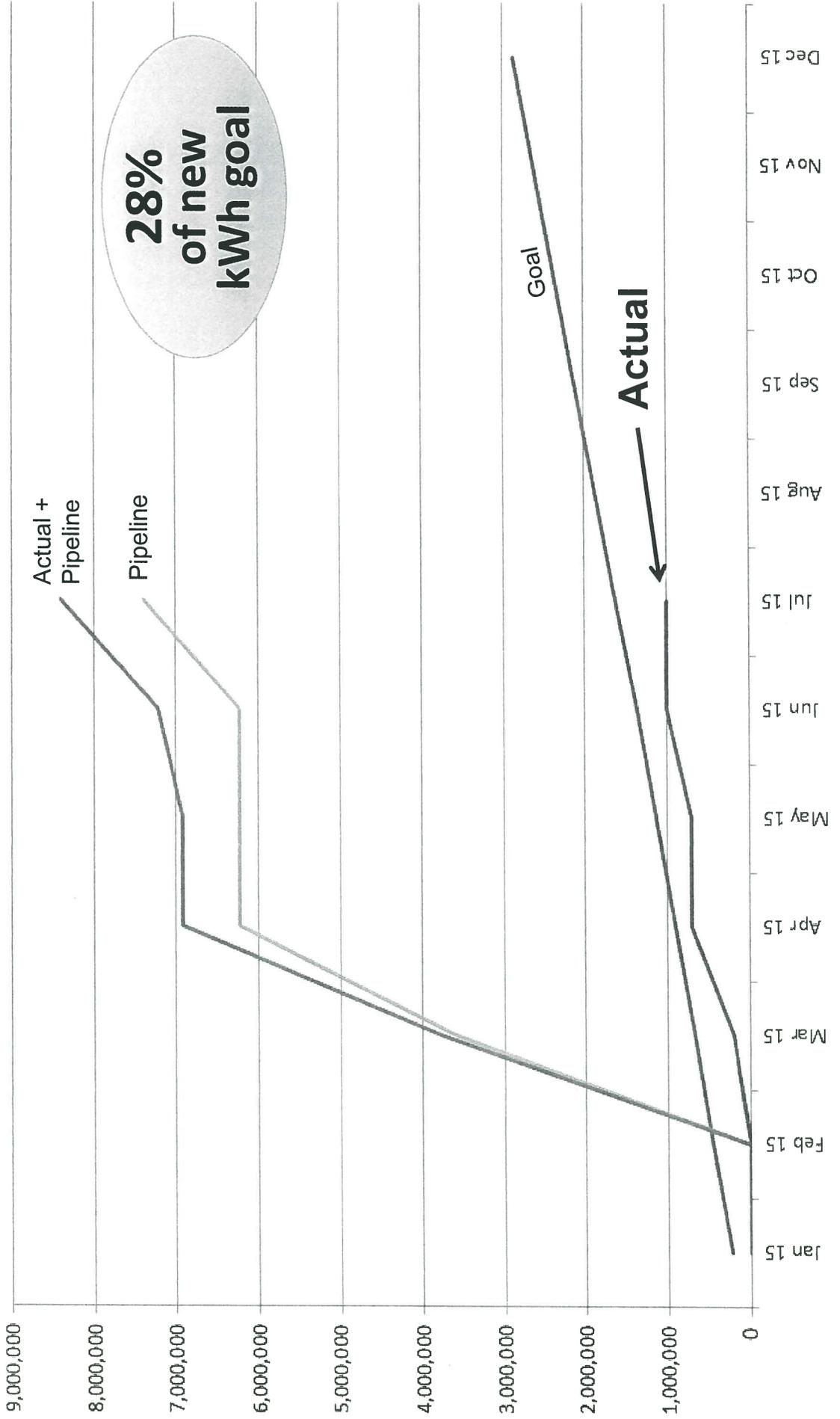
# Peak Kilowatts saved = 131 kW



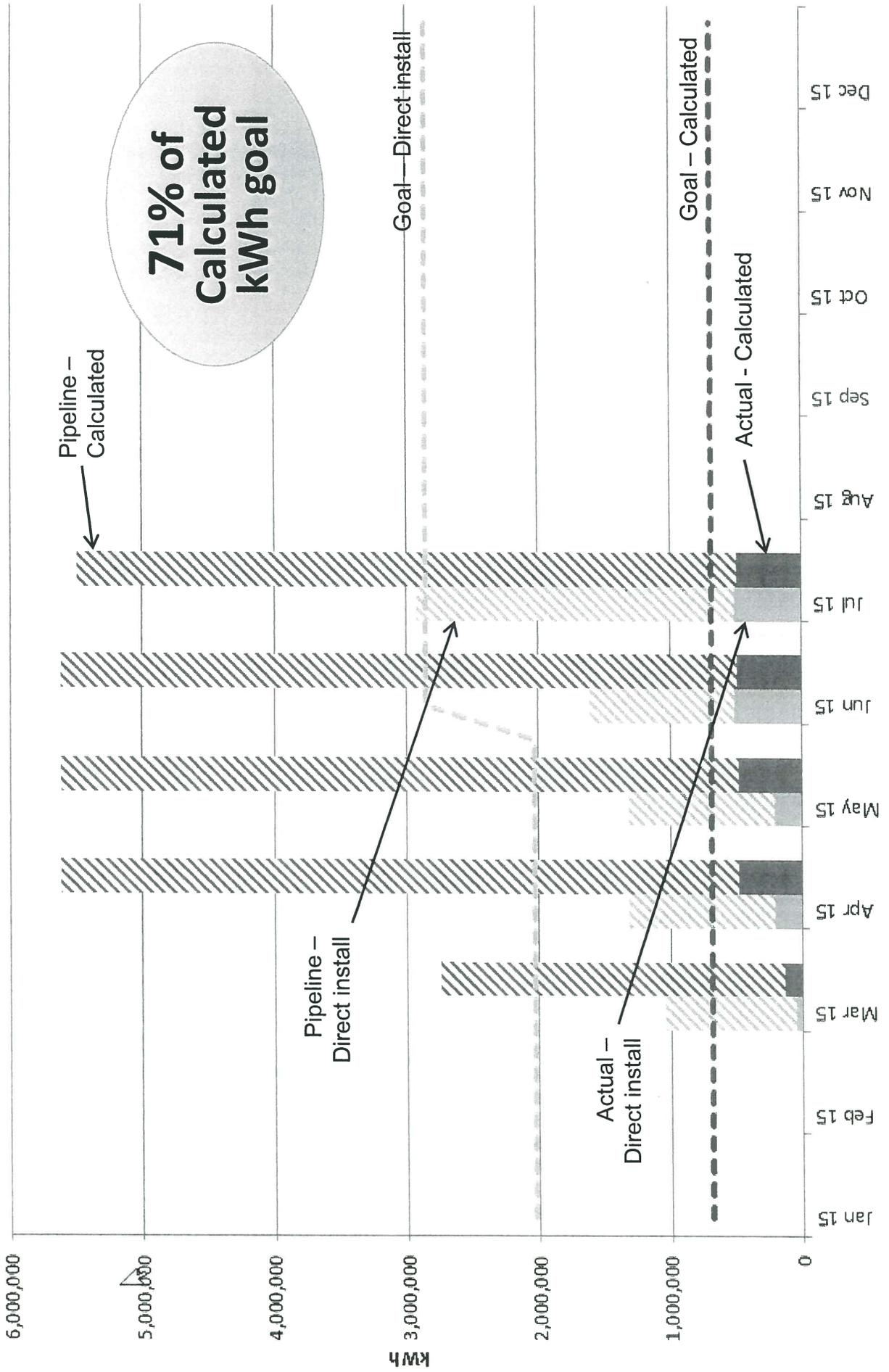
# Peak kilowatts – Direct Install vs. Calculated



# Kilowatt hours saved = 996,214 kWh



# Kilowatt hours — Direct Install vs. Calculated



**C/CAG AGENDA REPORT**

Date: September 10, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-40 endorsing the list of projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2040 and authorize the Executive Director to modify the list based on final negotiation with the Metropolitan Transportation Commission (MTC).

(For further information or response to questions, contact Jean Higaki at 650-599-1462)

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**RECOMMENDATION**

That the C/CAG Board approve Resolution 15-40 endorsing the list of projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2040 and authorize the Executive Director to modify the list based on final negotiation with the Metropolitan Transportation Commission (MTC).

**FISCAL IMPACT**

None.

**SOURCE OF FUNDS**

N/A

**BACKGROUND**

Metropolitan Transportation Commission (MTC) has initiated the update of its long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), to be adopted in the late spring/early summer of 2017. The RTP/SCS, also known as Plan Bay Area 2040 will detail how the San Francisco Bay Area's transportation system will be maintained, improved and expanded over the next 23 years. The Plan Bay Area is updated every four (4) years and typically with no mid-term amendment.

Plan Bay Area 2040 is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution in the San Francisco Bay Area.

The Metropolitan Transportation Commission (MTC) requests the assistance of each of the nine Bay Area Congestion Management Agencies (CMAs) to coordinate project submittals for their county. On May 6, 2015 MTC hosted a public workshop in San Mateo County to advertise the update of Plan Bay Area 2040.

Projects included in Plan Bay area 2040 are for planning purposes only however, projects not listed in the plan cannot compete for Federal, State of California, or regional discretionary funding. In addition, projects that are 100% locally funded and have regional significance must be included in the plan for air quality conformity purposes.

### Targets of Plan Bay Area 2040

Plan Bay Area 2040 is based on 10 performance targets against which MTC will measure and evaluate various land use scenarios and transportation investments and policies. Projects that do not adequately support the regional targets may need justifications to remain in the plan. MTC performance targets, issued on April 29, 2015 a part of the Call for Projects Guidance are listed below:

1. Reduce per-capita carbon dioxide emissions from cars and light-duty trucks by 7 percent by 2020 and by 15 percent by 2035, if there is a feasible way to do so.
2. House by 2035, 100 percent of the region's projected 25-year growth by income level, without displacing current low-income residents.
3. Reduce premature deaths from exposure to particulate emissions by reducing premature deaths from exposure to fine particulates (PM 2.5) by 10 percent; reducing coarse particulate emissions (PM 10) by 30 percent; and, achieving greater reductions in highly impacted areas.
4. Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).
5. Increase the average daily time walking or biking per person for transportation by 60 percent (for an average of 15 minutes per person per day).
6. Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries).
7. Decrease by 10 percent the share of low-income and lower-middle income residents' household income consumed by transportation and housing.
8. Increase gross regional product (GRP) by 90 percent – an average annual growth rate of approximately 2 percent (in current dollars).
9. Increase non-auto mode share by 10 percent and decrease automobile vehicle miles traveled per capita by 10 percent.
10. Maintain the transportation system in a state of good repair by increasing local road pavement condition index (PCI) to 75 or better; decrease distressed lane-miles of state highways to less than 10 percent of total lane miles, and reduce average transit asset age to 50 percent of useful life.

MTC and Association of Bay Area Governments (ABAG) are still negotiating the performance targets and expect to finalize the targets in September 2015. Attached are the proposed revisions to the targets as of August 26, 2015.

### Schedule

On April 29, 2015, the Metropolitan Transportation Commission (MTC) adopted and posted its guidance for the call for projects. Projects/programs seeking future regional, state or federal funding through the planning horizon year for Plan Bay Area 2040 must be submitted for consideration in the adopted plan. Sponsors of multi-county projects will submit those projects directly to MTC. Below is the schedule showing C/CAG's process schedule. MTC anticipates that Plan Bay Area 2040 will be adopted in the late spring/ early summer of 2017.

Schedule Task	Date
Review and Solicit Input on Draft Call for Projects Guidance	MTC PTAC: December 2014 Regional RAWG: March 2015
MTC Issued Call for Projects Guidance Letter to CMAs	April 29, 2015
C/CAG issued a call for projects to all identified project sponsors	May 15, 2015
MTC Opens Web-Based Project Application Form for Use by CMAs/ Project Sponsors	May 18, 2015
C/CAG staff coordination meeting with SMCTA/SamTrans/JBP	May 20, 2015
Web-Based Project Application Workshop for San Mateo County Project Sponsors	May 27, 2015 (10:00 am)
C/CAG Board - Outreach and Process Review	June 11, 2015
CMP TAC – Outreach and Process Review	June 18, 2015
CMEQ – Outreach and Process Review (Public Hearing)	June 29, 2015
Deadline for Project Sponsors to submit projects to C/CAG via Web-Based Application	July 3, 2015
C/CAG staff develops draft list of projects based on sponsor submittals	July 24, 2015
CMP TAC –Review of the project list	August 20, 2015
CMEQ – Review of the project list	August 31, 2015
C/CAG Board –Endorsement of the project list	September 10, 2015
Project Submittals Due to MTC	September 30, 2015
MTC Conducts Project-Level Performance Assessment	Winter 2015

## Outreach

On May 6, 2015 C/CAG staff participated in a Plan Bay Area 2040 open house hosted by MTC in San Mateo.

C/CAG staff initiated the call for projects within San Mateo County on May 15, 2015 with a deadline of project submittals by July 3, 2015. This call for projects was sent to C/CAG Board members, City Managers, Public Works Directors, Planning Directors, the Congestion Management Program Technical Advisory Committee (CMP TAC), the Congestion Management and Environmental Quality (CMEQ) committee, the Bicycle and Pedestrian Advisory Committee (BPAC) committee, the San Mateo County Transportation Authority (SMCTA), SamTrans, Caltrain, the Water Emergency Transportation Authority (WETA), BART, the Golden Gate National Recreation Area (GGNRA), and other interested parties. The call for projects announcement was also posted on the C/CAG website.

On May 22, 2015 C/CAG issued a press release. On May 27, 2015 C/CAG hosted an MTC web-based application workshop for city/ county staff in San Carlos. A public hearing was noticed in local papers on June 24th, 25th, and 26th and held at the June 29, 2015 CMEQ meeting. A list of submitted projects was presented to the CMP TAC on August 20, 2015 and was recommended for endorsement by the committee. The attached list was also presented to the CMEQ committee on August 31, 2015.

## Feedback from CMEQ

The CMEQ committee received four public comments regarding the project list. Three of the public comments were specific to the Calera Parkway project in Pacifica. The three speakers were in opposition to the project being forwarded to the MTC for the update of Plan Bay Area 2040. Their comments are attached to this report (Attachment 4). After the CMEQ meeting, staff also received documents from a public member in support of the Calera Parkway project in Pacifica, also attached to this report (Attachment 5).

The CMEQ committee had mixed opinions regarding the Calera Parking project. While there were committee members spoke in support of the project being included in the San Mateo County Project List, other committee members had concerns regarding the project as raised by the public speakers. One of the concerns pertains to the project description. It was pointed out that the project description in the staff report did not match with the project description in the project's environmental document. The CMEQ committee directed staff to seek clarification.

After the meeting, staff researched and discovered the project description, which was downloaded from an MTC data base, was rolled over from a previous version of the RTP. Upon consultation with City of Pacifica staff, the project description has been updated to reflect the description as shown on the approved EIR:

"The Calera Parkway project will widen Highway 1 from four lanes to six lanes, from approximately 1,500 feet south of Fassler Avenue to approximately 2,300 feet north of Reina Del Mar Avenue, a distance of 1.3 miles, and will add a 16' wide landscaped median between concrete barriers from San Marlo Way to Reina Del Mar Avenue."

The CMEQ committee recommended that list of San Mateo County projects be submitted to the C/CAG Board along with the committee's concerns regarding the Calera Parkway project in light of the concerns brought up by the public comment speakers.

## Project Cost versus Financial Constraint

At this time, only some categories of funding sources were financially constrained. The attached list of projects fit within the initial financial "constraints" issued by MTC for some categories of funding. It should be noted that financial projections are still being developed at MTC, which will supersede the current financial constraints.

Because the list is not financially constrained for all categories of funding sources and because MTC is still refining revenue projections; there is an expectation that there will be further financial constraints imposed on this list. It is expected that the project total cost for several projects will need to be revised during the MTC project level assessment process with a possibility that some projects and programs further out in development may only include some phases in this RTP.

## Next Steps – Project Level Performance Assessment by MTC

After the county level project submittal process, MTC will conduct "project level performance assessments" during the winter of 2015. MTC will also conduct "scenarios analysis" based on the cumulative impacts of submitted projects. A "project-level performance assessment" will be used to identify projects and programs that advance the Plan Bay Area 2040 goals and support the land use strategy. The assessment will be similar to that performed as part of the original Plan Bay Area 2040,

adopted in 2013. Methodologies for quantitative and qualitative performance measures for transportation projects are in development. The “detailed scenario assessment”, performed after the “project-level performance assessment,” will capture the interactions among transportation projects and land use.

The update of Plan Bay Area 2040 is scheduled for adoption during the late spring/ early summer of 2017. It is anticipated that the plan will continue to be updated every four (4) years with no mid-term amendment.

#### **ATTACHMENTS**

1. Resolution 15-40
2. Listing of San Mateo County projects to be submitted to the MTC for inclusion in the update of Plan Bay Area 2040.
3. August 26, 2015 proposed revision to Plan Bay Area 2040 Project Performance Targets and Goals
4. Public comment received by the CMEQ Committee regarding the recommendation of forwarding the Calera Parkway Projects to the MTC for inclusion in the update of Plan Bay Area 2040.
5. Public comment received after the CMEQ Committee regarding the recommendation of forwarding the Calera Parkway Projects to the MTC for inclusion in the update of Plan Bay Area 2040.

**ATTACHMENT 1**

Resolution 15-40

## RESOLUTION 15-40

### RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ENDORSING A LIST OF PROJECTS TO BE SUBMITTED TO MTC FOR THE UPDATE OF THE REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS) ALSO KNOWN AS PLAN BAY AREA 2040

**WHEREAS**, the Metropolitan Transportation Commission (MTC) has initiated an update of the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2040; and

**WHEREAS**, C/CAG is the delegated county level administrator of the “Call For Projects” for the update of Plan Bay Area 2040 by Metropolitan Transportation Commission (MTC); and,

**WHEREAS**, on May 15, 2015 C/CAG staff issued a call for projects to all local jurisdictions in the County as well as other county level transportation agencies and interested parties; and,

**WHEREAS**, applications on the attached list were input by project sponsors into an MTC web-based application; and,

**WHEREAS**, C/CAG performed outreach in the form of notification to all identified project sponsors, hosting applicant workshops, sending out a press release, advertising and holding a public workshop, and conducting the process at public meetings; and

**WHEREAS**, the MTC is in the process of refining revenue projections, project level, and program level performance measures; which may affect the attached list in the future; and,

**WHEREAS**, a listing of endorsed projects are to be submitted to MTC by September 30, 2015; and,

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County endorses the attached list of project to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2040 and further authorize the Executive Director to modify the list based on final negotiation with the Metropolitan Transportation Commission (MTC).

**PASSED, APPROVED, AND ADOPTED, THIS TENTH DAY OF SEPTEMBER 2015.**

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Mary Ann Nihart, Chair

## **ATTACHMENT 2**

Listing of San Mateo County projects to be submitted to the MTC for inclusion in the update of Plan Bay Area 2040.

Proposed Projects for the Update of Plan Bay Area 2040 in San Mateo County

RTPID	Submitted for update of PBA 2040 in 2015	Project Title	Project Description	Estimated Total Cost in Millions
New	Belmont	Alameda de las Pulgas Corridor Study and Improvements	On Alameda de las Pulgas from Darthmouth Avenue to Ralston Avenue multimodal improvements including intersection, bike, pedestrian, transit and safety improvements.	12
New	Belmont	Ralston Avenue Corridor Improvements	On Ralston Avenue from SR 92 to US 101, multimodal improvements including new traffic signals, roundabout, bike and pedestrian facilities, and safety improvements.	17
22227	Brisbane	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange	This project will involve the construction of a 6-lane arterial from the terminus of Geneva Avenue with Bayshore Boulevard to the U.S. 101/Candlestick Point interchange (see Project ID 22756 for proposed Candlestick Interchange improvements). The project will include a grade separation at the Caltrain tracks and Tunnel Avenue. The extension project will include Class II bike lanes, on-street parking (convertible to travel lanes during peak periods), and sidewalks on both sides. In coordination with other agencies, sections will be reserved for an exclusive lane for a Bus Rapid Transit (BRT) facility (see Project ID 230207) that will connect to the Bayshore Multimodal Station (see Project ID 22226 for proposed improvements) and provide through service to BART Balboa Station.	100
22229	Brisbane	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	The US 101/Sierra Point Parkway Interchange will reconstruct a partial interchange and provide improved regional access to Brisbane, Bayshore Boulevard and the proposed Brisbane Baylands project. The Lagoon Way Extension project connects to the reconstructed interchange and provides improved regional access to Brisbane, Daly City, and the pending 600-acre plus Brisbane Baylands development project. The combination of work provides a complete east-west connection in north San Mateo County between I280 and US101 (connecting I280 via Guadalupe Canyon Parkway directly to Lagoon Way and this reconstructed interchange at US101), which will serve as an alternative to the Geneva Avenue east-west connection (see Project IDs 22227 and 22756).	17
22756	Brisbane	Reconstruct U.S. 101/Candlestick Point interchange to full all-directional interchange	This project will reconstruct US 101/Candlestick Point interchange to a full all-directional interchange with a single point cross street connection (via either an overcrossing or undercrossing). The interchange will provide all-direction ramp movements controlled by new signalized intersections at the cross street connections. The US 101 local crossing will allow for a 6 lane arterial including Class II bike lanes and sidewalks on both sides. The reconstructed interchange will join an improved Harney Way (see Project ID 230490) to the east, and will join the Geneva Avenue Extension (see Project ID 22227) to the west. The project design will accommodate east-west crossing of the planned Bus Rapid Transit (BRT) facility.	227
21602	Burlingame	Reconstruct U.S. 101/Broadway interchange	Reconstructs the US 101/Broadway interchange.	83
21612	C/CAG	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study	Improve access to /from the west side of Dumbarton Bridge (Route 84 connecting to U.S. 101) per Gateway 2020 Study (Phased implementation of short term projects.	39
21624	C/CAG	Implement incentive programs to support transit-oriented development	Implement an incentive programs to support transit-oriented developments in San Mateo County.	65
22274	C/CAG	County-wide Intelligent Transportation System (ITS) and Traffic Operation System Improvements	Installation of transportation system management improvements such as Intelligent Transportation System (ITS) elements and TOS equipment throughout San Mateo County.	28
230430	C/CAG	County-wide Implementation of bicycle/pedestrian enhancements	County-wide program - Bicycle and Pedestrian facilities and enhancements include class I, II, and III facilities, Bicycle Bridge overcrossings, Bicycle/ Pedestrian Trails, Bicycle and pedestrian access, and other related air quality exempt work.	163
230434	C/CAG	County-wide implementation of local circulation improvements and traffic management programs countywide	In various cities, implement local circulation improvements and local streets traffic management programs. Includes TDM. (Non-capacity increasing)	33
230697	C/CAG	County-wide Local streets and roads operations and maintenance	County-wide local streets and roads preservation, rehabilitation, operations, and maintenance	1169
240060	C/CAG	Modify existing lanes on U.S. 101 to accommodate HOV/T lane	Modify existing lanes to accommodate an HOV lane from Whipple to San Francisco County Line and/ or an Express Lane from Santa Clara County Line to San Francisco County Line. Work may include shoulder modification, ramp modifications, and interchange modifications to accommodate an extra lane. Work will be phased.	244
240084	C/CAG	County-wide Implementation of the Safe Routes to Schools Program	Implement San Mateo County's Safe Routes to Schools Program. Program includes capital and non-capital projects. Various locations.	25
240086	C/CAG	County-wide Implementation of Transportation for Livable Communities Program	County-wide planning and implementation of a "Complete streets" design to accommodate all modes of travel.	56

Proposed Projects for the Update of Plan Bay Area 2040 in San Mateo County

RTPID	Submitted for update of PBA 2040 in 2015	Project Title	Project Description	Estimated Total Cost in Millions
240087	C/CAG	County-wide Implementation of non-capacity Increasing local road Intersection modifications and channelization countywide	County-wide local intersection improvements. Includes street channelization, over-crossings, and safety improvements.	31
240511	C/CAG	County-wide Implementation of Transportation Environmental Enhancements	Transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities as defined by Caltrans. Includes slope protection/ stabilization, erosion control, and stormwater treatment.	9
240590	C/CAG	Implement a complete streets design for Mission Street/El Camino Real as part of Grand Boulevard Initiative	Planning and implementation of a "complete streets" for Mission Street/El Camino Real for the Grand Boulevard Initiative that accommodates all modes of travel: includes curb/gutters, drainage, pedestrian facilities, bike facilities, streetscapes, medians, traffic channelization, signal improvements, bulbouts, parking, bus and transit access improvements.	59
21604	C/CAG	Add northbound and southbound modified auxiliary lanes and or implementation of HOT lanes on U.S. 101 from Oyster Point to San Francisco County line	Add northbound and southbound modified auxiliary lanes and or implementation of HOT lanes on U.S. 101 from Oyster Point to San Francisco County line	145
22282	C/CAG	Improve operations at U.S. 101 near Route 92 (Environmental Phase)	US 101 operational improvements near Route 92. Project may have phased construction.	55
21608	Caltrans	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	Add northbound and southbound auxiliary lanes.	79
New	City of San Mateo	Hillsdale/US101 Ped/Bike Bridge	Provide separate overcrossing structure dedicated to pedestrians and bicyclists crossing US101 via Hillsdale Boulevard. Project will include final design and construction phases.	49
New	City of San Mateo	25th Avenue Grade Separations	Grade separations at a high priority Measure A candidate location to separate vehicular and rail traffic for safety purposes. Project includes final design, right-of-way, environmental permitting, and construction phases.	140
New	City of San Mateo	State Route 92-82 (El Camino) Interchange Improvement	Widen the existing ramps and reconfigure the existing interchange from a full cloverleaf to a partial cloverleaf. Pedestrian and bicycle improvements would be included as part of the project.	30
240160	City of San Mateo	U.S. 101 Interchange at Peninsula Avenue	Construct southbound on and off ramps to US 101 at Peninsula Ave to add on and off ramps from southbound 101.	81
22232	Daly City	Construct streetscape improvements on Mission Street (Route 82) and Geneva Avenue	Design and construction of enhanced sidewalks, landscaping, improved street crossings, landscaped median islands, and pedestrian-scale street lighting in Planned Development Areas along and adjoining Mission Street (Route 82) from Parkview Avenue to San Pedro Road and Geneva Avenue from city limit to city limit.	64
New	Daly City	I-280 improvements near D Street exit	Improve the on and off-ramps and approaches for I-280 near the D Street exit in Daly City	1
240161	Daly City	Provide overcrossing at I-280/John Daly Boulevard	Widen the north side of John Daly Blvd I-280 overcrossing to accommodate an additional westbound lane.	16
21607	East Palo Alto	US 101/University Ave. Interchange Improvements	On University Avenue across US-101, between Woodland Avenue and Donohoe Street; Add bike lanes and sidewalk and modify the NB and SB off-ramps to eliminate pedestrian/bicycle conflicts and improve traffic operations.	11
New	East Palo Alto	University Avenue Complete Streets Pilot Project	Project is located in East Palo Alto, on University Avenue from Donohoe Street to the Norther City Limit (near Purdue Ave). Project will resurface, add new bike lanes, pedestrian improvements, signal upgrade and other improvements.	6
New	East Palo Alto	Clarke Avenue Bicycle/Pedestrian Overcrossing	New bicycle/pedestrian overcrossing of US-101 in East Palo Alto - starting at the intersection of E. Bayshore Road/Clarke Avenue, crossing US-101 and ending at the intersection of W. Bayshore Road/Newell Road. Improvements include new overcrossing structure and other improvements necessary to complete the landings.	10
230592	East Palo Alto	Bay Road Improvement Phase II & III	Bay Road Improvements Phase II- Clarke Avenue to Tara Road Bay Road Improvements Phase III- Tara Road to Cooley Landing. Improvements including resurface, traffic calming, sidewalk, streetscape, bike lanes, utility relocation, lighting & other improvements.	14
22751	Half Moon Bay	Route 1 Improvements in Half Moon Bay	In Half Moon Bay, On Route 1: Improve safety and reduce congestion by providing protected left and right turn lanes, warranted traffic signals, two through lanes only at signalized intersections, bike lanes, pathways, bus stops, traffic signal interconnects, safety lighting, median and channelization improvements.	19
21893	Half Moon Bay	Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders	Widens shoulders and travel lanes to standard widths. Straighten curves at few locations.	9

Proposed Projects for the Update of Plan Bay Area 2040 in San Mateo County

RTPID	Submitted for update of PBA 2040 in 2015	Project Title	Project Description	Estimated Total Cost in Millions
21606	Menlo Park	Reconstruct U.S. 101/Willow Road interchange	The project proposes to reconstruct the existing US 101/Willow Road (Route 114) Interchange within the existing alignment to a partial cloverleaf interchange. Project includes class I bike paths and class II bike lanes. Current design standards favor a diamond design.	80
240143	Millbrae	Construct new multi-purpose pedestrian/bicycle overcrossing across U.S. 101, north of and adjacent to existing Millbrae Avenue Bridge across U.S. 101	Construct a new 12-foot wide Class 1 mixed-use pedestrian bicycle overcrossing across US101 north of and adjacent to the existing Millbrae Avenue bridge across US101. HPP Earmark # 2701.	19
240115	Millbrae	Extend California Drive north to the intersection of Victoria Avenue and El Camino Real in Millbrae	Extend California Drive north by approximately 1/4 mile to the intersection of Victoria Avenue and El Camino Real in the City of Millbrae. Update the existing traffic signal at the intersection of El Camino Real and Victoria Avenue.	11
240133	Millbrae	Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	Widen Millbrae Avenue between Rollins Road and US101 Southbound On Ramp and resurface the intersection of Millbrae Avenue and Rollins Road.	11
240067	Pacifica	The Manor Drive Overcrossing Improvement and Milagra On-Ramp Project	The Manor Drive Overcrossing Improvement and Milagra On-Ramp project will widen the existing overcrossing and construct a new on-ramp at Milagra Drive and Highway 1. It will signalize both intersections which border the overcrossing to better facilitate traffic through the overcrossing and onto Highway 1.	22
22261	Pacifica	Replace San Pedro Creek Bridge on Route 1	Removes the existing San Pedro Creek Bridge on CA 1 and replace it with a new bridge approximately 5 feet higher than the existing bridge and approximately twice as long so that the channel for the creek under the bridge can be enlarged	14
New	Pacifica	Palmetto Avenue Streetscape Project	The Palmetto Avenue Streetscape project will provide an attractive, pedestrian and bicycle friendly neighborhood in the historic district of Pacifica. This project will construct, amongst others, widened sidewalk, bulb-outs and crosswalks for the increased safety of bicyclists and pedestrians, especially school kids. It will also install amenities like benches, bicycle racks, and landscaping.	6
98204	Pacifica	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	<del>Would add northbound lane of traffic providing additional storage capacity between Reina Del Mar &amp; Fassler Ave traffic lights so that traffic does not back up south of Fassler Ave intersection. Would also coordinate Fassler &amp; Reina Del Mar traffic signals &amp; may add a 3rd coordinated signal at Marlo Way. The Westport Drive at grade intersection may also be closed, thus improving safety.</del> The Calera Parkway project will widen Highway 1 from four lanes to six lanes, from approximately 1,500 feet south of Fassler Avenue to approximately 2,300 feet north of Reina Del Mar Avenue, a distance of 1.3 miles, and will add a 16' wide landscaped median between concrete barriers from San Marlo Way to Reina Del Mar Avenue	59
New	Redwood City	Middlefield Streetscape	Middlefield Road between Main Street and Woodside Road. The purpose of the project is to improve bicycle and pedestrian facilities. Improvements include sidewalk widening, street lighting, crosswalk enhancements, bicycle lane enhancements, seating, street trees, drainage treatments, and bus stop amenities.	8
230428	Redwood City	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	Redwood City Blomquist Street Extension and Blomquist Bridge over Redwood Creek	28
240346	Redwood City	Implement Redwood City Street Car	Redwood City Street Car Construction and Implementation	1
21603	Redwood City	Improve U.S. 101/Woodside Road interchange	Modifies the Woodside Road Interchange at US 101.	171
240026	SamTrans	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real	This project will institute new rolling stock and infrastructure necessary to accommodate BRT along El Camino Real	210
240027	SamTrans	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real	This project will institute necessary infrastructure and Automated Transit Signal Priority necessary to accommodate express rapid bus service along the length of El Camino Real from Palo Alto to Daly City.	1
240028	SamTrans	Make incremental increase in SamTrans paratransit service	Expansion of curb-to-curb paratransit fleet and service for eligible users, compliant with ADA requirements, based on projected future demand.	377

Proposed Projects for the Update of Plan Bay Area 2040 in San Mateo County

RTPID	Submitted for update of PBA 2040 in 2015	Project Title	Project Description	Estimated Total Cost in Millions
21609	San Bruno	Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380	Proposes to construct local access improvements at the existing I-280 / I-380 interchange located in the City of San Bruno. The project provides access to I-380 from the two main east-west secondary roads of Sneath Lane and San Bruno Avenue.	32
22271	San Bruno	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane	Widens Skyline Blvd. (SR 35) between I-280 and Sneath Lane. It is currently the last portion of what is otherwise a four lane roadway along Skyline Blvd. The project widens approximately 1.3 miles of the roadway into four lanes.	25
230417	San Carlos	Route 101/Holly St Interchange Access Improvements	The proposed project would convert the existing full cloverleaf configuration to a partial cloverleaf design by eliminating two of the existing loop off-ramps of the interchange, and realign the diagonal on- and off-ramps into signalized T-intersections with local streets. A new pedestrian and bicycle over crossing will be constructed in the south side of Holly Street Interchange.	28
New	San Mateo County	Middlefield Road Streetscape Improvement Project	The project is on Middlefield Road from Pacific Ave. to 5th Ave. and will be configured from an existing 4 lane road to a 3 lane road with one lane in each direction with a center turn lane. The project will include a streetscape, where sidewalks will be widened to accommodate; benches, landscape improvements, street lights, street art, public spaces, signage, and LID features.	13
240114	San Mateo County	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)	Operational and safety improvements for vehicles, bicycles, and pedestrians, along the Highway 1 corridor between Half Moon Bay and Pacifica. This could include acceleration lanes, deceleration lanes, turn lanes, bike lanes, enhanced crossings, and trail network improvements.	29
94644	San Mateo County	Westbound slow vehicle lane on Route 92 between Route 35 and I-280	Westbound slow vehicle lane on Route 92 between Route 35 and I-280.	25
22279	South San Francisco	US 101 Produce Avenue Interchange	Construct a new interchange on US 101 at Produce Avenue, connecting Utah Avenue on the east side of US 101 to San Mateo Avenue on the west side of US 101. This will allow for reconfiguration of the existing southbound ramps at Produce Ave and Airport Blvd, as well incorporation of the northbound off- and on- ramps at S. Airport Blvd into the interchange design.	147
New	South San Francisco	SSF Sidewalk Gap Closure	Construct sidewalks in various locations in the City of South San Francisco to close the first-tier-ranked "gaps" of missing sidewalks per the City's Climate Action and Pedestrian Master Plan.	17
New	South San Francisco	Railroad Avenue Extension	Construct new street along the existing rail right-of-way between East Grand/Allerton Avenue and South Linden Avenue to provide another roadway link between the east and west portions of the City of South San Francisco	16

C/CAG Programmatic Projects

## **ATTACHMENT 3**

August 26, 2015 proposed revision to Plan Bay Area 2040 Project  
Performance Targets and Goals

**ATTACHMENT B: REVISED STAFF RECOMMENDATION FOR PLAN BAY AREA 2040 GOALS AND TARGETS**

Proposed Goal	#	Proposed Target*	Same Target as PBA?
Climate Protection	1	Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by <b>15%</b>	✓
Adequate Housing	2	<p><i>ABAG Proposal:</i> House <b>100%</b> of the region’s projected growth by income level without displacing current low-income residents using a <b>Regional Housing Control Total</b> with no increase in in-commuters over the Plan baseline year</p> <p>-- OR --</p> <p><i>MTC Proposal:</i> House <b>100%</b> of the region’s projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year</p>	
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by <b>10%</b>	
Open Space and Agricultural Preservation	4	Direct <b>all</b> non-agricultural development within the urban footprint (existing urban development and UGBs)	✓
Equitable Access	5	Decrease the share of lower-income residents’ household income consumed by transportation and housing by <b>10%</b>	✓
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by <b>15%</b>	
Economic Vitality	7	Reduce the share of households at risk of displacement to <b>0%</b>	
	8	Increase by <b>20%</b> the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	
	9	Increase non-auto mode share by <b>10%</b>	✓
Transportation System Effectiveness	10	Reduce vehicle operating and maintenance costs due to pavement conditions by <b>100%</b>	
	11	Reduce per-rider transit delay due to aged infrastructure by <b>100%</b>	

\* = text marked in blue represents target language revision from July draft staff recommendation

## **ATTACHMENT 4**

Public comment received by the CMEQ Committee regarding the recommendation of forwarding the Calera Parkway Projects to the MTC for inclusion in the update of Plan Bay Area 2040.

Cynthia Kaufman Member of Pacificans for Highway 1 Alternatives.

We have been working for 3 years to get the city of Pacifica and the relevant agencies to reject the Calera Parkway Project, which you have listed as a project to forward to the MTC for inclusion in the updated Plan Bay Area.

I am here to ask that you not include this project on that list for 6 reasons:

1. The project is inconsistent with the goals of Plan Bay Area. Performance target #1 looks for projects that cut greenhouse gas emissions and Performance target #9, asks for strategies that decrease Vehicle Miles Travelled. The CCP will increase emissions through induced driving. As the experience of Los Angeles shows, building more freeways tend to encourage more driving.

Performance target #4 asks that you reduce fatalities especially bike and pedestrian ones. Performance target #5 asks for increases in biking and walking. The CCP has minimal bike lanes. There is a traffic light one of the key intersections in the project that is used by many children crossing on the way to school and going to the beach. The project widens that stretch from a modest 4 lane road to something wider than 280. Caltrans says it considered an island in the middle for pedestrian to wait if they did not have time to cross, and decided against it because cars would be going too fast for that to be safe. So instead, children and seniors will need to run across something like a freeway.

My second point: Our last election showed that a very strong majority of people in Pacifica do not want this project. No members of our current city council are advocating publically for this project. It is moving forward on inertia.

3. There are currently 3 lawsuits pending that challenge this project, two that challenge it in federal court based on the endangered species act, and one in superior court that challenges the EIR. That one alleges, among other things, that Caltrans failed to offer specific plans, as is required for an EIR; the EIR does not say how long traffic delays will be during construction; and it says sound walls may be built, but does not specify where they would be, so the public has not been able to weigh in on them.

4. The EIR for the project says that as a best case scenario the project will eventually shave a minute and a half off of commute times. So there is a huge expense, with years of inconvenience, a permanent massive ugly project, and a permanent loss of safety, for an incredibly small gain in traffic flow.

5. On a personal note I want to say that I have a 13 year old who crosses the road there all the time, and I will not let her cross if this project goes through.

6. Nationally people are driving less. The traffic problems we face in Pacifica can easily be solved with a variety of soft alternatives, such as better light timing, better engineering of the ways people get on and off that stretch, safe routes to schools, increased transit, and staggered school start times. We would like help working on that combination of alternatives. This project is a holdover from a 1950s Caltrans mentality, one that Plan Bay Area, and indeed Caltrans' own new mission statement, have solidly rejected. Please do not burden our town with a brand new dinosaur. Take this project off the list.

## COMMENTS BY CHAYA GORDON

Page 1

CCAG/CMEQ August 31, 2015 3 PM Agenda Item 4. Review and recommend endorsement of the list of projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2040.

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Good afternoon. My name is Chaya Gordon, I live in Pacifica, and I am speaking today as a representative of Pacificans for Highway 1 Alternatives. PH1A now has 700 supporters.

The Caltrans Project to widen highway 1 in Pacifica is on your list for inclusion in the updated Plan Bay Area. What you may not know is that the majority of people in Pacifica have serious objections to it. I would like to share some of them with you, so you can understand why the Project should not be forwarded to the MTC.

#1 The project information in your meeting packet is wrong. The correct information I am citing comes from the Caltrans Final Environmental Impact Report.

The Project Title is correct: Construct Route 1 north and southbound lanes from Fassler to Westport Drive in Pacifica. But the Project Description only refers to the addition of a northbound lane. Also, contrary to your project description, there is nothing in the FEIR about coordinating the traffic signals, about a 3rd coordinated signal, or about the intersection at Westport Drive being closed.

It seems like a bad idea to approve a project until you know that its information is accurate. Caltrans often refers to it as adding 1 lane in each direction, neglecting to mention that the plan includes various other lanes and medians for a total of 144 feet,

COMMENTS BY CHAYA GORDON

Page 2

CCAG/CMEQ August 31, 2015 3 PM Agenda Item 4

more than double its current width. The errors in your project description are significant, and compound the errors that Caltrans often makes about the project.

The project listed is very different from the one in Caltrans' FEIR. Where did this project come from? Do you know who the sponsor or funding agency is? Your due diligence requires you to make sure the project description is correct and that you know who changed it, if the changes are deliberate. It also requires you to really examine the issues, and not just rubberstamp the project.

#2 Coordinating the traffic signals is an alternative that needs to be implemented, but Caltrans has NEVER included it. In fact, Caltrans rejected all alternatives but build and build bigger. It's no wonder that the California 2014 State Smart Transportation Initiative found that Caltrans' practices do not match current conditions.

#3 There is significant public opposition to the widening project. In Pacifica's City Council election last November, 2 of the 3 candidates elected put opposing the Caltrans Plan front and center in their campaigns. This sent a clear message: the majority of voters do not support it.

Most of all, the residents of Pacifica want to maintain Pacifica's natural beauty and small-town coastal atmosphere. It starts with not widening Highway 1, our Main Street. I have just given you many reasons that support your removing the Calera Parkway Project from the list of projects you forward to the MTC.

Thank you very much.

**From:** Mike Ferreira <michaeljferreira@gmail.com>  
**To:** Jeffrey Lacap <jlacap@smcgov.org>  
**CC:** Mike Ferreira <conservation@lomaprieta.sierraclub.org>, Jean Higaki <jhigaki@smcgov.org>  
**Date:** 9/1/2015 3:17 PM  
**Subject:** Re: CMEQ Comments on Plan Bay Area 2040

Good afternoon Committee Members,

My name is Mike Ferreira. I am a former council member in Half Moon Bay and I am now the Conservation Chair for the Sierra Club Loma Prieta Chapter as well as a member of its Executive Committee and Political Committee. I am also the Chapter's representative to the 3 Chapter Working Group that deals with SB 375, AB 32 and the pending SB 340 issues as relating to MTC's & ABAG's Plan Bay Area.

The Sierra Club has consistently opposed the Calera Parkway widening project from its beginning and we have supported litigation against the project financially and otherwise. We expect to continue to do so.

The previous speakers have used some of my best lines so I'll try to cover other ground.

We regard the Calera Parkway Project as one of the worst in the Bay Area. This project - at \$59 million - is a prime example of using a shotgun to kill a fly. I now live in Moss Beach and frequently drive northward through Pacifica at commute time and, when schools are not in session, it's a breeze. Sometimes in the summertime I am able to drive through at morning commute time and catch all green lights, never having to stop. It seems to us that a much better and much less expensive approach would be to work with the school district to achieve a solution rather than spending huge sums for a big concrete solution that would have doubtful success – and only marginal success even if it worked.

In closing, I would like to express the Club's support for the BRT portion of the plan. BRT does not need to be "dedicated lane" in order to be successful and the Club regards this portion of the plan to be a commendable use of public funds.

Mike Ferreira  
Conservation Chair  
Sierra Club Loma Prieta Chapter

## **ATTACHMENT 5**

Public comment received after the CMEQ Committee regarding the recommendation of forwarding the Calera Parkway Projects to the MTC for inclusion in the update of Plan Bay Area 2040.

**Date:** 9/1/2015 10:12 AM  
**Subject:** Fwd: to CCAG bd---support for Pacifica Hwy 1 Widening Project  
**Attachments:** Calera Creek letter to SMCTA (3).pdf; PacHwy1support.pdf

>>> mark stechbart <mstechbart@msn.com> 9/1/2015 10:07 AM >>>

Attached you will find 2 documents.

1. 2006 City of Pacifica hwy 1 widening support letter signed by the then mayor.
2. Chamber of Commerce support letter during EIR process.

Please submit to full CCAG board for the next meeting.

The project is facing the normal delays caused by last-ditch effort litigation. Opponents lost their entire case at San Mateo Superior court after a 2 year effort. They have now filed a federal claim that is widely viewed as frivolous.

Once all the litigation is sorted out, this critically needed safety and commute widening on a regional arterial can and should proceed.

Your continued (and patient) support is appreciated.

mark stechbart  
mstechbart@msn.com



**PACIFICA**  
CHAMBER *of* COMMERCE  
& VISITOR CENTER  
*A Pretty Cool Place*

August 25, 2011

Yolanda Rivas, Branch Chief  
Division of Environmental Planning & Engineering  
California Department of Transportation District 4, Attn: Thomas Rosevear  
111 Grand Avenue  
Oakland, CA 94623

Dear Ms. Rivas:

I am writing to strongly encourage you to complete the State Route 1/Calera Parkway/Highway 1 Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop at various businesses.

Pacifica and surrounding communities deserve better. As Highway 1 is our only north/south transit corridor, this is a regional issue that affects residential commuters, tourism and Coastside businesses. If we can widen State Route 1/Calera Parkway/Highway 1, it will help Pacifica's economic vitality and contribute to our quality of life here.

On behalf of the Pacifica Chamber of Commerce Board of Directors, we strongly urge you to proceed with this project.

Sincerely,

Courtney Conlon, CEO  
Pacifica Chamber of Commerce



*Scenic Pacifica*

CITY MANAGER'S OFFICE  
TEL (650) 738-7301  
FAX (650) 359-6038

CITY ATTORNEY  
TEL (650) 738-7409  
FAX (650) 359-8947

CITY CLERK  
TEL (650) 738-7307  
FAX (650) 359-6038

CITY COUNCIL  
TEL (650) 738-7301  
FAX (650) 359-6038

ENGINEERING  
TEL (650) 738-3767  
FAX (650) 738-3003

FINANCE  
TEL (650) 738-7392  
FAX (650) 738-7411

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TEL (650) 991-8138  
FAX (650) 991-8090

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TEL (650) 738-7314  
FAX (650) 355-1172

PUBLIC WORKS  
TEL (650) 738-3760  
FAX (650) 738-9747

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CITY HALL

170 Santa Maria Avenue • Pacifica, California 94044-2506

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www.ci.pacifica.ca.us

December 19, 2006

Mr. John Lee - Chairman  
San Mateo County Transportation Authority  
1250 San Carlos Avenue  
San Carlos, CA 94070

**Re: Route 1, Westport Drive to Fassler Avenue "Calera  
Parkway" Project in the City of Pacifica**

Dear Chairman Lee:

The purpose of this letter is to convey the need for and reiterate the City of Pacifica's full support for the subject project. The Calera Parkway Project is one of the identified projects in the original expenditure plan of Measure A that was presented to and approved by the voters in 1988 and again in 2004. It is because of this project that Measure A received the overwhelming support of the voters of Pacifica. Pacifica is the 6<sup>th</sup> largest city in San Mateo County in terms of population and this is the only project that our city is eligible to receive funding from the current 20 year Measure A Program.

This segment of Highway 1 experiences heavy congestion during both morning and evening peak hours. In fact, the Congestion Management Program of San Mateo County identifies this same segment as having the worst Level of Service at LOS F. This portion of highway is extremely vital to the coastal highway system for it provides the only link between the northern and southern coastal regions of San Mateo County. Traffic engineering professionals from various sectors view the proposed Calera Parkway Project as the only viable solution to the worsening traffic congestion.

With regards to project funding, you are a witness to the City's relentless efforts in pursuing all avenues of funding. Last year, Pacifica with the help of Congressman Lantos, tried to secure some of the excess demonstration money from the Devil Slide Tunnel Project. And again just recently, we lobbied for funding under the Corridor Mobility Improvement Account (CMIA) of Proposition 1B.

Chairman John Lee  
December 19, 2006  
Page 2

Please rest assured that the City Council supports this project and Pacifica will always be at the forefront in making sure this project becomes a reality.

Sincerely,

A handwritten signature in black ink that reads "Peter DeJarnatt". The signature is written in a cursive, slightly slanted style.

Peter DeJarnatt  
Mayor

Cc: Mr. Joseph Hurley, P. E.  
Program Director  
San Mateo County Transportation Authority  
1250 San Carlos Avenue  
San Carlos, CA 94070

Joseph M. Tanner, City Manager  
Van Ocampo, City Engineer  
Scott Holmes, Public Works Director

## C/CAG AGENDA REPORT

Date: September 10, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of no change to the C/CAG investment portfolio as recommended by the Finance Committee and accept the Quarterly Investment Report as of March 31, 2015 and June 30, 2015.

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

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### RECOMMENDATION

That the C/CAG Board review and approve of no change to the C/CAG investment portfolio as recommended by the Finance Committee and accept the Quarterly Investment Report as of March 31, 2015 and June 30, 2015.

### 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 January 8, 2015:

*“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 Principal, necessary liquidity, and optimal yield based on cash flow projections.

A summary of the January, February, and March 2015 earning rates are as follows:

	Local Agency Investment Fund (LAIF)	San Mateo County Investment Pool (COPOOL)
January	0.262%	0.880%
February	0.266%	0.760%
March	0.278%	0.861%

A summary of the April, May, and June 2015 earning rates are as follows:

	Local Agency Investment Fund (LAIF)	San Mateo County Investment Pool (COPOOL)
April	0.283%	0.535%
May	0.290%	0.685%
June	0.299%	0.835%

On November 13, 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%

Investment portfolio as of June 30, 2015 is as follows:

	12/31/2014		3/31/2015		6/30/2015	
	Amount	Percent	Amount	Percent	Amount	Percent
LAIF	\$11,893,287	64%	\$11,900,778	64%	\$9,908,457	60%
COPOOL	\$6,570,236	36%	\$6,581,700	36%	\$6,601,123	40%
Total	\$18,463,523	100%	\$18,482,478	100%	\$16,509,580	100%

On May 20, 2015 the Finance Committee reviewed the investment earnings for January, February, and March 2015 quarter but did not make a recommendation as a quorum was not met. No change was made to the investment portfolio.

On August 27, 2015 the Finance Committee reviewed the earnings for the April, May, and June 2015 quarter. The Finance Committee recommended no change to the investment portfolio.

#### ATTACHMENTS

1. Quarterly Investment Report as of March 31, 2015 from San Carlos
2. Quarterly Investment Report as of June 30, 2015 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: May 5, 2015**

**SUBJECT: Quarterly Investment Report as of March 31, 2015**

**RECOMMENDATION:**

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

**ANALYSIS:**

The attached investment report indicates that on March 31, 2015, funds in the amount of \$18,482,478 were invested producing a weighted average yield of 0.47%. Of the total investment portfolio, 64% of funds were invested in the Local Agency Investment Fund (LAIF) and 36% 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 \$21,249.

Below is a summary of the changes from the prior quarter:

	<b>Qtr Ended 3/31/15</b>	<b>Qtr Ended 12/31/14</b>	<b>Increase (Decrease)</b>
Total Portfolio	\$ 18,482,478	\$ 18,463,523	\$ 18,955
Weighted Average Yield	0.47%	0.41%	0.06%
Accrued Interest Earnings	\$ 21,249	\$ 18,956	\$ 2,293

The portfolio balance at the end of this quarter and the weighted average yield in this quarter are slightly higher than the last quarter. The increase in portfolio balance is associated with the interest earned in the last quarter. Due to the timing of receipts and disbursements this quarter; no transfer of funds from the investment portfolio was needed. As a result, the accrued interest earnings are higher in this quarter.

In March 2015, the County Treasurer provided an update on the remaining Lehman litigation against Ernst & Young. A mediator's proposal of \$6.5 million was accepted by Ernst & Young. The County Treasurer will provide additional information along with distribution details as soon as she receives information on the portion of the proposed amount to be distributed to the San Mateo County pool.

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 March 31, 2015, the portfolio contains

sufficient 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 March 31, 2015
- 2 – Historical Summary of Investment Portfolio

**CITY & COUNTY ASSOCIATION OF GOVERNMENTS**

**SUMMARY OF ALL INVESTMENTS**

For Quarter Ending March 31, 2015

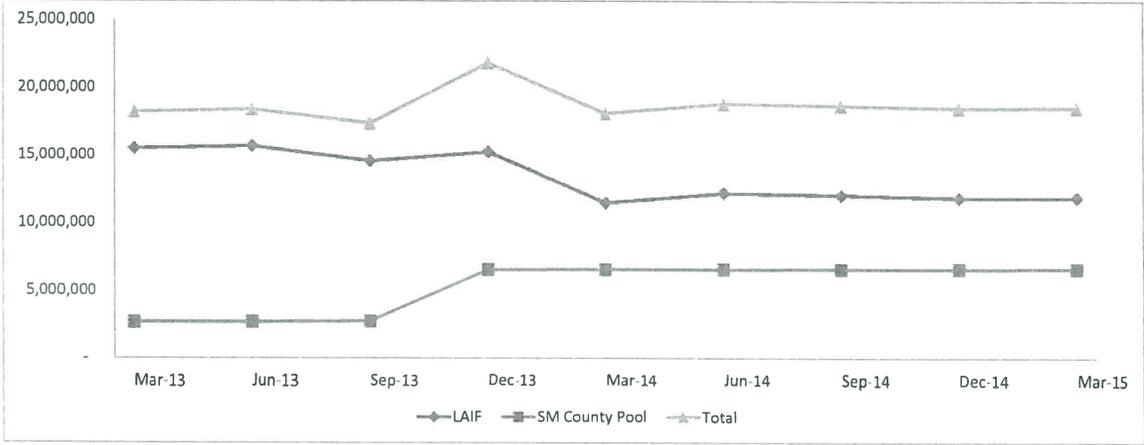
Category	Weighted Average Interest Rate	Historical Book Value	% of Portfolio	GASB 31 ADJ Market Value
<b>Liquid Investments:</b>				
Local Agency Investment Fund (LAIF)	0.26%	11,900,778	64%	11,905,345
San Mateo County Investment Pool (COPOOL)	0.84%	6,581,700	36%	6,581,700
<b>Agency Securities</b>				
<i>none</i>				
<b>Total - Investments</b>	<b>0.47%</b>	<b>18,482,478</b>	<b>100%</b>	<b>18,487,045</b>
<b>GRAND TOTAL OF PORTFOLIO</b>	<b>0.47%</b>	<b>\$ 18,482,478</b>	<b>100%</b>	<b>\$ 18,487,045</b>
<b>Total Interest Earned This Quarter</b>				<b>21,249</b>
<b>Total Interest Earned (Loss) Fiscal Year-to-Date</b>				<b>57,882</b>

**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  
March 31, 2015**



*Note: The chart type has been changed from Column to Line after receiving feedback from CCAG's Finance Committee*

**City/County Association of Governments Investment Portfolio**

	<b>Mar-13</b>	<b>Jun-13</b>	<b>Sep-13</b>	<b>Dec-13</b>	<b>Mar-14</b>	<b>Jun-14</b>	<b>Sep-14</b>	<b>Dec-14</b>	<b>Mar-15</b>
LAIF	15,532,855	15,693,902	14,603,467	15,263,408	11,523,029	12,230,010	12,086,243	11,893,287	11,900,778
SM County Pool	2,646,873	2,662,308	2,721,814	6,526,385	6,539,496	6,549,782	6,559,603	6,570,236	6,581,700
<b>Total</b>	<b>18,179,727</b>	<b>18,356,210</b>	<b>17,325,281</b>	<b>21,789,793</b>	<b>18,062,525</b>	<b>18,779,792</b>	<b>18,645,846</b>	<b>18,463,523</b>	<b>18,482,478</b>

\* The spike in December 2013 relates to \$4.5 million received in November and December for Smart Corridor, NPDES, and Traffic Congestion Management programs while the major disbursements of \$3.5 million took place in January 2014.

**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: August 7, 2015**

**SUBJECT: Quarterly Investment Report as of June 30, 2015**

**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, 2015, funds in the amount of \$16,509,580 were invested producing a weighted average yield of 0.44%. Of the total investment portfolio, 60% of funds were invested in the Local Agency Investment Fund (LAIF) and 40% 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 \$18,910.

Below is a summary of the changes from the prior quarter:

	<b>Qtr Ended 6/30/15</b>	<b>Qtr Ended 3/31/15</b>	<b>Increase (Decrease)</b>
Total Portfolio	\$ 16,509,580	\$ 18,482,478	\$ (1,972,898)
Weighted Average Yield	0.44%	0.47%	-0.03%
Accrued Interest Earnings	\$ 18,910	\$ 21,249	\$ (2,339)
Lehman Recovery Payment	\$ 5,853	\$ -	\$ 5,853

The portfolio balance at the end of this quarter and the weighted average yield in this quarter are lower than the previous quarter; and as a result, the accrued interest earnings are less. The \$2 million decrease in portfolio balance is associated with the disbursements to member agencies for the Measure M program.

In March 2015, the County Treasurer provided an update on the remaining Lehman litigation against Ernst & Young. In May 2015, CCAG received \$5,853 from the County Treasurer for its share of the settlement. Of the total Lehman investment loss of \$222,171 in 2009, \$101,835 or 45.8% has been recovered. Based on the information from the County Treasurer's Office, there are no further settlements pending.

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, 2015, the portfolio contains

sufficient 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, 2015

2 – Historical Summary of Investment Portfolio

**CITY & COUNTY ASSOCIATION OF GOVERNMENTS**

**SUMMARY OF ALL INVESTMENTS**

For Quarter Ending June 30, 2015

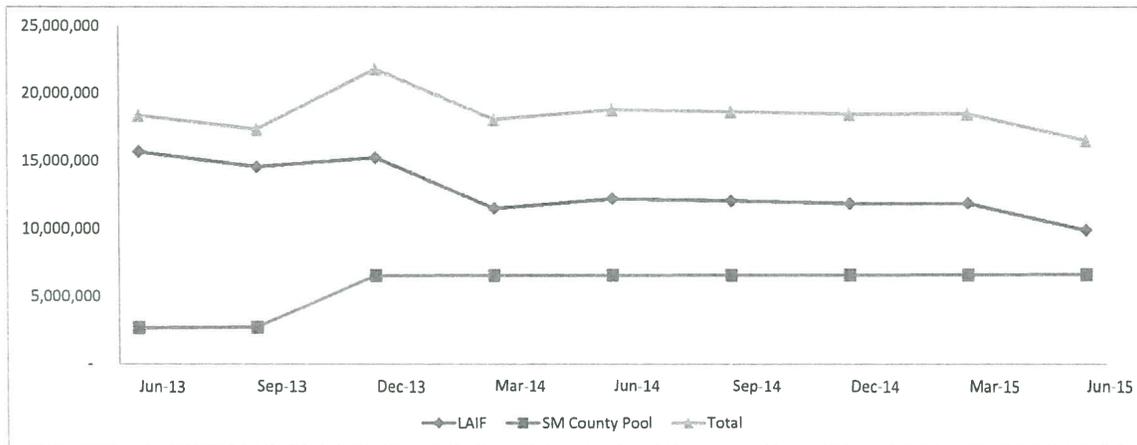
Category	Weighted Average Interest Rate	Historical Book Value	% of Portfolio	GASB 31 ADJ Market Value
<b>Liquid Investments:</b>				
Local Agency Investment Fund (LAIF)	0.28%	9,908,457	60%	9,912,182
San Mateo County Investment Pool (COPOOL)	0.68%	6,601,123	40%	6,600,463
<b>Agency Securities</b>				
<i>none</i>				
<b>Total - Investments</b>	<b>0.44%</b>	<b>16,509,580</b>	<b>100%</b>	<b>16,512,645</b>
<b>GRAND TOTAL OF PORTFOLIO</b>	<b>0.44%</b>	<b>\$ 16,509,580</b>	<b>100%</b>	<b>\$ 16,512,645</b>
<b>Total Interest Earned This Quarter</b>				<b>18,910</b>
<b>Total Interest Earned (Loss) Fiscal Year-to-Date</b>				<b>76,792</b>

**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, 2015**



*Note: The chart type has been changed from Column to Line after receiving feedback from CCAG's Finance Committee*

**City/County Association of Governments Investment Portfolio**

	<b>Jun-13</b>	<b>Sep-13</b>	<b>Dec-13</b>	<b>Mar-14</b>	<b>Jun-14</b>	<b>Sep-14</b>	<b>Dec-14</b>	<b>Mar-15</b>	<b>Jun-15</b>
LAIF	15,693,902	14,603,467	15,263,408	11,523,029	12,230,010	12,086,243	11,893,287	11,900,778	9,908,457
SM County Pool	2,662,308	2,721,814	6,526,385	6,539,496	6,549,782	6,559,603	6,570,236	6,581,700	6,601,123
<b>Total</b>	<b>18,356,210</b>	<b>17,325,281</b>	<b>21,789,793</b>	<b>18,062,525</b>	<b>18,779,792</b>	<b>18,645,846</b>	<b>18,463,523</b>	<b>18,482,478</b>	<b>16,509,580</b>

\* The spike in December 2013 relates to \$4.5 million received in November and December for Smart Corridor, NPDES, and Traffic Congestion Management programs while the major disbursements of \$3.5 million took place in January 2014.

## C/CAG AGENDA REPORT

Date: September 10, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive presentation on 2014-15 Countywide Water Pollution Prevention Program accomplishments and information on draft Municipal Regional Permit.

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

### RECOMMENDATION

Receive presentation on 2014-15 Countywide Water Pollution Prevention Program accomplishments and information on draft Municipal Regional Permit.

### FISCAL IMPACT

None

### SOURCE OF FUNDS

NA

### BACKGROUND

C/CAG's Countywide Water Pollution Prevention Program (Countywide Program) assists member agencies in meeting stormwater pollution prevention requirements mandated in the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit (MRP). Under the MRP, permittees submit reports annually on September 15 documenting compliance activities for the year. The Countywide Program also submits an annual report, documenting compliance activities performed directly on behalf of member agencies, as well as efforts supporting member agencies in implementing local pollution prevention programs.

Staff will summarize highlights of the Countywide Program's accomplishments during the 2014-15 reporting year. The draft Executive Summary of the Countywide Program's annual report is also attached for additional information. The final draft annual report is available on C/CAG's website.

Given that the MRP is in the process of being reissued, staff will also highlight key challenges facing member agencies with the draft revised MRP, a final version of which is likely to be considered for adoption by the Regional Water Board at its October 14 meeting.

### ATTACHMENTS

1. Draft Executive Summary, Countywide Program's 2014-15 Annual Report
2. Draft Countywide Program's 2014-15 Annual Report (available at <http://ccag.ca.gov/committees/board-of-directors/>)

# EXECUTIVE SUMMARY

## INTRODUCTION

The FY 2014/15 Countywide Program Annual Report was developed in compliance with the National Pollutant Discharge Elimination System (NPDES) stormwater Municipal Regional Permit (MRP) adopted in October 2009. It summarizes stormwater management activities implemented by the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) in FY 2014/15. SMCWPPP's activities benefit all 22 of its member agencies: 15 cities, five towns, the County of San Mateo, and the San Mateo County Flood Control District. Each member agency also separately submits an individual Annual Report to the San Francisco Bay Regional Water Quality Control Board (Regional Water Board) focusing on that agency's stormwater management activities during FY 2014/15.

SMCWPPP is a program of the City/County Association of Governments (C/CAG) of San Mateo County. C/CAG is a Joint Powers Authority (JPA) for issues of regional importance to San Mateo County jurisdictions. The C/CAG Board of Directors is comprised of a local elected city council representative from each city and town, a member of the County Board of Supervisors, and representatives from the transit district and transportation authority. A 1993 amendment to the JPA Agreement made C/CAG responsible for assisting member agencies with complying with the NPDES municipal stormwater permit, including its latest incarnation as the MRP. Stormwater management-related activities of C/CAG and its various related committees and workgroups are described below.



## C/CAG Board

Throughout FY 2014/15, the C/CAG Board of Directors received presentations, updates, and took actions on various stormwater-related issues, as summarized below:

- August 2014: Acceptance of final opinion research report for potential countywide stormwater funding initiative. Appointment of new Stormwater Committee members for Redwood City, Millbrae, and Menlo Park.
- September 2014: Approval of a \$25,000 pilot rain barrel rebate program in partnership with the Bay Area Water Supply and Conservation Agency. Appointment of a new Stormwater Committee member for San Bruno.
- October 2014: Presentation on California Stormwater Quality Association (CASQA) Award for "Be the Street" litter campaign. Amendment of San Mateo County Division of Environmental Health (referred to as County Environmental Health, or CEH) contract for public education and outreach to extend the term through June 2015.
- December 2014: Amendment of EOA, Inc. contract to extend the term through June 2015.

- January 2015: Appointment of new Stormwater Committee member for Foster City.
- May 2015: Extension of the rain barrel rebate program through June 2016 for an additional \$25,000. Developed draft C/CAG budget.
- June 2015: Presentation by Regional Water Board Assistant Executive Officer Mumley on the draft MRP. Extension of contract with SCI Consulting Group through June 2016 for a potential countywide stormwater funding initiative. Extension of EOA, Inc. contract through September 2015. Extension of CEH contract through October 2015. Final C/CAG budget was approved.

## **Program Manager**

C/CAG's Program Manager oversees the overall Countywide Program, serving as staff to the C/CAG Board and liaison among C/CAG's member agencies, technical consultants, committees, the Bay Area Stormwater Management Agencies Association (BASMAA), CASQA, and Regional Water Board staff. The Program Manager represents C/CAG's member agencies at regional and statewide meetings and manages technical consultants that support programmatic activities. In addition to providing regular staff support, agenda reports, and presentations to the C/CAG Board and the Stormwater and Technical Advisory Committees, the Program Manager participated in the following activities during the FY 2014/15 reporting year:

- BASMAA: Served as Chair of the Board of Directors, participated in regular Board meetings, the Municipal Regional Permit 2.0 Steering Committee, the regional Green Infrastructure and Pollutants of Concern Workgroups, and BASMAA Development Committee;
- CASQA: Continued serving on the Board of Directors, participated in/attended monthly Board meetings/calls, quarterly meetings, strategic planning meetings, and the annual conference;
- San Francisco Estuary Partnership Implementation Committee: Appointed to the committee in 2015 to represent municipal stormwater issues, participated in quarterly meetings in March and May;
- The Program Manager provided a large number of presentations to diverse groups (e.g., community organizations, city councils, regulatory agencies) on topics such as stormwater regulation and green infrastructure; and
- The Program Manager participated in a large number of stakeholder meetings, hearings, and workshops, most of which were held by regional, state or federal regulatory agencies.

## **Stormwater Committee**

C/CAG's stormwater management-related decisions are assisted by the NPDES Stormwater Committee. At its November 2012 meeting, the C/CAG Board authorized reconvening this committee to include director-level appointees with decision-making authority for implementing stormwater management programs within the member agencies in compliance with requirements of the MRP. The Stormwater Committee met a total of five times during FY 2014/15 to assist with planning and organizing SMCWPPP's stormwater management activities including MRP compliance actions.

## **Technical Advisory Committee and Subcommittees**

The Stormwater Committee provides direction to and receives feedback and recommendations from the Technical Advisory Committee (TAC). During FY 2012/13 the TAC transferred its former policy-related functions to the Stormwater Committee and transitioned to a quarterly workshop format. The new format allowed more detailed discussion of particular MRP compliance topics, including check-ins on what jurisdiction should be focused on in the coming quarter and what should have been accomplished and documented in the preceding quarter. The TAC met three times during FY 2014/15. SMCWPP has also established various subcommittees and work groups to the TAC that continued to meet periodically throughout FY 2014/15 to help implement the different aspects of the MRP, as summarized below.

## **Potential Countywide Stormwater Funding Initiative**

Since January 2013, C/CAG has been exploring a potential countywide stormwater funding initiative to generate additional revenue to help its member agencies pay for the costs of compliance with the MRP. C/CAG retained SCI Consulting Group to lead the effort. To date, the consultant team has 1) developed a draft Funding Needs Analysis that indicates an estimated \$37 million per year countywide shortfall, 2) prepared a draft Funding Options Report that details the various opportunities for funding stormwater-related efforts, including Proposition 218-compliant special taxes and property-related fees, and 3) completed public opinion research that indicates there is insufficient support for a special tax (requires 2/3 approval by voters) but potentially sufficient support for a property-related fee (requires majority approval of property owners) at rates that would generate \$8-12 million per year countywide. Efforts related to the initiative have generally been put on hold awaiting a revised MRP to validate funding needs assumptions and boost political support for the need to pursue an initiative.

## **Rain Barrel Rebate Program**

As a result of the California drought and in an attempt to pursue alternative approaches to public engagement, C/CAG partnered with the Bay Area Water Supply and Conservation Agency (BAWSCA) to implement a pilot countywide Rain Barrel Rebate Program. Prior to this, the only agency in San Mateo County offering rain barrel rebates was the City of Millbrae. C/CAG provided BAWSCA with \$25,000 in FY 2014/15 to start the program, which, like BAWSCA's other water conservation programs, is a subscription-based program in which BAWSCA's member agencies (water supply agencies that receive water from the San Francisco Public Utilities Commission) can choose to participate. The program provides rebates for up to two rain barrels for single-family residential and four for multi-family/commercial properties. C/CAG's funding provides rebates of \$50 per barrel, countywide. Rebates are matched (total of \$100 per barrel) in areas of the county where a water supply agency is participating in the program. The program officially started in October 2014 and 328 barrels have been installed in San Mateo County as of June 30, 2015. C/CAG and BAWSCA continued the program into FY 2015/16, with C/CAG putting an additional \$25,000 into the program.

## **Sustainable Stormwater and Safe Routes to School Demonstration Project**

In an effort to further integrate stormwater management with transportation issues, and in partnership with the City of San Mateo and the San Mateo/Foster City School District, C/CAG

jointly funded a Sustainable Stormwater and Safe Routes to School demonstration project at Laurel Elementary School in the City of San Mateo. The project was funded jointly with stormwater and transportation funds from C/CAG's \$10 vehicle registration fee in San Mateo County as well as City and school district funds. The project resolved mobility issues identified in a walk audit and provided stormwater capture and treatment capabilities using multiple green infrastructure systems. Stormwater management was integrated into a redesigned parking lot that incorporated multiple rain gardens, an infiltration planter, and a one-way drive-through drop-off and pick-up lane to reduce on-street parking and congestion. A new pedestrian bulb-out at a crosswalk location was lengthened and vegetated for stormwater capture, and a new mid-block crosswalk was flanked by stormwater curb extensions. The jointly funded effort is an example of a multi-benefit project that shares implementation costs among multiple complementary priorities.

## SUMMARY OF ACCOMPLISHMENTS

The FY 2014/15 Annual Report is structured around the following major provisions of the MRP:

- C.2. Municipal Operations
- C.3. New Development and Redevelopment
- C.4. Industrial and Commercial Site Controls
- C.5. Illicit Discharge Detection and Elimination
- C.6. Construction Site Control
- C.7. Public Information and Outreach
- C.8. Water Quality Monitoring
- C.9. Pesticides Toxicity Control
- C.10. Trash Load Reduction
- C.11. Mercury Controls
- C.12. PCBs Controls
- C.13. Copper Controls
- C.14. Polybrominated Diphenyl Ethers (PBDE), Legacy Pesticides and Selenium
- C.15. Exempted and Conditionally Exempted Discharges

The following sections briefly summarize how SMCWPPP provided assistance in FY 2014/15 in implementing the MRP for each of these provisions.

### **C.2 Municipal Operations**

The objective of MRP Provision C.2 is to ensure development and implementation of appropriate Best Management Practices (BMPs) by all Permittees to control and reduce discharges of non-stormwater and stormwater runoff pollutants to storm drains and watercourses during operation, inspection, and routine repair and maintenance activities of municipal facilities and infrastructure. Most MRP-required Provision C.2 Municipal Operations tasks are implemented individually by each SMCWPPP member agency. SMCWPPP helps agency staff to understand

MRP requirements and develops various tools that assist agency staff to effectively plan, implement, and report on compliance activities. SMCWPPP's assistance and the implementation of Municipal Operations tasks are coordinated through the SMCWPPP Public Works Municipal Maintenance Subcommittee.

During FY 2014/15, SMCWPPP performed a number of tasks to assist member agencies with implementation of Provision C.2, with input and assistance provided by the Public Works Municipal Maintenance Subcommittee. Accomplishments included the following:

- Held four Public Works Municipal Maintenance Subcommittee meetings;
- Engaged the Subcommittee in the review of the administrative draft and Tentative Order of the soon to be reissued MRP;
- Facilitated participation of a stormwater BMPs product vendor and County Mosquito and Vector Control District staff in Subcommittee meetings; and
- Held a series of three Corporation Yard BMP Trainings in April 2015. The cities of South San Francisco, Redwood City and San Mateo volunteered their corporation yards as the sites of the training. The three training days were attended by 29 people total. At each corporation yard the attendees walked through the yard and discussed BMPs that are appropriate at different corporation yard activity areas.

### **C.3 New Development and Redevelopment**

In the reporting year FY 2014/15 projects regulated by Provision C.3 continued to meet stormwater treatment requirements using low impact development (LID) measures, including infiltration, evapotranspiration, rainwater harvesting and use, and biotreatment. During FY 2014/15, SMCWPPP provided compliance assistance with MRP Provision C.3 (and MRP Provision C.6 Construction Site Controls) through the New Development Subcommittee. The subcommittee met quarterly and enjoyed good participation.

SMCWPPP's accomplishments during FY 2014/15 include the following major tasks to assist member agencies with implementation of Provision C.3:

- Updated the Subcommittee on the progress and content of the draft reissued MRP, solicited feedback, and summarized comments provided by SMCWPPP and BASMAA to the Regional Water Board;
- Prepared and updated various implementation and outreach products, checklists, and SMCWPPP's C.3 Technical Guidance Manual, to assist member agencies in complying with Provision C.3;
- Performed outreach to local architectural copper material vendors and installers;
- Held the 2015 Inspection Workshop with an afternoon session on "C.3.h Inspection / Operation & Maintenance (O&M) Stormwater Compliance," with 58 attendees;
- Held the 2015 New Development Workshop, entitled "Low Impact Development and Green Infrastructure: What Will the Future Bring?", on June 17, 2015 with 67 attendees;
- Participated in development of the LID White Paper, a regional project through the BASMAA Development Committee; and

- Compiled and submitted local agency Special Projects reports to the Regional Water Board.

## **C.4 Industrial and Commercial Site Controls**

One important goal of SMCWPPP's Commercial, Industrial and Illicit Discharge (CII) component is to assist member agencies to control the discharge of pollutants in stormwater from commercial and industrial businesses to the maximum extent practicable. SMCWPPP member agencies are responsible for complying with various business inspection requirements under MRP Provision C.4. SMCWPPP's CII component assists member agency staff with understanding these MRP requirements and develops various related tools, templates, reporting forms, and other MRP compliance support materials. SMCWPPP's assistance with MRP Provision C.4 is coordinated through the CII Subcommittee.

During FY 2014/15, SMCWPPP performed a number of tasks to assist member agencies with implementation of MRP Provision C.4, with input and assistance provided by the CII Subcommittee. Accomplishments included the following:

- Held four CII Subcommittee meetings to share information about commercial/industrial inspection related MRP requirements and methods for achieving compliance. The meetings provided a forum to share experiences with implementing MRP Provisions related to the CII component, including Provision C.4. In addition, the meetings allow a forum for the San Mateo County Division of Environmental Health (referred to as County Environmental Health, or CEH) representative to discuss the status of CEH inspections and hear member agency feedback on the process, since many of the member agencies have an agreement with CEH to conduct stormwater inspections of businesses.
- Revised the SMCWPPP Facility Stormwater Inspection Form Template;
- Reviewed and updated the guidance document *How to Conduct Stormwater Inspections*. The document is available to members on the SMCWPPP website for use in internal training activities; and
- Assisted CEH develop a new stormwater business inspection data tracking table.

## **C.5 Illicit Discharge Detection and Elimination**

Another important goal of SMCWPPP's CII component is to assist member agencies effectively prohibit the discharge of illicit, non-stormwater discharges to the municipal storm drain system. SMCWPPP member agencies are responsible for controlling non-stormwater discharges prohibited by MRP Provision C.5. SMCWPPP's CII component assists member agency staff with understanding these MRP requirements and develops various related tools, templates, reporting forms, and other MRP compliance support materials. SMCWPPP's assistance with MRP Provision C.5 is coordinated through the CII Subcommittee.

During FY 2014/15, SMCWPPP performed a number of tasks to assist member agencies with implementation of MRP Provision C.5, with input and assistance provided by the CII Subcommittee. Accomplishments included the following:

- Updated the table of mobile businesses with stormwater enforcement actions to share regionally with stormwater inspectors;

- Worked with SMCWPPP's PIP Subcommittee on outreach to Mobile Cleaner businesses through a Facebook post in April 2015. The post included a link to the SMCWPPP mobile business BMP brochure; and
- Provided comments to the BASMAA Municipal Operations Committee on the most recent draft of mobile business BMPs.

## **C.6 Construction Site Control**

During FY 2014/15, SMCWPPP continued to provide compliance assistance with MRP Provision C.6 (and MRP Provision C.3) through the New Development Subcommittee (described above under C.3. New Development and Redevelopment).

SMCWPPP's accomplishments during FY 2014/15 include the following major tasks to assist member agencies with implementation of Provision C.6:

- Conducted a construction site controls training for the California Building Inspectors Group (CALBIG) on October 8, 2014. SMCWPPP staff gave presentations on current stormwater requirements for construction sites, proper installation of construction BMPs, and tips for keeping construction inspection programs in compliance. Approximately 19 people attended the training, including agency inspectors, local stormwater program staff, and contractors; and
- Planned and conducted the May 5, 2015 Construction Site Inspector Workshop. The half-day workshop was attended by 58 people and covered the following topics: requirements of MRP Provision C.6; differences between Provision C.6 and the Construction General Permit; BMPs and inspections; a group exercise focusing on actual examples of inspection situations; and common issues in inspections of newly installed systems.

## **C.7 Public Information and Outreach**

The primary goals of SMCWPPP's Public Information and Participation (PIP) component are:

- To educate the public about the causes of stormwater pollution and its adverse effects on the water quality in local creeks, lagoons, shorelines, and neighborhoods;
- To encourage residents to adopt less polluting and more environmentally beneficial practices; and
- To increase residents' hands-on involvement in SMCWPPP activities.

PIP is essential for controlling pollution at the source because many pollutants originate from preventable, everyday residential activities. Pollutants in stormwater may be reduced by motivating and educating residents about the benefits of preventing stormwater pollution. This approach is recognized as being both cost-effective and efficient in meeting the goal of reducing pollutants in stormwater to the maximum extent practicable.

The SMCWPPP PIP Subcommittee met four times in FY 2014/15 to oversee the development of educational materials and to guide the implementation of the PIP component of the program. SMCWPPP accomplished the following major public information and participation tasks during FY 2014/15:

- Redesigned the entire [www.flowstobay.org](http://www.flowstobay.org) homepage interface and password protected section of the website. Created one mega menu and added mobile responsive functionality to allow for easier access to all website resources by residents, businesses and municipalities from desktop computers, tablets, and mobile phones. Accumulated over 32,000 sessions, 64,000 page views, and over 21,000 new users during the 2014/15 fiscal year;
- Doubled public participation on multiple platforms of social media through consistent posts, prompts, and engagement giveaways purposed to increase public awareness on stormwater pollution prevention and encourage public participation in activities that promote environmental stewardship. Accumulated over 1,140,000 impressions over the 2014/15 fiscal year using Facebook and Twitter alone;
- Launched a new “Car Wash Pollution Prevention Reward Program” in partnership with 10 car wash locations throughout the County that expanded redemption choices to include text message and email paperless options. Coordinated with cities to promote the car wash reward program through social media and the website, recruiting over 2,000 participants within one month of the program’s launch. Expanded at-home car wash recommendations to include waterless car wash products that conserve water while eliminating urban runoff pollution caused by driveway car washing. Continued to educate residents to use minimal soap and divert runoff to landscaped areas if water is still used while washing cars at home;
- Coordinated Coastal Cleanup Day for San Mateo County at 72 sites, diverting an estimated 15,662 pounds of trash and 3,608 pounds of recyclables from waterways. Raised awareness of the event and litter issues throughout the County through various media coverage and the use of social media, and recruited an estimated 4,265 volunteers in 2014;
- Hosted an educational outreach booth at the 9-day San Mateo County Fair promoting a variety of stormwater pollution prevention messages to approximately 1,500 attendees;
- Sponsored an educational assembly program for elementary-age students entitled, “We All Live Downstream,” performed by the Banana Slug String Band. The program emphasizes the importance of not littering or dumping substances into the storm drain to protect the marine environment. A total of 51 performances were conducted at 25 schools Countywide, with a total student reach of over 9,300 this fiscal year;
- Continued conducting the middle school presentation entitled, “Linking Litter to Critters.” The presentation emphasizes educating students on the impact of litter on the environment, and encourages the students to become involved by educating others. A total of 36 presentations were conducted at 16 schools, with 985 students reached this fiscal year;
- Continued conducting the high school presentation entitled, “Water Pollution Prevention: Problems and Solutions.” The presentation emphasizes educating students on basic problems and solutions of stormwater pollution, and encourages students to become involved by educating others. A total of 5 presentations were conducted at 3 schools, with 201 students reached this fiscal year;
- Partnered with the Bay Area Water Conservation Supply Agency (BAWSCA) to promote a Rain Barrel Rebate program as a strategy to conserve water during the drought while

reducing urban runoff pollution. Specific outreach efforts included posts on social media, content on the website, disseminating applications at multiple outreach events, and co-hosting workshops. As a result of this partnership, over 500 rain barrel rebate applications were submitted within the County;

- Launched a “Cigarette Butt Litter Pilot Program” in partnership with four cities, two harbors, and four non-profit organizations with a goal of determining which behavior change tool or behavior change tools, such as signs and/or receptacle prove most effective at shifting the cigarette butt littering social norm to that of a proper disposal social norm. Preliminary data was gathered at the close of the fiscal year. During the coming year, synthesis of data collection results at a total of 48 sites prior to, and after the introduction of behavior change tools will determine what strategies are to be recommended for broad scale implementation in an effort to reduce cigarette butt litter; and
- Conducted tabling at a variety of community events and reached a total of approximately 2,660 people in person this fiscal year.

## **C.8 Watershed Quality Monitoring**

On behalf of its member agencies, SMCWPPP performs water quality monitoring activities in compliance with MRP Provision C.8. Much of this work is accomplished through participation in BASMAA regional projects. Per Provision C.8, water quality monitoring activities conducted from the beginning of the permit term through September 30, 2013 were documented, summarized, and evaluated in the comprehensive Integrated Monitoring Report (IMR), which was submitted to the Regional Water Board on March 17, 2014. Per Provision C.8, a complete documentation of all water quality monitoring data collected from October 1, 2014 through September 30, 2015 (i.e., Water Year or WY 2015) will be presented in SMCWPPP’s Urban Creeks Monitoring Report, which will be submitted to the Water Board by March 15, 2016.

Based on the lessons learned through the implementation of the Small Tributaries Loading Strategy (STLS) Multi-Year Plan in Water Years 2012, 2013, and 2014, and the reprioritization of near-term information needs, SMCWPPP and its Regional Monitoring Coalition partners implemented a revised approach to Pollutants of Concern loads monitoring in FY 2014/15 that consisted of the following two elements:

- PCB and Mercury Opportunity Area Analysis - SMCWPPP is conducting a *PCBs and Mercury Opportunity Area Analysis* as part of its revised POC loads monitoring approach in WY 2015 to assist Permittees in identifying source areas in San Mateo County. The outcome of this activity will be a refined understanding of PCB/mercury source area locations, which is anticipated to lead to further load reduction opportunities during future NPDES permit terms. The field and laboratory work have been completed and a draft report documenting the methods and results is under development.
- POC Monitoring (RMP/STLS) - Through the STLS workgroup, SMCWPPP has also worked with RMP staff on the implementation of a stormwater characterization field study that is intended to complement the opportunity area analysis described above. The goal of the project is to assist Permittees in identifying watershed sources of PCBs and mercury through sampling of stormwater and sediment transported from the watershed to

stormwater conveyances during storm events. This monitoring was funded through the RMP and conducted during WY 2015.

The results of the above alternative monitoring approach will be presented in SMCWPPP's Urban Creeks Monitoring Report, which will be submitted to the Water Board by March 15, 2016.

## **C.9 Pesticides Toxicity Control**

The primary objective of MRP Provision C.9 is to prevent the impairment of urban streams by pesticide-related toxicity, and thereby implements requirements of the *TMDL for Diazinon and Pesticide-related Toxicity for Urban Creeks* in the region. Permittees are required to implement a pesticide toxicity control program that addresses their own and others' use of pesticides within their jurisdictions that pose a threat to water quality and that have the potential to enter the municipal stormwater conveyance system. Most MRP-required Provision C.9 tasks are implemented individually by each SMCWPPP member agency. SMCWPPP helps agency staff to understand MRP requirements and develops various tools that assist agency staff to effectively plan, implement, and report on compliance activities. SMCWPPP's assistance with MRP Provision C.9 Pesticides Toxicity Control is mainly coordinated through the Parks Maintenance and Integrated Pest Management (IPM) Work Group.

During FY 2014/15, SMCWPPP performed a number of tasks to assist member agencies with implementation of Provision C.9, with input and assistance provided by the Parks Maintenance and IPM Work Group. Accomplishments included the following:

- Held two meetings of the Parks Maintenance and IPM Work Group.
- Conducted SMCWPPP's Annual Landscape IPM Training Workshop in March 2015.
- Finalized an "Orientation Piece" for the Parks Maintenance and IPM Work Group that can be used by Permittee staff to provide information about SMCWPPP and C.9 requirements to new and existing staff.
- Continued developing periodic updates on pesticide regulatory activities for the Parks Maintenance and IPM Work Group.
- Participated in meetings to discuss implementation of the California Department of Pesticide Regulations (DPR) funded "IPM Focus on Multi-Unit Housing" project. Participated in relevant BASMAA and CASQA activities.
- Participated in a region-wide IPM "Our Water Our World" campaign by working with 22 local retail stores to maintain point of purchase information on less toxic pest control.
- Promoted IPM courses to 81 structural and landscape pest control operators registered with the County Agricultural Commissioner. Piloted a constituent relationship management system (CRM) to notify operators electronically of upcoming courses in addition to US postal mailings that provide analytics on open rates and link click totals. A total of 17 operators were emailed and insights showed that 6 opened the email. Maintained a web page identifying operators that are IPM trained as a resource for the public.

## C.10 Trash Load Reduction

MRP Provision C.10 Trash Load Reduction tasks are implemented by each SMCWPPP member agency. SMCWPPP helps agency staff to understand trash load reduction requirements and develops various tools needed to effectively plan, implement, and report on compliance with trash management activities. Provision C.10 requires Permittees (as applicable) to:

- Submit a Short-Term Trash Reduction Plan to the Water Board by February 1, 2012 that is designed to attain a 40% reduction from its MS4 by July 1, 2014.
- Determine its baseline load of trash from its stormwater system and document the method used to demonstrate progress towards load reduction levels (e.g., 40% reduction).
- Identify and select a required number of trash hot spots in creeks or shorelines that will be the focus of required annual trash assessments and cleanups.
- Install and maintain full trash capture devices to treat runoff from a specified amount of land area.
- Submit a Long-Term Trash Reduction Plan to the Regional Water Board by February 1, 2014 that specifies actions designed to attain a 70% reduction from its MS4 by July 1, 2017, and a 100% reduction (i.e., “No Visual Impact”) by July 1, 2022.

During FY 2014/15, SMCWPPP completed the following tasks in support of member agency trash management activities conducted in compliance with the above requirements:

- SMCWPPP staff coordinated four Trash Committee meetings. Committee members discussed and provided input on a range of topics/projects including Developing the FY 2014/15 Annual Report format for Provision C.10, revising Long-Term Trash Load Reduction Plans and creating associated maps, identifying and conducting on-land trash assessments, participation in and tracking the BASMAA awarded State Water Board Proposition 84 Stormwater Monitoring and Planning grant project “Tracking California’s Trash”, providing comments on the State Water Board Proposed Trash Amendments released on June 10, 2014, coordinating with the California Department of Transportation, and coordinating the SMCWPPP Litter Work Group.
- Program staff assisted SMCWPPP member agencies in revising trash generation and management area maps to provide a more accurate depiction of trash generation in San Mateo County. All revisions were made via GIS and the Program continued to store all trash-related data in its GIS data management system.
- SMCWPPP began implementing the Pilot Trash Assessment Strategy in FY 2014/15. The Strategy was submitted to the Water Board on February 3, 2014 as part of Long-Term Plan submittals. The Strategy is intended to provide information on magnitude and extent of trash reductions associated with stormwater in San Mateo County, and has two main (primary) indicators: 1) full capture device operation and maintenance; and 2) on-land visual trash assessments. In FY 2014/15, SMCWPPP continued to make significant strides in developing a model full capture system operation and maintenance verification program for member agencies to utilize. Additionally, SMCWPPP and member agency staff conducted 535 on-land visual trash assessments at 159 sites. Data generated through these assessments are incorporated into each member agency’s trash reduction estimate included in Section 10 of their Annual Reports.

- SMCWPPP staff began developing a web-accessible database to allow assessment data to be entered via a tablet or smartphone by field crews, and to house on-land trash visual assessment results. SMCWPPP member agencies will have the ability to view and download assessment data via the Program’s website.
- SMCWPPP staff began planning a half-day workshop entitled “SMCWPPP On-Land Visual Trash Assessment Training” in FY 2014/15. The workshop was held in July 2015 and over 25 participants attended. The training workshop focused on how to conduct on-land visual trash assessments using the standardized assessment protocol.
- Permittees are required to clean up trash hot spots to a level of “no visual impact” at least one time per year for the term of the permit. To assist Permittees in meeting this requirement, SMCWPPP staff developed the necessary tools (i.e., guidance memorandum, Trash Hot Spot Cleanup Data Collection Form and Trash Hot Spot Activity Reports) used to report trash hot spot assessment and cleanup activities conducted during the reporting period. Trash Hot Spot Activity Reports for individual Permittees are included in Permittee Annual Reports. During FY 2014/15, Permittees continued conducting annual cleanups and assessments required by the MRP. Results from this year’s annual cleanups indicated that cleanups and assessments were conducted at XX different sites within SMCWPPP member agency jurisdictions. In total, approximately XXX cubic yards of trash was removed from these sites during FY 2014/15.
- SMCWPPP’s Litter Work Group that formed in March of 2014 continued to meet in FY 2014/15 to coordinate litter reduction efforts between the SMCWPPP program, waste and stormwater program staff from municipalities of San Mateo County, the San Mateo Countywide Recycling Committee and waste collection and processing companies serving those jurisdictions. The goals of the group are to develop a litter reduction program related to waste issues for San Mateo County specific to its needs; develop best management practices for the waste collection industry; educate the public and those involved with litter control efforts; and to coordinate and share information with the Zero Litter Initiative in Santa Clara County. Five Work Group meetings were held during FY 2014/15. Additionally, the Work Group organized the County’s 2nd Annual Litter Reduction Roundtable event for municipal staff and waste hauling company staff on June 24, 2015. The focus of the event was on commercial waste container management. The attendees broke out into two groups of municipalities with their respective waste haulers and focused on commercial waste container management issues.

### **C.11 Mercury Controls**

MRP Provision C.11 Mercury Controls implements stormwater runoff-related actions required by the San Francisco Bay mercury Total Maximum Daily Load (TMDL) water quality restoration program. On behalf of its member agencies, SMCWPPP performs a variety of activities to address mercury in stormwater runoff in compliance with MRP Provision C.11. Much of this work is accomplished through participation in BASMAA regional projects that also address PCBs.

All mercury and PCB-related activities conducted through approximately the end of calendar year 2013 by SMCWPPP and BASMAA were documented, summarized, and evaluated in SMCWPPP’s comprehensive IMR, which was submitted to the Regional Water Board on March 17, 2014.

During FY 2014/15, SMCWPPP performed a number of tasks to assist member agencies with implementation of Provision C.11 (many of these tasks are also applicable to Provision C.12):

- Provision C.11.a requires that Permittees report an estimate of the mass of mercury collected via mercury collection and recycling efforts. Using a spreadsheet calculator developed in collaboration with BASMAA, SMCWPPP staff calculated the mass of mercury collected during FY 2014/15 by the San Mateo County Household Hazardous Waste Program. The estimated mass of mercury collected is calculated based on the total amount of mercury-containing devices and equipment collected and the best available information from manufacturers and trade organizations regarding the amount of mercury contained in the devices and equipment.
- MRP Provision C.11.b requires Permittees to monitor methylmercury in runoff discharges by analyzing samples already being collected for total mercury analysis, consistent with provision C.8.e. In FY 2014/15, samples for methylmercury continued to be collected and analyzed consistent with the Small Tributaries Load Strategy (STLS) and the STLS multiyear monitoring plan. Data collected in compliance with this provision during FY 2014/15 will be discussed in SMCWPPP's Urban Creeks Monitoring Report, which will be submitted to the Regional Water Board by March 15, 2016.
- MRP Provisions C.11.c and C.12.c require Permittees to conduct investigations to attempt to identify PCB and mercury source properties discharging to their storm drain systems at five pilot watershed locations (region-wide). The pilot watershed in San Mateo County is the Pulgas Creek Pump Station watershed in the City of San Carlos. During FY 2014/15, SMCWPPP staff reviewed the combined results of property records reviews, reconnaissance surveys, and inspections and soil/sediment monitoring data. PCBs concentrations in soil/sediment samples from the watershed ranged from 0.02mg/kg to 193 mg/kg. Mercury concentrations in the watershed ranged from 0.04 mg/kg to 1.1 mg/kg. SMCWPPP staff anticipates completing a source property investigation report and submitting source property referrals to the Regional Water Board during FY 2015/16.
- MRP Provisions C.11.d and C.12.d require developing and pilot-testing methods to enhance removal of sediment with PCBs and mercury during municipal street and storm drain system operation and maintenance (O&M) activities. A pilot street flush and capture project was conducted in the Pulgas Creek Pump Station watershed in September 2013. Four flush and capture events were implemented by City of San Carlos staff, which entailed flushing approximately 500-1,000 feet of street (curb-to-curb) with water from a vacuum truck. Street dirt samples were collected before and after each flush and capture event to help estimate the mass of pollutants removed. During FY2014/15, SMCWPPP staff began review and interpretation of the results. It is anticipated that a final project report will be completed in FY 2015/16.
- Per MRP Provisions C.11.e and C.12.e, BASMAA is evaluating the effectiveness to remove PCBs and mercury of ten urban runoff treatment facilities retrofitted into existing storm drainage infrastructure in the Bay Area. One retrofit project is located in San Mateo County in the Pulgas Creek Pump Station watershed. This project is called the Bransten Road bioretention curb extensions and its construction was completed in November 2013. Effectiveness monitoring was conducted at the site during three storms of the 2013/14 rainy season and one storm of the 2014/15 rainy season. All laboratory analysis has been completed and a data quality review of the analytical results and field methods

began in late spring 2015. SMCWPPP staff anticipates conducting the data analysis and interpretation and preparing a final project report in FY2015/16.

- MRP Provisions C.11.f and C.12.f require pilot studies to evaluate the effectiveness at mercury and PCBs removal of diversion of dry weather urban runoff and first flush events into publicly owned treatment works (POTWs). One of the pilot diversion projects is located in San Mateo County at the Pulgas Creek Pump Station. Fieldwork for the project commenced during the 2012/13 rainy season but was very limited due to initial equipment problems and a general lack of rainfall. Stormwater diversion to the sanitary sewer and associated monitoring was conducted during three storm events in FY 2013/14. Data review and preliminary interpretation of the monitoring results were completed during FY 2014/15. The project is also evaluating the projected costs and benefits of larger scale and more permanent dry and/or wet weather diversion scenarios at this pump station in order to scope potential implementation of building such a diversion structure during future permit terms. During FY 2014/15, SMCWPPP staff worked with City of San Carlos and Silicon Valley Clean Water staff to gather relevant information on sanitary sewer capacity and other logistical considerations to develop urban runoff diversion scenarios and began development of planning level designs and cost estimates for construction of a diversion structure. SMCWPPP staff anticipates completing the monitoring data interpretation and cost-benefit analysis for diversion scale-up scenarios and final project reporting during early FY 2015/16.
- MRP provisions C.11.g and C.12.g require Permittees to develop and implement a monitoring program to quantify mercury and PCB loads reduced through the implementation of control measures and to compare these loads against the Waste Load Allocations (WLAs) described in the Bay mercury and PCBs TMDLs. During the term of the MRP, Permittees have conducted and continue to conduct studies to demonstrate loads reduced and progress towards WLAs. The results of initial quantification of loads reduced or avoided through pollution prevention, source controls, and treatment controls were provided in SMCWPPP's IMR (Part B). SMCWPPP staff continued to participate in the RMP in FY 2014/15 to promote implementation of studies to address priority information needs for mercury and PCBs.
- MRP provisions C.11.h and C.12.h require Permittees to "conduct or cause to be conducted studies aimed at better understanding the fate, transport, and biological uptake of mercury and PCBs discharged in urban runoff to San Francisco Bay and tidal areas." Working through BASMAA, in FY 2014/15 SMCWPPP Permittees continued to comply with these provisions through their participation in the RMP. For further information, see SMCWPPP's IMR.
- MRP Provisions C.11.i and C.12.i require development of a risk reduction program implemented throughout the region. This has been accomplished through the San Francisco Bay Fish Project, a two-year regional project to improve communication to the public about how to reduce their exposure to PCBs and mercury from consuming San Francisco Bay fish. The San Mateo County Environmental Health Department (SMCEHD) has distributed education materials created by the San Francisco Bay Fish Project, including posting signs along the Bay's shore in most cities in San Mateo County, and via website and social media posts. SMCEHD also has a program to provide educational materials (e.g., a Fish Project brochure entitled "Guide to Eating Fish and Shellfish from San Francisco Bay") to at-risk populations (e.g., subsistence fisherman) by working with

private marinas, public parks, and nurses with the San Mateo County Health System who serve appropriate communities.

- MRP Provision C.11.j requires Permittees to develop an equitable mercury allocation sharing scheme, in consultation with Caltrans, to address runoff from the Caltrans facilities in the MRP footprint. To address this MRP provision, Permittee representatives and Caltrans met several times to review provision C.11.j and to discuss the manner by which the allocation would be shared. Those discussions led to a February 2014 Caltrans letter. In the letter Caltrans agrees (per MRP Provision C.11.j) to develop an equitable TMDL allocation sharing scheme with MRP Permittees and to implement mercury load reduction actions on a watershed or region-wide basis, consistent with TMDL implementation requirements in Caltrans' MS4 Permit. Permittees intend to work with Caltrans to identify load reduction actions that can be implemented on a watershed or region-wide basis. For further information, see SMCWPPP's IMR.

## **C.12 PCBs Controls**

MRP Provision C.12 PCBs Controls implements stormwater runoff-related actions required by the San Francisco Bay PCB Total Maximum Daily Load (TMDL) water quality restoration program. On behalf of its member agencies, SMCWPPP performs a variety of activities to address PCBs in stormwater runoff in compliance with MRP Provision C.12. Many of these projects address mercury in addition to PCBs and are described in the previous section (C.11 Mercury Controls).

All mercury and PCB-related activities conducted through approximately the end of calendar year 2013 by SMCWPPP and BASMAA were documented, summarized, and evaluated in SMCWPPP's comprehensive Integrated Monitoring Report (IMR), which was submitted to the Regional Water Board on March 17, 2014.

SMCWPPP has performed a number of tasks to assist member agencies with implementation of Provision C.12:

- MRP Provision C.12.a, incorporating PCBs and PCB-containing equipment identification into existing industrial inspections, is implemented through SMCWPPP's CII component. The BASMAA Pollutants of Concern (POC) Commercial/Industrial Inspector Training Materials (June 2010) are available on the CII Subcommittee web page and identified in SMCWPPP guidance to stormwater inspectors on meeting MRP's annual training requirements.
- Projects and actions conducted to fulfill MRP requirements in Provision C.12.b (Pilot Project to Evaluate PCBs in Building Materials) were completed in previous fiscal years. A description of the results of the projects conducted in fulfillment of this provision were included in SMCWPPP's IMR.
- MRP Provisions C.12.c through C.12.i address both mercury and PCBs and were discussed in the previous section (C.11 Mercury Controls).

## **C.13 Copper Controls**

Provision C.13 of the MRP addresses copper control measures identified in the San Francisco Bay Basin Water Quality Control Plan (commonly referred to as the Basin Plan) that the Regional Water Board has deemed necessary to support copper site-specific objectives in San Francisco

Bay. SMCWPPP's accomplishments during FY 2014/15 include the following tasks to assist member agencies with implementation of Provision C.13:

- Provision C.13.a requires Permittees to manage waste from cleaning and treating copper architectural features, including copper roofs, during construction and post-construction. SMCWPPP's main focus in FY 2014/15 was education and outreach to suppliers and installers of architectural copper materials. The Factsheet entitled "*Requirements for Architectural Copper: Protect water quality during installation, cleaning, treating, and washing!*" was emailed and mailed in March of 2015 to 42 companies operating in San Mateo County.
- Municipal inspectors were also trained on the MRP requirements and BMPs for architectural copper installation, cleaning, and treating. The training utilized the same fact sheet described above for suppliers and installers of copper materials. Construction site inspectors received the information during the May 5, 2015 SMCWPPP Construction Site Inspection Workshop and building inspectors received the information from a SMCWPPP staff presentation at the California Building Inspectors Group (CALBIG) meeting on October 8, 2014.
- Provision C.13.b requires Permittees to manage discharges from pools, spas and fountains that contain copper-based chemicals by adopting local ordinances. Guidance on these requirements for illicit discharge inspectors is provided through SMCWPPP's CII Subcommittee and public outreach on related BMPs is provided through SMCWPPP's PIP Subcommittee.
- Provision C.13.c (Copper Controls - Vehicle Brake Pads) requires Permittees to engage in efforts to reduce the copper discharged from automobile brake pads to surface waters via urban runoff. Permittee compliance is achieved through continued participation in a process originally initiated by the Brake Pad Partnership (BPP) that achieved the 2010 passage of Senate Bill 346, which will phase out copper and other heavy metals in brake pads over the next 15-20 years. In FY 2014/15, Permittees continued to track and support implementation of SB 346 through participation in CASQA.
- Provision C.13.d requires Permittees to ensure through routine industrial facility inspections that proper BMPs are in place at industrial facilities likely to use copper or have sources of copper. SMCWPPP's CII Subcommittee assists member agency staff with understanding this MRP requirement and program staff develops MRP compliance support materials as necessary. Pollutants of concern commercial/industrial inspector training materials and a guidance manual that address industrial sources of copper are available on SMCWPPP's website ([www.flowstobay.org](http://www.flowstobay.org)).
- Provision C.13.e (Copper Controls - Studies to Reduce Uncertainties) requires Permittees to conduct or cause to be conducted technical studies to investigate possible copper sediment toxicity and technical studies to investigate sub-lethal effects on salmonids. MRP Permittee compliance with this provision has been achieved through continued participation in the RMP, whose multi-year planning process addresses these gaps through studies overseen by the Exposure and Effects Workgroup.

## **C.14 PBDEs, Legacy Pesticides and Selenium**

MRP Provision C.14 requires San Mateo County and other MRP Permittees to work collaboratively to begin identifying, assessing, and managing controllable sources of the following

lower priority pollutants that have been found in stormwater runoff: polybrominated diphenyl ethers (PBDEs), legacy pesticides, and selenium. During FY 2012/13, SMCWPPP staff worked with BASMAA on regional projects that addressed this provision. SMCWPPP's FY 2012/13 Annual Report, Appendix 16 (*Regional Pollutants of Concern Report for FY 2012-2013*) documented the results of these projects. MRP Provision C.14 does not include any further tasks or reporting requirements.

### **C.15 Exempted and Conditionally Exempted Discharges**

The objective of MRP Provision C.15, Exempted and Conditionally Exempted Discharges, is to exempt unpolluted non-stormwater discharges from the MRP's general non-stormwater discharge prohibition (Provision A.1) and to conditionally exempt unpolluted non-stormwater discharges that are potential sources of pollutants. SMCWPPP assists municipal staff to understand the C.15 requirements and makes available for their use various MRP compliance support materials. The SMCWPPP CII Subcommittee facilitates and coordinates providing this assistance to the member agencies for a variety of different types of non-stormwater discharges that may be conditionally exempted.

The most extensive tracking, monitoring, and reporting requirements in Provision C.15 are for planned and unplanned potable water discharges by water purveyors. These requirements include documenting, monitoring, notifying, and reporting on various types of planned (e.g., fire hydrant flushing) and unplanned (e.g., water line breaks) potable water discharges. There are eleven SMCWPPP agencies that have identified themselves as water utilities in their Annual Reports. In April 2012 a Water Utility Work Group was temporarily formed to specifically address the Provision C.15.b.iii requirements related to conditionally exempt planned and unplanned potable water discharges.

During FY 2014/15, SMCWPPP performed a number of tasks to assist member agencies with implementation of Provision C.15, with input and assistance provided by the CII Subcommittee and Water Utility Work Group. Accomplishments included the following:

- Participated in Bay Area Water Agency Task Force meetings where eight water agencies meet with Regional Water Board and State Water Board staff to facilitate development of a regional and eventually a statewide general permit for water utility potable water discharges.
- Participated in a Bay Area Implementation Workshop on the State Drinking Water System General Permit held March 6, 2015.
- Held a Water Utility Work Group meeting in June 2015 on the Statewide General Permit for drinking water system discharges.

## C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
OF SAN MATEO COUNTY

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August 13, 2015

Governor Jerry Brown  
Senate President pro Tempore Kevin de León  
Assembly Speaker Toni G. Atkins  
Senate Minority Leader Bob Huff  
Assembly Minority Leader Kristin Olsen

**Re: Coalition Framework to Increase Funding for Transportation in Special Session**

Dear Governor Brown and California Legislative Leaders:

Our organization representing local governments and transportation interest in San Mateo County believes it is imperative that a legislative solution be reached during the special session that results in a robust and meaningful dent in California's transportation funding shortfall. It is a critical issue that cannot wait to be addressed. Our roads continue to deteriorate as inadequate funding to deal with deficiencies creates safety hazards, costs motorists money and leaves Californians stuck in gridlock.

A broad coalition comprised of local governments, transportation advocacy groups, business and labor organizations has come together in support of the following priorities and funding sources, which we believe should be the basis for legislation addressing this critical issue for California. We urge you to support these priorities as you debate policies and funding sources for California's streets and roads.

**1. Make a significant investment in transportation infrastructure.**

If we are to make a meaningful dent that demonstrates tangible benefits to taxpayers and drivers, any package should seek to raise at least \$6 billion annually and should remain in place for at least 10 years or until an alternative method of funding our transportation system is agreed upon.

**2. Focus on maintaining and rehabilitating the current system.**

Repairing California's streets and highways involves much more than fixing potholes. It requires major road pavement overlays, fixing unsafe bridges, providing safe access for bicyclists and pedestrians, replacing storm water culverts, as well as operational improvements that necessitate, among other things, the construction of auxiliary lanes to relieve traffic congestion choke points and fixing design deficiencies that have created unsafe merging and other traffic hazards.

Efforts to supply funding for transit in addition to funding for roads should also focus on fixing the system first.

**3. Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects.**

While the focus of a transportation funding package should be on maintaining and rehabilitating the existing system, California has a critical need to upgrade the goods movement infrastructure that is essential to our economic well-being. Establishing a framework to make appropriate investments in major goods movement arteries can lay the groundwork for greater investments in the future that will also improve air quality and reduce greenhouse gas emissions.

**4. Raise revenues across a broad range of options.**

Research by the California Alliance for Jobs and Transportation California shows that voters strongly support increased funding for transportation improvements. They are much more open to a package that spreads potential tax or fee increases across a broad range of options rather than just one source. Additionally, any package should move California toward an all-users pay structure in which everyone who benefits from the system contributes to maintaining it - from traditional gasoline-fueled vehicles, to hybrids, alternative fuel and or electric vehicles, to commercial vehicles. Our coalition supports:

- Reasonable increases in:
  - Gasoline and diesel excise taxes.
  - Vehicle registration and vehicle license fees.
- Dedicating a portion of the cap and trade revenue paid by motorists at the pump to transportation projects that reduce greenhouse emissions.
- Ensuring existing transportation revenues are invested in transportation-related purposes (i.e. truck weight fees and fuel taxes for off-road vehicles that are currently being diverted into the general fund).
- User charge for electric and other non-fossil fuel powered vehicles that currently do not contribute to road upkeep.

**5. Equal split between state and local projects.**

We support sharing revenue for roadway maintenance equally (50/50) between the state and cities and counties. Funding to local governments should be provided directly (no intermediaries) to accelerate projects and ensure maximum accountability.

**6. Strong accountability requirements to protect the taxpayers' investment.**

Voters and taxpayers must be assured that all transportation revenues are spent responsibly. Authorizing legislation should:

- Constitutionally protect transportation revenues for transportation infrastructure only. Time and again (Prop 42, 2002; Prop 1A, 2006; Prop 22, 2010), voters have overwhelmingly supported dedicating and constitutionally protecting transportation dollars for those purposes. We strongly support protections that prohibit using transportation dollars for other purposes.
- Repay existing transportation loans and end ongoing diversions of transportation revenues, including approximately \$850 million in loans to the general fund and the annual loss of approximately \$140 million in off-highway vehicle fuel taxes.

- Establish performance and accountability criteria to ensure efficient and effective use of all funding. All tax dollars should be spent properly, and recipients of new revenues should be held accountable to the taxpayers, whether at the state or local level. Counties and cities should adopt project lists at public hearings and report annually to the State Controller's Office regarding all transportation revenues and expenditures. Local governments should also commit to ensuring any new revenues supplement revenues currently invested in transportation projects. Both Caltrans and local governments can demonstrate and publicize the benefits associated with new transportation investments.
- Caltrans reform and oversight. To increase Caltrans effectiveness, provide stronger oversight by the state transportation commission of the programs funded by new revenues and establish an Inspector General office to provide accountability. Reduce Caltrans administrative budgets through efficiency reviews with all savings to be spent on road improvements.
- Expedite project delivery. More should be done to streamline project delivery, including but not limited to:
  - Establishing timelines for actions required by state agencies and eliminating other permit delays.
  - Increased implementation of alternative delivery systems that encourage more investment from the private sector.
  - Reforms to speed project completion.

**7. Provide Consistent Annual Funding Levels.**

Under current statute, the annual gas tax adjustment by the Board of Equalization is creating extreme fluctuations in funding levels -- a \$900 million drop in this budget year alone. A transportation funding package should contain legislation that will create more consistent revenue projections and allow Caltrans and transportation agencies the certainty they need for longer term planning. While this change would not provide any new revenue to transportation, it would provide greater certainty for planning and project delivery purposes.

We believe these priorities represent a solution to begin to address our transportation funding shortfalls, resulting in real projects at both the state and local level. We look forward to working with you over the coming weeks as a transportation package is finalized.

Sincerely,



Mary Ann Nihart, Chair  
City/County Association of Governments of San Mateo County

Cc: Assembly Member Richard Gordon  
Assembly Member Kevin Mullin  
Senator Jerry Hill

# C/CAG

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

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August 13, 2015

The Honorable Jim Beall  
Chair, Senate Transportation and Infrastructure Development Committee  
State Capitol, Room 2209  
Sacramento, CA 95814

RE: **SUPPORT** for SBX1 1 (Beall)

Dear Senator Beall:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of SBX1 1. This bill would phase in a multi-faceted transportation funding package, resulting in an approximately \$4.5 billion annual increase in transportation funding.

San Mateo County faces significant funding shortfalls to maintain our local streets & roads and improve the state highway system in our county. To fully address our local street and road funding shortfall, San Mateo County would need almost \$1.6 billion over the next 10 years. This bill, through a combination of fuel tax, vehicle registration fee, and vehicle license fee increases, would provide billions of dollars over that same timeframe to cities and counties. Of the new revenue generated, 47.5 percent would be distributed to cities and counties, resulting in an estimated \$35-\$40 million annually in new funding flowing to San Mateo County for transportation projects. Similarly, this bill would provide approximately \$2 billion annually for projects on the state highway system, which faces similar funding shortfalls in our county.

We **SUPPORT** SBX1 1 and appreciate your efforts to provide both state and local agencies the additional resources necessary to address our transportation infrastructure needs. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at [slwong@smcgov.org](mailto:slwong@smcgov.org) with any questions or concerns.

Sincerely,



Mary Ann Nihart, Chair  
City/County Association of Governments of San Mateo County

Cc: Assembly Member Richard Gordon  
Assembly Member Kevin Mullin  
Assembly Member Phil Ting  
Senator Jerry Hill

## C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
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August 13, 2015

The Honorable Jim Beall  
Chair, Senate Transportation and Infrastructure Development Committee  
State Capitol, Room 2209  
Sacramento, CA 95814

RE: **SUPPORT** for SBX1 8 (Hill)

Dear Senator Beall:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of SBX1 8. This bill would provide additional dedicated Cap and Trade funding for mass transportation projects in our region.

As you are aware, mass transportation in the Bay Area is critical to our region's mobility and plays an important role in congestion relief and air quality improvement. This bill would provide an additional 15 percent of Cap and Trade revenues to the existing programs that fund mass transportation – the Transit and Intercity Rail Capital Program and the Low-Carbon Transportation Program – dedicating a total of 30 percent of all Cap and Trade revenues. Mass transportation, specifically improved Caltrain, SamTrans, and BART service, is necessary to improve congestion on US 101 in San Mateo County, as well as meet our regional air quality goals and provide transportation options for our growing businesses.

For these reasons we ask that you **SUPPORT** SBX1 8 and the need to provide resources for our entire transportation infrastructure needs. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at [slwong@smcgov.org](mailto:slwong@smcgov.org) with any questions or concerns.

Sincerely,



Mary Ann Nihart, Chair  
City/County Association of Governments of San Mateo County

Cc: Senator Jerry Hill  
Assembly Member Richard Gordon  
Assembly Member Kevin Mullin  
Assembly Member Phil Ting

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August 13, 2015

Senator Ricardo Lara  
Chair, Senate Appropriations Committee  
State Capitol, Room 2206  
Sacramento, CA 95814

RE: **SUPPORT** for Assembly Bill 516 (Mullin)

Dear Senator Lara:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of Assembly Bill 516 (Mullin). This bill would require the Department of Motor Vehicles (DMV) to develop a temporary license plate to be displayed on vehicles sold in California after January 1, 2018, and creates new fees and penalties associated with the processing and display of the temporary tag.

As you are aware, vehicles without plates allow motorists to avoid detection for traffic and toll violations. According to the Metropolitan Transportation Commission, in Fiscal Year 2012-13, plate-less vehicles drove toll-free across Bay Area bridges 1.4 million times, costing the region about \$9 million in uncollected tolls. This bill would assist in preventing the future loss of scarce transportation revenues.

We **SUPPORT** AB 516 and appreciate Assembly Member Mullin's efforts to protect toll revenues. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at [slwong@smcgov.org](mailto:slwong@smcgov.org) with any questions or concerns.

Sincerely,



Mary Ann Nihart, Chair  
City/County Association of Governments of San Mateo County

Cc: Senator Jerry Hill  
Assembly Member Richard Gordon

# C/CAG

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August 13, 2015

Senator Ricardo Lara  
Chair, Senate Appropriations Committee  
State Capitol, Room 2206  
Sacramento, CA 95814

RE: **SUPPORT** for Assembly Bill 194 (Frazier)

Dear Senator Lara:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of AB 194. This bill would authorize regional transportation agencies to apply to the California Transportation Commission for the establishment of a high-occupancy toll (HOT) lane on a highway in California.

Current state law authorizes the establishment of a limited number of HOT lanes in the state. In the Bay Area two HOT lanes have been established on I-680 and I-880/SR-237, both in Santa Clara County. Recently, the California State Transportation Agency, through the California Transportation Infrastructure Priorities Working Group, identified HOT lanes as a means for reducing congestion and maintaining the state highway system. As a result, the Administration put forth a proposal consistent with AB 194 as part of this year's proposed budget, acknowledging their desire to work with the Legislature to expand the HOT lane program.

The nine-county Bay Area experiences some of the worst congestion in the nation. In San Mateo County, US 101, which serves as the primary corridor between San Jose and San Francisco, is significantly delayed during commute hours. C/CAG has recently completed projects designed to reduce congestion, such as ramp metering, but additional options, such as HOT lanes, warrant consideration. This bill would provide regional transportation agencies with an additional tool to address congestion by authorizing these agencies to work with the state to establish HOT lanes.

We **SUPPORT** AB 194 and appreciate Assembly Member Frazier's efforts to provide local agencies the authority to address congestion on the regional highway system. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at [slwong@smcgov.org](mailto:slwong@smcgov.org) with any questions or concerns.

Sincerely,



Mary Ann Nihart, Chair  
City/County Association of Governments of San Mateo County

Cc: Assembly Member Richard Gordon  
Assembly Member Kevin Mullin  
Assembly Member Phil Ting  
Senator Jerry Hill

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August 13, 2015

Assembly Member Jim Frazier  
Chair, Assembly Transportation and Infrastructure Development Committee  
1020 N Street, Room 112  
Sacramento, CA 95814

RE: **SUPPORT** for ABX1 7 (Nazarian)

Dear Senator Beall:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of ABX1 7. This bill would provide additional dedicated Cap and Trade funding for mass transportation projects in our region.

As you are aware, mass transportation in the Bay Area is critical to our region's mobility and plays an important role in congestion relief and air quality improvement. This bill would provide an additional 15 percent of Cap and Trade revenues to the existing programs that fund mass transportation – the Transit and Intercity Rail Capital Program and the Low-Carbon Transportation Program – dedicating a total of 30 percent of all Cap and Trade revenues. Mass transportation, specifically improved Caltrain, SamTrans, and BART service, is necessary to improve congestion on US 101 in San Mateo County, as well as meet our regional air quality goals and provide transportation options for our growing businesses.

For these reasons we ask that you **SUPPORT** ABX1 7 and the need to provide resources for our entire transportation infrastructure needs. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at [slwong@smcgov.org](mailto:slwong@smcgov.org) with any questions or concerns.

Sincerely,



Mary Ann Nilhart, Chair  
City/County Association of Governments of San Mateo County

Cc: Senator Jerry Hill  
Assembly Member Richard Gordon  
Assembly Member Kevin Mullin  
Assembly Member Phil Ting

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September 2, 2015

The Honorable Jerry Hill  
State Capitol, Room 5035  
Sacramento, CA 95814

RE: **SUPPORT** for Senate Bill 705 (Hill) - Local Sales Tax Cap Exemption for Transportation Measures: San Mateo County

Dear Senator Hill:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County is pleased to **SUPPORT** your bill, Senate Bill 705, which would provide an exemption for San Mateo County from the two percent sales tax cap in order to pursue a local sales tax measure, not exceeding 0.5 percent; to address transportation needs.

Inadequate State and Federal funding continues to limit the ability of cities, counties and other local agencies to provide high quality public services to their residents. Additionally, unfunded State and Federal mandates have forced local governments to rely more heavily on “self-help” revenue solutions, such as pursuing local tax measures.

The existing two percent cap on local sales tax severely limits our County’s ability to utilize this option since at least two cities – Half Moon Bay and San Mateo – are near the cap. The San Mateo County Transportation Authority is exploring the possibility of pursuing a 0.5% sales tax measure to address the severe congestion along the 101 corridor in San Mateo County.

Historically, San Mateo County voters have shown a willingness to approve local sales taxes to fund new and existing transportation services, invest in critically needed infrastructure and support other vital local services. This measure will provide the capacity to allow for local decision makers to weigh their options in addressing our transportation needs.

For these reasons, we **SUPPORT** SB 705 and appreciate your efforts to support self-help revenue solutions. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at [slwong@smcgov.org](mailto:slwong@smcgov.org) 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 Rich Gordon  
Assembly Member Phil Ting  
Senator Mark Leno, Senator  
Assembly Member Brian Maienschein, Chair of the Assembly Local Government  
Committee  
Senator Robert M. Hertzberg, Chair of the Senate Governance and Finance Committee