

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. 290

- DATE:** Thursday, August 11, 2016
- TIME:** **6:30 P.M.**
- PLACE:** San Mateo County Transit District Office
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, CA
- PARKING:** Available adjacent to and behind building.
Please note the underground parking garage is no longer open.
- PUBLIC TRANSIT:** SamTrans
Caltrain: San Carlos Station.
Trip Planner: <http://transit.511.org>

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

Consent Agenda items are considered to be routine and will be enacted by one motion. There will be no separate discussion on these items unless members of the Board, staff or public request specific items to be removed for separate action.

- 5.1 Approval of the minutes of regular business meeting No. 289 dated June 9, 2016 ACTION p. 1
- 5.2 Receive copy of agreement(s) executed by the C/CAG Chair or Executive Director consistent with C/CAG Procurement Policy:

- 5.2.1 Receive a copy of executed contract amendment No. 1 for climate data integration services between C/CAG and County of San Mateo, Information Services Department, extending the end date of the agreement to December 31, 2016 INFORMATION p. 7
- 5.3 Review FY15-16 attendance report for the C/CAG Board and Committees meetings ACTION p. 10
- 5.4 Review and approval of Resolution 16-26 authorizing the C/CAG Chair to execute an agreement with Michael Baker International, Inc. in an amount not to exceed \$20,000 for website services for three years ACTION p. 22
- 5.5 Review and approval of a conditionally consistent determination for the City of Belmont, 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning with the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport ACTION p. 25
- 5.6 Review and approval of a consistent determination for the Town of Colma, Veterans Village Project with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport ACTION p. 31
- 5.7 Review and approval of Resolution 16-29 authorizing the C/CAG Chair to execute Amendment No. 1 to an agreement between C/CAG and DNV GL for climate action planning and implementation technical assistance, adding \$10,880 for a new total not to exceed amount of \$155,880 ACTION p. 35
- 5.8 Review and approve the appointment of Ray Chan, Director of Public Works, to represent the City of Millbrae on C/CAG's Stormwater Committee ACTION p. 41
- 5.9 Receive updated project revisions submitted to Metropolitan Transportation Commission (MTC) for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2040 INFORMATION p. 43
- 5.10 Review and approval of revisions to the Board Adopted One Bay Area Grant 2 (OBAG 2) Framework ACTION p. 47
- 5.11 Review and approval of Resolution 16-27 authorizing the C/CAG Chair to execute an agreement with Kimley-Horn and Associates to provide Smart Corridor Signal System Maintenance Support in an amount not to exceed \$189,000 over three years, waiving the RFP process ACTION p. 50
- 5.12 Review and approval of Resolution 16-28 authorizing the C/CAG Chair to execute a Funding Agreement with the San Mateo County Transportation Authority for development of performance measures in support of the Highway Program in an amount not to exceed \$18,000 ACTION p. 62
- 5.13 Biennial review, and approval of update to, the C/CAG Conflict of Interest Code ACTION p. 71

- 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. 78
- 6.2 Review and approval of the definition of “proximate access” as it relates to Priority Development Areas (PDAs) in the One Bay Area 2 Grant (OBAG 2) Program ACTION p. 81
- 6.3 Review the Draft One Bay Area Grant 2 (OBAG 2) Bicycle and Pedestrian Improvement Program (BPIP) Call for Projects ACTION p. 84
- 6.4 Review the Draft One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) Program Call for Projects ACTION p. 93
- 6.5 Receive an Update of the San Mateo Countywide Transportation Plan Development ACTION p. 101
- 6.6 Review and approval of grant application submission in response to the US Department of Energy FY16 Vehicle Technologies Multi-Topic Funding Opportunity Announcement ACTION p. 103
- 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 Alicia C. Aguirre, Chair, City/County Association of Governments, to The Honorable Phil Ting, Chair, Assembly Budget Committee, dated 6/7/16. RE: SUPPORT for Green Infrastructure Funding p. 106
- 9.2 Letter from Alicia C. Aguirre, Chair, City/County Association of Governments, To Whom It May Concern, dated 6/9/16. RE: Active Transportation Program (ATP) Grant Proposal for Woodside Road (SR 84) School Pathway Project p. 107
- 9.3 Letter from Sandy Wong, Executive Director, City County Association of Governments, to Sean Maguire, Program Manager, Storm Water Grant Program, State Water Resources Control Board, Division of Financial Assistance, dated 7/5/15. RE: City of San Mateo Water Grant Program Implementation Grant Proposal p. 108

- 9.4 Letter from Sandy Wong, Executive Director, City County Association of Governments, to Sean Maguire, Program Manager, Storm Water Grant Program, State Water Resources Control Board, Division of Financial Assistance, dated 7/5/15. RE: City of Redwood City Water Grant Program Implementation Grant Proposal p. 109
- 9.5 Letter from Sandy Wong, Executive Director, City County Association of Governments, to All Interested Parties, dated 7/20/15. RE: Vacancy on the Congestion Management and Environmental Quality (CMEQ) Committee p. 110
- 9.6 Letter from Maryann Moise Derwin, Vice Chair, City County Association of Governments, to Assembly Member Lorena Gonzales, Chair, Assembly Appropriations Committee, dated 7/25/15. RE: OPPOSE SB 1170 (Wieckowski) p. 111
- 9.7 Letter from Sandy Wong, Executive Director, City County Association of Governments, to Interested Parties, dated 8/1/16. RE: C/CAG Resource Management and Climate Protection Committee Vacancies: Energy and Large Business/Chamber committee seats p. 113
- 10.0 CLOSED SESSION
- 10.1 CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (Subdivision (a) of Section 54956.9)
- Name of case: W. Bradley Electric, Inc., for the benefit of MP Nexlevel of California, Inc., and MP Nexlevel of California, Inc., in its own capacity and as assignee of W. Bradley Electric, Inc. v. County of San Mateo
- 11.0 RECONVENE IN OPEN SESSION
- 11.1 Report out on Closed Session.
- 12.0 ADJOURNMENT

Next scheduled meeting September 8, 2016

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

August 11, 2016 C/CAG Board - SamTrans 2nd Floor Auditorium – 6:30 p.m.
August 11, 2016 Legislative Committee - SamTrans 2nd Floor Auditorium – 5:30 p.m.
August 18, 2016 CMP Technical Advisory Committee - SamTrans, 2nd Floor Auditorium - 1:15 p.m.
August 18, 2016 Stormwater Committee - SamTrans, 2nd Floor Auditorium - 2:30 p.m.
August 22, 2016 Administrators' Advisory Committee - 555 County Center, 5th Flr, Redwood City – 12:00p.m.
August 24, 2016 Finance Committee – 555 County Center, 5th Flr, Redwood City – 12:00p.m.
August 25, 2016 Airport Land Use Committee – 501 Primrose Road, Burlingame, CA – Council Chambers 4:00 p.m.
August 25, 2016 BPAC Committee - San Mateo City Hall – Conference Room – 7:00 p.m.
August 29, 2016 CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 p.m.
September 7, 2016 Water Committee – 55 West 3rd Avenue. San Mateo Library – 5:30 p.m.

C/CAG

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BOARD MEETING MINUTES

Meeting No. 289

June 9, 2016

1.0 CALL TO ORDER/ROLL CALL

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

Elizabeth Lewis – Atherton

Doug Kim – Belmont

Ricardo Ortiz – Burlingame

Diana Colvin – Colma

Judith Christensen – Daly City

Lisa Gauthier – East Palo Alto

Larry May – Hillsborough (arrive 6:34 p.m.)

Gina Papan – Millbrae

Karen Ervin – Pacifica

Maryann Moise Derwin – Portola Valley

Alicia Aguirre – Redwood City

Irene O’Connell – San Bruno

Cameron Johnson – San Carlos and SMCTA

Diane Papan – San Mateo (arrive 6:45 p.m.)

Don Horsley – San Mateo County

Karyl Matsumoto – South San Francisco and SamTrans (arrive 6:32 p.m.)

Absent:

Brisbane

Colma

Foster City

Half Moon Bay

Menlo Park

Woodside

Others:

Sandy Wong – C/CAG Executive Director

Nirit Eriksson – C/CAG Legal Counsel

Mima Guilles – C/CAG Staff
Jean Higaki – C/CAG Staff
Matt Fabry – C/CAG Staff
John Hoang – C/CAG Staff
Tom Madelena – C/CAG Staff
Jeff Lacap – C/CAG Staff
Eliza Yu – C/CAG Staff
Hilary Papendick – San Mateo County
Josh Abram, Jeff Baird – 21 Elements
Scott Hart – PG&E
Jenee Littrell – SMCOE
Michael Laughlin – Millbrae
Ellen Barton – San Mateo County

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

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

Scott Hart – PG&E – Hosting a tour of the Gas Operation in San Ramon on July 7, 2016 at 9:15 a.m.
An email follow up will be provided at a later time.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

Hillary Papendick of San Mateo County provided a presentation on the OWL project, a visualization tool on sea level rise.

Josh Abrams of 21 Elements provided a presentation on the joint work program of C/CAG and San Mateo County Department of Housing.

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.

Chair informed board members that hand-outs were provided to be added to the meeting agenda packet to be inserted between pages 102 and 103.

Board Member Horsley MOVED approval of Items 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15, 5.16, 5.17, 5.18 and 5.19. Board Member O’Connell (San Bruno) SECONDED.
MOTION CARRIED 16-0.

5.1 Approval of the minutes of regular business meeting No. 288 dated May 12, 2016 APPROVED

5.2 Review and approval of Resolution 16-10 authorizing the C/CAG Chair to execute the Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the Fiscal Year 2016/17 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for an amount up to \$1,277,039.76. APPROVED

- 5.3 Review and approval of Resolution 16-12 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and Commute.org in the amount of \$525,000 under the Fiscal Year 2016/17 Transportation Fund for Clean Air (TFCA) Program to provide the Countywide Voluntary Trip Reduction Program. APPROVED
- 5.4 Review and approval of Resolution 16-13 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and the San Mateo County Transit District (SamTrans) in the amount of \$431,988 under the Fiscal Year 2016/17 Transportation Fund for Clean Air (TFCA) Program to provide shuttle services. APPROVED
- 5.5 Review and Approval of Resolution 16-14 authorizing the C/CAG Chair to execute a funding agreement between C/CAG and SamTrans for the Allocation of Measure M Funds for Fiscal Years 2016/17 - 2017/18 in the amount of \$2,800,000. APPROVED
- 5.6 Review and approve Resolution 16-15 authorizing the C/CAG Chair to execute Amendment Number 2 to the funding agreement with the Bay Area Water Supply and Conservation Agency (BAWSCA), extending the term through June 30, 2017 for an additional cost not to exceed \$25,000 for rain barrel rebates in San Mateo County. APPROVED
- 5.7 Review and approval of Resolution 16-17 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo Office of Sustainability for services for the Resource Management and Climate Protection Committee and other small projects for Fiscal Year 2016/17 for an amount not to exceed \$40,000. APPROVED
- 5.8 Review and approval of Resolution 16-18 authorizing the C/CAG Chair to execute contract change order to the Master Services Agreement between C/CAG and Pacific Gas and Electric Company modifying the terms for employee background check. APPROVED
- 5.9 Receive copy of agreement(s) executed by the C/CAG Chair or Executive Director consistent with C/CAG Procurement Policy:
- 5.9.1 Receive a copy of an executed agreement between C/CAG and the County of San Mateo Office of Sustainability for staffing for the San Mateo County Energy Watch local government partnership for calendar year 2016. INFORMATION
- 5.9.2 Receive a copy of the executed amendment (No. 1) to the agreement between C/CAG and Leslie Parks for facilitation services for the Water Committee in an amount not to exceed \$6,000. INFORMATION
- 5.10 San Carlos Airport Land Use Compatibility Plan Consistency Review – City of San Carlos, Meridian 25 APPROVED
- 5.11 Review and approval of Resolution 16-19 authorizing the C/CAG Chair to execute a Cooperative Agreement between C/CAG and County of San Mateo Department of Housing for Joint Workplan for Housing-Related Activities for Fiscal Year 2016/17 in an amount not to exceed \$87,500 APPROVED

- 5.12 Review and approval of Resolution 16-20 authorizing the C/CAG Chair to execute an agreement with the San Mateo County Superintendent of Schools to administer and manage the Countywide Safe Routes to School Program in an amount not to exceed \$564,711 for Fiscal Year 2016/17. APPROVED
- 5.13 Review and approval of Resolution 16-23 authorizing the C/CAG Chair to execute an agreement between the C/CAG and Commute.org in the amount of \$510,000 from the Congestion Relief Plan to provide the Countywide Voluntary Trip Reduction Program for Fiscal Year 2016/2017. APPROVED
- 5.14 Receive an update of the California Transportation Commission (CTC) adopted 2016 State Transportation Improvement Plan (STIP). INFORMATION
- 5.15 Review and approve Resolution 16-26 authorizing the C/CAG Executive Director to pay the Bay Area Stormwater Management Agencies Association for San Mateo County's outstanding share of regional stormwater projects conducted between 2009-10 and 2015-16, in an amount not to exceed \$140,961. APPROVED
- 5.16 Review and approve Resolution 16-27 authorizing the C/CAG Executive Director to commit matching funds of up to \$109,200 for a Bay Area Stormwater Management Agencies Association (BASMAA) grant proposal to the U.S. Environmental Protection Agency's San Francisco Bay Water Quality Improvement Fund for projects addressing PCBs in building materials in accordance with the Municipal Regional Permit. APPROVED
- 5.17 Review and approve the appointment of Ray Chan from the City of Millbrae to the Congestion Management Program Technical Advisory Committee (CMP TAC) APPROVED
- 5.18 Review and approval of the reallocation of \$108,820 in Transportation Development Act (TDA) Article 3 Funds for the City of East Palo Alto Pedestrian and Bicycle Improvements to Woodlands Neighborhood. APPROVED
- 5.19 Review and approval of the reallocation of 46,220 in Transportation Development Act (TDA) Article 3 Funds for the City of Redwood City Safe Routes to School Improvement Project. 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). NO ACTION

The June 9 C/CAG Legislative Committee meeting was canceled. There is no recommended action at this time.

Jean Higaki and Chair Aguirre provided an update of the C/CAG's legislative visit to Sacramento on June 8, 2016. C/CAG representatives Alicia Aguirre, Maryann Derwin, Catherine Carlton, and staff met with Assembly Member Mullin, Assembly Member Gordon, Assembly Member Frazier, Senator Beall, Senator Hill, Staff from Assembly Member Ting, and Cal STA Secretary Kelly. Discussions focused on

the need to pass a funding package for transportation and funding needs for stormwater management.

- 6.2 Review and approval of the reallocation of \$62,500 in Transportation Development Act (TDA) Article 3 Funds for the City of Millbrae Bicycle and Pedestrian Transportation Plan. APPROVED

Michael Laughlin, staff from City of Millbrae, presented the request for time extension to use the TDA Article funds to better coordinate with other related and on-going projects.

Board Member Lewis MOVED approval of Item 6.2. Board Member Papan (Millbrae) SECONDED. **MOTION CARRIED 16-0**

- 6.3 Review and approval of the C/CAG investment portfolio and accept the Quarterly Investment Report as of March 31, 2016 APPROVED

Board members suggested the Finance Committee to consider the feasibility of alternative investment portfolio mix, including investment outside of the LAIF funds and POOL funds.

Board Member O'Connell (San Bruno) MOVED approval of Item 6.3. Board Member Ortiz SECONDED. **MOTION CARRIED 16-0**

- 6.4 Review and endorse project revisions 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 further modify the list based on final negotiation with the Metropolitan Transportation Commission (MTC). APPROVED

Board Member O'Connell (San Bruno) MOVED approval of Item 6.4. Board Member Gauthier SECONDED. **MOTION CARRIED 16-0**

- 6.5 Review and approval of the "*Actuarial Report on GASB 45 Retiree Benefit Valuation as of July 1, 2015*" and approval of Resolution 16-21 authorizing the prefunding of other post-employment benefits (OPEB) through the California Employers' Retiree Benefit Trust Program (CERBT) of CalPERS in an amount of \$27,000 for Fiscal Year 2015/16. APPROVED

Board Member O'Connell (San Bruno) MOVED approval of Item 6.5. Board Member Horsley SECONDED. **MOTION CARRIED 16-0**

- 6.6 Review and approval of Resolution 16-22 approving the C/CAG 2016-17 Program Budget and Fees (Special Voting procedures apply) APPROVED

Board Member Horsley MOVED approval of Item 6.6. Board Member May SECONDED.

A Super Majority Vote was taken by roll call. **MOTION CARRIED 16-0**. Results: 16 Agencies approving. This represents 76% of the Agencies representing 88% of the population.

- 6.7 Review and approve Resolution 16-16 authorizing the C/CAG Executive Director to execute Task Orders with Eisenberg, Olivieri, and Associates, Inc., Larry Walker & Associates, and S. Groner Associates, Inc., in amounts not to exceed \$1,376,257, \$632,025, and \$325,000, respectively, for technical support services to the Countywide Water Pollution Program for Fiscal Year 2016/17.

Board Member O'Connell (San Bruno) MOVED approval of Item 6.7. Board Member Horsley SECONDED. **MOTION CARRIED 16-0**

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

Sandy Wong, Executive Director, informed the C/CAG Board that through a collaborative effort between C/CAG and the San Mateo County Transportation Authority with other public and private partners, effort is underway for the US 101 Managed Lane project to receive \$3 million in private funds to augment the environmental study. [Managed lane is a general term for either carpool lane or express lane.]

9.0 COMMUNICATIONS - Information Only

9.1 Letter from Alicia C. Aguirre, Chair, City/County Association of Governments, to The Honorable Lois Wolk, California State Senate, dated 5/12/16. RE: OPPOSE SB 885 (Wolk)

9.2 Letter from Alicia C. Aguirre, Chair, City/County Association of Governements, to The Honorable Bob Wieckowski, California State Senate, dated 5/12/16. RE: OPPOSE SB 1170 (Wieckowski)

9.3 Letter from Alicia C. Aguirre, Chair, City/County Association of Governments, to The Honorable Cristina Garcia, Member, Committee on Natural Resources, dated 5/23/16. RE: SUPPORT for AB 2293 (Garcia)

10.0 ADJOURNMENT – 8:00 p.m.

C/CAG AGENDA REPORT

Date: August 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a copy of executed contract amendment No. 1 for climate data integration services between C/CAG and County of San Mateo, Information Services Department, extending the end date of the agreement to December 31, 2016. (Information)

(For further information or response to questions, contact Kim Springer at (650)599-1412)

RECOMMENDATION

The C/CAG Board of Directors receive a copy of executed contract amendment No. 1 for climate data integration services between C/CAG and County of San Mateo, Information Services Department, extending the end date of the agreement to December 31, 2016.

FISCAL IMPACT

None.

BACKGROUND

The San Mateo County Energy Watch (SMCEW) Local Government Partnership (LGP) between C/CAG and the Pacific Gas and Electric Company (PG&E) began on January 1, 2009 and operates under the auspices of the California Public Utilities Commission (CPUC). The program provides funding for energy efficiency and climate action planning services in San Mateo County.

As part of the climate action planning effort, on November 12, 2015, the C/CAG Board approved an agreement with the County of San Mateo, Information Services Department for integrating countywide climate data into the County's Socrata open data portal and online performance dashboard on behalf of the cities in San Mateo County. Said agreement was executed by the C/CAG Executive Director on March 1, 2016, with the term expiring May 31, 2016.

The County is currently contracting for an updated Socrata product called "Perspectives" which will enhance the look of the eventual dashboard. Staff has extended the existing agreement through December 31, 2016 to allow time for integration in Socrata Perspectives.

The fully executed amendment to the contract is provided as an attachment.

ATTACHMENT

Copy of executed County of San Mateo, Information Services Department contract amendment No.1

**AMENDMENT NO.1 TO THE AGREEMENT
BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
COUNTY OF SAN MATEO INFORMATION SERVICES DEPARTMENT**

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as "C/CAG") and County of San Mateo, Information Services Department (hereinafter referred to as "Contractor") are parties to an Agreement originally dated March 3, 2016, for data integration for the San Mateo County Energy Watch RICAPS project; and

WHEREAS, the existing Agreement expires on May 31, 2016; and

WHEREAS, the contractor is continuing work with C/CAG staff in good faith; and

WHEREAS, C/CAG desires to extend the end date of the Agreement to allow completion of the scope of work; and

WHEREAS, the parties desire to amend the data integration Agreement as set forth herein.

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

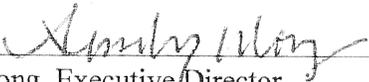
1. Section 5 of the data integration Agreement is hereby replaced in its entirety by the following:

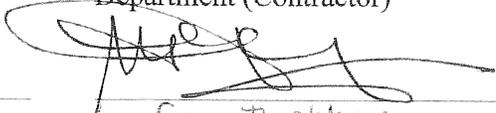
Contract Term. This Agreement shall be in effect as of February 1, 2016 and shall terminate on December 31, 2016; provided, however, C/CAG may terminate this Agreement at any time for any reason by providing thirty (30) days' notice to Contractor. In the event of termination under this paragraph, Contractor shall be paid for all services provided up to and on the date of termination.

2. Except as expressly amended herein, all other provisions of the data integration agreement shall remain in full force and effect.
3. The effective date of this amendment shall be May 31, 2016.

City/County Association of Governments
(C/CAG)

County of San Mateo, Information Services
Department (Contractor)


Sandy Wong, Executive Director


By Sean Thakkar

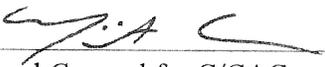
Title: Assistant CIO/Director

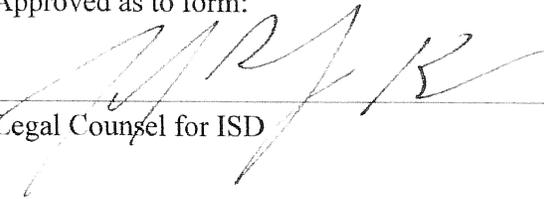
Date: 7-5-2016

Date: 7/8/2016

Approved as to form:

Approved as to form:


Legal Counsel for C/CAG


Legal Counsel for ISD

C/CAG AGENDA REPORT

Date: August 11, 2016

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review FY15-16 attendance report for the C/CAG Board and Committees meetings.
(For further information or questions contact Sandy Wong at 599-1409)

RECOMMENDATION

That the C/CAG Board review and accept the attendance reports for the July 2015 thru June 2016 C/CAG Board and Committees meeting.

FISCAL IMPACT

None

SOURCE OF FUNDS

Not applicable

BACKGROUND/DISCUSSION

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

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

ATTACHMENTS

July 2015 thru June 2016 attendance reports for the following:

- Airport Land Use Committee (ALUC).
- Bicycle and Pedestrian Advisory Committee (BPAC)
- C/CAG Board
- Congestion Management & Environmental Quality (CMEQ)
- Congestion Management Program Technical Advisory Committee (TAC)
- Legislative Committee
- Finance Committee
- Resource Management & Climate Protection Committee (RMCP)
- Stormwater Committee
- Water Committee

City/County Association of Governments (C/CAG) Board Attendance Report - July 2015 thru Jun 2016

Agency	Representative/Alternate	2015												2016					
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun						
Atherton	Elizabeth Lewis Cary Wiest		X	X	X	X	X					X	X						
Belmont	David Braunstein (Rep end Dec 2015) Doug Kim (Rep begin Jan 2016) Charles Stone (Alt end Dec 2015)		X	X	X	X								Left 6:45 pm	X				
Brisbane	Terry O'Connell Cliff Lentz		X	X		X	X					X	X						
Burlingame	Terry Nagel (Rep end Dec 2015) Ricardo Ortiz (Rep start Dec 2015) Michael Brownrigg (Alt start Dec 2015)		X	X		X	X				X	X	X		X				
Colma	Joseph Silva Diana Colvin			X	X						X	X	X		X				
Daly City	David Canepa (Rep end Dec 2015) Judith Christensen (Rep begin Jan 2016) Michael Guingona (Alt begin Jan 2016)		X	X	X	X					X				X				
East Palo Alto	Laura Martinez (Rep end Mar 2015) Lisa Gauthier (Rep start Apr 2015) Larry Moody (Rep end Jan 2016) Donna Rutherford (Rep begin Feb 2016)				X	X					X	X			X				
Foster City	Art Kiesel (Rep end Dec 2015) Gary Pollard (Alt end Dec 2015) Herb Perez (Rep begin Jan 2016) Sam Hinki (Alt begin Jan 2016)		X	X	X	X					X	X							
Half Moon Bay	Marina Fraser Rick Kowalczyk		X	X	X	X					X	X			X				
Hillsborough	Larry May Marie Chuang		X	X	X	X					X	X			X				
Menlo Park	Kirsten Keith (Rep end Dec 2015) Catherine Carlton (Rep begin Jan 2016) Ray Mueller (Alt begin Jan 2016)			X		X					X	X							
Millbrae	Anne Oliva (Rep end Dec 2015) Gina Papan (Rep begin Jan 2016) Wayne Lee (Alt end Dec 2015)										X	X			X				
Pacifica	Mary Ann Nihart (Chair end Mar 2016)		X	X	X						X	X			X				

Congestion Management and Environmental Quality Committee (CMEQ) Attendance Report - July 2015 thru June 2016

Agency	Name	2015												2016					
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun						
Metropolitan Transportation Commission	Alicia Aguirre		X	X		X										X			
City of Redwood City	Barbara Pierce		X	X		X										NA			
City of Belmont	Charles Stone		X	X		X													
City of Burlingame	Emily Beach		NA	NA		NA										X			
Town of Atherton	Elizabeth Lewis			X		X										X			
City of San Bruno	Irene O'Connell		X	X		X										X			
Business Community	Jim Bigelow		X	NA		NA										NA			
Agencies with Transportation Interests	Adina Levin		NA			X										X			
Environmental Community	Lennie Roberts		X	X		X										X			
City of Pacifica	Mike O'Neill		X			X													
Agencies with Transportation Interests	Onnolee Trapp		X	NA		NA										NA			
Business Community	Linda Koelling		NA	X		X										X			
City of South San Francisco	Richard Garbarino		X			X										X			
Public	Steve Dworetzky			X															
15 Milbrae	Wayne Lee		X			X										X			
San Mateo	Rick Bonilla		X			X													
City of Pacifica	John Keener		X	X		X										X			
Peninsula Corridor Joint Powers Board (Caltrain)	Liz Scanlon		NA	NA		NA													
San Mateo County Transit District (SamTrans)	Doug Kim		NA	NA		NA										X			

X - Committee Member Attended
 N/A - Not on Committee
 No Committee Meeting

Congestion Management Program Technical Advisory Committee (TAC) Attendance Report - July 2015 thru June 2016

Agency	Name	2015						2016					
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
San Mateo County Engineering	Jim Porter (Co-Chair)		X			X				X			X
SMCTA / PCJPB / Caltrain	Joseph Hurley (Co-Chair)		X	X		X				X	X		X
Belmont Engineering	Afshin Oskoui		X	X						X	X		X
Brisbane Engineering	Randy Breault		X	X						X	X		X
Burlingame Engineering	Syed Murtuza		X	X		X				X			X
Burlingame Planning	Bill Meeker										X		
C/CAG	Sandy Wong		X	X		X				X	X		X
Colma Engineering	Brad Donohue		X	X		X							X
Daly City Engineering	John Fuller		X	X		X				X	X		X
Daly City Planning	Tatum Mothershead			X		X							X
City Engineering	Jeff Moneda		X	X		X				X	X		X
16 Moon Bay Engineering	Peykan Abbassi		X	X		X				N/A	N/A		X
Hillsborough Engineering	Paul Willis		X	X		X				X	X		X
Menlo Park Engineering	Justin Murphy			N/A						X	X		X
Millbrae Engineering	Ray Chan									N/A	N/A		X
Pacifica Engineering	Van Ocampo		X	X		X					X		
Redwood City Engineering	Jessica Manzi		X	X		X				X	X		X
San Bruno Engineering	Jimmy Tan		X							X			X
San Carlos Engineering	Jay Walter		X							X	X		X
San Mateo Engineering	Brad Underwood		X	X		X				X	X		X
South San Francisco Engineering	Brian McMinn		X	X		X				X	X		X
South San Francisco Planning	Billy Gross		X	X		X				X	X		X
MTC	VACANT (Kevin Mulder)									X			
Caltrans	VACANT												

X - Committee Member Attended
 N/A - Not on Committee
 No Committee Meeting

Finance Committee Attendance Report - July 2015 thru June 2016

Agency	Name	August 27	November 20	Feb 24	May 25
Foster City	Art Kiesel - End Dec 2015	X	X	N/A	N/A
Hillsborough	Jay Benton	X	X		
San Carlos	Bob Grassilli	X	X	X	X
Pacifica	Mary Ann Nihart (C/CAG Chair) - End March 2015	X			N/A
Redwood City	Alicia Aguirre (C/CAG Vice Chair) - Start March 2015 (C/CAG Chair) - Starts March 2016		X	X	
Portola Valley	Maryann Moise Denwin (C/CAG Vice Chair) - Starts March 2016	N/A	N/A	N/A	X
Portola Valley	Ann Wengert	N/A	N/A	N/A	X

✓ Committee Member Attended

✗ Not on Committee

Resource Management and Climate Protection Committee Attendance Report - July 2015 thru June 2016

Agency	Name	Seat	2015												2016					
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Woodside	Deborah Gordon	Committee Chair								X	X							X	X	
Portola Valley	Maryann Moise Derwin	Vice-Chair								X	X									X
Redwood City	Barbara Pierce	Elected Official																		X
South San Francisco	Pradeep Gupta	Elected Official								X	X									N/A
Atherton	Rick DeGolia	Elected Official									X									
County of San Mateo	Dave Pine	Elected Official									X									
County of San Mateo	Don Horsley	Elected Official									X									X
City of San Mateo	Diane Pappan	Elected Official										N/A							X	X
	Vacant	Energy																		
BAWSCA	Adrianne Carr	Water									X								X	X
	Kathy Lavezzo/Bill Chiang	Utility									X								X	X
	Robert Cormia	Non-profit									X									
	Vacant	Large Business																		
	Vacant	Small Business																		
	Vacant	Chamber																		
Sustainable SMC	Beth Bhatnagar	Environmental									X									X

Water Committee Attendance Report - July 2015 thru June 2016

2016						
Jan	Feb	Mar	Apr	May	Jun	
X	X (5:46 pm)		X(5:35 pm)			
X	X (5:40 pm)	X	X	X		
X	X	X	X			
	X	X	X	X		
		X	X	X		
X	X	X	X	X (5:39pm)		
X	X		X	X		
	X	X	X	X		
X	X	X	X	X		
	X					
X	X	X	X			
5:33 pm	X (5:46 pm)	X	X	X (5:44pm)		
X	X	X	X	X		
	X	X	X	X (6:34pm)		

2015	
Agency	Representative
Atherton	Elizabeth Lewis
Brisbane	Terry O'Connell
Pacifica	Mary Ann Nihart
Portola Valley	Maryann Derwin
Redwood City	Alicia Aguirre
San Bruno	Irene O'Connell
San Mateo	Joe Goethals
Woodside	Deborah Gordon
County of San Mateo	Dave Pine
City of San Mateo	Don Horsley
BAWSCA, General Manager	Nicole Sandkulla
San Bruno (City Manager)	Connie Jackson
San Mateo (City Manager)	Larry Patterson
SSF (City Manager)	Mike Futrell

X - Committee Member Attended
No Committee Meeting

C/CAG AGENDA REPORT

Date: August 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 16-26 authorizing the C/CAG Chair to execute an agreement with Michael Baker International, Inc. in an amount not to exceed \$20,000 for website services for three years

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 16-26 authorizing the C/CAG Chair to execute an agreement with Michael Baker International, Inc. in an amount not to exceed \$20,000 for website services for three years.

FISCAL IMPACT

The fiscal impact will be up to \$20,000.

SOURCE OF FUNDS

Funding for the C/CAG website is derived from the C/CAG general fund.

BACKGROUND

Based on the need for a more modern website and feedback from the member agencies and the public, C/CAG staff embarked upon a process to update the C/CAG website which was completed in 2014. For the 2014 update our current website vendor, PMC, was selected based on the following process. After obtaining recommendations for potential vendors from similar agencies and cities in the Bay Area, staff solicited quotes from four consultants and two responded with proposals. Five members of the C/CAG staff then reviewed the two proposals and met to discuss the merits of each consultant. Staff met with PMC, one of the two website consultants, to interview them in person on their work and approach. The evaluation team then selected PMC based upon sample work, the consultant providing in person training for C/CAG staff, the structure of the ongoing support and the non-proprietary software that was used for the website. The proposals from both consultants were very close to each in terms of cost for the update work and ongoing maintenance, hosting and support. Finally, staff negotiated the agreement with PMC and executed it in March 2014, in accordance with the procurement policy.

During the term of the agreement, PMC was purchased by Michael Baker International, Inc.

As per the C/CAG Procurement Policy adopted by the C/CAG Board on June 10, 2010, contracts below \$25,000 do not require a formal Request for Proposals (RFP) process. The procurement policy also provides authorization for the C/CAG Executive Director to execute contracts that are under

\$25,000. However, it was determined that it is necessary to bring this agreement forward for review and approval by the Board given that it would be a continuation of services which would bring the total of the existing agreement that expires in September 2016 with this new agreement to an amount over \$25,000.

The existing agreement set to expire on September 30, 2016 is for an amount not to exceed \$23,000. The sum of these two agreements is \$43,000 which is also below the amount, \$50,000, which would trigger the requirement for an RFP process.

C/CAG staff is recommending that the Board approve authorization of a new agreement to allow for the continuation of service from Michael Baker International, Inc. based upon the due diligence that was completed in selecting the vendor back in 2014. Although an RFP is not required at this time, staff believes that the time and effort involved with issuance of a RFP and vendor selection would not be commensurate with potential savings given the likelihood that the cost for maintenance, support, and hosting would be about the same.

The justification for this recommendation is based on the availability of a qualified contractor with specialized experience, their existing familiarity with our website and the unlikely opportunity for cost savings arising out of completing a procurement process.

ATTACHMENTS

- Resolution 16-26
- Agreement between C/CAG and Michael Baker International, Inc. for website services (available for review and download at <http://ccag.ca.gov/committees/board-of-directors/>)

RESOLUTION 16-26

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 AN AGREEMENT BETWEEN C/CAG AND MICHAEL BAKER INTERNATIONAL, INC. IN AN AMOUNT NOT TO EXCEED \$20,000 FOR WEBSITE SERVICES FOR THREE YEARS.

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

WHEREAS, C/CAG updated its website in 2014 and the agreement for ongoing hosting, maintenance and support is set to expire on September 30, 2016, and

WHEREAS, C/CAG requires ongoing hosting, maintenance and support for the C/CAG website, and

WHEREAS, C/CAG has determined that continuing the relationship for website hosting, maintenance and support with Michael Baker International, Inc. provides value for C/CAG, and

WHEREAS, it is necessary for C/CAG to enter into a funding agreement with Michael Baker International, Inc., setting forth the responsibilities of each party.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that on behalf of C/CAG the Chair is authorized to enter into a funding agreement with Michael Baker International, Inc. in an amount not to exceed \$20,000 for website services for three years.

PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF AUGUST 2016.

Alicia C. Aguirre, Chair

C/CAG AGENDA REPORT

Date: August 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of a conditionally consistent determination for the City of Belmont, 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning with the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport

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

RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the City of Belmont, 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning are conditionally consistent with the applicable airport/land use policies and criteria contained in the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (SQL ALUCP).

The 1201 Shoreway Hotel Project would become fully consistent once the following conditions have been met:

- The 1201 Shoreway Hotel Project shall comply with Airspace Protection Policy 2 of the SQL ALUCP.
- The 1201 Shoreway Hotel Project shall comply with the height limits as defined in the most recent Federal Aviation Administration (FAA) “Determination of No Hazard to Air Navigation” that corresponds with the actual building heights.

FISCAL IMPACT

None

SOURCE OF FUNDS

Funding for the consistency determinations is derived from the C/CAG general fund.

BACKGROUND

The City of Belmont has referred the 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the SQL ALUCP. The project is subject to ALUC and C/CAG Board of Directors review, pursuant to PUC Section 21676.5 (a).

The proposal includes the construction of a 96-room Hilton Homewood Suites Hotel for the subject property. The five-story hotel would occupy a 43,560-sq. ft. (one-acre) lot on the east side of Shoreway Road, north of Sem Lane. The building would be set back approximately 59 feet east of Shoreway Road.

The proposed 62,640 sq. ft. building would have a resulting floor area ratio (FAR) of 1.4. In addition to 96 guest rooms, the hotel would include a meeting room, a breakfast area, an exercise room, an indoor swimming pool & spa, and a 4,553-sq. ft. outdoor patio. For the operations of the hotel, the building would also provide an employee break room, laundry and linen storage, a kitchen, offices, miscellaneous work areas, electrical and mechanical rooms, and various storage rooms. The sole vehicular access to the site would be provided via a driveway along Shoreway Road. Parking for the hotel is provided at the ground level (36 uncovered spaces and 37 covered spaces under the podium of the building).

At the July 28, 2016 C/CAG Airport Land Use Committee (ALUC) meeting the ALUC recommended that the C/CAG Board of Directors determine that the City of Belmont, 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning are conditionally consistent with the applicable airport/land use policies and criteria contained in the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (SQL ALUCP).

DISCUSSION

I. ALUCP Consistency Evaluation

There are three airport/land use compatibility issues addressed in SQL ALUCP that relate to the proposed 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning. These include: (a) consistency with noise compatibility policies, (b) safety criteria, and (c) airspace compatibility criteria. The following sections address each issue.

(a) Noise Policy Consistency Analysis

The SQL ALUCP uses the CNEL (Community Noise Equivalent Level) 60 dB noise contours for determining land use compatibility. The 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning are located outside of the CNEL 60 dB noise contour.

Based upon this analysis, the 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning are consistent with the SQL ALUCP noise policies.

(b) Safety Criteria

The California Airport Land Use Planning Handbook requires airport land use compatibility plans to include safety zones for each runway end. The SQL ALUCP includes 6 safety zones and related land use compatibility policies and criteria. The 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning is located inside of Safety Zone 6 established for the SQL ALUCP. Hotels are an allowed use inside of Safety Zone 6.

Therefore, the 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning is consistent with the SQL ALUCP safety policies.

(c) Height of Structures, Use of Airspace, and Airspace Compatibility

The SQL ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), "Objects Affecting Navigable Airspace," as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Carlos Airport. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the

navigable airspace, and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of proposed construction or alterations of structures on the subject airspace.

The City of Belmont is located inside of the 14 CFR Part 77 horizontal and conical imaginary surface contours. The parcel for the 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning is located between the horizontal and conical imaginary surface contours. The height for the imaginary surface established for the horizontal surface at the site location is 155 feet above mean sea level. The height for the imaginary surface for the conical surface is at approximately 205 feet above mean sea level. The project parcel is located at 9 feet, 6 inches above mean sea level. The hotel is designed to be constructed at a maximum building height of 71 feet, 10 inches above ground level to the top of the entry tower. For this analysis the lower of the closest imaginary surface of 155 feet above mean sea level was used. This imaginary surface is compared to the total height for the for the project including the ground in relation to mean sea level which adds up to 81 feet, 4 inches. It can be concluded that the project will be constructed at a minimum of 73 feet below the nearby imaginary surface contour of 155 feet above mean sea level.

Critical Airspace Surface Comparison

Ground level in relation to mean sea level at project location	Highest point of structure above ground level	Ground level + highest point of structure	Height of structure compared to the critical airspace surface of 155 feet above mean sea level
9 feet, 6 inches above mean sea level	71 feet, 10 inches above ground level	81 feet, 4 inches above mean sea level	Highest point of structure will be approximately 73 feet below the critical airspace surface

The proposed hotel will require the site, currently zoned as Limited Manufacturing (M-1), to be rezoned. The most appropriate zoning district to accommodate the proposed use is Highway Commercial (C-3), which is consistent with the proposed General Plan Amendment. The C-3 district would allow a maximum height of 28 feet above ground level. A conditional use permit is required when the proposed height is above 28 feet and a variance is required is required when the proposed height is above 40 feet. As a result the City of Belmont is also processing a conditional use permit and variance to allow for a maximum building height of 71 feet for the proposed hotel. Given that the rezoning allows for a maximum height of 28 feet this rezoning would be consistent with the SQL ALUCP airspace policies.

Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. The city should notify project sponsors of proposed projects at the earliest opportunity to file form 7460-1 *Notice of Proposed Construction or Alteration*, if required, with the Federal Aviation Administration (FAA) to determine whether a project will constitute a hazard to air navigation. Subpart B of 14 CFR Part 77 provides guidance on determining when this form should be filed. The FAA has also developed an online tool for project sponsors to use when determining whether they are required to file the *Notice of Proposed Construction or Alteration*. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

The 1201 Shoreway Hotel Project shall comply with the height limits as defined in the most recent FAA “Determination of No Hazard to Air Navigation” that corresponds with the actual building heights. The project sponsor has been notified by City of Belmont staff that they will need to complete this requirement with the FAA. This step has not yet been completed by the project applicant. Airspace Protection Policy 2 in the SQL ALUCP delineates the requirements for FAA notification of proposed construction.

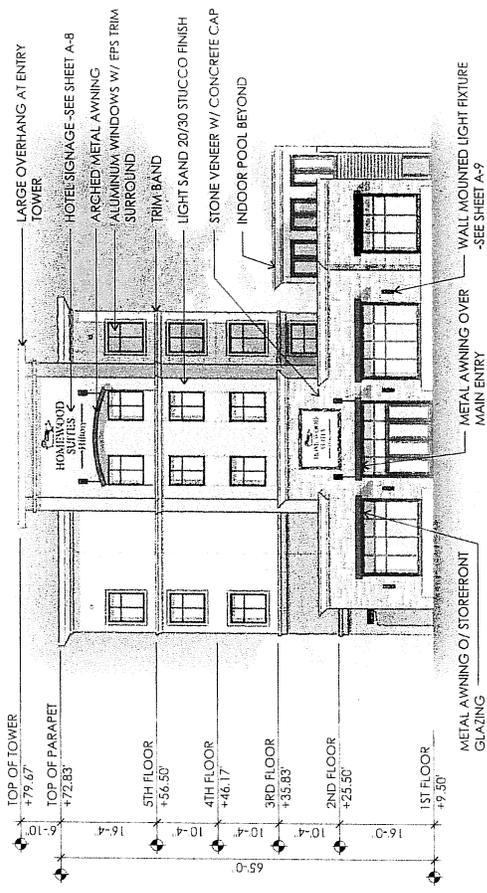
Therefore, the 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning would be conditionally consistent with the airspace criteria as established in the adopted SQL ALUCP.

ATTACHMENTS

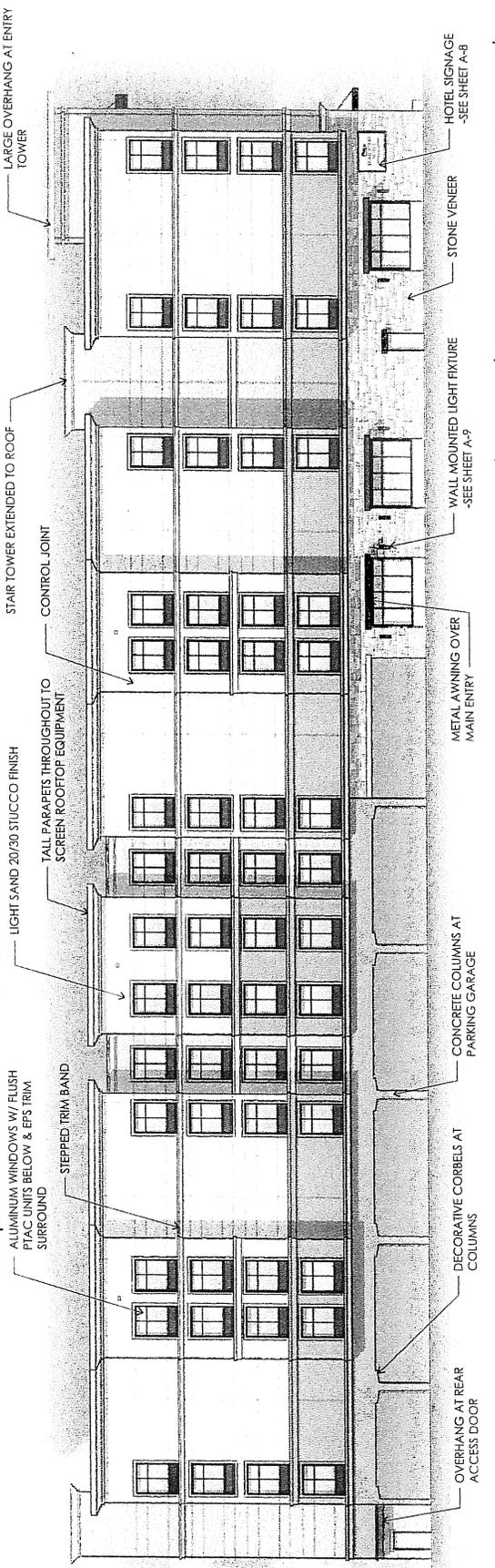
- Attachment 1 – San Carlos Airport Part 77 Airspace Protection Surfaces
- Attachment 2 – Project Elevation

Attachment 2

PAINT COLOR NOTE:
 ALL COLOR AND MATERIAL CHANGES SHALL
 OCCUR AT INTERIOR FINISHES. NO COLOR
 OR MATERIAL CHANGES AT EXTERIOR
 CORNERS ARE PERMITTED.



PROPOSED WEST (SHOREWAY ROAD) ELEVATION



PROPOSED NORTH ELEVATION

ARTIS
 ARCHITECTURE
 1211 SHOREWAY ROAD
 BELMONT, CALIFORNIA 94610
 TEL: (415) 594-2200
 WWW.ARTISARCHITECTURE.COM

HOMewood SUITES
 BPR properties
 1211 Shoreway Road
 Belmont, California

DATE: 11.14.15
 DRAWING NO: 1517
 SHEET NO: A-5

C/CAG AGENDA REPORT

Date: August 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of a consistent determination for the Town of Colma, Veterans Housing Project with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport

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

RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the Town of Colma, Veterans Housing Project is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

FISCAL IMPACT

None

SOURCE OF FUNDS

Funding for the consistency determinations is derived from the C/CAG general fund.

BACKGROUND

The Town of Colma has referred the Veterans Housing Project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the SFO ALUCP. The project is subject to ALUC and C/CAG Board of Directors review, pursuant to PUC Section 21676.5 (a).

The proposed affordable housing community would be located at 1670-1692 Mission Road in the Town of Colma. The project site is triangular shaped with frontage along Mission Road and is approximately 2.23 acres in size (Assessor's Parcel Number 011-370-220). The project is located within an area of the Town that contains a mix of land uses including cemetery, industrial and residential uses. In general, the project parcel is surrounded to the north and east by cemetery and BART uses and to the west and south by auto repair and commercial uses.

The project would demolish all on site features except for the main pump house building which will be restored and used either for workshop and classroom or general storage space for the development. A portion of the building will be utilized for bicycle storage. The project would construct 65-1 bedroom units and one two bedroom manager's unit in a single residential building varying between two to three stories in height (maximum 36 feet, 4 inches tall) and would include an indoor fitness center and laundry facility. The will also be a stairway tower constructed with the building that will be at a maximum

height of 39 feet, 8 inches above ground level. The massing of the development steps down to one-story moving south across the site including offices for on-site staff, a community meeting space and the rehabilitated/restored pump house building. Landscaping included in the project plans generally surround the project site to screen off-site views of the development. Project plans also show several outdoor courtyards and green space areas. A total of 69 parking spaces are provided by the project in two lots, one on the north side of the project site (34 spaces) and one on the south east side along and in the BART right of way (35 spaces).

At the July 28, 2016 C/CAG Airport Land Use Committee (ALUC) meeting the ALUC recommended that the C/CAG Board of Directors determine that the Town of Colma, Veterans Housing Project is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

DISCUSSION

I. ALUCP Consistency Evaluation

There are three airport/land use compatibility issues addressed in SFO ALUCP that relate to the proposed Veterans Housing Project. These include: (a) consistency with noise compatibility policies, (b) safety criteria, and (c) airspace compatibility criteria. The following sections address each issue.

(a) Noise Policy Consistency Analysis

The SFO ALUCP uses the CNEL (Community Noise Equivalent Level) 65 dB noise contours for determining land use compatibility. The Veterans Housing Project is located outside of the CNEL 65 dB noise contour.

Based upon this analysis, the Veterans Housing Project is consistent with the SFO ALUCP noise policies.

(b) Safety Criteria

The California Airport Land Use Planning Handbook requires airport land use compatibility plans to include safety zones for each runway end. The SFO ALUCP includes 5 safety zones and related land use compatibility policies and criteria. The Veterans Housing Project is located outside of the Safety Zones established for the SFO ALUCP.

Therefore, the Veterans Housing Project is consistent with the SFO ALUCP safety policies.

(c) Height of Structures, Use of Airspace, and Airspace Compatibility

The SFO ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), "Objects Affecting Navigable Airspace," as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Francisco International Airport. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of proposed construction or alterations of structures on the

subject airspace.

The Town of Colma is located inside of the Terminal Instrument Procedures (TERPS) Approach and One Engine Inoperative (OEI) Departure imaginary surface contour. The parcel for the Veterans Housing Project is also located within TERPS Approach and OEI Departure imaginary surface contour. The heights for the OEI departure surfaces established for the site location are between 250-260 feet above ground level. The highest point of the residential building will be the stairway tower which will be constructed at 39 feet, 8 inches above ground level. The residential building will be over 210 feet below the established critical airspace surfaces at the site location.

Critical Airspace Surface Comparison

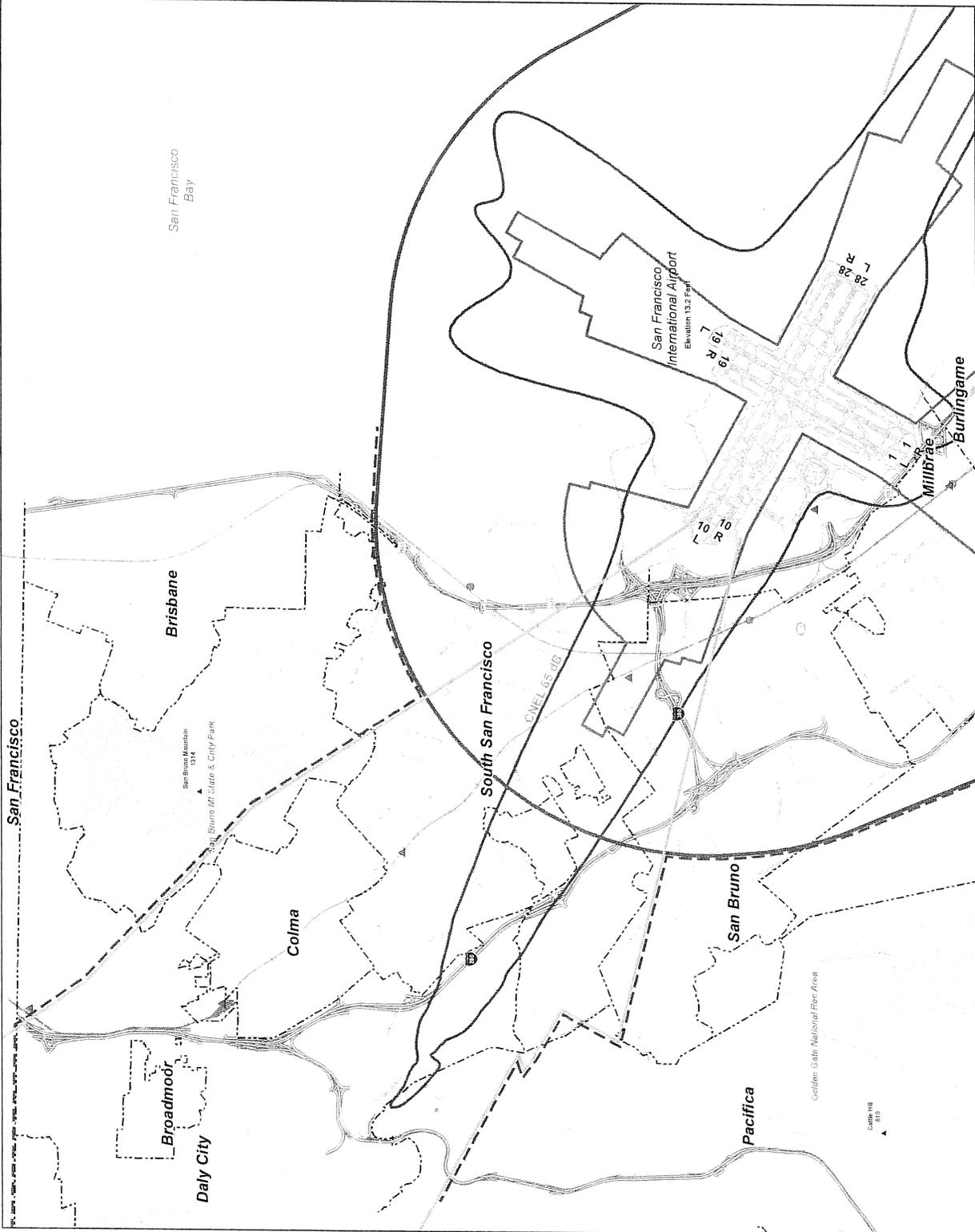
Highest point of structure above ground level	Height of structure compared to the OEI critical airspace surface of 250 feet above ground level
39 feet, 8 inches above ground level	Highest point of structure will be approximately 210 feet below the OEI critical airspace surface

Therefore, the Veterans Housing Project would be consistent with the airspace criteria as established in the adopted SFO ALUCP.

ATTACHMENTS

- Attachment 1 – SFO Airport Part 77 Airspace Protection Surfaces

Attachment 1



- LEGEND**
- Boundary for Airport Influence Area B
 - Outer Boundary of Safety Zones
 - CNEL Contour, 2020 Forecast
 - 14 CFR Part 77 Conical Surface
 - Outer Boundary of TERPS Approach and OEI Departure Surfaces
 - Airport Property
 - BART Station
 - CALTRAIN Station
 - Municipal Boundary
 - Railroad
 - Road
 - Freeway
 - Local Park, Golf Course, Cemetery
 - Regional Park or Recreation Area
 - Open Space

Sources

- 100.1 FAA Notification Zone Ricordo & Associates, Inc. and Jacobs Consultancy based on 14 CFR Part 77, Subpart B, Section 77.9.
- Outer Boundary of TERPS Approach and OEI Departure Surfaces, San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009
- Safety Compatibility Zones, Jacobs Consultancy Team, 2009, Ricordo & Associates, Inc., 2011
- Noise Contour, URS Corporation and BridgeNet International Draft Environmental Impact Statement, San Francisco International Airport Proposed Runway Safety Area Program, June 2011

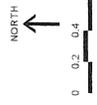


Exhibit IV-3
AIRPORT INFLUENCE AREA B – NORTH SIDE
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
C/CAG
 City/County Association of Governments
 of San Mateo County, California

C/CAG AGENDA REPORT

Date: August 11, 2016

To: City/County Association of Government Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 16-29 authorizing the C/CAG Chair to execute Amendment No. 1 to an agreement between C/CAG and DNV GL for climate action planning and implementation technical assistance, adding \$10,880 for a new total not to exceed amount of \$155,880

(For further information, contact Kim Springer at (650) 599-1412)

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 16-29 authorizing the C/CAG Chair to execute Amendment No. 1 to an agreement between C/CAG and DNV GL for climate action planning and implementation technical assistance, adding \$10,880 for a new total not to exceed amount of \$155,880.

FISCAL IMPACT

Amendment No. 1 will add \$10,880 from the C/CAG Energy Watch fund, to be reimbursed by the PG&E Local Government Partnership.

BACKGROUND/DISCUSSION

The San Mateo County Energy Watch (SMCEW) Local Government Partnership (LGP) between C/CAG and the Pacific Gas and Electric Company (PG&E) began on January 1, 2009 and operates under the auspices of the California Public Utilities Commission (CPUC). Since the original program cycle, which ended on December 31, 2009, PG&E has contracted with C/CAG for the SMCEW for three additional program cycles, 2010-2012, 2013-2014, 2015, and the most recent program cycle 2016-2018, which ends on December 31, 2018.

A portion of the funding for the SMCEW program focuses on long-term strategic planning, which includes both climate action planning and energy planning.

On February 11, 2016, the C/CAG Board adopted Resolution 16-03, authorizing the C/CAG to chair to execute an agreement between C/CAG and DNV GL for climate action planning and implementation technical assistance for C/CAG and the cities in San Mateo County, for an amount not to exceed \$145,000.

C/CAG staff has identified two additional priority tasks not included in the existing agreement:

1. Cities and the County are updating their climate action plans to reach out to 2030 and beyond, and the existing climate action plan document template is in need of updating, and

2. As a result of the recent adoption of the Alternative Fuel Readiness Plan (AFRP) by the C/CAG Board, C/CAG's draft Transportation Climate Action Plan (TCAP) requires more analysis and updating related to some of the initiatives in the AFRP.

C/CAG staff has negotiated these additional two tasks and associated costs, and provided Resolution 16-29 and amendment No. 1 as attachments to this staff report.

Attachments

1. Resolution 16-29
2. C/CAG – DNV GL 2016 Contract Amendment No. 1

RESOLUTION NO. 16-29

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 AMENMENT NO. 1 TO AN AGREEMENT BETWEEN C/CAG AND DNV GL FOR CLIMATE ACTION PLANNING AND IMPLEMENTATION TECHNICAL ASSISTANCE, ADDING \$10,880 FOR A NEW TOTAL NOT TO EXCEED AMOUNT OF \$155, 880

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

WHEREAS, the C/CAG Board adopted Resolution 16-03 at its February 2016 meeting authorizing the C/CAG Chair to execute an Agreement between C/CAG and DNV GL for climate action planning technical assistance; and

WHEREAS, DNV GL is working in good faith to complete existing scope of services; and

WHEREAS, staff desires to contract for additional tasks to update an existing climate action planning template document and transportation climate action plan; and

WHEREAS, the parties have agreed on the additional tasks to be added to the existing scope of services and costs thereof.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute Amendment No. 1 to an agreement between C/CAG and DNV GL for climate action planning and implementation technical assistance, adding \$10,880 for a new total not to exceed amount of \$155,880.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF AUGUST 2016.

Alicia C. Aguirre, Chair

**AMENDMENT NO.1 TO THE AGREEMENT
BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
DNV GL**

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as “C/CAG”) and DNV GL (hereinafter referred to as “Contractor”) are parties to an Agreement originally dated February 11, 2016 for climate action planning and implementation technical assistance for the San Mateo County Energy Watch RICAPS project; and

WHEREAS, the contractor is working in good faith to complete the scope of services in the existing agreement; and

WHEREAS, staff desires to add additional tasks to the scope of services provided in the existing agreement; and

WHEREAS, the parties agree to amend the climate action planning and implementation technical assistance agreement as set forth herein.

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

1. Section 1 of the Agreement is hereby replaced in its entirety by the following:

Services to be provided by Contractor. In consideration of the payment hereinafter set forth, Contractor agrees to perform the services describes in Exhibits A and B, attached hereto (the “Services”). All Services are to be performed and completed by January 31, 2017.

2. Section 2 of the Agreement is hereby replaced in its entirety by the following:

Payments. In consideration of Contractor providing the Services, C/CAG shall reimburse Contractor on a time and materials basis based on the cost rates set forth in Exhibit A and Exhibit B up to a maximum amount of one hundred fifty five thousand eight hundred eighty dollars (\$155,880) for Services provided during the Contract Term as set forth below. Payments shall be made to Contractor monthly based on an invoice submitted by Contractor that identifies expenditures and describes services performed in accordance with the agreement. C/CAG shall have the right to receive, upon request, documentation substantiating charges billed to C/CAG.

3. **Exhibit B – Scope of Work:** is added, including Task 6 and Task 7, to the existing Exhibit A – Scope of work:

Exhibit B – Scope of Work

Description	Hours	Cost
<p>Task 6 - Update Climate Action Plan Template. The current climate action plan (CAP) template was originally developed several years ago. Significant new state policies (e.g. SB350, AB802, etc.) and climate science projections have since been adopted, as well as new initiatives across San Mateo County.</p> <p>This task would update the semi-standard language in the word document CAP template, modernize the look and incorporate the updated GHG forecast tool and introductions to each section, including the implementation chapter. The task includes one round of edits/comments from C/CAG prior to release.</p>	36	\$5,760
<p>Task 7 - Assist C/CAG with writing the Transportation Climate Action Plan (TCAP). The C/CAG Transportation Climate Action Plan identifies programs and policies to reduce GHG emissions related to transportation and vehicle travel countywide, in support of city-level climate planning efforts within their own jurisdictions.</p> <p>This task would provide DNV GL staff time to write and complete the TCAP, incorporating the complementary planning documents such as the Countywide Transportation Plan, the Alternative Fuels Readiness Plan, Bicycle and Pedestrian Master Plan and One Bay Area plans.</p>	32	\$5,120
TOTAL	68	\$10,880

4. Except as expressly amended herein, all other provisions of the climate action planning and implementation technical support Agreement shall remain in full force and effect.
5. The effective date of this amendment shall be August 11, 2016.

City/County Association of Governments
(C/CAG)

DNV GL (Contractor)

Alicia C. Aguirre, Chair

By

Title: _____

Date: _____

Date: _____

Approved as to form:

Legal Counsel for C/CAG

C/CAG AGENDA REPORT

Date: August 11, 2016
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approve the appointment of Ray Chan, Director of Public Works, to represent the City of Millbrae on C/CAG’s Stormwater Committee

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

RECOMMENDATION

Review and approve the appointment of Ray Chan, Director of Public Works, to represent the City of Millbrae on C/CAG’s Stormwater Committee.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

Due to staff turnover, the City of Millbrae is recommending a new appointment to C/CAG’s Stormwater Committee. The recommended appointee is Ray Chan, Director of Public Works, as detailed in the attached letter from the City Manager for Millbrae.

ATTACHMENTS

1. June 21, 2016 Letter to C/CAG from City Manager Marcia Raines (Millbrae)



City of Millbrae
621 Magnolia Avenue, Millbrae, CA 94030

ANNE OLIVA
Mayor

REUBEN D. HOLOBER
Vice Mayor

GINA PAPAN
Councilwoman

ANN SCHNEIDER
Councilwoman

WAYNE J. LEE
Councilman

June 21, 2016

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

Subject: Notification of Representative for the City of Millbrae on the C/CAG Stormwater Committee

Dear Sandy:

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

Authorized Representative: Ray Chan, Director of Public Works

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

Very truly yours,

Marcia Raines
City Manager

cc: Ray Chan, Director of Public Works

C/CAG AGENDA REPORT

Date: August 12, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive updated project revisions submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2040.

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

RECOMMENDATION

That the C/CAG Board receive updated project revisions submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2040.

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) requested 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.

Schedule

On April 29, 2015, the Metropolitan Transportation Commission (MTC) adopted 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 submitted projects directly to MTC. MTC anticipates that Plan Bay Area 2040 will be adopted in the late spring/ early summer of 2017.

C/CAG staff initiated a call for projects within San Mateo County on May 15, 2015 with a deadline of project submittals by July 3, 2015. Extensive outreach was performed including a press release, an applicant workshop for city/ county staff, a public hearing noticed in local papers, presentations at public meetings. On September 10, 2015 the C/CAG Board endorsed a list of 62 projects submitted to MTC for inclusion in the update of Plan Bay area 2040.

Project Cost versus Financial Constraint

During the above process, most funding sources were not constrained and revenue projections were still being developed by MTC. It was expected that the project total cost for several projects would need to be revised during the MTC project level assessment process with a possibility that some projects and programs, further out in development, would be revised to include only some phases of funding in this RTP.

On May 12, 2016, MTC made available the funding constraints for each County. Because the original submitted list of projects was not financially constrained, 18 projects were reduced so that the overall submittal fit within the imposed financial constraints. C/CAG staff worked with sponsors whose projects were reduced. No projects were proposed to be dropped from the list.

As a result of the funding constraints provided by MTC, on June 9, 2016, the C/CAG Board endorsed a revised project list for submission for the update of Plan Bay Area 2040.

In July 2016, staff was notified that the local streets and roads maintenance programmatic project would be included in the plan as a regional project therefore; additional financial capacity was available to the county's financial constraint. Staff revised the project listing as attached and highlighted below:

- All projects submitted by local jurisdictions are restored to funding levels as originally submitted except for the projects that were classified as low performing projects by MTC.
- Increases were made to county programmatic projects or large regional projects that were originally submitted with reduced capacity to fit within the anticipated fiscal constraints.

Projects identified as low performing projects by MTC were:

- The Candlestick Interchange and Geneva Avenue extension in Brisbane, and
- The Ferry Terminal project in Redwood City.

These projects were reduced to just the environmental phase of the project in order to remain in the plan.

Because the regional revenue projections will not be finalized until the actual adoption of Plan Bay Area 2040, MTC may further revise the revenue projections and further project refinements may be necessary.

ATTACHMENTS

1. List of San Mateo County project revisions for inclusion in the Plan Bay Area 2040 update as of July 6, 2016.

San Mateo Project Revisions for Inclusion in the Plan Bay Area 2040 Update as of July 6, 2016

Project Sponsor	Project Title	Total Est Cost from 9/10/15 Submittal	Cost revised on 6-9-16	Revised Cost as of 7-6-16
San Mateo City/County Association of Governments (CCAG)	County-wide Implementation of bicycle/pedestrian enhancements	\$ 163.0	\$ 126.0	\$ 163.0
San Mateo City/County Association of Governments (CCAG)	Implement incentive programs to support transit- oriented development	\$ 60.0	\$ 65.0	\$ 106.0
San Mateo City/County Association of Governments (CCAG)**	County-wide Local streets and roads operations and maintenance	\$ 1,169.0	\$ 970.0	\$ -
San Mateo City/County Association of Governments (CCAG)	Improve operations at U.S. 101 near Route 92 - Phased	\$ 55.0	\$ 48.3	\$ 258.3
San Mateo City/County Association of Governments (CCAG)	County-wide Implementation of Transportation for Livable Communities Program	\$ 55.0	\$ 65.0	\$ 95.0
San Mateo City/County Association of Governments (CCAG)	County-wide Implementation of Transportation Environmental Enhancements	\$ 9.0	\$ 6.0	\$ 9.0
San Mateo City/County Association of Governments (CCAG)	Implement a complete streets design for Mission Street/El Camino Real as part of Grand Boulevard Initiative - Phased	\$ 59.0	\$ 40.0	\$ 59.0
Belmont	Ralston Avenue Corridor Improvements - Phased	\$ 16.0	\$ 9.0	\$ 16.0
San Mateo County	Westbound slow vehicle lane on Route 92 between Route 35 and I-280 - Environmental Phase	\$ 25.0	\$ 10.0	\$ 25.0
San Mateo City/County Association of Governments (CCAG)	County-wide implementation of local circulation improvements and traffic management programs countywide	\$ 33.0	\$ 25.0	\$ 33.0
San Mateo City/County Association of Governments (CCAG)	Modify existing lanes on U.S. 101 to accommodate HOV/T lane	\$ 243.0	\$ 315.0	\$ 365.0
Daly City	Construct streetscape improvements on Mission Street (Route 82) and Geneva Avenue - Phase	\$ 64.0	\$ 21.0	\$ 64.0
Brisbane*	Reconstruct U.S. 101/Candlestick Point interchange to full all-directional interchange - Environmental phase	\$ 226.0	\$ 15.0	\$ 25.0
Brisbane*	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental	\$ 100.0	\$ 5.0	\$ 17.0
San Bruno	Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380 - Environmental only	\$ 32.0	\$ 4.0	\$ 32.0
San Mateo County Transit District (SamTrans)	Make incremental increase in SamTrans paratransit service - Phase	\$ 377.0	\$ 287.9	\$ 377.0
San Mateo County Transit District (SamTrans)	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real- Phase	\$ 228.0	\$ 123.0	\$ 228.0
Redwood City/ Port of Redwood City/ Water Emergency Transportation Authority (WETA)*	Redwood City/South Bay Ferry Terminal for Private Ferry Service	\$ 266.0	\$ 30.0	\$ 8.0
		\$ 4,833.0	\$ 3,818.2	\$ 1,014.80

* Project reductions resulting from low performance status were not raised to original levels. These projects were restricted to environmental phase.

** Capacity to be accounted for under the regional local streets and roads operations and maintenance project

C/CAG AGENDA REPORT

Date: August 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, C/CAG Executive Director

Subject: Review and approval of revisions to the Board adopted One Bay Area Grant 2 (OBAG 2) Framework

(For further information, contact Jean Higaki at 650-599-1462 or jhigaki@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors review and approve of revisions to the Board adopted One Bay Area Grant 2 (OBAG 2) Framework.

FISCAL IMPACT

None

SOURCE OF FUNDS

Federal funds are allocated by MTC via OBAG 2 include Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program (STP) funds.

BACKGROUND

On November 18, 2015, MTC and ABAG adopted Resolution 4202 outlining and approving the OBAG 2 Grant Program. OBAG 2 is composed of two fund sources, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) and covers (five years) FY 2017/18 through FY 2021/22. General highlights of the adopted OBAG 2 program and jurisdictional eligibility requirements are attached.

The proposed OBAG 2 framework proposal was presented to the Congestion Management Program Technical Advisory Committee (CMP TAC) on April 21, 2016 and the Congestion Management and Environmental Quality Committee (CMEQ) on April 25, 2016 respectively. The C/CAG Board adopted the proposed framework at the May 12, 2016 meeting.

Subsequent to the C/CAG Board's adoption of the framework, the federal Fixing America's Surface Transportation (FAST) Act provided an additional \$72 million in STP/ CMAQ funds to the region (MTC). MTC in turn has proposed that \$32 million be distributed to the counties based on the OBAG 2 county distribution formula.

C/CAG will receive an additional \$2.69 million for the county share. With the exception of the Federal-Aid Secondary (FAS) Program, it is intended to allocate the additional funding using the same proportion as adopted by the C/CAG Board in May.

	Board Approved on 5/12/16	Proposed Revision
Local Street and Roads (LSR) Maintenance and Rehabilitation*	\$11M	\$12.1M
Planning and Outreach	\$4.6M	\$5.08M
Transportation for Livable Communities (TLC)	\$5.4M	\$5.9M
Bicycle and Pedestrian Improvement Program (BPIP)	\$5.4M	\$5.9M
Safe Routes to School (SRTS)	\$2.3M	\$2.6M
Federal-Aid Secondary (FAS) Program (required by statute)	\$892,000	\$892,000

* See attachment for revised LSR details.

Eligibility Requirements

Anti-Displacement Requirement – When MTC adopted Resolution 4202 in November 2015, MTC staff was directed to develop anti-displacement policy recommendations. On July 27, 2016 the MTC adopted the following requirement in order to be eligible for OBAG 2 funds:

“All cities and counties must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.”

Complete Street Requirements - Jurisdictions that have not updated their circulation element after 2010 to meet the State’s Complete Streets Act requirements will need to adopt a complete streets resolution per the MTC model used for OBAG 1, if they have not already done so.

Housing Element Requirement - Agencies must have housing elements adopted by the California Department of Housing and Community Development (HDC) by May 31, 2015. Agencies must continue to submit the annual housing Element Report to HCD to remain eligible for funding.

As of February 2016, all jurisdictions in San Mateo County are in compliance with the Complete Streets and Housing Element requirements.

ATTACHMENTS

1. Funding scenario for OBAG 2 Local Streets and Roads Preservation Program

**San Mateo C/CAG
OBAG 2 Local Streets and Roads Preservation Program**

CITY / COUNTY	Board Approved Distribution on 5/12/16 (Rounded to 1,000)	Proposed Distribution (Rounded to 1,000)
Atherton	\$220,000	\$240,000
Belmont	\$408,000	\$446,000
Brisbane	\$120,000	\$131,000
Burlingame	\$499,000	\$546,000
Colma*	\$100,000	\$100,000
Daly City	\$1,144,000	\$1,252,000
East Palo Alto	\$363,000	\$398,000
Foster City	\$385,000	\$421,000
Half Moon Bay	\$177,000	\$193,000
Hillsborough	\$357,000	\$390,000
Menlo Park	\$565,000	\$619,000
Millbrae	\$338,000	\$370,000
Pacifica	\$586,000	\$641,000
Portola Valley	\$176,000	\$192,000
Redwood City	\$1,105,000	\$1,209,000
San Bruno	\$587,000	\$643,000
San Carlos	\$503,000	\$550,000
San Mateo	\$1,391,000	\$1,522,000
South San Francisco	\$897,000	\$982,000
Woodside	\$211,000	\$231,000
SM County (Urban)	\$936,000	\$1,024,000
Total	\$11,068,000	\$12,100,000

* Increased to minimum allowed grant size.

Highly encourage small jurisdictions under \$250,000 to merge projects
Encourage merging into any competitive call application (B/P or TLC)

C/CAG AGENDA REPORT

Date: August 11, 2016

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 16-27 authorizing the C/CAG Chair to execute an agreement with Kimley-Horn and Associates to provide Smart Corridor Signal System Maintenance Support in an amount not to exceed \$189,000 over three years, waiving the RFP process

(For further information or questions contact John Hoang at 363-4105)

RECOMMENDATION

That the Board review and approve Resolution 16-27 authorizing the C/CAG Chair to execute an agreement with Kimley-Horn and Associates to provide Smart Corridor Signal System Maintenance Support in an amount not to exceed \$189,000 for three years, waiving the RFP (Request for Proposal) process.

FISCAL IMPACT

\$189,000 over 3 years

SOURCE OF FUNDS

Measure M – Smart Corridor/Intelligent Transportation System (ITS)

BACKGROUND

Smart Corridor Project Update

The C/CAG sponsored San Mateo County Smart Corridor project implements Intelligent Transportation System (ITS) equipment such as an interconnected traffic signal system, close circuit television (CCTV) cameras, trailblazer/arterial dynamic message signs, and vehicle detection system on predefined designated local streets and state routes to provide local cities and Caltrans day to day traffic management capabilities in addressing recurrent traffic congestion as well as provide Caltrans capabilities for managing the system during non-recurring traffic congestion cause by diverted traffic due to major incidents on the freeway. The project limits extends from I-380 in San Bruno to the Santa Clara County Line along El Camino Real and major local streets connecting to US-101.

Major construction work for the Smart Corridor project was completed in December 2015 and for the past several months, C/CAG has been coordinating with the cities and our signal system contractor, Kimley-Horn and Associates (Kimley-Horn), to deploy the new traffic signal control system known as KITS (Kimley-Horn Integrated Transportation System). Deployment of the

KITS includes hardware and software as well as uploading of the Smart Corridor incident response plans into the signal controllers. KITS is a proprietary signal system developed by Kimley-Horn. In addition, C/CAG has also been working with Caltrans to finish System Integration, which is an ensuing phase to construction and final phase for connecting ITS equipment to the system and enabling communication to the Smart Corridor network. Final KITS deployment is expected to be completed in the coming months and will conclude with a final acceptance testing prior to Smart Corridor System turn-on, anticipated to be in Fall 2016.

Smart Corridor ITS Network

C/CAG is responsible for maintaining the ITS equipment and devices deployed as part of the Smart Corridor project that are located within the cities' right-of-way including CCTV cameras, trailblazer/arterial dynamic message signs, and vehicle detection system. Cities are responsible to maintain Smart Corridor upgraded traffic signal controllers, traffic signals, signals interconnect equipment, and operational software system and communication lines located within the cities' right-of-way. Caltrans is responsible for maintaining equipment deployed within the State right-of-way.

The Smart Corridor ITS Network includes the following equipment:

- Communication Network and Equipment
 - San Mateo Hub equipment and controller cabinet, fiber switches, video management system and servers, message sign system and server, network management system and server
- Infrastructure and Field Devices
 - Fiber and conduit, antennas, CCTV cameras, directional signs, vehicle detection system, Arterial Dynamic Message Signs (ADMS)
- KITS Traffic Signal System (under 5-year warranty)
 - Central System Software, Firmware, Hardware, Field controller elements

Smart Corridor Maintenance

Once the project is completed, C/CAG will retain contractors to provide comprehensive maintenance, diagnostic and repair services for the ITS network and infrastructure located within the cities' right-of-way. Maintenance services include routine and corrective services/repairs necessary to maintain equipment operability, and replacing and restoring non-operable equipment and devices.

Communication Network and Equipment Maintenance

In May 2016, C/CAG entered into agreement with Iteris, Inc. to provide ITS Network Monitoring and Maintenance Support to assist C/CAG and the infrastructure maintenance contractor (to be determined through a separate procurement process) to proactively monitor the operational status of all communication links and field devices. Activities to be provided by Iteris include monitoring the entire network, isolating problems and issues, and closely coordinating with the maintenance contractor activities in servicing of infrastructure and field devices, as well as the KITS signal system contractor on and as needed basis.

Infrastructure and Field Devices Maintenance

The procurement and selection of a service maintenance contractor to maintain the field equipment, including trouble shooting, cleaning, and repair will be occur this Fall.

KITS Traffic Signal System Maintenance

As part of the current KITS 5-year warranty, which is already included with the original purchase and deployment of KITS, Kimley-Horn will provide warranty support, which includes twenty-four hour (24) hours, seven (7) days a week warranty support for critical issues when necessary to address all central system software, firmware, and fixing software “bugs” in the field controller elements as well as central server and workstation hardware that are deployed at the cities.

However, a separate Traffic Signal System Maintenance Support agreement for KITS is needed with Kimley-Horn to include two main tasks: 1) System Maintenance, and 2) On-Call Support.

- System maintenance: Activities includes cleaning out the database logs, providing updates to software services, providing remote checkups to cities’ workstation and servers, performing preventative maintenance to databases in addition to making additional features of the KITS system available to cities at no additional cost. In addition, there will be a “hotline” service that users can utilize for emergency technical assistance.
- On-Call Support: Provide general operational support to cities including utilization of the KITS software, adding and configuring new signals to the Smart Corridor and training for new users. (Since On-call Support related services are additional activities specific to individual cities’ needs, it is intended that cities utilizing this service will reimburse C/CAG for cost incurred.)

It is recommended that C/CAG enter into a three (3) year agreement with Kimley-Horn for Smart Corridor Traffic Signal System Maintenance Support. Staff has determined that Kimley-Horn, developer of the KITS software, has the unique qualifications and experience to perform the work to assist the cities on the Smart Corridor. C/CAG is contracting with Kimley-Horn for KITS maintenance and on-call services, individual cities will not need to enter into separate agreements with Kimley-Horn, resulting in more efficiencies.

Staff requests that the C/CAG Board waive the requirement of a Request for Proposal (RFP) process and recommends that C/CAG enters into agreement with Kimley-Horn. This request is consistent with the C/CAG Procurement Policy (2010), Section 9a, which states, in part:

The C/CAG Board may waive the solicitation of RFPs when it determines that it is in the best interest of C/CAG to do so. Situations in which a RFP may be waived include, but are not limited to, emergency situations or those in which an independent contractor is the only available source of a particular service. Another appropriate situation for waiving the RFP process is where a particular firm, agency, and/or individual has unique qualifications and/or experience, or it is determined by the C/CAG Board that the added time required for another firm and/or individual to acquire this knowledge base would create an unacceptable delay in the delivery of the service or not result in significant cost savings.

ATTACHMENTS

1. Resolution 16-27
2. Agreement between C/CAG and Kimley-Horn and Associates

RESOLUTION 16-27

**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 AN AGREEMENT WITH KIMLEY-HORN AND ASSOCIATES TO
PROVIDE SMART CORRIDOR SIGNAL SYSTEM MAINTENANCE SUPPORT IN AN
AMOUNT NOT TO EXCEED \$189,000 OVER THREE YEARS**

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

WHEREAS, the C/CAG sponsored San Mateo County Smart Corridor Project (Smart Corridor) is an Intelligent Transportation System (ITS) project that extends 20 miles along El Camino Real and major local streets connecting to US-101 and enables cities and the California Department of Transportation (Caltrans) to proactively manage daily traffic and non-recurring traffic congestion cause by diverted traffic due to major incidents on the freeway; and

WHEREAS, in addition to installation of fiber optic communication network, equipment deployed as part of the Smart Corridor project include interconnected traffic signal system, close circuit video cameras, trailblazer/arterial dynamic message signs, and vehicle detection systems; and

WHEREAS, major construction of the Smart Corridor was completed in December 2015 with system integration completed in May and final signal system software deployment in September with an official turn-on anticipated in fall 2016; and

WHEREAS, per Memorandum of Understandings (MOUs) executed between C/CAG, Caltrans, and the cities, C/CAG is responsible for maintaining Smart Corridor specific ITS infrastructure and communication network deployed within the cities' right-of-way; and

WHEREAS, C/CAG has previously contracted with Kimley-Horn and Associates to develop and deploy the Kimley-Horn proprietary software, KITS Signal System, on the Smart Corridor; and

WHEREAS, C/CAG desires to enter into a 3-Year agreement with Kimley-Horn and Associates for Smart Corridor Signal System Maintenance Support in an amount not to exceed \$189,000 on behalf of the cities on the Smart Corridor.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Chair is authorized to execute the Agreement between C/CAG and Kimley-Horn and Associates for Smart Corridor signal system maintenance support in an amount not to exceed \$189,000 over three years.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF AUGUST, 2016.

Alicia C. Aguirre, Chair

AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
KIMLEY-HORN AND ASSOCIATES, INC.
FOR
SMART CORRIDOR SIGNAL SYSTEM MAINTENANCE AND SUPPORT

This Agreement entered this ____ day of _____, 2016, by and between the City/County Association of Governments of San Mateo County, a joint powers agency, hereinafter called “C/CAG” and Kimley-Horn and Associates, Inc., hereinafter called “Contractor.”

W I T N E S S E T H

WHEREAS, C/CAG is a joint powers agency formed for the purpose of preparation, adoption and monitoring of a variety of county-wide state-mandated plans; and

WHEREAS, the San Mateo County Smart Corridor Project (Project) is an Intelligent Transportation System (ITS) project which extends 20 miles along El Camino Real and major local streets connecting to US-101 and provides countywide traffic management system infrastructure enabling local agencies and the California Department of Transportation (Caltrans) to proactively manage daily traffic and non-recurring local traffic impacts due to major incidents on the freeway; and

WHEREAS, C/CAG is responsible for maintaining Project specific ITS infrastructure and communication network deployed within the cities’ right-of-way and intends to outsource maintenance services to support various Project components; and

WHEREAS, Contractor was previously selected through a competitive process to develop and deploy the ITS software, Kimley-Horn KITS traffic signal system (Signal System) on the Project; and

WHEREAS, based on Contractors’ past performance and familiarity with the Project and Signal System, C/CAG is prepared to enter into agreement with Contractor to provide Smart Corridor Signal System maintenance and support for cities that are included in the Project; and

WHEREAS, C/CAG has determined that Contractor has the requisite qualifications to perform this work.

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

1. Services to be provided by Contractor. In consideration of the payments hereinafter set forth, Contractor agrees to perform the services described in Exhibit A, attached hereto (the “Services”). All Services are to be performed and completed by June 30, 2019.

2. Payments. In consideration of Contractor providing the Services, C/CAG shall reimburse Contractor on a time and material basis based on the rate schedule set forth in Exhibit B up to a maximum amount of one hundred eighty nine thousand dollars (\$189,000) for Services provided during the Contract Term as set forth below. Payments shall be made to Contractor monthly based on an invoice submitted by Contractor that identifies expenditures and describes services performed in accordance with the agreement. C/CAG shall have the right to receive, upon request, documentation substantiating charges billed to C/CAG.
3. Relationship of the Parties. It is understood that Contractor is an Independent Contractor and this Agreement is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of Independent Contractor.
4. Non-Assignability. Contractor shall not assign this Agreement or any portion thereof to a third party.
5. Contract Term. This Agreement shall be in effect as of _____ and shall terminate on June 30, 2019; provided, however, C/CAG may terminate this Agreement at any time for any reason by providing 30 days' notice to Contractor. Termination shall be effective on the date specified in the notice. In the event of termination under this paragraph, Contractor shall be paid for all Services provided to the date of termination.
6. Hold Harmless/ Indemnity: Contractor shall indemnify and save harmless C/CAG, its agents, officers, and employees from all claims, suits or actions to the extent caused by the negligence, errors, acts or omissions of the Contractor, its agents, subcontractors, officers or employees related to or resulting from performance, or non-performance, under this Agreement.

The duty to indemnify and save harmless as set forth herein shall include the duty to defend as set forth in Section 2778 of the California Civil Code.

7. Insurance: Contractor or any subcontractors performing the services on behalf of Contractor shall not commence work under this Agreement until all Insurance required under this section has been obtained and such insurance has been approved by the C/CAG Staff. Contractor shall furnish the C/CAG Staff with Certificates of Insurance evidencing the required coverage and there shall be a specific contractual liability endorsement extending the Contractor's coverage to include the contractual liability assumed by the Contractor pursuant to this Agreement. These Certificates shall specify or be endorsed to provide that thirty (30) days notice must be given, in writing, to C/CAG of any pending change in the limits of liability or of non-renewal, cancellation, or modification of the policy. Such Insurance shall include at a minimum the following:

Workers' Compensation and Employer Liability Insurance: Contractor shall have in effect, during the entire life of this Agreement, Workers' Compensation and Employer Liability Insurance providing full statutory coverage.

Liability Insurance: Contractor shall take out and maintain during the life of this Agreement such Bodily Injury Liability and Property Damage Liability Insurance as shall protect C/CAG, its employees, officers and agents while performing work covered by this Agreement from any and all claims for damages for bodily injury, including accidental death, as well as any and all operations under this Agreement, whether such operations be by the Contractor or by any sub-contractor or by anyone directly or indirectly employed by either of them. Such insurance shall be combined single limit bodily injury and property damage for each occurrence and shall be not less than \$1,000,000 unless another amount is specified below and shows approval by C/CAG Staff.

Required insurance shall include:

	Required Amount	Approval by C/CAG Staff if under \$ 1,000,000
a. Comprehensive General Liability	\$ 1,000,000	_____
b. Workers' Compensation	\$ Statutory	_____

C/CAG and its officers, agents, employees and servants shall be named as additional insured on any such policies of insurance, which shall also contain a provision that the insurance afforded thereby to C/CAG, its officers, agents, employees and servants shall be primary insurance to the full limits of liability of the policy, and that if C/CAG, or its officers and employees have other insurance against a loss covered by such a policy, such other insurance shall be excess insurance only.

In the event of the breach of any provision of this section, or in the event any notice is received which indicates any required insurance coverage will be diminished or canceled, the C/CAG Chairperson, at his/her option, may, notwithstanding any other provision of this Agreement to the contrary, immediately declare a material breach of this Agreement and suspend all further work pursuant to this Agreement.

8. Non-discrimination. The Contractor and any subcontractors performing the services on behalf of the Contractor shall not discriminate or permit discrimination against any person or group of persons on the basis of race, color, religion, national origin or ancestry, age, sex, sexual orientation, marital status, pregnancy, childbirth or related conditions, medical condition, mental or physical disability or veteran's status, or in any manner prohibited by federal, state or local laws.
9. Compliance with All Laws. Contractor shall at all times comply with all applicable laws and regulations, including without limitation those regarding services to disabled persons, including any requirements of Section 504 of the Rehabilitation Act of 1973.
10. Substitutions: If particular people are identified in this Agreement are providing services under this Agreement, the Contractor will not assign others to work in their place without written permission from C/CAG. Any substitution shall be with a person of commensurate experience and knowledge.

11. Sole Property of C/CAG. Work products of Contractor which are delivered under this Agreement or which are developed, produced and paid for under this Agreement, shall be and become the property of C/CAG. Contractor shall not be liable for C/CAG's use, modification or re-use of products without Contractor's participation or for purpose other than those specifically intended pursuant to this Agreement.
12. Access to Records. C/CAG, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of the Contractor which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcriptions.

The Contractor shall maintain all required records for three years after C/CAG makes final payments and all other pending matters are closed.

13. Merger Clause. This Agreement, including Exhibits A and B attached hereto and incorporated herein by reference, constitutes the sole agreement of the parties hereto with regard to the matters covered in this Agreement, and correctly states the rights, duties and obligations of each party as of the document's date. Any prior agreement, promises, negotiations or representations between the parties not expressly stated in this document are not binding. Any subsequent modifications must be in writing and signed by the parties. In the event of a conflict between the terms, conditions or specifications set forth herein and those in Exhibit A attached hereto, the terms, conditions or specifications set forth herein shall prevail.
14. Governing Law. This Agreement shall be governed by the laws of the State of California, without regard to its choice of law rules, and any suit or action initiated by either party shall be brought in the County of San Mateo, California.

15. Notices. All notices hereby required under this agreement shall be in writing and delivered in person or sent by certified mail, postage prepaid and addressed as follows:

City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
Attention: John Hoang

Notices required to be given to contractor shall be addressed as follows:

Kimley-Horn and Associates, Inc.
7740 N. 16th St., Suite 300
Phoenix, AZ 85020
Attention: Doug Gettman

IN WITNESS WHEREOF, the parties hereto have affixed their hands on the day and year first above written.

Kimley-Horn and Associates, Inc. (Contractor)

By _____ Date _____

City/County Association of Governments (C/CAG)

By _____ Date _____
Alicia Aguirre, C/CAG Chair

C/CAG Legal Counsel

By _____

EXHIBIT A

SCOPE OF WORK

Smart Corridor ITS Network Monitoring and Maintenance Support

Task 1: System maintenance

Kimley-Horn will provide maintenance via on-site visits, webinar, phone, remote login, and email, (as appropriate) to respond to submittal of potential issues by users at any agency throughout the San Mateo Smart Corridor. During the maintenance period, Kimley-Horn will provide the following services:

1. Updates to software services as necessary to provide continuous operation of the system
2. Remote checkups of each City Smart Corridor workstation to ensure all functions are working as expected
3. Remote checkups of each Smart Corridor Server to ensure all services are working as expected
4. Preventative maintenance on all three Smart Corridor databases, to include:
 - a. Table truncation, as necessary
 - b. Index optimization, as necessary
 - c. Backup archiving, as necessary
 - d. Verification of mirroring operation for Menlo Park and Redwood City databases
5. Conference call with all invited users and corridor representatives to discuss any common issues, training needs, or support requests
6. Report to C/CAG summarizing operational status and issues

During the maintenance period, Kimley-Horn will make available to C/CAG at no additional license fee any additional features of the KITS system relevant to C/CAG controllers (ASC/3, D4, and Caltrans TSCP), that does not constitute a separate module or functionality suite. New features will be installed for C/CAG users at current hourly rates as identified in Task 2. As part of the project, Kimley-Horn will include all travel expenses for one CCAG staff to attend the annual KITS user group meeting each year.

Remote login capability via secure remote desktop or virtual private network (VPN) is critical for providing rapid response support from our Software and Traffic engineering support team in Pleasanton, CA, Oakland, CA, and Phoenix, AZ. This is currently provided through the Caltrans District 4 system. CCAG will be responsible for coordinating with District 4 the continual provision of VPN access.

Task Cost: Billable on a monthly basis based on time-and-materials

Task 2: On-call as needed support services

In this task, Kimley-Horn will provide operational support to any agency throughout the San Mateo Smart Corridor for use of the KITS and Kadence system. These services include, but are not limited to:

1. Support for use of KITS screens, functions, maps, and other features
2. Support for setup of system detection
3. Support to bring new signals online
4. Support for configuration of new users
5. Support for configuration of new workstations
6. Support for compliance of the system on new OS patches
7. Review of Kadence operational performance
8. Support for setup of arterials, sections, and areas
9. Support for setup of congestion management plans
10. Support for operation of specific D4 features
11. Training for new users
12. Installation of new KITS features as identified in Task 1

Each month or as needed, Kimley-Horn will submit a progress report with each invoice under Task 2 to include description of the support services provided for that month.

Task Cost: Billable on a monthly basis based on time-and-materials

All services provided under Tasks 1 and 2 will be performed with the pre-approval by the C/CAG Project Manager.

EXHIBIT B

RATE SCHEDULE

<u>Classification</u>	<u>Hourly Rates</u>
Sr. Project Manager:	\$225/hr
Sr. Traffic Engineer:	\$200/hr
Traffic Engineer:	\$160/hr
Jr. Traffic Engineer:	\$125/hr
Sr. Software Engineer:	\$200/hr
Software Engineer:	\$160/hr
Jr. Software Engineer:	\$125/hr

(Rates are subjected to be adjusted up to 5% per year)

C/CAG AGENDA REPORT

Date: August 11, 2016

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 16-28 authorizing the C/CAG Chair to execute a Funding Agreement with the San Mateo County Transportation Authority for development of performance measures in support of the Highway Program in an amount not to exceed \$18,000

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 16-28 authorizing the C/CAG Chair to execute a Funding Agreement with the San Mateo County Transportation Authority for development of performance measures in support of the Highway Program in an amount not to exceed \$18,000.

FISCAL IMPACT

\$18,000 (Total Cost \$36,000)

SOURCE OF FUNDS

C/CAG Transportation Fund; San Mateo County Transportation Authority (TA)

BACKGROUND

C/CAG, along with project partners the TA and SamTrans, is in the process of developing the San Mateo Countywide Transportation Plan 2040 (CTP). The CTP is intended to provide a long-range comprehensive transportation planning document that establishes a framework to systematically address transportation goals and objectives and promote consistency between transportation plans and programs within San Mateo County.

C/CAG and the TA have determined a need to develop performance measures specifically for the highway network within San Mateo County. Performance measures for consideration would consist of the following: 1) Existing Congestion (Vehicle Hours of Delay), 2) Projected Growth in Congestion, 3) Travel Time Reliability, and 4) Safety. The performance measures included in this funding agreement are Existing Congestion and Travel Time Reliability. The other two performance measures will be developed in a separate effort. These performance measures, when combined with other measures, can inform future needs assessments and prioritization, specifically applicable for the TA's Highway Program and other efforts.

The TA will be the lead agency and will enter into contract directly with the consultant performing the work. The estimate cost is \$36,000 and will be shared 50/50 between the TA and C/CAG. C/CAG will provide the TA up to \$18,000 through this funding agreement.

ATTACHMENTS

1. Resolution 16-28
2. Agreement between C/CAG and TA

RESOLUTION 16-28

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 A FUNDING AGREEMENT WITH THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY FOR DEVELOPMENT OF PERFORMANCE MEASURES IN SUPPORT OF THE HIGHWAY PROGRAM IN AN AMOUNT NOT TO EXCEED \$18,000

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

WHEREAS, C/CAG is the designated Congestion Management Agency responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, the San Mateo County Transportation Authority (TA) Measure A Highway Program addresses congestion on the highway system and roadways within San Mateo County; and

WHEREAS, C/CAG, the TA, and the San Mateo County Transit District are working together on updating the Countywide Transportation Plan; and

WHEREAS, C/CAG and the TA have determined that development of performance measures to assist with future evaluation and prioritization for the highway network needs assessment is necessary; and

WHEREAS, C/CAG and the TA desire to work together to and jointly fund the effort of developing the performance measures to identify current travel time reliability and congested delays; and

WHEREAS, the estimated cost to perform the work is \$36,000 of which the TA will provide \$18,000 and C/CAG will provide \$18,000 for the project; and

WHEREAS, the TA has retained a consultant to provide the services to complete the work; and

WHEREAS, C/CAG desires to enter into a funding agreement with the TA to support the highway needs assessment effort and provide an amount not to exceed \$18,000.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Chair is authorized to execute the Agreement between C/CAG and San Mateo County Transportation Authority for development of performance measures in support of the Highway Program in an amount not to exceed \$18,000.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF AUGUST, 2016.

Alicia C. Aguirre, Chair

**FUNDING AGREEMENT
BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FOR
HIGHWAY PERFORMANCE MEASURE ASSESSMENT**

THIS AGREEMENT, entered into this _____ day of _____ 2016, by and between the CITY/COUNTY ASSOCIATION OF GOVERNMENTS, a Joint Powers Agency within the County of San Mateo, hereinafter called "C/CAG" and the SAN MATEO COUNTY TRANSPORTATION AUTHORITY, a public agency, hereinafter called "AUTHORITY."

WITNESSETH

WHEREAS, C/CAG, the AUTHORITY, and the San Mateo County Transit District is currently working together to update the San Mateo Countywide Transportation Plan (CTP); and

WHEREAS, C/CAG and the AUTHORITY, as an expanded effort to the CTP, have determined that development of performance measures to assist with future evaluation and prioritization for the highway network needs assessment is necessary; and

WHEREAS, the scope of work to perform the highway performance measure assessment (PROJECT) is described in Exhibit A; and

WHEREAS, C/CAG and the AUTHORITY have agreed that the total cost for the PROJECT is estimated at \$36,000 and that C/CAG will provide a cost-share of 50%, up to a maximum of \$18,000, for the PROJECT; and

WHEREAS the AUTHORITY has retained a consultant to provide services as described in Exhibit A and will provide a cost-share of 50%, up to a maximum of \$18,000; and

WHEREAS, the Parties have agreed that the AUTHORITY will contract with a consultant to the perform scope of work as described in Exhibit A.

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

1. SCOPE OF SERVICES

The AUTHORITY shall serve as the lead agency for the PROJECT, which is described in Exhibit A attached hereto and incorporated herein.

2. TIME OF PERFORMANCE

This Agreement is effective as of _____, and will terminate on June 30, 2017. Either party may terminate the Agreement without cause by providing thirty (30) days' advance written notice to the other party.

The parties agree and understand that the work/services performed by either of the parties or any consultant retained by either of the parties under this Agreement are performed as independent contractors and not as employees or agents of the other party. Nothing herein shall be deemed to create any joint venture or partnership arrangement between the AUTHORITY and C/CAG.

7. MUTUAL HOLD HARMLESS

- a. The AUTHORITY shall defend, save harmless and indemnify C/CAG, and its directors, officers, agents and employees from any and all claims for injuries or damage to persons and/or property which arise out of the terms and conditions of this Agreement and which result from the negligent acts or omissions of the AUTHORITY, its directors, officers, agents and/or employees.
- b. C/CAG shall defend, save harmless, and indemnify the AUTHORITY, and its directors, officers, agents and employees from any and all claims for injuries or damage to persons and/or property which arise out of the terms and conditions of this Agreement and which result from the negligent acts or omissions of C/CAG, its directors, officers, agents and/or employees.
- c. In the event of concurrent negligence of the AUTHORITY, its directors, officers, agents and/or employees, and C/CAG, its directors, officers, agents and/or employees, then the liability for any and all claims for injuries or damage to persons and/or property which arise out of terms and conditions of this Agreement shall be apportioned according to the California theory of comparative negligence.

IN WITNESS WHEREOF, the Agreement has been executed by the parties hereto as of the day and year first written above.

SAN MATEO COUNTY
TRANSIT AUTHORITY

CITY/COUNTY ASSOCIATION OF
GOVERNMENTS

Jim Hartnett, Executive Director

Alicia C. Aguirre, C/CAG Chair

Approved as to form:

Attorney for the AUTHORITY

Counsel for C/CAG

EXHIBIT A

SCOPE OF WORK

Calculate the Buffer Time Index (as a measure of travel time reliability) and the Congested Delay performance measures for use in future evaluation and prioritization for the highway network needs assessment. These performance measures are currently being used by Caltrans and the MTC in the region for planning purposes and it's the desire of the TA to do a more detailed review of the same measures using detailed data. INRIX data is currently being used by C/CAG in the county for congestion management and will be leveraged through the below scope to expand its' application. The INRIX data includes over 20 million records in the county and is represented on over 1,800 segments referred to as TMCs between March – May 2015. The following scope addresses the TA's desire to expand on the summary performance measure effort s by the MTC using INRIX data C/CAG recently applied to the county CMP.

1. Database

CONSULTANT will setup a Microsoft SQL Server database server and structure to manage the 20 million INRIX records used in the C/CAG 2015 CMP.

2. Load INRIX Dataset

CONSULTANT will load the INRIX 5-minute interval dataset used in the C/CAG 2015 CMP into the database. The period of time is from March – May 2015.

3. Assign Linear Reference System (LRS) Route and Measure

CONSULTANT will conflate the INRIX dataset for the surface street state routes and freeways to the San Mateo County linear reference system (LRS) network developed for the C/CAG CMP. The corresponding route and measure will be assigned for each TMC segment. The roadways included within San Mateo County include:

- US 101
- I-280
- I-380
- SR 1
- SR 35
- SR 82
- SR 84
- SR 92
- SR 109
- SR 114

4. Calculate Buffer Time Index

As stated by MTC, “Experienced drivers know that, when planning a trip on Bay Area freeways, it’s a good idea to build in some extra time as a cushion against the effects of heavier-than-normal traffic or other unforeseen events. Transportation planners have a term for this cushion: buffer time index, or BTI. BTI represents a multiplier for the additional time required; for example, a driver with a 20-minute typical commute that features a BTI of 0.5 would need to leave 10 extra minutes to be confident of an on-time arrival.”

CONSULTANT shall calculate the Buffer Time Index (BTI) for the March – May 2015 time period. The BTI methodology will be consistent that used by the MTC but adapted given the time period. The methodology is based on the determination of the 95th percentile average speed for each hour of the AM and PM peak periods.

5. Calculate Congested Delay

CONSULTANT shall calculate the Congested Delay for the March – May 2015 time period. The Congested Delay methodology will be consistent with that used by the MTC but adapted given the time period. Congested Delay for the freeways will be calculated both using a 35 mph threshold as done by MTC and the posted speed limit as used with the C/CAG CMP. The threshold for the arterials will be determined prior to beginning the programming of the database and performance measures. In performing these calculations, the average speed for each hour will be determined and tabulated.

6. Volumes

CONSULTANT shall conflate the peak period model volumes, provided by DKS, for each corresponding TMC. For those segments that are not coincident, consecutive TMC segments will be assigned the same volume between intersections and gore points.

7. Reporting

CONSULTANT shall prepare and deliver the TMC level results in Excel (tabular and raw digital summaries) or database form along with an ESRI GIS map file (including summary peak period TMC segment figures) and geodatabase that can be used to visualize and query the results. Ideally, identification of summary segments, in joint consultation between the TA, CONSULTANT, and C/CAG, that combines contiguous TMC segments will be identified early in the project to avoid duplication of effort later in the conflation and processing stage. The performance measure methodology limit the simple summation of results (i.e. travel time is $TT_X + TT_Y + TT_Z$ vs. buffer time index is not the results of $BTI_X + BTI_Y + BTI_Z$). Therefore, the calculations must be performed over a known segment and not just sum TMC results together. The CONSULTANT will work closely with the TA to develop the summary segments at the appropriate time in the process.

The final deliverable will be coordinated with the TA in order to match the deliverable with the staff and planned users. The TA staff will be trained on the use of the deliverable.

The above scope will be completed within 8 weeks of an executed contract and notice to proceed.

The scope does not include any travel or expenses. If the Client determines that an in-person presentation is needed, this will be considered additional services.

BUDGET

Highway Performance Measure Assessment		Project Manager	GIS Task Manager	Database Usage (months)			
No.	Task Description	\$180.00	\$100.00	\$580.00	Hours	Task Fee	Total by Task
1	Database	12	24	2	36	\$5,720	\$5,720
	Setup Database and 2 month usage	12	24	2	36	\$5,720	\$5,720
2	Load Inrix Dataset	12	4		16	\$2,560	\$2,560
	Conflate Additional State Routes	12	4		16	\$2,560	\$2,560
3	Assign Linear Reference System Route and Measure	8	16		24	\$3,040	\$3,040
	Assign Route and Measure to TMC Segments	8	16		24	\$3,040	\$3,040
4	Calculate Buffer Time Index	20	52		72	\$8,800	\$8,800
	Initial Formula Setup	4	24		28	\$3,120	\$3,120
	Hourly for each month	8	24		32	\$3,840	\$3,840
	Two Peak Periods for each month	8	4		12	\$1,840	\$1,840
5	Calculate Congestion Delay	8	66		74	\$8,040	\$8,040
	Initial Formula Setup	4	32		36	\$3,920	\$3,920
	Total Delay for two peak periods for each month	2	4		6	\$760	\$760
	Congested delay for each month	2	30		32	\$3,360	\$3,360
6	Volumes	16	2		18	\$3,080	\$3,080
	Conflate model volumes to TMC segments	16	2		18	\$3,080	\$3,080
7	Reporting	12	24		36	\$4,560	\$4,560
	Excel or database deliverable of data only	8	8		16	\$2,240	\$2,240
	GIS geodatabase of results	4	16		20	\$2,320	\$2,320
	Base Scope Hrs	88	188		276	\$35,800	\$35,800

C/CAG AGENDA REPORT

Date: August 11, 2016
 To: C/CAG Board of Directors
 From: Nirit Eriksson, Deputy County Counsel
 Subject: Biennial review, and approval of update to, the C/CAG Conflict of Interest Code.

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

RECOMMENDATION

That the C/CAG Board accept the biennial review of, and approve the proposed update to, the C/CAG Conflict of Interest Code.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

Per Government Code § 87306.5, all local agencies are to review their Conflict of Interest Code biennially to determine if it is accurate or if their code must be amended. The biennial review must be returned to the Office of the San Mateo County Assessor – County Clerk – Recorder by September 1, 2016.

Upon review of C/CAG's Conflict of Interest Code, I find that the current information for C/CAG is accurate and no change to the code is required, with the exception of updating a reference to a regulation, whose section number has changed due to amendments in 2015.

ATTACHMENTS

1. Conflict of Interest Code City/County Association of Governments of San Mateo County, redlined to reflect proposed update
2. Conflict of Interest Code (COI) Biennial Review Notice
3. 2016 Local Agency Biennial Notice

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

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

Background

The Political Reform Act of 1974 (Government Code Sections 81000 et seq.) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Fair Political Practices Commission has adopted a regulation, California Code of Regulations Section 18730, which contains the terms of a standard conflict of interest code. This regulation and any amendments thereto may be incorporated by reference by local agencies and, together with the designation of employees and disclosure categories, meets the requirements of the Political Reform Act.

Adoption of Conflict of Interest Code

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

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

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

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

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

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

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

*Those consultants who, within the meaning of 2 Ca. Code of Regulations ~~18701(a)(2)~~ § 18700.3(a)(2) are required to file statements of economic interests, shall do so. During each calendar year, C/CAG shall maintain a list of such consultants for public inspection in the same manner and location as this Conflict of Interest Code. Nothing herein excuses any consultant from any other provision of the Conflict of Interest Code, specifically those dealing with disqualification.

Disclosure Categories

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

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

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

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



DATE: August 1, 2016
TO: All Filing Officials
FROM: Mark Church, Assessor-County Clerk-Recorder
SUBJECT: **Conflict of Interest Code (COI) Biennial Review Notice**

This is to remind you that Government Code §87306.5 requires each local agency to review its Conflict of Interest Code biennially to determine if it is accurate or, alternatively, if it must be amended. To assist you in making that determination, please review the attached "How to amend a Conflict of Interest Code" and "How to review a Conflict of Interest Code" documents. The attached "2016 Local Biennial Notice" form must be **returned to our office no later than September 1st**. Your agency must review its Conflict of Interest Code and submit a completed notice to:

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

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

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

Accordingly, we request your agency to:

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

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

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

Should You Amend Your Agency's Conflict of Interest Code?

A conflict of interest code tells public officials, governmental employees, and consultants what financial interests they must disclose on their Statement of Economic Interests (Form 700). It is the basis for the transparency that California's Political Reform Act requires of public officials. But how do you know if your agency's code is what it should be? And how do you go about amending it? The information below may help you with these issues.

THINGS TO THINK ABOUT ...

- Is your current code more than five years old?
- Have there been any substantial changes to your agency's organizational structure since the last code was approved?
- Have any positions been eliminated or re-named since the last code was approved?
- Have any new positions been added to your agency since the last code was approved?
- Have there been any substantial changes in duties or responsibilities for any positions since the last code was approved?

If you answered yes to any of these questions, your agency's conflict of interest code will likely need to be amended. Each agency must complete the enclosed Biennial Notice and return it

2016 Local Agency Biennial Notice

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

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

Contact Person: Sandy Wong Phone No. (650) 599-1409

Email: slwong@smcgov.org Alternate Email: _____

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

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

An amendment is required. The following amendments are necessary:

(*Check all that apply.*)

- Include new positions
- Revise disclosure categories
- Revise the titles of existing positions
- Delete titles of positions that have been abolished and/or positions that no longer make or participate in making governmental decisions
- Other (*describe*) Update a reference to California code of regulations, by changing §18701(a)(2) to §18700.3(a)(2).

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

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

Verification (to be completed if no amendment is required)

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

Signature of Chief Executive Officer

August 15, 2016

Date

All agencies must complete and return this notice regardless of how recently your code was approved or amended. Please return this notice no later than **October 3, 2016**, or by the date specified by your agency, if earlier, to:

(PLACE RETURN ADDRESS OF CODE REVIEWING BODY HERE)

PLEASE DO NOT RETURN THIS FORM TO THE FPPC.

C/CAG AGENDA REPORT

Date: August 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

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

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

RECOMMENDATION

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

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

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 state legislature summer recess began on July 1, 2016 and reconvened on August 1, 2016.

ATTACHMENTS

1. August 2016 Legislative update from Shaw/ Yoder/ Antwih, Inc.
2. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



SHAW/YODER/ANTWIH, INC.
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

DATE: August 1, 2016
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 – August 2016

Legislative Update

The Legislature reconvened from Summer Recess on August 1 and will adjourn the 2015-16 session on August 31. In this report we discuss the latest on transportation funding and highlight the most relevant bills – bills on which the Board has adopted a position – introduced in the second half of the 2015-16 Regular Session; please see ***Bills of Interest***, below.

Transportation Funding Proposals Merging

Senate Transportation and Housing Committee Chair Jim Beall (D-San Jose) and Assembly Transportation Committee Chair Jim Frazier (D-Oakley) have been working for the past several weeks to merge their separate transportation funding proposals – SBX1 1 and AB 1591 – in to one proposal they hope both Houses of the Legislature can support, at the required 2/3 vote threshold. In an effort to attract enough individual legislators to attain that necessary supra-majority, the Chairs will likely include in their consolidated proposal various policy provisions important to Republican members; however, we won't know how successful that effort will be until after the measure comes out in print – we are sure that additional discussions will ensue once it is released. Some of the major issues that the Chairs are discussing include: CEQA exemptions for highway projects; advanced project mitigation; good movement funding; public private partnerships; and, the size and scope of any new transit funding.

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 2016, to address issues of deferred maintenance on state highways and local streets and roads, as well as provide new funding for public transit. 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; increase Cap and Trade funding for transit; increase the sales tax on diesel by 3.5% for the State Transit Assistance Program, limit the borrowing of weight-fee revenues, and repay outstanding

transportation loans. As a result, transportation funding would increase by approximately \$6-\$6.5 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 these bills.**

Regular Session Bills of Interest

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 516 (Mullin) Temporary License Plates – SIGNED BY THE GOVERNOR ON JULY 25

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 2126 (Mullin) Alternative Project Delivery

This bill would increase the number of projects for which Caltrans has the authority to use the construction manager/general contractor (CM/GC) method of procurement from six to 12. **The Board is in SUPPORT of this bill.**

SB 1128 (Glazer) Bay Area Commute Benefit Policy

Current law authorizes, until January 1, 2017, the Metropolitan Transportation Commission and the Bay Area Quality Management District to jointly adopt and enforce an ordinance requiring employers to take a more active role in providing commute benefits to their employees, with the goal of attracting new riders to public transit; and, delivering air quality benefits, traffic congestion relief and additional fare revenue to help sustain and grow quality public transit service. Under this ordinance, impacted employers were required to offer their employees one of a series of commute benefits. This bill would indefinitely extend the statutory authorization for the Bay Area commute benefit ordinance. **The Board is in SUPPORT of this bill.**

SB 1170 (Wieckowski) Stormwater Pollution Prevention Plans

This bill prohibits a public entity, charter city, or charter county from delegating to a contractor the development of a plan used to prevent or reduce water pollution or runoff on a public works contract and prohibits from requiring a contractor on a public works contract that includes compliance with a plan to assume responsibility for the completeness and accuracy of a plan developed by that entity. **The Board STRONGLY OPPOSES this bill.**

C/CAG AGENDA REPORT

Date: August 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, C/CAG Executive Director

Subject: Review and approval of the definition of “proximate access” as it relates to Priority Development Areas (PDAs) in the One Bay Area Grant 2 (OBAG 2) Program

(For further information, contact Jean Higaki at 650-599-1462 or jhigaki@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve of the definition of “proximate access” as it relates to Priority Development Areas (PDAs) in the One Bay Area Grant 2 (OBAG 2) Program.

FISCAL IMPACT

None

SOURCE OF FUNDS

Federal funds allocated by MTC via OBAG 2 which includes Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program (STP) funds.

BACKGROUND

On November 18, 2015, MTC and ABAG adopted Resolution 4202 approving the OBAG 2 Grant Program. The guidelines for PDAs have remained the same from OBAG 1 to OBAG 2:

- 70% of OBAG 2 funds must be spent on PDAs within San Mateo County
- Projects can count towards a PDA if it connects or provides “proximate access” to a PDA
- The Congestion Management Agency (CMA) may define how a project meets a “proximate access to PDAs” in considering the PDA investment target.

Per MTC Resolution 4202, MTC has provided CMAs guidance in applying the definition of proximate access to PDAs (see below):

Defining proximate access to PDAs: The CMAs may determine that a project located outside of a PDA provides proximate access to the PDA, and thus counts towards the county’s minimum PDA investment target. The CMA is required to map these projects along with the associated PDA(s) and provide a policy justification for designating the project as supporting a PDA through proximate access. This information should assist decision makers, stakeholders, and the public in evaluating the impact of the investment on a nearby PDA, to determine whether or not the investment should be credited towards the county’s PDA minimum investment target.

Under OBAG 1, the definition of “proximate access” with six categories was vetted through the C/CAG committees and adopted by the C/CAG Board. For OBAG 2, staff recommends changing category #2 to 1 mile as stated below, based on recommendations from the CMP TAC and CMEQ.

By meeting any one of the six categories below, a project would meet the definition of proximate access to a PDA. The proposed six categories are:

1. The project provides direct access to a PDA (ex. a road, sidewalk, or bike lane that leads directly into a PDA); or
2. The project is within ~~half~~ one mile radius of a PDA boundary; or
3. The project is located on a street that hosts a transit route, which directly leads to a PDA; or
4. The project is located within ½ mile of one or more stops for two or more public or shuttle bus lines, or within ½ mile of a rail or regional transit station, that is connected to a PDA; or
5. The project provides a connection between a Transit Oriented Development (TOD), as defined by C/CAG and a PDA. (A TOD is previously defined by C/CAG as permanent, high-density residential housing with a minimum density of 40 units per net acre, located within 1/3 mile from a Caltrain or BART station or on a frontage parcel of the El Camino Real/Mission Street in San Mateo County); or
6. The project is a bicycle/pedestrian facility that is included in an adopted bicycle/pedestrian plan within San Mateo County and is part of a network that leads to a PDA.

The latest PDA boundary delineation map can be found at: http://gis.mtc.ca.gov/interactive_maps/.

AT the May 26, 2016 meeting, the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) recommended approval of the OBAG 1 adopted definition.

On June 16, 2016, the Congestion Management Program Technical Advisory Committee (CMP TAC) recommended approval of the adopted OBAG 1 definition with a recommended modification to the second category. The CMP TAC recommended raising the ½ mile radius of a PDA boundary to 1 mile.

On June 27, 2016 the C/CAG Congestion Management & Environmental Quality Committee (CMEQ) recommended approval of the definition of proximate access as modified by the CMP TAC and shown above.

ATTACHMENTS

1. MTC Examples of Proximate Access from OBAG 1

MTC Examples of Proximate Access From OBAG 1

For illustration purposes, below are examples of projects outside of PDAs which may count towards OBAG minimum expenditures in PDAs, by providing proximate access to a PDA. The intention of these examples is to provide general guidance to CMAs in their discussions with their board, stakeholders, and the public about how to apply this definition.

Project Type	Eligible Examples
Road Rehabilitation Program	<ul style="list-style-type: none"> • A continuous street rehabilitation project that directly connects to a PDA. A road project in the geographic vicinity of a PDA which leads to a PDA. (Ygnacio Valley Road within Walnut Creek both inside and outside of the PDA)
Bicycle / Pedestrian Program	<ul style="list-style-type: none"> • A bicycle lane / facility that is integral to a planned bicycle network (i.e. gap closures) that leads to a PDA (Alto Tunnel in Mill Valley). • A bicycle / pedestrian project that directly connects to a PDA; or in the geographic vicinity of a PDA that leads to a PDA. (Entire Embarcadero Rd Bicycle Lanes alignment in the City of Palo Alto which crosses over the El Camino Real PDA. Georgia Street Corridor Bicycle Improvements in Vallejo, small portion in PDA)
Safe Routes to Schools	<ul style="list-style-type: none"> • A project outside of a PDA that encourages students that reside in a PDA to walk, bike, or carpool to school. (District wide outreach and safety programs)
County TLC Program	<ul style="list-style-type: none"> • For enhancement / streetscape elements, the following projects may be supportive of PDAs although outside of their limits: <ul style="list-style-type: none"> ○ PDA corridor gap closure (El Camino Real segments between PDAs in Sunnyvale and Santa Clara) ○ PDA connection to a nearby significant transit node (North Berkeley BART station to University Avenue PDA)

C/CAG AGENDA REPORT

Date: August 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive the Draft One Bay Area Grant 2 (OBAG 2) Bicycle and Pedestrian Improvement Program (BPIP) Call for Projects.

(For further information, contact Jean Higaki at 650-599-1462)

RECOMMENDATION

That the C/CAG Board of Directors receive the draft One Bay Area Grant 2 (OBAG 2) Bicycle and Pedestrian Improvement Program (BPIP) Call for Projects.

FISCAL IMPACT

Not applicable.

SOURCE OF FUNDS

Federal funds allocated by the Metropolitan Transportation Commission (MTC) via OBAG 2 include Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program (STP) funds.

BACKGROUND

The OBAG 2 BPIP call for projects was originally ready to be presented to the C/CAG Board for approval. However, on July, 27, 2016 the MTC Commission required the CMAs to develop specific scoring criteria related to housing and anti-displacement policies enacted by local jurisdictions for projects in PDAs. As a result, staff will be developing scoring criteria over the next few weeks to present at the September Board meeting.

On November 18, 2015, MTC and ABAG adopted Resolution 4202 outlining and approving the One Bay Area Grant 2 (OBAG 2) Grant Program. OBAG 2 is composed two fund sources, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) and covers (five years) FY 2017/18 through FY 2021/22.

MTC OBAG 2 policy allows CMAs the flexibility to invest in various transportation categories, such as Local Streets and Roads Preservation, Bicycle and Pedestrian Improvements, Transportation for Livable Communities, Planning, and outreach activities.

On May 12, 2016 the C/CAG Board adopted the funding Framework for OBAG 2 in San Mateo County. That funding framework dedicated \$5,421,000 to the Bicycle and Pedestrian Improvement Program (BPIP). The BPIP framework and scoring criteria were presented at the C/CAG BPAC May 26, 2016 meeting and was unanimously approved for recommendation to the C/CAG Board of Directors.

Subsequent to the C/CAG Board's adoption of the framework, the federal Fixing America's Surface Transportation (FAST) Act provided additional STP/ CMAQ funds resulting in an additional \$2.69 million for the county share. The proposed revision to the OBAG 2 framework is to be approved under a separate item. The revised framework would increase the BPIP allocation amount from \$5,421,000 to \$5,926,000.

Bicycle and Pedestrian Improvement Program (BPIP)

\$5,926,000 will be directed for competition in the Bicycle and Pedestrian Improvement Program to fund a wide range of bicycle and pedestrian improvements.

Improvements are intended to address air pollution reduction and support bicycle/ pedestrian commuter needs. Projects should not serve exclusively recreational trips. Improvements could include Class I, II, III, and IV bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks, ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation. Bicycle and pedestrian projects may be located on or off the federal-aid highway system.

Attached are proposed application screening requirements and scoring criteria for this program. The C/CAG BPAC has reviewed and recommended approval of this package.

Screening Requirements and Scoring Criteria

Because the funding is federal CMAQ allocated through MTC Resolution 4202, the project is subject to all Federal, State, and Regional requirements and deadlines. Projects must also follow all the Federal Highway Administration (FHWA), Caltrans Local Assistance, and MTC delivery procedures.

MTC requires a minimum of 70% of all OBAG 2 funds to be invested in ABAG recognized Priority Development Areas (PDAs). This means that after projects are ranked, projects will be funded as ranked by keeping the running totals of PDA versus non-PDA funds. If non-PDA funds are exhausted first, projects in PDAs may continue to get funded as ranked until the PDA funds are exhausted. It may result in lower scoring PDA projects, being funded over higher scoring non-PDA projects. Projects deemed "in proximate access" to a PDA count as investments in a PDA. The definition of "proximate access to a PDA" will be presented to the Board for approval under a separate item.

MTC requires that at least half of all OBAG 2 funds be submitted for construction obligation by January 31, 2020. Remaining OBAG 2 funds must be submitted for construction obligation by January 31, 2023.

Preliminary Engineering (PE) funds are expected to be obligated in the first year of programming (January 31, 2018). Projects that cannot meet this deadline should not apply for OBAG 2 funding.

Congestion Management Agencies (CMAs) must demonstrate compliance with MTC’s Resolution 4202 by screening and evaluating projects using specific factors. MTC guidelines requires that CMAs develop evaluation criteria for projects that place an emphasis on supporting projects in PDAs with high housing growth, projects that support multi-modal access, projects located in Communities of Concern (COC), projects in affordable housing PDAs, mitigation projects in PDAs that overlap with Air District “Community Air Risk Evaluation (CARE)” Communities, and anti-displacement criteria.

Eligibility Requirements

Anti-Displacement Requirement – When MTC adopted Resolution 4202 in November 2015, MTC staff was directed to develop anti-displacement policy recommendations. On July 27, 2016 the MTC adopted an anti-displacement requirement which is described on the attached “OBAG 2 Eligibility and Requirements.”

Below is the tentative schedule for the BPIP program:

Action	Tentative Dates
Call for Projects approved by the Board	September 8, 2016
Call for Projects Issued to the Agencies/ Public	Mid - September 2016
Workshop held for project applicants	Last week September 2016
Application due date	November 18, 2016
Screening of applications	November 2016
BPAC Sponsor Presentations	Jan/Feb 2017
BPAC Project Funding Recommendation	March/ April 2017
Project list approved by the Board	May 2017
Project list to MTC	June 2017
Project submissions due in FMS	Late Summer 2017

Project Selection Process

Project sponsors may not apply to both the TLC and BPIP for the same project. Project sponsors should review the program goals and typical project types associated with each program and submit an application for the most suitable program. Applications will be screened for duplication. Project sponsor may combine their OBAG 2 Local Streets and Roads (LSR) project with a BPIP project; however it will not count as “match” in an application as both funds sources are Federal.

In order to prevent the concentration of OBAG 2 funds to any one jurisdiction, staff is proposing a maximum award amount of \$1 million per project and a maximum award amount of \$1.5 million per jurisdiction among both the BPIP and TLC programs. The minimum grant size for this program is \$250,000.

ATTACHMENTS

1. OBAG 2 Eligibility and Requirements
2. C/CAG OBAG2 Call for Projects Screening Criteria
3. C/CAG OBAG2 Scoring Criteria for BPIP
4. MTC OBAG2 Housing Formula Factors and Distribution Within County

OBAG 2 Eligibility and Requirements

Highlights of the MTC OBAG 2 adopted proposal:

- OBAG 2 allows CMAs the flexibility to invest in various transportation categories, such as Local Streets and Roads Preservation, Bicycle and Pedestrian Improvements, Transportation for Livable Communities, Planning, and outreach activities.
- During OBAG 1 the Safe Routes to School and the Federal-Aid Secondary (rural roads) programs were provided to San Mateo County outside of the OBAG umbrella. MTC has shifted these programs under the OBAG 2 process.
- For San Mateo County, 70% of all funds must be spent in Priority Development Areas (PDAs), however Safe Routes to School is not subject to the PDA spending requirement.
- Projects can count towards a PDA if it connects or provides proximate access to a PDA. The definition of “proximate access to a PDA” will be proposed as a separate item.
- Pedestrian and bike project eligibility will be expanded to not be limited to the regional bike network.
- Minimum OBAG 2 grant size for this county is \$250,000. All project funds must be rounded to the thousands for programming.
- Each jurisdiction must identify and maintain a single point of contact for the implementation of all FHWA projects from inception to project close-out.
- Per MTC Resolution No. 3036 Request for obligation deadlines are November 1 of the prior program year in order to obligate funds by January 31 of the program year (e.g. if program year is 2018 delivery deadline is November 1, 2017.)

Eligibility Requirements

In order to be eligible for any funding related to the OBAG 2 funding, a jurisdiction must comply with the following requirements:

Anti-Displacement Requirement – When MTC adopted Resolution 4202 in November 2015, MTC staff was directed to develop anti-displacement policy recommendations. On July 27, 2016 the MTC adopted the following requirement in order to be eligible for OBAG 2 funds:

“All cities and counties must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.”

Complete Street Requirements - Jurisdictions that have not updated their circulation element after 2010 to meet the State’s Complete Streets Act requirements will need to adopt a complete streets resolution per the MTC model used for OBAG 1, if they have not already done so.

Housing Element Requirement - Agencies must have housing elements adopted by the California Department of Housing and Community Development (HDC) by May 31, 2015. Agencies must continue to submit the annual housing Element Report to HCD to remain eligible for funding.

As of February 2016, all jurisdictions in San Mateo County are in compliance with the Complete Streets and Housing Element requirements.

**C/CAG OneBayArea Grant 2 (OBAG 2) Screening Requirements
Fiscal Years 2017/2018 – 2021/2022**

MTC OBAG 2 Overall Program Goals Requirements and Minimum Screening Requirements

Overall OBAG 2 Requirements	
MTC OBAG Program Goals	MTC's funding approach to integrate the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. MTC OBAG program goals are intended to reward local agencies that accept housing allocations through the Regional Housing Need Allocation (RHNA) process, produce housing, and target project investments to the region's Priority Development Areas (PDAs).
70% of OBAG Funds spent in PDAs	MTC requires a minimum of 70% of all OBAG funds be invested in ABAG approved Priority Development Areas (PDAs) or in proximate access to PDAs. Safe Routes to School is not subject to this requirement.
Timely Use of Funds	Countywide, half of all OBAG funds must be submitted for construction obligation by January 31, 2020. All remaining OBAG funds must be submitted for construction obligation by January 31, 2023. Non-infrastructure projects and Preliminary Engineering (PE) phases are expected to be programmed and obligated in the first program year.
Minimum Screening Requirements	
CMAQ fund source	Project must be for new or expanded transportation project. Maintenance projects are not allowed. Local Streets and Roads is funded through STP fund sources.
Construction Phase	Project cannot be a design only project. Project funds may cover some design cost but project must include a fully funded construction phase. Non-infrastructure projects (e.g. Educational and Outreach) are federally categorized as a construction phase.
Map project location in relation to a PDA	All project locations must be mapped. Projects not located directly in a PDA must show where project is located in proximity to a PDA. See attached definition of "proximate access to a PDA". See scoring criteria for further information.
Online Complete Street Checklist	The MTC Complete Streets online checklist must be completed for each project application.
MTC OBAG 2 Checklist for Local Compliance	Applicant agency is required to fill out and submit the MTC OBAG 2 Checklist for Local Compliance with MTC Resolution No. 4202
Minimum Local Match	Federally required 11.47% of total project cost in local funds (non-federal cash match). For capital improvement projects, fully funding with design with local funds towards overall project match (toll credits) is highly encouraged.
Local Match Limitations	No "in-kind" match allowed. For capital improvement projects, fully funding with design with local funds towards overall project match (toll credits) is highly encouraged.
Single Point of Contact	Every recipient of OBAG 2 funds will need to identify a single point of contact for the implementation of all FHWA administered funds within that agency. This person must have sufficient knowledge in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out.
Eligible Applicants	Federally recognized local agencies in San Mateo County (e.g. Cities, County, San Mateo County Transportation Authority, San Mateo County Transit District) and entities with existing executed Master Agreements with Caltrans Local Assistance.
Minimum/ Maximum Grant Size	Minimum \$250,000 per project. Maximum grant funds per project is \$1,000,000. Maximum allowable grant funds per jurisdiction is \$1,500,000 (for BPIP and TLC combined).
Housing Element	Applicant agency is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-22 RHNA prior to June 30, 2016. The agency's annual housing Housing Element Report must be submitted to HCD each year through the end of the OBAG 2 program (FY 22) in order to be eligible for funding.
Complete Streets Resolution or Letter	Applicant agency must have an MTC approved complete streets policy resolution no later than December 31, 2016. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008 after January 1, 2010.
Surplus Lands Resolution (new)	Applicant agency must meet MTC's Surplus Land Requirement for OBAG 2 prior to CMA submitting it's program, through adoption of a resolution demonstrating compliance with the State's Surplus Land Act (AB 2135 amended). Charter Cities are exempt.

C/CAG OneBayArea Grant (OBAG) Scoring Criteria
Fiscal Years 2017/2018 – 2021/2022
Bicycle/Pedestrian Improvement Program

Program Goals	<ul style="list-style-type: none"> • Encourage active transportation. • Build out the bicycle and pedestrian network. • Reduce vehicle trips.
Eligible Types of Projects	<ul style="list-style-type: none"> • New construction and major reconstructions of paths, tracks, or areas for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. • Permanent bicycle racks. • Other improvements include bulb outs, sidewalk widening, cross walk enhancements, audible signal modification, mid-block crossings, pedestrian street lighting, pedestrian medians and refuges. • Signal modification for bicycle detection. • Secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas • Outreach and educational programs. <p>* Note: Fund source is intended to reduce vehicle trips and must not fund exclusively recreational projects. Facility hours of operations must reasonably support bicycle/ pedestrian needs during commute hours.</p>

Fund Source

CMAQ fund source	Project must be for new or expanded transportation project. Maintenance projects are not allowed.
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Scoring Criteria

		Maximum Score
Location in relation to a Priority Development Area	Projects are located in a PDA or in Proximity to a PDA (Note: MTC mandates that 70% of all OBAG funds are to be located in a PDA or in proximate access to a PDA) (In a PDA =10pts, In proximate access to a PDA =5pts)	10
RHNA/ Housing Production	Jurisdiction formula based on MTC OBAG distribution factors, which is based on population, RHNA, and housing production.	1 to 5
Location in a BAAQMD CARE Communities	If project is in a BAAQMD defined CARE community or freight transportation center or improvements implement "Best Practices" as identified by the Air District's Planning Healthy Places guidelines. (0-2)	0-2
Community of Concern	Project location in relation to Communities of Concern (COC) as defined by MTC or locally identified as part of Community based Transportation Plans. Project is identified in one of the Community Based Transportation Plans developed in San Mateo County or the Countywide Transportation Plan for Low Income Communities. (Project is in a CBTP -10pts, Project is located in a COC -5pts)	10
Affordable Housing	Located in a PDA that has affordable housing preservations or creation strategies and community stabilization policies.	5
User Benefit	<ul style="list-style-type: none"> Project has a high need (2 points) Project is a safety project (3 points) Project is expected to have high use (3 points) Project is expected to have a high return on investment (2 points) Project meets the intent and goals of the program (4 points) 	14
Planning	Project is listed in an adopted planning document (e.g. bike plan, pedestrian plan, or area planning document).	5
Connectivity/ Improves Transportation Choices	<ul style="list-style-type: none"> Project connects or improves access to housing/ jobs/ "high quality" transit (4 points) Project connects a gap in a bicycle or pedestrian network. (4 points) Project encourages multi modal access with a "complete streets" approach. (4 points) Project is located in or near dense job centers, in proximity to transit, and housing with reduced parking requirements and travel demand Management (TDM) programs or Project improves transportation choices for all income levels (2 points) 	14
Support	Project has council approval and community support.	10
Match Funds	Project exceeds the minimum match for the project (11.47-20% -2pts, 21-30%-5pts, 30%-40 -7 pts, 40%+- 10pts)	10
Readiness	Project is free of Right of Way complications (project has secured encroachment permits, or is entirely on city property)	5
	Project has secured all regulatory agency permits (e.g. BCDC, RWQCB, CCC, USFWS)	5
	Project is 100% designed (1-5)	5

Scoring Criteria		Maximum Score
RHNA/ Housing Production	Jurisdiction formula based on MTC OBAG distribution factors, which is based on population, RHNA, and housing production.	1 to 5

Jurisdiction	Points
Atherton	1
Belmont	1
Brisbane	1
Burlingame	1
Colma	1
Daly City	4
East Palo Alto	2
Foster City	2
Half Moon Bay	1
Hillsborough	1
Menlo Park	2
Millbrae	1
Pacifica	2
Portola Valley	1
Redwood City	5
San Bruno	4
San Carlos	1
San Mateo	5
South San Francisco	3
Woodside	1
San Mateo County Unincorporated	3

Basis for San Mateo County Share of OBAG funding
50% 2014 Population
12% Housing 2007-2014 RHNA Very Low, Low and Moderate Income
8% Housing 2007-2014 RHNA
12% Housing 2007-2014 Housing Production
18% Housing 2007-2014 Housing Production for Very Low, Low and Moderate Income

C/CAG AGENDA REPORT

Date: August 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive the Draft One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) Program Call for Projects.

(For further information, contact Jean Higaki at 650-599-1462)

RECOMMENDATION

That the C/CAG Board receive the draft One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) Program Call for Projects.

FISCAL IMPACT

Not applicable.

SOURCE OF FUNDS

Federal funds allocated by the Metropolitan Transportation Commission (MTC) via OBAG 2 include Congestion Mitigation and Air Quality (CMAQ) funds and Surface Transportation Program (STP) funds.

BACKGROUND

The OBAG 2 TLC Program call for projects was originally ready to be presented to the C/CAG Board for approval. However, on July, 27, 2016 the MTC Commission required the CMAs to develop specific scoring criteria related to housing and anti-displacement policies enacted by local jurisdictions for projects in PDAs. As a result, staff will be developing scoring criteria over the next few weeks to present at the September Board meeting.

On November 18, 2015, MTC and ABAG adopted Resolution 4202 outlining and approving the OBAG 2 Grant Program. OBAG 2 is composed two fund sources, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) and covers (five years) FY 2017/18 through FY 2021/22.

MTC OBAG 2 policy allows CMAs the flexibility to invest in various transportation categories, such as Local Streets and Roads Preservation, Bicycle and Pedestrian Improvements, Transportation for Livable Communities, Planning, and outreach activities.

On May 12, 2016 the C/CAG Board adopted the funding Framework for the One Bay Area Grant 2 (OBAG 2) in San Mateo County. That funding framework dedicated \$5,421,000 to the Transportation for Livable Communities (TLC) Program.

Subsequent to the C/CAG Board's adoption of the framework, the federal Fixing America's Surface Transportation (FAST) Act provided additional STP/ CMAQ funds resulting in an additional \$2.69 million for the county share. The proposed revision to the OBAG 2 framework is to be approved under a separate item. The revised framework would increase the TLC allocation amount from \$5,421,000 to \$5,926,000.

Transportation for Livable Communities (TLC)

\$5,926,000 will be directed for competition in the TLC Program to fund a wide range improvements and facilities that support and promote alternative transportation modes rather than the single-occupant automobile.

TLC project improvements are intended to support community based transportation projects that reduces air pollution in downtown areas, commercial cores, high-density neighborhoods, and transit corridors. A wide range of improvements include but are not limited to transit station improvements (plazas, station access, pocket parks, and bicycle parking), Bicycle and pedestrian "complete street" improvements, and multi-modal streetscape improvements. Projects must be able to support alternative transportation modes (no landscape only projects). Projects must result in a capital improvement and cannot be planning only.

Attached are application screening requirements and scoring criteria for this program. The CMP TAC and CMEQ have reviewed and recommended approval of this package.

The Transportation for Livable Communities (TLC) scoring panel, composed of staff from the San Mateo County Transportation Authority, San Mateo County Transit District, and C/CAG will perform the initial scoring of projects in the TLC Program. The TLC scoring panel's recommendations will be forwarded to the TAC and CMEQ for final recommendation to the C/CAG Board.

Screening Requirements and Scoring Criteria

Because the funding is federal CMAQ allocated through MTC Resolution 4202, the project is subject to all Federal, State, and Regional requirements and deadlines. Projects must also follow all the Federal Highway Administration (FHWA), Caltrans Local Assistance, and MTC delivery procedures.

MTC requires a minimum of 70% of all OBAG 2 funds to be invested in ABAG recognized Priority Development Areas (PDAs). This means that after projects are ranked, projects will be funded as ranked by keeping the running totals of PDA versus non-PDA funds. If non-PDA funds are exhausted first, projects in PDAs may continue to get funded as ranked until the PDA funds are exhausted. It may result

in lower scoring PDA projects, being funded over higher scoring non-PDA projects. Projects deemed “in proximate access” to a PDA count as investments in a PDA.

MTC requires that at least half of all OBAG 2 funds be submitted for construction obligation by January 31, 2020. Remaining OBAG 2 funds must be submitted for construction obligation by January 31, 2023. Preliminary Engineering (PE) funds are expected to be obligated in the first year of programming (January 31, 2018). Projects that cannot meet this deadline should not apply for OBAG 2 funding.

Congestion Management Agencies (CMAs) must demonstrate compliance with MTC’s Resolution 4202 by screening and evaluating projects using specific factors. MTC guidelines requires that CMAs develop evaluation criteria for projects that place an emphasis on supporting projects in PDAs with high housing growth, projects that support multi-modal access, projects located in Communities of Concern (COC), projects in affordable housing PDAs, mitigation projects in PDAs that overlap with Air District “Community Air Risk Evaluation (CARE)” Communities, and anti-displacement criteria.

Eligibility Requirements

Anti-Displacement Requirement – When MTC adopted Resolution 4202 in November 2015, MTC staff was directed to develop anti-displacement policy recommendations. On July 27, 2016 the MTC adopted an anti-displacement requirement which is described on the attached “OBAG 2 Eligibility and Requirements.”

Below is the tentative schedule for the TLC program:

Action	Tentative Dates
Call for Projects approved by the Board	September 8, 2016
Call for Projects Issued to the Agencies/ Public	Mid - September 2016
Workshop held for project applicants	Last week September 2016
Application due date	November 18, 2016
Screening of applications	November 2016
Selection panel meeting	January 2017
Project list presented to CMP TAC	March/ April 2017
Project list presented to CMEQ	March/ April 2017
Project list approved by the Board	May 2017
Project list to MTC	June 2017
Project submissions due in FMS	Late Summer 2017

Project Selection Process

Project sponsors may not apply to both the TLC and BPIP for the same project. Project sponsors should review the program goals and typical project types associated with each program and submit an application for the most suitable program. Applications will be screened for duplication. Project sponsor may combine their OBAG 2 Local Streets and Roads (LSR) project with a TLC project; however it will not count as “match” in an application as both funds sources are Federal.

The Transportation for Livable Communities (TLC) scoring panel will perform the initial scoring of projects in the TLC Program. The TLC scoring panel’s recommendations will be forwarded to the TAC and CMEQ for final recommendation to the C/CAG Board.

In order to prevent the concentration of OBAG 2 funds to any one jurisdiction, staff is proposing a maximum award amount of \$1 million per project and a maximum award amount of \$1.5 million per jurisdiction among both the BPIP and TLC programs. Minimum grant size for this program is \$250,000.

Committee Review

The proposed scoring criteria for the TLC program were presented to the Congestion Management Program Technical Advisory Committee (CMP TAC) on June 16, 2016. The CMP TAC recommended approval of the scoring criteria with the following modifications (also highlighted and shown on the attachments).

- Add a larger point range to the location in relation to a PDA criterion relative to distance from a PDA (e.g. 1/4mi, 1/2 mi, 1mi, versus within in a PDA and within proximate access to a PDA.
- Reduce the Community of Concern criterion to 5 points and increase the user benefit criterion by 5 points.
- Reduce the Support criterion to 5 points and increase the design criterion by 5 points.
- Modify the Match Fund criterion to be a sliding scale versus point ranges.

The scoring criteria modified by the CMP TAC were presented to the C/CAG Congestion Management & Environmental Quality Committee (CMEQ) on June 27, 2016. The CMEQ committee further revised the scoring criteria with the following modification.

- Modify criterion from “Project has council approval and community support” to project has community support. The scoring remains a sliding score from 1 to 5.

On July 27, 2016, the MTC Programming and Allocation Committee approved a change to the Congestion Management Compliance Checklist which in turns resulted in a minor change to the Location in a BAAQMD CARE Communities criterion. The change is as follows:

- Modify Location in a BAAQMD CARE Communities criterion from “If project is in a BAAQMD defined CARE community or freight transportation center and improvements are consistent with the Air District's Planning Healthy Places guidelines” to “If project is in a BAAQMD defined CARE community or freight transportation center or improvements implement Best Practices”

ATTACHMENTS

1. OBAG 2 Eligibility and Requirements
2. C/CAG OBAG 2 Draft Scoring Criteria for TLC

OBAG 2 Eligibility and Requirements

Highlights of the MTC OBAG 2 adopted proposal:

- OBAG 2 allows CMAs the flexibility to invest in various transportation categories, such as Local Streets and Roads Preservation, Bicycle and Pedestrian Improvements, Transportation for Livable Communities, Planning, and outreach activities.
- During OBAG 1 the Safe Routes to School and the Federal-Aid Secondary (rural roads) programs were provided to San Mateo County outside of the OBAG umbrella. MTC has shifted these programs under the OBAG 2 process.
- For San Mateo County, 70% of all funds must be spent in Priority Development Areas (PDAs), however Safe Routes to School is not subject to the PDA spending requirement.
- Projects can count towards a PDA if it connects or provides proximate access to a PDA. The definition of “proximate access to a PDA” will be proposed as a separate item.
- Pedestrian and bike project eligibility will be expanded to not be limited to the regional bike network.
- Minimum OBAG 2 grant size for this county is \$250,000. All project funds must be rounded to the thousands for programming.
- Each jurisdiction must identify and maintain a single point of contact for the implementation of all FHWA projects from inception to project close-out.
- Per MTC Resolution No. 3036 Request for obligation deadlines are November 1 of the prior program year in order to obligate funds by January 31 of the program year (e.g. if program year is 2018 delivery deadline is November 1, 2017.)

Eligibility Requirements

In order to be eligible for any funding related to the OBAG 2 funding, a jurisdiction must comply with the following requirements:

Anti-Displacement Requirement – When MTC adopted Resolution 4202 in November 2015, MTC staff was directed to develop anti-displacement policy recommendations. On July 27, 2016 the MTC adopted the following requirement in order to be eligible for OBAG 2 funds:

“All cities and counties must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014. MTC will issue guidance to assist cities and counties in drafting a resolution to meet this requirement. This guidance will be posted on the OBAG 2 website: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>.”

Complete Street Requirements - Jurisdictions that have not updated their circulation element after 2010 to meet the State’s Complete Streets Act requirements will need to adopt a complete streets resolution per the MTC model used for OBAG 1, if they have not already done so.

Housing Element Requirement - Agencies must have housing elements adopted by the California Department of Housing and Community Development (HDC) by May 31, 2015. Agencies must continue to submit the annual housing Element Report to HCD to remain eligible for funding.

As of February 2016, all jurisdictions in San Mateo County are in compliance with the Complete Streets and Housing Element requirements.

**C/CAG OneBayArea Grant (OBAG) Scoring Criteria
Fiscal Years 2017/2018 – 2021/2022**

Transportation For Livable Communities (TLC) Program

Program Goals	<ul style="list-style-type: none"> • Create enjoyable and safe multi modal experiences. • Facilitate multi modal mobility. • Enhance connections between alternative modes of transportation. • Enhancements that support community based transportation that brings vibrancy to downtown areas, commercial cores, high density neighborhoods, and transit corridors. <p>Note: TLC projects must facilitate multimodal transportation (e.g. no landscape only projects)</p>	
Eligible Types of Projects	<ul style="list-style-type: none"> • Streetscape improvements such as improved sidewalks, street furniture and fixtures, pedestrian scaled lighting, way finding signage, landscaping, and bicycle pedestrian treatments that focus on high-impact, multi-modal improvements. Project must contain multi-modal elements (no beautification/ landscape only projects). • Complete streets improvements such as bulb outs, sidewalk widening, cross walk enhancements, audible signal modification, mid-block crossings, pedestrian street lighting, pedestrian medians and refuges. • Transit station improvements (plaza, station access, bike parking), transit access projects (connecting housing to jobs and mixed land use to transit). • Transportation Demand Management project such as car sharing, vanpooling coordination and information, and Clipper related projects. <p>Note: TLC projects must facilitate multimodal transportation</p>	
Fund Source		
CMAQ fund source	Project must be for new or expanded transportation project. Maintenance projects are not allowed.	
Scoring Criteria		
	Maximum Score	
Location in relation to a Priority Development Area	Projects are located in a PDA or in Proximity to a PDA (Note: MTC mandates that 70% of all OBAG funds are to be located in a PDA or in proximate access to a PDA) (In a PDA =10pts, within 1/4 mi of a PDA=8pts, within 1/2 mi of a PDA = 5pts, within 1 mi of a PDA or in proximate access to a PDA = 2pts)	10
RHNA/ Housing Production	Jurisdiction formula based on MTC OBAG distribution factors, which is based on population, RHNA, and housing production. (1-5)	5
	Project is located in or near dense job centers, in proximity to transit, and housing with reduced parking requirements and Travel Demand Management (TDM) programs or Project improves transportation choices for all income levels	2
Location in a BAAQMD CARE Communities	If project is in a BAAQMD defined CARE community or freight transportation center or improvements implement "Best Practices" as identified by the Air District's Planning Healthy Places guidelines. (0-2)	2
Community of Concern	Project location in relation to Communities of Concern (COC) as defined by MTC or locally identified as part of Community based Transportation Plans. Project is identified in one of the Community Based Transportation Plans developed in San Mateo County or the Countywide Transportation Plan for Low Income Communities. (Project is in a CBTP or Countywide Transportation Plan for Low Income Communities = 5pts, Project is located in a COC = 3pts)	5
Affordable Housing	Located in a PDA that has affordable housing preservations or creation strategies and community stabilization policies. (1-5)	5
User Benefit	Project has a high need (3 points) Project is a safety project (4 points) Project is expected to have high use (4 points) Project is expected to have a high return on investment (3 points) Project meets the intent and goals of the program (5 points)	19
Planning	Project is listed in an adopted planning document (e.g. bike plan, pedestrian plan, station area plan, transit plan, or other area planning document). (1-5)	5
Connectivity/ Improves Transportation Choices	Project connects or improves access to housing/ jobs/ "high quality" transit (4 points) Project connects a gap in a bicycle or pedestrian network. (4 points) Project encourages multi modal access with a "complete streets" approach. (4 points) Project is located in or near dense job centers, in proximity to transit, and housing with reduced parking requirements and travel demand Management (TDM) programs or Project improves transportation choices for all income levels (2 points)	14
Support	Project has council approval and/ or community support. (1-5)	5
Match Funds	Project exceeds the minimum match for the project (11.47% minimum) - (1-10)	10
Readiness	Project is free of Right of Way complications (project has secured encroachment permits, or is entirely on city property). (1-4)	4
	Project has secured all required regulatory agency permits (e.g. BCDC, RWQCB, CCC, USFWS). (1-4)	4
	Project is designed (0-100%). (1-10)	10

C/CAG AGENDA REPORT

Date: August 11, 2016

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive an Update of the San Mateo Countywide Transportation Plan Development

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

RECOMMENDATION

That the C/CAG Board receives and update of the San Mateo Countywide Transportation Plan development.

FISCAL IMPACT

\$185,000

SOURCE OF FUNDS

C/CAG Transportation Fund; San Mateo County Transportation Authority (TA); SamTrans

BACKGROUND

Per State legislation, Bay Area counties are authorized to develop Countywide Transportation Plans (CTPs) on a voluntary basis. California Government Codes suggests the content to be included in CTPs, the relationships between the CTP and Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) and between the CTP and the county's Congestion Management Plan (CMP).

The CTP is intended to provide a long-range comprehensive transportation planning document that establishes a framework to systematically address transportation goals and objectives and promote consistency between transportation plans and programs within San Mateo County. The long-range transportation planning context is important given the complexity of the transportation system.

C/CAG adopted its first CTP in 2001 (CTP 2010). The process of updating the CTP was initiated in 2010, in which C/CAG staff worked closely with a Working Group consisting of city planners and other key stakeholders to develop various components of the CTP. C/CAG staff continued efforts to develop the draft CTP in 2012, utilizing materials generated from earlier work. The CTP work was put on hold due to the anticipated update of the Metropolitan Transportation Commission's (MTC's) CTP Guidelines, which was issued in September 2014.

In February 2016, C/CAG executed a Memorandum of Understanding (MOU) with project partners TA and SamTrans to update the San Mateo Countywide Transportation Plan, referred to as the CTP 2040. A Project Team, comprised of key staff from C/CAG, TA, SamTrans, and Caltrain, was established to provide overall guidance and direction to the consultant towards the development of the

CTP 2040. In addition to the Project Team, the Congestion Management and Environmental Quality (CMEQ) Committee, designated as the Policy Advisory Committee (PAC), serves in an advisory role to ensure that the CTP is developed in a comprehensive manner taking into consideration shared goals and varying perspectives.

The CTP 2040 comprises of the following transportation related program areas: Land Use and Transportation Linkage, Roadway System, Bicycle and Pedestrians, Public Transportation, Transportation System Management, Parking, Modal Connectivity, and Goods Movement, as well as financial considerations. Each program areas include specific vision, goals and policies relevant to each area, accordingly.

The Draft CTP is being prepared at this time and the next step will be releasing the document for the public review process. Public outreach events are planned for early October 2016. The CTP 2040 project is anticipated to be completed by the end of the year.

ATTACHMENTS

None

C/CAG AGENDA REPORT

Date: August 11, 2016

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of grant application submission in response to the US Department of Energy FY 2016 Vehicle Technologies Multi-Topic Funding Opportunity Announcement

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

RECOMMENDATION

That the C/CAG Board review and approve staff to submit a grant application in response to the US Department of Energy FY 2016 Vehicle Technologies Multi-Topic Funding Opportunity Announcement.

FISCAL IMPACT

There is no fiscal impact to submit an application. If awarded, there is a 50% local match requirement.

SOURCE OF FUNDS

If awarded, C/CAG will develop a funding plan for the local match along with the committed project partners.

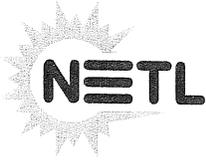
BACKGROUND

On July 6, 2016, C/CAG staff submitted a concept paper in response to the US Department of Energy FY 2016 Vehicle Technologies Multi-Topic Funding Opportunity Announcement. Prior to that submission, staff contacted all member agency staff as well as other potential partners to gauge the level of interest in a partnership. Positive responses were received. The concept paper was for a proposed San Mateo County Alternative Fuel Vehicle Community Partner project.

On July 29, 2016, a response letter from the funding review committee Executive Co-Chair was received encouraging C/CAG to submit a Full Application. If directed by the C/CAG Board, staff will continue to engage potential project partners, finalize and submit a full application for funding.

ATTACHMENT

Letter from US Department of Energy.



July 29, 2016

Sandy Wong
City/County Association of Governments of San Mateo County
slwong@smcgov.org

SUBJECT: Funding Opportunity Announcement Number DE-FOA-0001535, "FY 2016 Vehicle Technologies Multi-Topic Funding Opportunity Announcement"

Project Title: San Mateo County Alternative Fuel Vehicle Community Partner Project

Control Number: 1535-1601

Dear Ms. Wong:

Thank you for your concept paper submitted in response to the subject Funding Opportunity Announcement (FOA). The Department of Energy (DOE) recognizes the significant effort your organization expended to prepare an initial response to this announcement. Your concept paper was carefully reviewed in accordance with the concept paper evaluation criteria in the FOA. The results of your concept paper review are as follows:

Encouraged to Submit a Full Application

Receiving a letter of encouragement is not a guarantee that an application will be selected for negotiations leading to award.

Discouraged from Submitting a Full Application

The proposed approach would not substantially advance the adoption and use of plug-in electric and alternative fuel vehicles.

The proposed approach does not appear to be logistically feasible.

The proposed concept is outside the scope of the FOA/AOI.

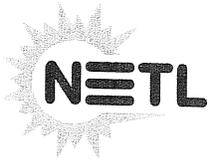
The concept paper appears to be submitted to the wrong FOA or the wrong AOI.

It is not clear from the Concept Paper that the team has sufficient qualifications, experience, or capabilities to successfully execute the proposed project.

The proposed project does not include the adequate involvement from the intended partnerships, such as community-based partnerships between state and local governments and the private sector.

The Concept Paper did not adequately demonstrate that the Applicant has adequate access or adequate plan to obtain access to equipment and facilities necessary to complete the proposed project.

Other:

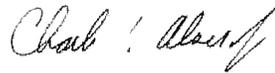


Receipt of a discouragement notification, regarding your concept paper does not prohibit your organization from submitting a full application in accordance with the instructions and requirements contained within the FOA.

Full Applications must be received in the EERE EXCHANGE system no later than 8:00 p.m. Eastern Time on August 29, 2016. Please refer to the FOA at <https://eere-exchange.energy.gov/> for further information regarding submission of a full application.

On behalf of the DOE, I would like to express our appreciation for your interest in the Office of Vehicle Technologies and our FOA. We look forward to your continued interest and participation in future programs sponsored by the Office of Energy Efficiency and Renewable Energy (EERE).

Sincerely,

A handwritten signature in cursive script that reads "Charles Alsup".

Charles Alsup
Merit Review Committee Executive Co-Chairperson

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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June 7, 2016

The Honorable Phil Ting
Chair, Assembly Budget Committee
State Capitol, Room 6026
Sacramento, CA 95814

RE: **SUPPORT** for Green Infrastructure Funding

Dear Assembly Member Ting:

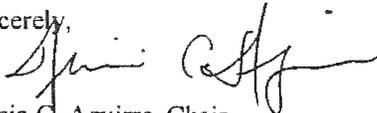
The City/County Association of Governments of San Mateo County (C/CAG), which administers the San Mateo Countywide Water Pollution Prevention Program, writes to you today to express our support for the inclusion of green infrastructure funding in the Fiscal Year 2016-17 budget. As proposed by the Governor in his Cap and Trade expenditure plan, \$20 million would be available from the Greenhouse Gas Reduction Fund (GGRF) to the California Natural Resources Agency for projects that “use natural systems...to achieve multiple benefits” or “create, enhance, or expand community green spaces.” Projects may include “multiobjective stormwater projects” and “green streets and alleys that integrate green infrastructure elements into street or alley design.”

As part of our adopted 2016 Legislative Policies, C/CAG will “advocate for an integrated approach to both funding and project types for incorporating stormwater management with statewide and regional infrastructure efforts.” In addition to exploring the use of GGRF programs and funding to support an integrated approach to infrastructure investments, C/CAG is also working on similar opportunities within the various transportation funding proposals. We are grateful the Governor and the Legislature recognize the importance of promoting smart infrastructure investments.

The Assembly Subcommittee No. 3 on Resources and Transportation recommended approval of the Governor’s proposal for green infrastructure funding at the aforementioned \$20 million level. We appreciate the efforts of the Assembly to ensure this funding will be included in the final budget act. However, the Senate, as part of its GGRF expenditure plan is proposing to fund green infrastructure at \$100 million, a significantly higher amount that would permit larger, more transformative investments in green infrastructure in many more areas of California.

As you consider the final budget in Conference Committee, we respectfully request that you please consider including funding for green infrastructure at the level requested by the Senate. Please feel free to contact Executive Director Sandy Wong at slwong@smcgov.org with any questions or concerns.

Sincerely,



Alicia C. Aguirre, Chair
City/County Association of Governments of San Mateo County

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

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June 9, 2016

To Whom It May Concern,

**SUBJECT: ACTIVE TRANSPORTATION PROGRAM (ATP) GRANT PROPOSAL
 FOR WOODSIDE ROAD (SR 84) SCHOOL PATHWAY PROJECT**

As Executive Director of the City County Association of Governments of San Mateo County (C CAG), I would like to offer this letter of support for the proposed Woodside Road (SR 84) School Pathway Project. Completion of this project will have a great impact and positive effect for many pedestrians, bicyclists and equestrians on SR 84. Support for this project is offered for the following reasons:

- Currently there is no continuous, ADA-compliant pathway along Woodside Road, a State Highway, on which pedestrians and bicyclists currently use to travel to and from Woodside Elementary School, a church, Woodside Library and the commercial center of Woodside. The SR 84 highway's right-of-way is approximately 40 feet, which exposes bicyclists and pedestrians to the danger of collision with moving vehicles and does not provide adequate space for them to safely travel and cross this road. This project will remediate this problem by providing a separated facility for potentially hundreds of users to safely travel along SR 84.
- The Town of Woodside's Circulation Committee has focused on school safety for over a decade, and recently conducted a walking and bicycling audit. The Committee ranked this proposed project its main priority out of 17 recommendations. This project has drawn a wide range of public support.
- Based on counts from Walk-to-School Day and other events, as well as the location of student residences, it is projected that walking, cycling and scooting would increase six fold.

We look forward to users of SR 84 walking, horseback riding and biking on a new and safe pathway made possible by the ATP Pedestrian and Bicycle Program.

Sincerely,


 Sandy Wong

C CAG Executive Director

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

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

July 5, 2016

Sean Maguire, Program Manager
 Storm Water Grant Program
 State Water Resources Control Board, Division of Financial Assistance
 1001 I Street
 Sacramento, CA 95814

Subject: City of San Mateo Storm Water Grant Program Implementation Grant Proposal

Mr. Maguire and Review Team:

As Executive Director of the City/County Association of Governments of San Mateo County (C/CAG), I am writing to express support for the City of San Mateo's stormwater grant proposal. C/CAG, a joint powers agency representing the County and the 20 cities and towns in San Mateo County, addresses issues of countywide significance, including stormwater pollution prevention. C/CAG administers and manages the San Mateo Countywide Water Pollution Prevention Program, which assists C/CAG's member agencies with meeting requirements of the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit (MRP).

C/CAG is currently engaged in a major effort to develop a Countywide Stormwater Resource Plan that will directly support MRP-mandated Green Infrastructure Plans for each of C/CAG's member agencies. C/CAG's consultants developed screening and prioritization processes for stormwater capture projects and countywide hydrology and hydraulic models to quantify stormwater capture opportunities. These models will ultimately support Reasonable Assurance Analyses to demonstrate green infrastructure plans will meet the MRP's mercury and PCBs load reduction requirements.

The City's proposed projects are included in our draft countywide Stormwater Resource Plan, and will help to meet MRP requirements for early implementation of green infrastructure projects and permit-term mercury and PCB load reductions via green infrastructure while also demonstrating the benefits and feasibility of smaller-scale green infrastructure projects. The proposed projects are designed to yield multiple, long-term benefits for water quality, flood control, habitat creation, citizen education, and community enhancement. These activities are consistent with regional stormwater management efforts that focus on watershed processes, identifying and prioritizing projects using quantitative measures, prioritizing projects that provide multiple benefits, and conducting education and outreach. The projects are prime examples of integrating stormwater management with transportation priorities, especially efforts to make roadways more walkable and bikeable, and leverage limited local funding to create true multi-benefit projects. I urge your support of the City's grant proposal.

Thank you very much for your consideration. I can be contacted at 650-599-1409 or slwong@smcgov.org.

Sincerely,


 Sandy Wong, Executive Director

C/CAG

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July 5, 2016

Sean Maguire, Program Manager
Storm Water Grant Program
State Water Resources Control Board, Division of Financial Assistance
1001 I Street
Sacramento, CA 95814

Subject: City of Redwood City Storm Water Grant Program Implementation Grant Proposal

Mr. Maguire and Review Team:

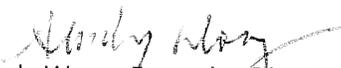
As Executive Director of the City/County Association of Governments of San Mateo County (C/CAG), I am writing to express support for the City of Redwood City's stormwater grant proposal. C/CAG, a joint powers agency representing the County and the 20 cities and towns in San Mateo County, addresses issues of countywide significance, including stormwater pollution prevention. C/CAG administers and manages the San Mateo Countywide Water Pollution Prevention Program, which assists C/CAG's member agencies with meeting requirements of the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit (MRP).

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Thank you very much for your consideration. I can be contacted at 650-599-1409 or slwong@smcgov.org.

Sincerely,


Sandy Wong, Executive Director



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July 20, 2016

To: All Interested Parties

Re: **VACANCY ON THE CONGESTION MANAGEMENT AND ENVIRONMENTAL QUALITY COMMITTEE (CMEQ) COMMITTEE**

The City/County Association of Governments of San Mateo County (C/CAG) has one (1) vacant seat for a public member that is a resident of San Mateo County on the Congestion Management and Environmental Quality (CMEQ) Committee.

The CMEQ provides advice and recommendations to the full C/CAG Board on all matters relating to transportation planning, 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. The role of the CMEQ Committee also includes making recommendations to the C/CAG Board on the allocation of funding for specific projects and activities addressing these programmatic areas. The Committee meets on the last Monday of each month at 3:00 p.m. in San Mateo City Hall. Committee information is also available at: <http://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>

Individuals wishing to be considered for appointment to serve on this committee should send a letter of interest by **Friday, August 26, 2016** to:

Jeff Lacap
C/CAG
555 County Center, 5th Floor
Redwood City, CA 94063
Or E-Mail to: jlacap@smcgov.org
(650) 599-1455

The letter of interest should include the reasons why the individual wishes to be appointed and any particular experience/background/qualities that they feel would bring value to the Committee. The individual must reside in San Mateo County. All letters of interest will be forwarded to the C/CAG Board for consideration.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Sandy Wong'.

Sandy Wong
C/CAG Executive Director

C/CAG

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July 25, 2016

Assembly Member Lorena Gonzales
Chair, Assembly Appropriations Committee
State Capitol, Room 2114
Sacramento, CA 95814

RE: **OPPOSE** SB 1170 (Wieckowski)

Dear Senator Wieckowski:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), which manages the San Mateo Countywide Water Pollution Prevention Program (Program), I must regrettably inform you of C/CAG's **OPPOSITION to SB 1170 (Wieckowski)** related to stormwater pollution prevention. Unfortunately, as currently written, SB 1170 raises significant concerns related to our ability to meet the goals established by San Mateo County's Program and meet our National Pollution Discharge Elimination System (NPDES) permit requirements.

In San Mateo County, the Program is a partnership between C/CAG, each incorporated city and town in the county, and the County of San Mateo, which share a common NPDES permit. The County and the 20 cities and towns in San Mateo County are all permittees under one regional urban stormwater NPDES permit, which also regulates municipalities in Contra Costa, Alameda, and Santa Clara Counties, as well as the cities of Fairfield, Suisun City, and Vallejo.

On projects that encompass at least one acre of land, Stormwater Pollution Prevention Plans (SWPPPs) must be developed to ascertain potential sources of stormwater pollution on construction sites and identify the control measures needed to be taken during the construction process. SWPPPs must be written, amended, and certified by qualified personnel who are knowledgeable in the principles and practice of erosion and sediment controls and possess the skills needed to assess conditions at the construction site that could impact stormwater quality. C/CAG and our local agencies rely on the expertise of qualified SWPPP developers, known as QSDs, to conduct this work, as agencies do not have the resources nor the regular workload required to employ such personnel throughout the year.

SWPPPs are currently created in accordance with the general contractor's construction plans. As construction progresses, SWPPPs must often be modified to accommodate the constantly changing conditions of a construction site. The general contractor is in the best position to create the construction plan and contract for the corresponding SWPPP. A general contractor-developed SWPPP can incorporate an optimal construction sequence selected by the contractor, thereby maximizing efficiency and reducing costs.

SB 1170 would turn this standing process on its head by prohibiting public agencies from contracting with the general contractor to develop a SWPPP and statutorily restricting the

agencies' remaining options to an engineer or architect. A separate entity developing a SWPPP would have to assume a sequence of work that might occur under one construction scenario but not another. Public agencies do not have the direct control over the day-to-day construction, let alone the expertise, to perform this function.

Ultimately, the success or failure of a SWPPP lies with the general contractor carrying out the plan. If the legislature statutorily shifts the development and liability of the SWPPP to the public agency, or to a design professional or architect, it will create confusion and conflict within the public works process. SB 1170 will only further disconnect the entity responsible for the development of the SWPPP from the entity that performs the work related to the SWPPP.

From the reasons stated above, we must **OPPOSE** SB 1170. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,



Maryann Moise Derwin, Vice-Chair
City/County Association of Governments of San Mateo County

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

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Date: August 1, 2016

To: INTERESTED PARTIES

Subject: **C/CAG Resource Management and Climate Protection Committee Vacancies:
 Energy and Large Business/Chamber committee seats**

The City/County Association of Governments of San Mateo County (C/CAG) currently has two vacancies on the Resource Management and Climate Protection (RMCP) Committee; one seat to represent the Energy-related sector, and one seat to represent large businesses or Chambers of Commerce.

Individuals wishing to be considered for appointment to the RMCP Committee should send a letter of interest by **September 16, 2016** to:

Kim Springer, RMCP Committee Staff
 City/County Association of Governments
 555 County Center, 5th Floor
 Redwood City, CA 94063
 or e-mail to kspringer@smcgov.org

For the Energy-related seat, individuals must be in the energy industry, energy nonprofit, energy equipment supply company, or other energy-related organization. For the Large Business/Chamber seat, individuals must represent a large business or a chamber of commerce. Individuals may send a letter of interest for a specific committee seat or a letter expressing interest in serving in either seat on the RMCP Committee.

The Resource Management and Climate Protection Committee (RMCP) provides advice and recommendations to the full C/CAG Board and provides updates to the Congestion Management and Environmental Quality (CMEQ) Committee on matters related to energy, water and climate action efforts in San Mateo County, and develops and promotes actions, programs and resources on the same. The RMCP committee also reports on the San Mateo County Energy Watch (SMCEW) and promotes the goals outlined in the San Mateo County Energy Strategy, including: energy, water, collaboration between cities and the utilities, leadership, and economic development opportunities. The RMCP meets on the third Wednesday of the month from 2:00 p.m. to 4:00 p.m. in San Mateo or Redwood City. Committee members are expected to regularly attend monthly meetings.

Sincerely,


 Sandy Wong
 Executive Director of C/CAG