

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*

C/CAG BOARD MEETING NOTICE

and

SAN MATEO COUNTY AIRPORT LAND USE COMMISSION MEETING NOTICE

Meeting No. 302

DATE: Thursday, October 12, 2017

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

4.1 Receive a presentation on the San Mateo County Smart Corridor Project.

p. 1

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. 301 dated September 14, 2017. ACTION p. 7

- 5.2 Review and approval of Resolution 17-50 determining that the City of Belmont 2035 General Plan Update, Phase I Zoning, Belmont Village Specific Plan and Belmont Village Zoning are conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. ACTION p. 12
- 5.3 Review and approval of the San Mateo County Energy Watch (SMCEW) Municipal Energy Efficiency Call for Projects. ACTION p. 37
- 6.0 REGULAR AGENDA
- 6.1 Review and approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified). ACTION p. 43
- 6.2 Review and approval of an appointment to fill a public member vacancy to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for two-year term. ACTION p. 47
- 6.3 Review and approval of an appointment to fill an elected official vacancy to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC). ACTION p. 52
- 6.4 Receive a presentation on the project development process for the US 101 Managed Lanes project. INFORMATION p. 56
- 6.5 Review and approval of Resolution 17-51 approving the Proposed 2018 State Transportation Improvement Program (STIP) for San Mateo County and also authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make minor modifications as necessary. (*Special voting procedures apply*). ACTION p. 58
- 6.6 Resolutions of Local Support for the 2018 Regional Transportation Improvement Program (RTIP) for San Mateo County: ACTION
- 6.6.1 Review and approval of Resolution 17-52 authorizing the filing of an application for \$34,498,000 in funding from the Regional Transportation Improvement Program (RTIP) for the US 101 Managed Lane Project from Santa Clara County Line to I-380. ACTION p. 65
- 6.6.2 Review and approval of Resolution 17-53 authorizing the filing of an application for \$8,500,000 in funding from the Regional Transportation Improvement Program (RTIP) for ITS Improvements in San Mateo Northern Cities – (Including Daly City, Brisbane, and Colma) ACTION p. 71
- 7.0 COMMITTEE REPORTS
- 7.1 Committee Reports (oral reports)
- 7.2 Chairperson’s Report
- 7.3 Board Members Report/ Communication

8.0 EXECUTIVE DIRECTOR’S REPORT

9.0 COMMUNICATIONS - Information Only

- 9.1 Letter from Alicia Aguirre, Chair, City/County Association of Governments, to The Honorable Jerry Brown, Governor, State of California, dated 9/11/17. RE: SIGNATURE REQUEST FOR AB 1613 (Mullin) p. 76
- 9.2 Letter from Sandy Wong, Executive Director, City/County Association of Governments, to All of San Mateo County City Managers/County and Public Works Director, dated 9/13/17. RE: Funding Allocation of Local Share under Measure M (\$10 Vehicle Registration Fee) – Fiscal Year 2016/17 p. 77
- 9.3 Letter from Alicia Aguirre, Chair, City/County Association of Governments, to The Honorable Jerry Brown, Governor, State of California, dated 9/15/17. RE: SUPPORT FOR SB 595 (Beall) p. 82
- 9.4 Letter from Jasvinderjit S. Bhullar, Chief, Division of Traffic Operations and Rihui Zhang, Chief, Division of Local Assistance, Department of Transportation, to John Hoang, Project Manager, City/County Association of Governments (C/CAG), dated 9/25/17. RE: Corrective Action Resolution (CAR) for the audit findings in the Office of State Audits and Evaluations Audit Report date March 2017 p. 83
- 9.5 Letter from John Hoang, Program Manager, City/County Association of Governments, to Eunejune Kim, PE, Director of Public Works/City Engineer, dated 9/28/17. RE: Support to the City of South San Francisco (SSF) for the Metropolitan Transportation Commission (MTC) Innovative Deployments to Enhance Arterials (IDEA) challenge Grant Program p. 86

10.0 ADJOURNMENT

Next scheduled meeting November 9, 2017

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

October 12, 2017	C/CAG Board – SamTrans, 2nd Flr Auditorium – 6:30 p.m.
October 18, 2017	RMCP Committee – 155 Bovet Rd, 1st Flr Conference Rm, San Mateo – 2 p.m – 4 p.m.
October 19, 2017	CMP Technical Advisory Committee – SamTrans, 2nd Floor Auditorium – 1:15 p.m. – 3 p.m.
October 19, 2017	Stormwater Committee – SamTrans, 2nd Flr Auditorium – 2:30 p.m.
October 28, 2017	Administrators’ Advisory Committee – 555 County Center, 5th Flr, Redwood City – 12 p.m.
October 26, 2017	Airport Land Use Committee – 501 Primrose Road, Burlingame, CA – Council Chambers 4p.m.
October 26, 2017	BPAC Committee - San Mateo City Hall – Conference Room – 7:00 p.m.
October 30, 2017	CMEQ Committee – San Mateo City Hall – Conference Rm C – 3 p.m. – 5 p.m.

C/CAG AGENDA REPORT

Date: October 12, 2017

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

From: Sandy Wong, Executive Director

Subject: Receive a presentation on the San Mateo County Smart Corridor Project

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

RECOMMENDATION

That the C/CAG Board receives a presentation on the San Mateo County Smart Corridor Project.

FISCAL IMPACT

There is no fiscal impact for the presentation.

SOURCE OF FUNDS

None.

BACKGROUND

The C/CAG sponsored San Mateo County Smart Corridor (Smart Corridor) project is a joint effort by C/CAG and the California Department of Transportation (Caltrans) to address traffic congestion on local streets and major state routes in San Mateo County. The operation, management, and maintenance of the street, highway and freeway network are within the jurisdictional responsibilities of several cities as well as the County, Caltrans, and transportation agencies.

The Smart Corridor 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 deployed on predefined designated local streets and state routes 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 Smart Corridor key features and benefits include:

- 25 miles of interconnected communication network
- Provides infrastructure for countywide traffic management system
- Allows shared control and operation improving cross jurisdictional traffic management
- Enables cities and Caltrans to proactively manage day-to-day traffic utilizing
- Manages arterial traffic during major incidents on freeway
- Identifies alternative route with timing optimized for incident management
- Enables local event management signal timing options for El Camino Real (non-incident)

- Allows cities/Caltrans access to monitor all videos and signal to optimize normal operations
- Upgraded local signal controllers and signal system software
- Signal priority and pre-emption ready
-

The use of the Smart Corridor tools during incidents is expected to result in operational improvements such as:

- decrease in travel time,
- decrease in total delay,
- reduction in number of stops,
- increase in average speed, and
- reduction in secondary accidents.

Traffic Incident Management Committee/ARTI Guide

In 2005, C/CAG completed the San Mateo County ITS 20-Year Strategic Plan. The vision and goals articulated in the Plan was to “improve mobility, improve travel time reliability, and enhance the transportation system safety for all travelers in San Mateo County through the integrated and strategic use of advanced technologies and interagency cooperation.”

As a follow up to the ITS Strategic Plan, in August 2006, C/CAG formed the Traffic Incident Management Committee (TIMC) to determine San Mateo County’s need for regional traffic management on the local streets and highway network. The TIMC comprised of representatives from the cities (public works, police and fire department) located along US 101 and I-280. In addition to city staff, the TIMC also included representatives from Caltrans, California Highway Patrol (CHP), and San Mateo County Transportation Authority (SMCTA), Metropolitan Transportation Commission (MTC), San Francisco International Airport (SFIA) as well as from the County Office of Emergency Services (OES). The TIMC was tasked with developing strategies for increased coordination between Caltrans, CHP, local public safety agencies, and local public works officials when there is a major freeway incident where motorists voluntarily exits the freeway to bypass the incident, impacting local traffic.

The TIMC helped guide the development of the Alternative Routes for Traffic Incident (ARTI) Guide. The primary purpose of the ARTI Guide (2008) is to address the effects of non-recurring traffic congestion caused by major freeway incidents within San Mateo County. The focus of the document includes: 1) identifying, in advance, emergency alternate routes for use along selective freeway segments; 2) establishing traffic management response guidelines; and 3) facilitating interagency traffic management communication and coordination processes. Through a coordinated effort, implementation of pre-defined alternate route(s) in response to major traffic incidents can minimize congestion, improve mobility, and enhance safety on local streets and freeways.

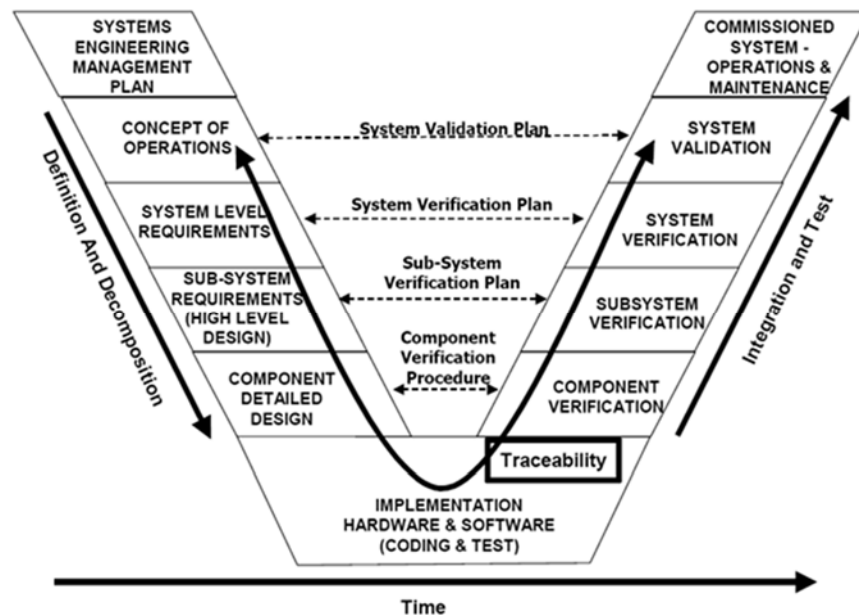
Smart Corridor Project Development

A Steering Committee was established during the early phase of the Smart Corridor Project development to serve as the decision-making body of the Smart Corridor Project. Members include the Caltrans District 4 Division Chief of Operations, the MTC Director of Highway Operations, the San Mateo Public Works Director, the SMCTA Program Director, and the C/CAG Executive Director. A representative from the Federal Highway Administration (FHWA) was also involved.

The Smart Corridor Project was established for the purpose of enabling stakeholders to implement traffic management strategies through the deployment of ITS elements along state routes and major local streets, as identified in the ARTI Guide. These routes, with the deployment of equipment and

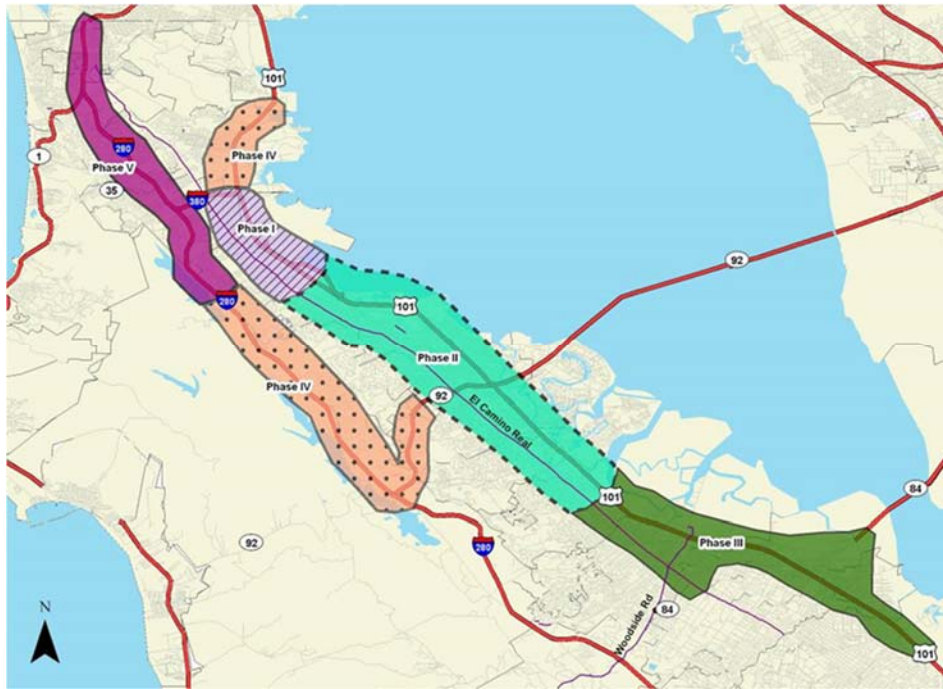
technologies, would have the tools to manage recurring and non-recurring traffic congestion and improve mobility during normal operating conditions, major freeway incidents, and special events.

Development of the Smart Corridor project followed the Systems Engineering Management Plan (SEMP) process, in compliance with FHWA, to guide the design and implementation of the project. The SEMP framework is a process to identify projects stakeholders, determine their needs, and follow a logical process in defining a system architecture and functional design. Once defined, system design and functional architecture can be reviewed and verified to meet stakeholder needs by utilizing life-cycle cost. It also establishes the procedure to be followed in the implementation, operation and maintenance of the San Mateo County Smart Corridor Project. The SEMP framework VEE diagram is depicted below.



As defined in the Concept of Operations (2009), the Smart Corridor project is divided into multiple phases along the freeways located in the county, as indicated below:

- Phase I – US 101 (I-380 to 3rd Ave.);
- Phase II – US 101 (3rd Ave. to Holly St.);
- Phase III – US 101 (Holly St. to S.C. County line);
- Phase IV – US 101 (S.F. County line to I-380), I-280 (Trousdale Dr. to SR 92), and SR 92 (I-280 to El Camino Real);
- Phase V – I-280 (S.F. County line to Trousdale Dr.)



Memorandum of Understanding (MOU) and Agreements

In 2008, C/CAG entered into a Stakeholders MOU with Caltrans District 4, City of Belmont, City of Burlingame, City of Foster City, City of Millbrae, City of Redwood City, City of San Bruno, City of San Carlos, City of San Mateo, County of San Mateo, San Mateo County Transportation Authority, to acknowledge the Smart Corridors Project, and to agree to work cooperatively to assist in development of the Smart Corridors project, following the strategies identified in the San Mateo County ITS 20-Year Strategic Plan as applicable to guiding the implementation of the Smart Corridor project, guide the development of associated Smart Corridor agreements and, guide any future expansion or revisions to the Smart Corridors infrastructure by any agency.

Subsequently, the cities, in addition to East Palo Alto, also entered into an Ownership, Operation and Maintenance Agreement between C/CAG, and the County of San Mateo to identify the overall commitment and responsibilities regarding ownership, operations, and maintenance of the Smart Corridors unique equipment located within the city right-of-way during day-to-day operations and during major traffic incidents, as applicable.

Cities also entered into an Operational Agreement with Caltrans for the purpose of outlining and defining the roles, responsibilities, terms, and conditions for operation of city-owned traffic signals under predetermined conditions to implement the Smart Corridor.

- Under normal operations with typical traffic conditions, Caltrans and cities are to monitor, operate and maintain their designated traffic signals or cooperate on traffic signal operations during normal operations and preplanned special events.
- During major incidents periods where typical traffic conditions change due to an unplanned event on the freeway or conventional highway reducing capacity by at least 50%, Caltrans would actively monitoring and manage by implementing traffic signal timing plans at the city traffic signals within the Smart Corridor as the initial response to an event. In addition, Caltrans would optimize traffic signal timing plans at the city traffic signals and activate

trailblazer signs and arterial dynamic message signs in response to changing traffic conditions as required in accordance with mutually agreed upon protocol.

Smart Corridor Construction

Construction of the initial project, “San Mateo Demonstration Project”, commenced in 2010 and was completed in 2013. Construction for three of the four Smart Corridor segments began in 2013 and completed in December 2015. Construction of the last Caltrans segment South of Whipple Ave. is expected to be complete by the end of 2017. During 2016, the new traffic signal control was deployed to all the active Smart Corridor signals. In addition, the Smart Corridor Incident Response Plans were completed and were also installed to all active Smart Corridor signals. The System Integration efforts, which includes connecting the ITS equipment to the system enabling communication to the Smart Corridor network, were also completed. With the exception of the final State construction project, the Smart Corridor System is currently on-line and live.

Smart Corridor ITS Network and Equipment

Per the Memorandum of Understandings (MOUs) with the Smart Corridor cities, 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 signs (TBS), and vehicle detection system (VDS). 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 Smart Corridor equipment deployed within the State right-of-way.

The Smart Corridor ITS Network includes equipment categorized as follows:

- Communication Network and Equipment: San Mateo Hub equipment and controller cabinet (located at the San Mateo Police Station), fiber switches, video management system and servers, message sign system and server, network management system/server
- KITS Traffic Signal System (under 5-year warranty): central system software, firmware, hardware, field controller elements
- Infrastructure and Field Devices (System): Fiber and conduit, antennas, CCTV cameras, trailblazer signs (TBS), vehicle detection system (VDS), Arterial Dynamic Message Signs (ADMS) (Caltrans)

The equipment installed as part of the Smart Corridor to date is as follows:

Equipment	Local	State	Total
Traffic Signals	85	153	266
CCTV Cameras	113	150	263
Trailblazer Signs	46	67	113
Dynamic Signs	-	8	8
Vehicle Detection	20	17	37

C/CAG has retained three firms to help with the maintenance of the Smart Corridor for local cities with regards to the communication network, KITS maintenance, and infrastructure and field devices maintenance.

Iteris, Inc. provides ITS Network Monitoring and Maintenance Support proactively monitor the operational status of all communication links and field devices. As part of the current KITS 5-year warranty, Kimley-Horn provides 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. Lastly, Econolite Systems (formerly Aegis ITS) provides routine preventive maintenance, emergency response, and repair of malfunctioning or damaged equipment and responsible for the maintenance of the Smart Corridor System components and equipment owned or maintained by the cities.

Ongoing Activities

Training was provided to cities and Caltrans staff on the use of the CCTV video software and KITS signal system software in the spring of 2016. With the completion of the initial Smart Corridor project phases, C/CAG continues to hold the Smart Corridor Stakeholders Meetings to keep cities, emergency managers, and Caltrans engaged by providing project status updates and information on Smart Corridor equipment uses. Two meeting were held during 2016 and it is staff’s intent that going forward, more regular meetings will be held as well as continuing to provide periodic training sessions on the use of the Smart Corridor software and equipment.

ITS Improvements in San Mateo northern cities

In 2016, the C/CAG Board approved developing the Smart Corridor South San Francisco (SSF) Expansion project. In early 2017, a Project Study Report (PSR) for SSF was completed and staff is currently developing the Project Approval and Environmental Document (PA&ED) with plans to be completed by December 2017.

Staff is currently working on the PSR for the Brisbane/Daly City/Colma expansion project to enable the programming of State Transportation Improvement Program (STIP) funds. The project will cover portions of Phases IV and V of the Smart Corridor, which includes a combination of the following segments:

- Along US 101 from Oyster Point Blvd. to the San Francisco County Line (City of Brisbane)
- Along I-280 from the southern city limit to the San Francisco County line (City of Daly City)
- Along I-280 segment extending between I-380 to the Daly City limit - (Town of Colma, cities of South San Francisco and San Bruno)

ATTACHMENTS

None.

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 MINUTES

Meeting No. 301
September 14, 2017

1.0 CALL TO ORDER/ROLL CALL

Vice Chair Maryann Moise Derwin called the meeting to order at 6:30 p.m. Roll call was taken.

Belmont	– Doug Kim
Brisbane	– Cliff Lentz
Burlingame	– Ricardo Ortiz
Colma	– Diana Colvin
Hillsborough	– Shawn Christianson (arrive 6:45 p.m.)
Millbrae	– Gina Papan
Portola Valley	– Maryann Moise Derwin
San Carlos	– Mark Olbert (depart 7:35 p.m.)
San Mateo	– Diane Papan
San Mateo County	– David Canepa (depart 8:05 p.m.)
South San Francisco	– Karyl Matsumoto (SamTrans & TA)
Woodside	– Deborah Gordon

Absent:

Atherton
Daly City
East Palo Alto
Foster City
Half Moon Bay
Menlo Park
Pacifica
Redwood City
San Bruno

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
Jeff Lacap	– C/CAG Staff

- Reid Bogert – C/CAG Staff
 - Sara Muse – C/CAG Staff
 - Susy Kalkin – C/CAG Staff
 - Paul Krupka – Redwood City Project Manager
 - Nancy Magee – SMCOE
- Other members of the public attended.

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

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

None.

4.0 PRESENTATIONS/ ANNOUNCEMENTS (deferred until after item 6.6)

4.1 Receive a presentation from John Hoang, Program Manager, on the Measure M 5-Year Performance Report, Fiscal Years 2012-2016, \$10 Vehicle Registration Fee.

4.2 Receive a presentation from Matt Fabry, Program Manager, on highlights of the Countywide Water Pollution Prevention Program activities during Fiscal Year 2016-17

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.

Board Member Canepa MOVED approval of Items 5.1, 5.2, 5.3, 5.4.1, 5.4.2, 5.5, 5.6.1, 5.6.2, 5.6.3, 5.6.4, 5.7 and 5.8. Board Member Ortiz SECONDED. **MOTION CARRIED 11-0-0**

5.1 Approval of the minutes of regular business meeting No. 300 dated July 13, 2017. APPROVED

5.2 Review and approval of Resolution 17-38 for technical changes to the One Bay Area Grant 2 (OBAG 2) program. APPROVED

5.3 Review and approval of Resolution 17-40 authorizing the C/CAG Chair to execute Amendment No. 3 with the San Mateo County Office of Education for the San Mateo County Safe Routes to School Program for an additional amount of up to \$120,000. APPROVED

5.4 Agreements for San Mateo County Smart Corridor Expansion Projects:

5.4.1 Receive a copy of the executed agreement with Kimley-Horn for development of the Project Study Report - Project Development Support for the San Mateo County Smart Corridor Expansion – Brisbane/Daly City/I-280 Project in an amount not to exceed \$49,982 as executed by the C/CAG Chair consistent with the C/CAG Procurement Policy. APPROVED

5.4.2 Review and approval of Resolution 17-47 authorizing the C/CAG Chair to execute a Cooperative Agreement with Caltrans to complete the Project Initiation Document (PID) Phase of the San Mateo County Smart Corridor – Brisbane/Daly City/I-280 Project for an amount of up to \$150,000. APPROVED

- 5.5 Review and approval of Resolution 17-42 determining that the City of South San Francisco Community Civic Campus Project, including amendments to the El Camino Real/Chestnut Specific Plan Area, South San Francisco General Plan and Zoning Ordinance is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. APPROVED
- 5.6 Review and approval of amendments to three on-call consultant service agreements for airport/land use consistency review to add an aggregate total amount of \$40,000 to be shared amongst three firms and to extend contract term to September 30, 2019:
 - 5.6.1 Review and approval of Resolution 17-43 authorizing the C/CAG Executive Director to issue task orders in full compliance with the terms and conditions of on-call airport/land use consistency review service agreements. APPROVED
 - 5.6.2 Review and approval of Resolution 17-44 authorizing the C/CAG Chair to execute the second amendment to the agreement with Ricondo & Associates for airport/land use consistency review on-call consultant services to add an aggregate total of \$40,000 to a new total of \$140,000, to be shared amongst three consulting firms and to extend the contract term to September 30, 2019. APPROVED
 - 5.6.3 Review and approval of Resolution 17-45 authorizing the C/CAG Chair to execute the second amendment to the agreement with Coffman Associates for airport/land use consistency review on-call consultant services to add an aggregate total of \$40,000 to a new total of \$140,000, to be shared among three consulting firms and to extend the contract term to September 30, 2019. APPROVED
 - 5.6.4 Review and approval of Resolution 17-46 authorizing the C/CAG Chair to execute the second amendment to the agreement with ESA Airports for airport/land use consistency review on-call consultant services to add an aggregate total of \$40,000 to a new total of \$140,000, to be shared among three consulting firms and to extend the contract term to September 30, 2019. APPROVED
- 5.7 Review and approval of Resolution 17-48 in support of International Walk to School Day. APPROVED
- 5.8 Review and approve the appointment of Khee Lim, Director of Public Works, to represent the City of Millbrae on C/CAG's Congestion Management Technical Advisory Committee and the Stormwater Committee. 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). ACTION

Jean Higaki, C/CAG staff, provided an update regarding SB 595 (Beall) – Regional Measure 3, which the Board previously supported in concept. The C/CAG Legislative Committee did not meet but it was recommended that the C/CAG Board send a letter to the Governor in support of SB 595.

Board Member Gordon MOVED approval of a support letter for SB 595 (Beall). Board Member

Lentz SECONDED. **MOTION CARRIED 10-1-0.** Matsumoto OPPOSED

- 6.2 Review the list of projects proposed for the Draft 2018 State Transportation Improvement Program (STIP) for San Mateo County. NO ACTION

Jean Higaki, C/CAG staff, presented the Draft 2018 State Transportation Improvement Program (STIP) for San Mateo County. This item was introduced to the C/CAG Board for comments and input at the September 14, 2017 meeting. It will be presented to the C/CAG Board for approval action at the October 12, 2017 meeting.

Board members had several project specific questions regarding the Smart Corridors expansion project included in the 2018 STIP proposal. Staff provided responses to questions. Board members directed staff to provide more information regarding project benefits as well as its usage before the Board takes action at the next meeting.

Public comments were received from the members of the public on Item 6.2:

Paul Krupka – Project Manager for a project in Redwood City, spoke in support of the proposed 2018 STIP.

- 6.3 Receive an update on the San Mateo Countywide Transportation Plan 2040 Follow-up Working Group. INFORMATION

John Hoang, C/CAG staff, provided a presentation on the San Mateo Countywide Transportation Plan 2040 Follow-up Working Group. Board members requested to add Board member Kim to the Working Group. Board member Kim accepted.

- 6.4 Review and approval of Resolution 17-49 adopting the C/CAG Investment Policy Update. APPROVED

Board Member Canepa MOVED approval of Item 6.4. Board Member Ortiz SECONDED. **MOTION CARRIED 11-0-0**

- 6.5 Review and approval of the Finance Committee’s recommendation on investment portfolio and accept the Quarterly Investment Report as of June 30, 2017. APPROVED

Board Member Lentz MOVED approval of Item 6.5. Board Member Canepa SECONDED. **MOTION CARRIED 9-2-0.** Board Members G. Papan (Millbrae) and Ortiz OPPOSED

- 6.6 Review and approval of Resolution 17-39 authorizing the C/CAG Chair to execute an Agreement between C/CAG and selected consultant to perform Stakeholder Engagement and Meeting Facilitation Support Services for the San Mateo Countywide Transportation Plan 2040 Follow-Up. APPROVED

Sara Muse, C/CAG staff, presented the staff recommendation of approval of an agreement with Kearns & West in an amount not to exceed \$64,592 to perform stakeholder engagement support services.

Board Member Lentz MOVED approval of Item 6.6 and added considerations for the implementation strategies. Board Member G. Papan (Millbrae) SECONDED. **MOTION CARRIED 11-0-0.**

7.0 COMMITTEE REPORTS

7.1 Committee Reports (oral reports)

7.2 Chairperson's Report

7.3 Board Members Report/ Communication

8.0 EXECUTIVE DIRECTOR'S REPORT

9.0 COMMUNICATIONS - Information Only

9.1 Letter from Alicia Aguirre, Chair, City/County Association of Governments, to The Honorable Jim Frazier, Chair, Assembly Transportation Committee, dated 7/10/17. RE: SUPPORT IN CONCEPT for SB 595 (Beall)

9.2 Letter from Sandy Wong, Executive Director, City/County Association of Governments, to Mr. Steve Heminger, Metropolitan Transportation Commission, dated 8/9/17. RE: Request for additional repurposed earmark for the US 101 Managed Lane Project

9.3 Letter from Sandy Wong, Executive Director, City/County Association of Governments, to Mr. Bijan Sartipi, District Director, Caltrans District 4, dated 8/28/17. RE: Request for Streamlined PID Process – District 4 Office of Planning and Project Management

9.4 Letter from Alicia Aguirre, Chair, City/County Association of Governments, to The Honorable Edmund G. Brown Jr., Governor of California, dated 9/5/17. RE: SIGNATURE REQUESTED FOR SB 231 (Hertzberg)

10.0 ADJOURNMENT – 8:38 p.m.

C/CAG AGENDA REPORT

Date: October 12, 2017

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 17-50 determining that the City of Belmont 2035 General Plan Update, Phase I Zoning, Belmont Village Specific Plan and Belmont Village Zoning are conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

(For further information or response to questions, contact Susy Kalkin 650-599-1467)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, review and approve Resolution 17-50 determining that the proposed Belmont 2035 General Plan Update, Phase I Zoning, Belmont Village Specific Plan and Belmont Village Zoning are consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following conditions:

1. **Add language, as shown in underline, to clarify that the City of Belmont will comply with the land use compatibility requirements of the San Carlos ALUCP unless the City Council formally overrides an ALUC consistency determination, as provided for in PUC Section 21675.1(d).**

General Plan Policy 2.16-1/Belmont Village Specific Plan Policy 6.6-1 – Require new development located in the San Carlos Airport Influence Area (AIA) to comply with applicable land use compatibility provisions of the San Carlos ALUCP through review and approval of a site development plan, or other development permit. Unless otherwise approved by City Council in accordance with the provisions of Public Utilities Code Section 21675.1(d), development proposals must be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight notification, as contained the San Carlos ALUCP. Additionally, development proposals must meet FAA requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider C/CAG recommendations in the review of development proposals.

2. **Add language to the Phase 1 Zoning to reference the Safety Criteria outlined in Table 4-4 of the San Carlos ALUCP.** (Suggested language is provided in Attachment 4.)
3. **Add language to the Phase I Zoning and the Belmont Village Zoning describing the requirement for sponsors of projects in the airport environs to determine whether they must file Form 7460-1 Notice of Proposed Construction or Alteration with the Federal**

Aviation Administration (FAA), in accordance with Airspace Protection Policy 2. The zoning language should also explain that project applicants who are required to submit a Form 7460-1 to the FAA must provide the local government permitting agency with a copy of the FAA’s study findings with their applications for development approval.

- 4. Add a footnote (or other reference) to all zone districts located within the footprint of Area B of the Airport Influence Area to identify and restrict additional land uses or operating characteristics that may cause hazards to aircraft in flight in accordance with Airspace Protection Policy 6 of the San Carlos ALUCP.**

BACKGROUND

The entire City of Belmont is located within Area A of the Airport Influence Area (AIA) for San Carlos Airport, and about a quarter of the easterly portion of the City, including all of the Belmont Village Specific Plan (BVSP) Area, is located within Area B of the AIA, the area subject to formal CCAG/ALUC Review (see Attachment 5). Consistent with the requirements of California Public Utilities Code Section 21676(b), the City of Belmont has referred the subject General Plan update, Phase I Zoning, Belmont Village Specific Plan and Belmont Village Zoning to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP. (The draft documents can be found online at <http://www.belmont-2035generalplan.com/> and <http://www.planbelmontvillage.com/>)

DISCUSSION

Airport/Land Use Compatibility Issues

Each airport/land use compatibility plan (ALUCP) is required to contain policies and criteria to address three key issues: (a) aircraft noise impacts; (b) safety compatibility criteria; and (c) height of structures/airspace protection.

The following sections address the content of the Belmont 2035 General Plan update, Phase I Zoning, Belmont Village Specific Plan and Belmont Village Zoning as they pertain to these compatibility issues.

➤ Belmont 2035 General Plan and Belmont Village Specific Plan

The Belmont 2035 General Plan and Belmont Village Specific Plan include the following identical goals and policies that recognize and support the need to comply with the provisions of the San Carlos ALUCP:

- “General Plan Goal 2.16/BVSP Goal 6.6: Maintain land use compatibility with the San Carlos Airport to minimize exposure of public to noise and other safety hazards.

General Plan Policy 2.16-1/BVSP Policy 6.6-1: Require new development located in the San Carlos Airport Influence Area (AIA) to comply with applicable land use compatibility provisions of the San Carlos ALUCP through review and approval of a site development plan, or other development permit. Unless otherwise approved by City Council, development proposals must be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight notification, as contained the San Carlos

ALUCP. Additionally, development proposals must meet FAA requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider C/CAG recommendations in the review of development proposals.”

Staff recommends the language in General Plan Policy 2.16-1 and BVSP Policy 6.6-1 be amended slightly to clarify that the City of Belmont will comply with the land use compatibility requirements of the San Carlos ALUCP unless the City Council formally overrides an ALUC consistency determination in accordance with Section 21675.1(d) of the Public Utilities Code.

Subject to this minor clarification, the Belmont 2035 General Plan update and Belmont Village Specific Plan would be consistent with all applicable land use compatibility criteria contained in the San Carlos ALUCP.

➤ Phase I Zoning and Belmont Village Zoning

(a) Aircraft Noise Impacts

The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the San Carlos ALUCP.

As shown on Attachment 6, only a very small corner of Belmont lies within the 60 dB CNEL contour. The Phase I Zoning designates this area Regional Commercial, which allows for a variety of commercial and light industrial uses, any of which is listed as permitted under the noise compatibility criteria in the San Carlos ALUCP.

Therefore, the Phase I Zoning and Belmont Village Zoning are consistent with the San Carlos ALUCP noise policies and criteria.

(b) Safety Compatibility

The San Carlos ALUCP identifies six safety zones, as shown on Attachment 7, and sets forth compatibility criteria for each of these zones. A portion of the eastern half of Belmont lies within Safety Zone 6, and a single parcel along Shoreway Road lies within Safety Zone 4.

- Safety Zone 4 - As indicated in Attachment 8, there are a number of uses that are considered either incompatible or conditionally compatible within Safety Zone 4. Incompatible uses consist of uses such as schools, day care centers, hospitals, nursing homes and other indoor assembly uses that involve higher concentrations of people (≥ 300 people). The single parcel that is situated within Safety Zone 4 is proposed to be zoned Regional Commercial (RC). This designation would allow for a wide range of commercial and light industrial uses, several of which, including day care centers and indoor assembly uses, would not be compatible on this specific site for safety reasons.

- Safety Zone 6 - The only uses identified as strictly incompatible within Safety Zone 6 are power plants and large capacity (≥ 1000 people) indoor or outdoor assembly uses. Several existing or proposed Zone Districts are located within Safety Zone 6, including Corridor Mixed Use (CMU), Service Commercial (C4), Harbor Industrial Area 1 and 2 (HIA-1 & HIA-2), and Village Corridor Mixed Use (VCMU). These districts all provide for some type of use that could include large capacity assembly uses, and that would be incompatible with Safety Policy 1 of the ALUCP, which states the following:

“Safety Policy 1 – Evaluating Safety Compatibility for New Development

The safety compatibility of proposed uses within the Airport Influence Area for San Carlos Airport shall be evaluated in accordance with the policies set forth in this section including the safety zones presented on Exhibit 4-3, and the compatibility criteria listed in Table 4-4.

The Phase I Zoning and Belmont Village Zoning include no specific mention of airport safety zones. Therefore, in order to mitigate any potential conflict, it is recommended that the zoning documents be revised to clarify the need to comply with the Safety Criteria outlined in Table 4-4. It is suggested that a footnote to that effect be added to the uses of concern, as shown in Attachment 4, or otherwise referenced in a manner acceptable to the City of Belmont that achieves the same purpose.

Subject to the above referenced revisions, the Phase I Zoning and Belmont Village Zoning would be compatible with the Safety Policies and criteria outlined in the San Carlos ALUCP.

(c) Height of Structures/Airspace Protection

Pursuant to the San Carlos ALUCP, airspace protection compatibility of proposed land uses within its AIA is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77), “Safe, Efficient Use and Preservation of the Navigable Airspace”, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces. By definition, any object that penetrates one of the imaginary surfaces of the FAR Part 77 exhibit is deemed an obstruction to air navigation. However, not all obstructions are necessarily hazards. The determination of whether an object would be a hazard is made as part of an aeronautical study conducted by the FAA.

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the airspace protection surfaces map or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

Portions of the City of Belmont lie below the FAR Part 77 Airspace Protection Surfaces, as shown on Attachment 9. Similarly, portions of the city lie within the FAA notification areas identified on Attachment 10. Allowable heights identified in the Phase I Zoning and Belmont Village Zoning vary, with a maximum permissible height of 73 feet (65 feet for the main structure, plus 8 feet for architectural features). While building heights will not generally be of concern, heights on particular sites may need to be evaluated on a case by case basis in order to comply with the Airspace Protection Policies.

Therefore, it is recommended that language be added to the Phase I Zoning and Belmont Village Zoning describing the requirement for sponsors of projects in the airport environs to determine

whether they must file Form 7460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA), in accordance with Airspace Protection Policy 2. The zoning language should also explain that project applicants who are required to submit a Form 7460-1 to the FAA must provide the local government permitting agency with a copy of the FAA's study findings with their applications for development approval.

Other Flight Hazards/Airspace Protection

As outlined in Airspace Protection Policy 6, land uses that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards, to aircraft are incompatible within AIA Area B. Specific characteristics which are incompatible and should be avoided include:

- a) Sources of glare, such as highly reflective buildings or building features, or bright lights, including searchlights, laser displays, which would interfere with the vision of pilots making approaches to the Airport.
- b) Distracting lights that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end lighting, or runway approach lighting.
- c) Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.
- d) Sources of steam or other emissions that may cause thermal plumes or other forms of unstable air that generate turbulence within the flight path;
- e) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.
- f) Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, Waste Disposal Sites On or Near Airports, FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports, and any successor or replacement orders or advisory circulars. Exceptions to this policy are acceptable wetlands or other environmental mitigation projects required by ordinance, statute, court order, or Record of Decision issued by a federal agency under the National Environmental Policy Act.

The Phase I Zoning and Belmont Village Zoning do not mention land use or operational characteristics that may be hazardous to aircraft in flight. It is therefore recommended that an additional footnote be added to the various zoning districts located within AIA Area B to note these requirements.

Subject to compliance with the above recommended modifications, the Phase I Zoning and Belmont Village Zoning would be consistent with the Airspace Protection Policies of the San Carlos ALUCP.

CONCLUSION

As indicated above, the Belmont 2035 General Plan and Belmont Village Specific Plan include goals and policies that recognize and support the need to comply with the provisions of the San Carlos ALUCP. Therefore, subject to implementation of the recommended modifications to General Plan Policy 2.16-1 and Belmont Village Specific Plan Policy 6.6-1, and the text additions recommended for the Phase I Zoning and Belmont Village Zoning, the collective update would be consistent with the noise, safety and airspace protection policies of the San Carlos ALUCP.

ATTACHMENTS

1. Resolution 17-50
2. Phase 1 Zoning Diagram
3. Belmont Village Zoning Diagram
4. Safety Compatibility - Proposed Zoning Ordinance Clarifications
5. Exhibit 4-7: AIA for San Carlos Airport
6. Exhibit 4-2: 2035 Aircraft Noise Contours
7. Exhibit 4-3: Airport Safety Zones
8. Table 4-4: Safety Compatibility Criteria
9. Exhibit 4-4: Airport Part 77 Airspace Protection Surfaces
10. Exhibit 4-4a: FAA Notification Form 7460-1 Filing Requirements

RESOLUTION 17-50

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT THE CITY OF BELMONT 2035 GENERAL PLAN UPDATE, PHASE I ZONING, BELMONT VILLAGE SPECIFIC PLAN AND BELMONT VILLAGE ZONING ARE CONDITIONALLY CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN CARLOS AIRPORT

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), acting as the San Mateo County Airport Land Use Commission (ALUC); that,

WHEREAS, California Public Utilities Code Section 21676(b) requires that prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance, a local agency shall first refer the proposed action to the Airport Land Use Commission for a determination of consistency with the applicable Airport Land Use Plan; and,

WHEREAS, the City of Belmont has submitted its General Plan update, Phase I Zoning, Belmont Village Specific Plan and Belmont Village Zoning to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos Airport Land Use Compatibility Plan (ALUCP); and

WHEREAS, the entire City of Belmont is located within Area A of the Airport Influence Area (AIA) for San Carlos Airport, and a portion of the easterly part of Belmont, including all of the Belmont Village Specific Plan (BVSP) Area, is located within Area B of the AIA, the area subject to formal CCAG/ALUC Review ; and

WHEREAS, three sets of airport/land use compatibility policies and criteria in the San Carlos ALUCP relate to the content of the Belmont 2035 General Plan update and Belmont Village Specific Plan: (a) aircraft noise impacts; (b) safety compatibility criteria; and (c) height of structures/airspace protection, as discussed below:

The Belmont 2035 General Plan and Belmont Village Specific Plan include identical policies (General Plan Policy 2.16-1 and BVSP Policy 6.6-1) that recognize and support the need to comply with the provisions of the San Carlos ALUCP.

Subject to the inclusion of a minor language amendment to these policies to clarify that the City of Belmont will comply with the land use compatibility requirements of the San Carlos ALUCP unless the City Council formally overrides an ALUC consistency determination in accordance with Sections 21675.1(d) of the Public Utilities Code, the Belmont 2035 General Plan and Belmont Village Specific Plan are consistent with the land use compatibility criteria in the San Carlos ALUCP.

WHEREAS, three sets of airport/land use compatibility policies and criteria in the San Carlos ALUCP relate to the content of the Phase I Zoning and Belmont Village Zoning: (a) aircraft noise impacts; (b) safety compatibility criteria; and (c) height of structures/airspace protection, as discussed below:

- (a) Aircraft Noise Impacts - The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. Only a very small corner of Belmont lies within this contour. The Phase I Zoning designates this area Regional Commercial, which allows for a variety of commercial and light industrial uses, any of which is listed as permitted under the noise compatibility criteria in the San Carlos ALUCP. Therefore, the Phase I Zoning and Belmont Village Zoning are consistent with the San Carlos ALUCP noise policies and criteria.
- (b) Safety Compatibility - The San Carlos ALUCP identifies six safety zones. A portion of the eastern half of Belmont lies within Safety Zone 6, and a single parcel along Shoreway Road lies within Safety Zone 4.

Safety Zone 4 - There are a number of uses that are considered either incompatible or conditionally compatible within Safety Zone 4. The single parcel that is situated within Safety Zone 4 is proposed to be zoned Regional Commercial (RC). This designation would allow for a wide range of commercial and light industrial uses, several of which, including day care centers and indoor assembly uses, would not be compatible on this specific site for safety reasons.

Safety Zone 6 - The only uses identified as strictly incompatible within Safety Zone 6 are power plants and large capacity (≥ 1000 people) indoor or outdoor assembly uses. Several existing or proposed Zone Districts are located within Safety Zone 6, and provide for some types of use that could include large capacity assembly, which would be incompatible on sites within Safety Zone 6

In order to mitigate any potential conflict, the zoning documents shall be revised to clarify the need to comply with the Safety Criteria outlined in Table 4-4 of the San Carlos ALUCP. Subject to these revisions, the Phase I Zoning and Belmont Village Zoning would be compatible with the Safety Policies and criteria outlined in the San Carlos ALUCP.

- (c) Airspace Protection - The San Carlos ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (FAR Part 77), "Safe, Efficient Use and Preservation of the Navigable Airspace", which establishes the standards for determining obstructions to air navigation, and with the federal notification requirements related to proposed development within the 14 CFR boundaries. In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the airspace protection surfaces map or (2) the maximum height determined not to be a "hazard to air navigation" by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

Portions of the City of Belmont lie below the FAR Part 77 Airspace Protection Surfaces and within the FAA notification areas. While building heights will not generally be of concern, heights on particular sites may need to be evaluated on a case by case basis in order to comply with the Airspace Protection Policies. Therefore, language shall be added to the Phase I Zoning and Belmont Village Zoning describing the requirement for sponsors of projects in the airport environs to determine whether they must file Form 7460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA), in accordance with Airspace Protection Policy 2.

Other Airspace Hazards - As outlined in Airspace Protection Policy 6, land uses that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards, to aircraft are incompatible within AIA Area B, and should be avoided. Accordingly, the Phase I Zoning and Belmont Village Zoning shall be amended to include a footnote within the various zoning districts located within AIA Area B to note these requirements.

Subject to compliance with the above recommended modifications, the Phase I Zoning and Belmont Village Zoning would be consistent with the Airspace Protection Policies of the San Carlos ALUCP.

WHEREAS, at their September 28, 2017 meeting, and based on the factors and conditions listed above, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the Belmont 2035 General Plan Update, Phase I Zoning, Belmont Village Specific Plan and Belmont Village Zoning are consistent with the applicable provisions of the San Carlos ALUCP; and,

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the San Mateo County Airport Land Use Commission, that the Belmont 2035 General Plan Update, Phase I Zoning, Belmont Village Specific Plan and Belmont Village Zoning, subject to the conditions in Exhibit A, attached, are determined to be consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

PASSED, APPROVED, AND ADOPTED, THIS 12TH DAY OF OCTOBER, 2017.

Alicia C. Aguirre, Chair

Resolution 17-50 – Conditions of Approval:

- 1. Add language, as shown in underline, to clarify that the City of Belmont will comply with the land use compatibility requirements of the San Carlos ALUCP unless the City Council formally overrides an ALUC consistency determination, as provided for in PUC Section 21675.1(d).**

General Plan Policy 2.16-1/Belmont Village Specific Plan Policy 6.6-1 – Require new development located in the San Carlos Airport Influence Area (AIA) to comply with applicable land use compatibility provisions of the San Carlos ALUCP through review and approval of a site development plan, or other development permit. Unless otherwise approved by City Council in accordance with the provisions of Public Utilities Code Section 21675.1(d), development proposals must be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight notification, as contained the San Carlos ALUCP. Additionally, development proposals must meet FAA requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider C/CAG recommendations in the review of development proposals.

- 2. Add language to the Phase 1 Zoning to reference the Safety Criteria outlined in Table 4-4 of the San Carlos ALUCP. (Suggested language is provided in Attachment 1 to this Exhibit.)**
- 3. Add language to the Phase I Zoning and the Belmont Village Zoning describing the requirement for sponsors of projects in the airport environs to determine whether they must file Form 7460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA), in accordance with Airspace Protection Policy 2. The zoning language should also explain that project applicants who are required to submit a Form 7460-1 to the FAA must provide the local government permitting agency with a copy of the FAA's study findings with their applications for development approval.**
- 4. Add a footnote (or other reference) to all zone districts located within the footprint of Area B of the Airport Influence Area to identify and restrict additional land uses or operating characteristics that may cause hazards to aircraft in flight in accordance with Airspace Protection Policy 6 of the San Carlos ALUCP.**

Safety Compatibility - Proposed Zoning Ordinance Clarifications

To clarify that specific uses within certain zone districts may not be compatible on a particular site based on the safety criteria listed in Table 4-4 of the San Carlos ALUCP, it is recommended that language be added as described below:

Regional Commercial (RC) District – This zone district includes properties that lie within Safety Zones 4 and 6.

- Add a footnote to the following uses:
 - Commercial amusement, entertainment, and health club enterprises, including cinemas, indoor theaters, ice rinks, and related facilities, which may be publicly- or privately-owned.
 - Day Care centers.
 - Utilities

Suggested footnote language:

“For properties located within San Carlos Airport Safety Zones 4 and 6, uses must comply with the Airport Land Use Compatibility criteria listed in Table 4-4 of the San Carlos ALUCP.”

Other Zone Districts

Several Zone Districts include properties that lie within Safety Zone 6. Suggested footnote language for these:

“For properties located within San Carlos Airport Safety Zone 6, uses must comply with the Airport Land Use Compatibility criteria listed in Table 4-4 of the San Carlos ALUCP”

It is recommended that this footnote be appended to the listed uses in the following zone districts:

- Corridor Mixed Use (CMU) District
 - Commercial amusement, entertainment, and health club enterprises, including cinemas, indoor theaters, ice rinks, and related facilities, which may be publicly- or privately-owned.
 - Community Assembly
- Village Corridor Mixed Use (VCMU) District
 - Commercial entertainment and recreation: Cinema, Theater, Small-scale Facility, Large-scale Facility
 - Community Assembly
 - Government Buildings
- Harbor Industrial Area 1 (HIA-1) District
 - Commercial amusement, entertainment, and health club enterprises, which may include a publicly- or privately-owned ice rink.
 - Community Assembly

- Public/Semi-Public (PS) District
 - Community centers
 - Government Buildings

- Service Commercial (C4) District – Include as a general footnote since the allowable uses include most uses identified in C-1, C-2 and C-3 zone districts.

Draft Phase 1 Zoning Map Changes



OUTER LIMIT OF AREAS AFFECTED BY SAN CARLOS ALLUCP

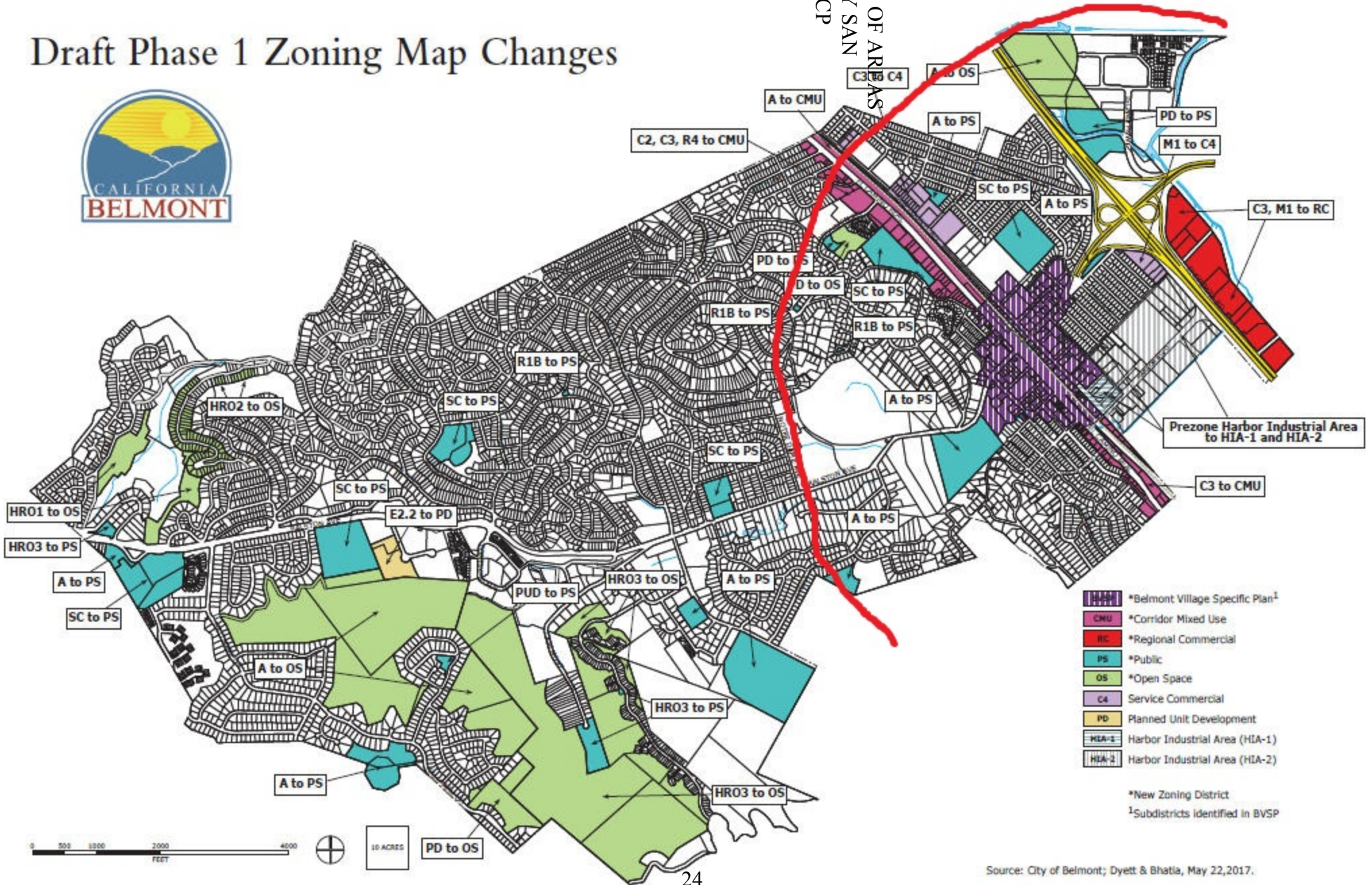
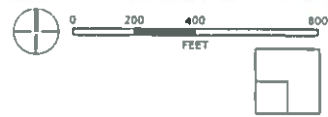


FIGURE 31-1: VILLAGE ZONING DISTRICTS



- V Village Core
- VE Village Station Core
- VCMU Village Corridor Mixed Use
- VHDR Village High Density Residential
- PF Public Facility
- PP Park/Plaza
- Active Use Frontage Overlay
- Proposed Bicycle/Pedestrian Underpass
- Caltrain
- Proposed New Rights of-Ways
- Waterways/Lakes
- Belmont Village Planning Area
- City of Belmont



Source: City of Belmont, 2014, San Mateo County Assessor's Parcel Database, 2014

DYETT & BHATIA
Urban and Regional Planners

Safety Compatibility - Proposed Zoning Ordinance Clarifications

To clarify that specific uses within certain zone districts may not be compatible on a particular site based on the safety criteria listed in Table 4-4 of the San Carlos ALUCP, it is recommended that language be added as described below:

Regional Commercial (RC) District – This zone district includes properties that lie within Safety Zones 4 and 6.

- Add a footnote to the following uses:
 - Commercial amusement, entertainment, and health club enterprises, including cinemas, indoor theaters, ice rinks, and related facilities, which may be publicly- or privately-owned.
 - Day Care centers.
 - Utilities

Suggested footnote language:

“For properties located within San Carlos Airport Safety Zones 4 and 6, uses must comply with the Airport Land Use Compatibility criteria listed in Table 4-4 of the San Carlos ALUCP.”

Other Zone Districts

Several Zone Districts include properties that lie within Safety Zone 6. Suggested footnote language for these:

“For properties located within San Carlos Airport Safety Zone 6, uses must comply with the Airport Land Use Compatibility criteria listed in Table 4-4 of the San Carlos ALUCP”

It is recommended that this footnote be appended to the listed uses in the following zone districts:

- Corridor Mixed Use (CMU) District
 - Commercial amusement, entertainment, and health club enterprises, including cinemas, indoor theaters, ice rinks, and related facilities, which may be publicly- or privately-owned.
 - Community Assembly

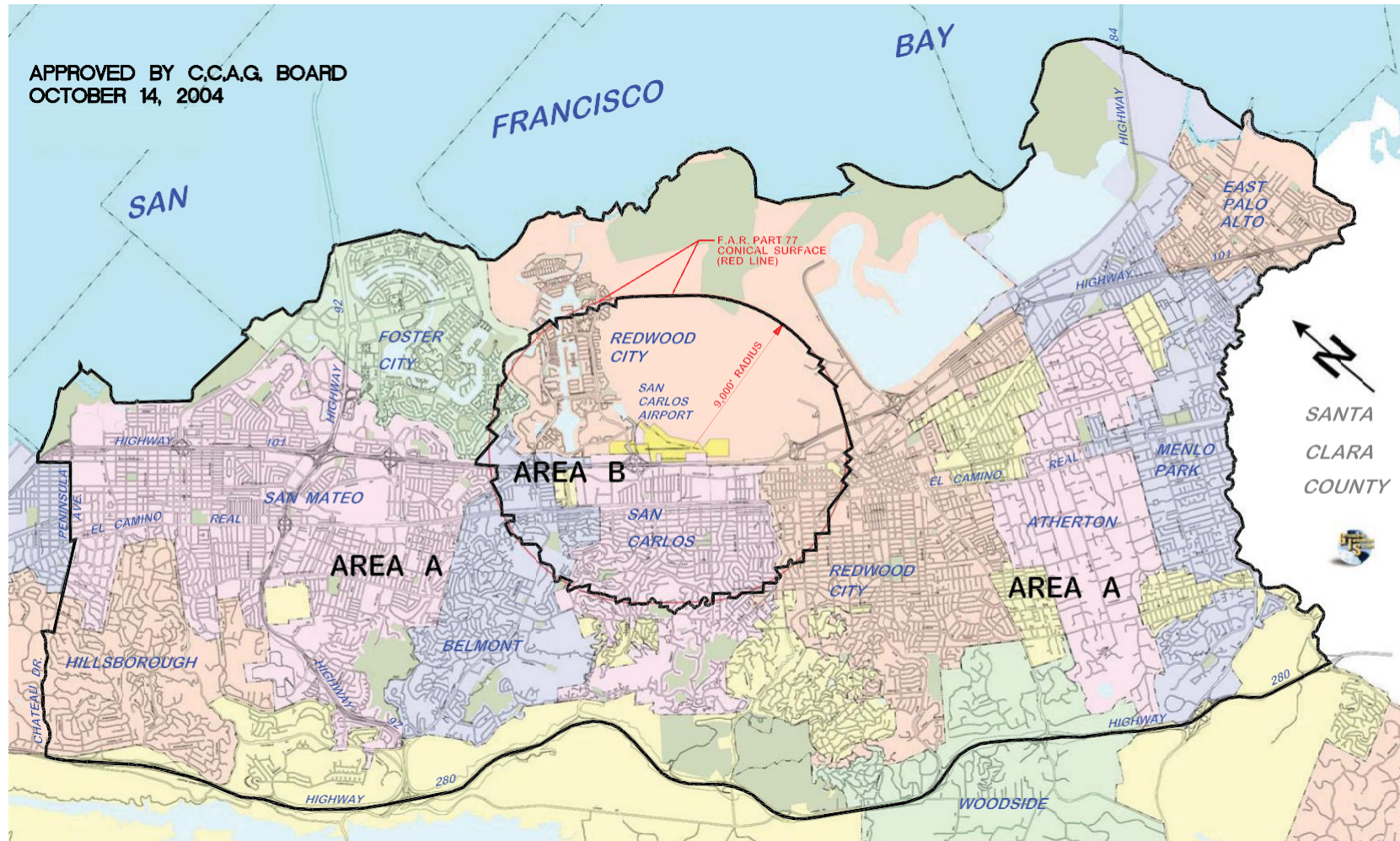
- Village Corridor Mixed Use (VCMU) District
 - Commercial entertainment and recreation: Cinema, Theater, Small-scale Facility, Large-scale Facility
 - Community Assembly
 - Government Buildings

- Harbor Industrial Area 1 (HIA-1) District
 - Commercial amusement, entertainment, and health club enterprises, which may include a publicly- or privately-owned ice rink.
 - Community Assembly

- Public/Semi-Public (PS) District
 - Community centers
 - Government Buildings

- Service Commercial (C4) District – Include as a general footnote since the allowable uses include most uses identified in C-1, C-2 and C-3 zone districts.

APPROVED BY C.C.A.G. BOARD
OCTOBER 14, 2004



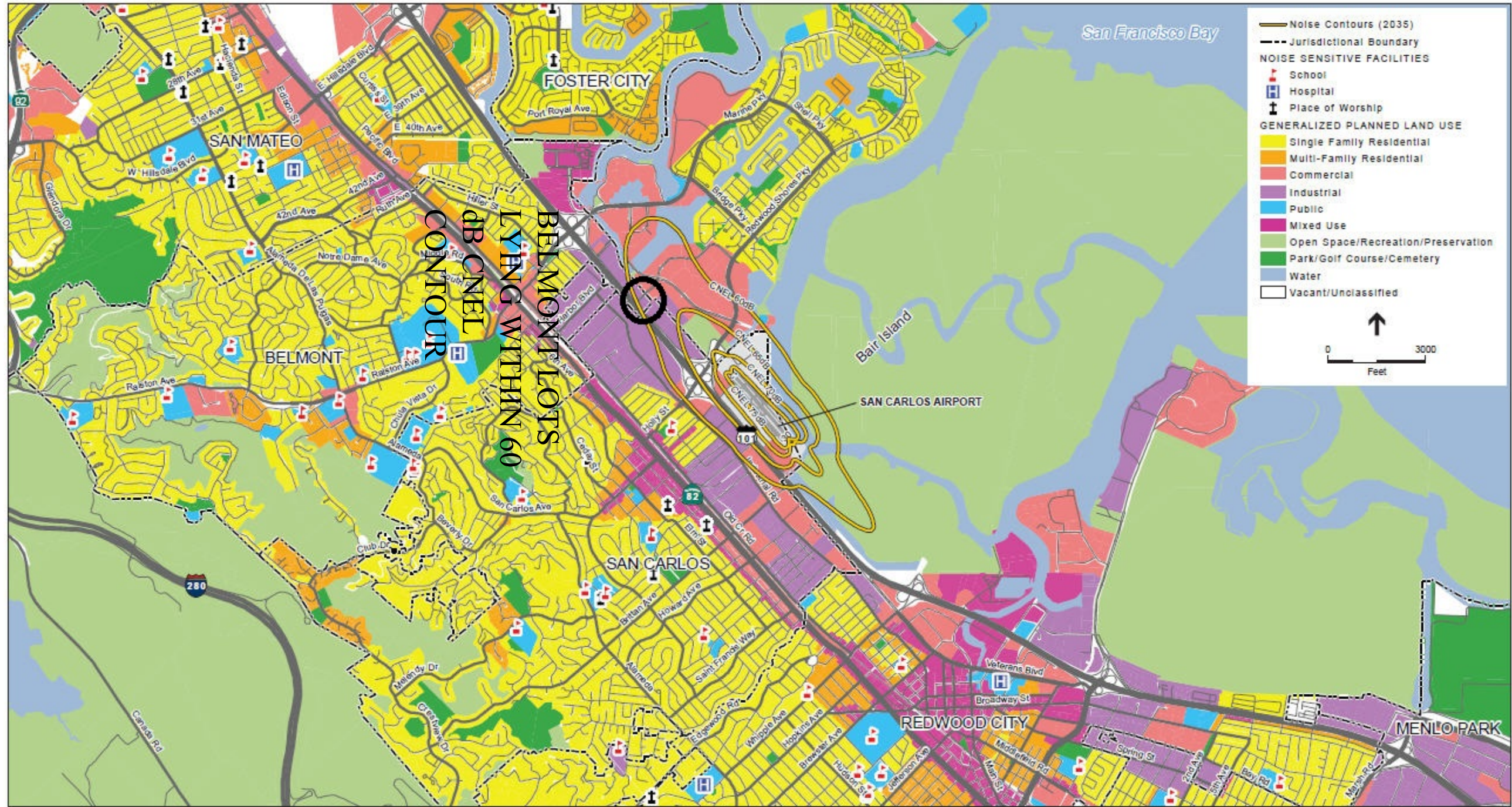
**CCAG LANDUSE COMMITTEE RECOMMENDATION
REVISED AIRPORT INFLUENCE AREA BOUNDARY
FOR SAN CARLOS AIRPORT -- AREAS A & B (OCTOBER 2004)**

AREA A: PROPOSED REVISED AIRPORT INFLUENCE AREA (AIA) BOUNDARY (real estate disclosure only)

AREA B: PROPOSED CCAG/ALUC REVIEW AREA BOUNDARY* (real estate disclosure and formal CCAG/ALUC review)

* This boundary is a refinement of the current CCAG/ALUC review boundary.

SOURCE: City/County Association of Governments of San Mateo County (C/CAG), October 2004

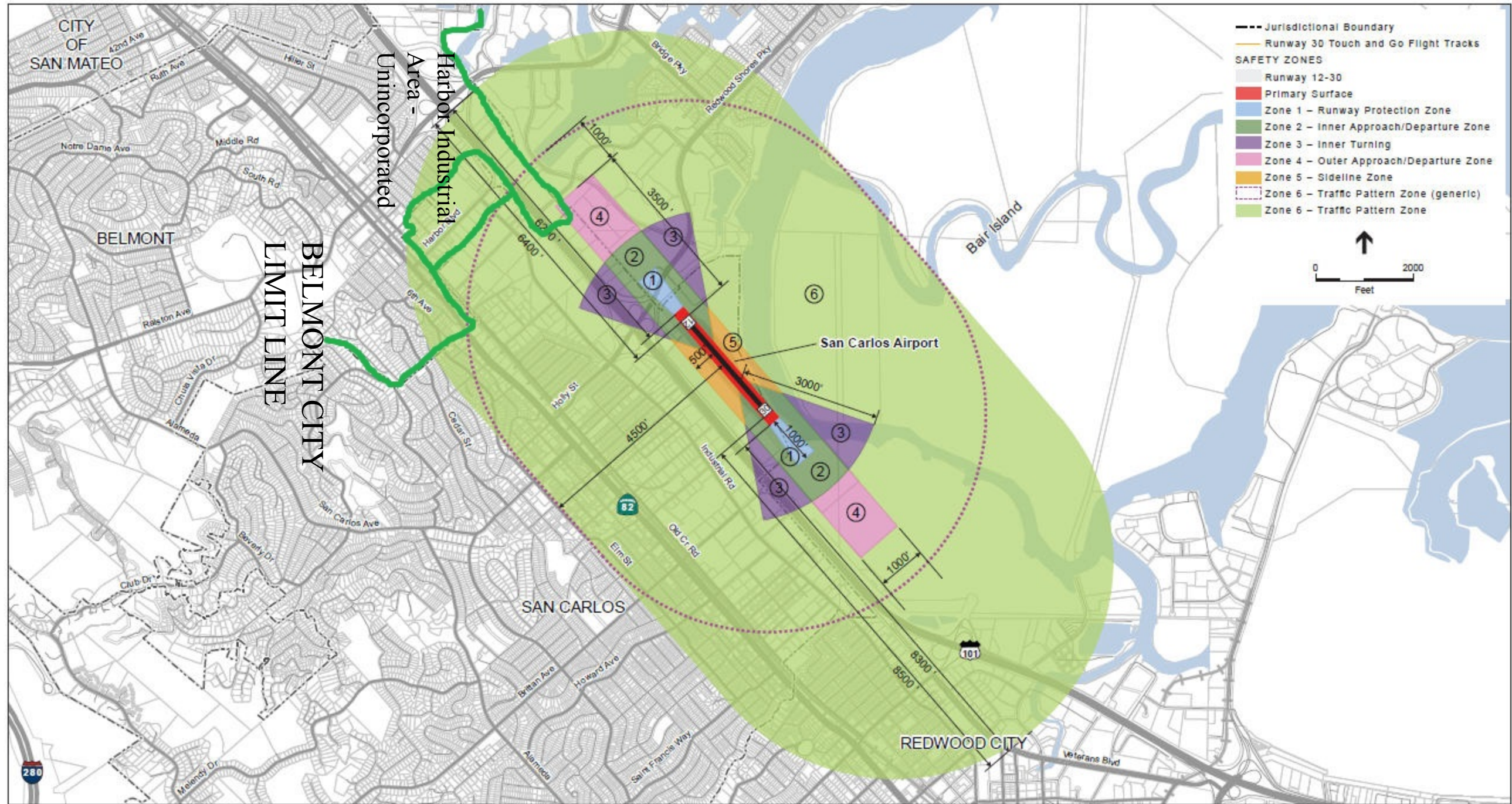


SOURCE: Belmont, 1982; San Mateo County, 1986; Foster City, 1993; Menlo Park, 1994; San Carlos, 2009; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

San Carlos Airport ALUCP - 130753

Exhibit 4-2

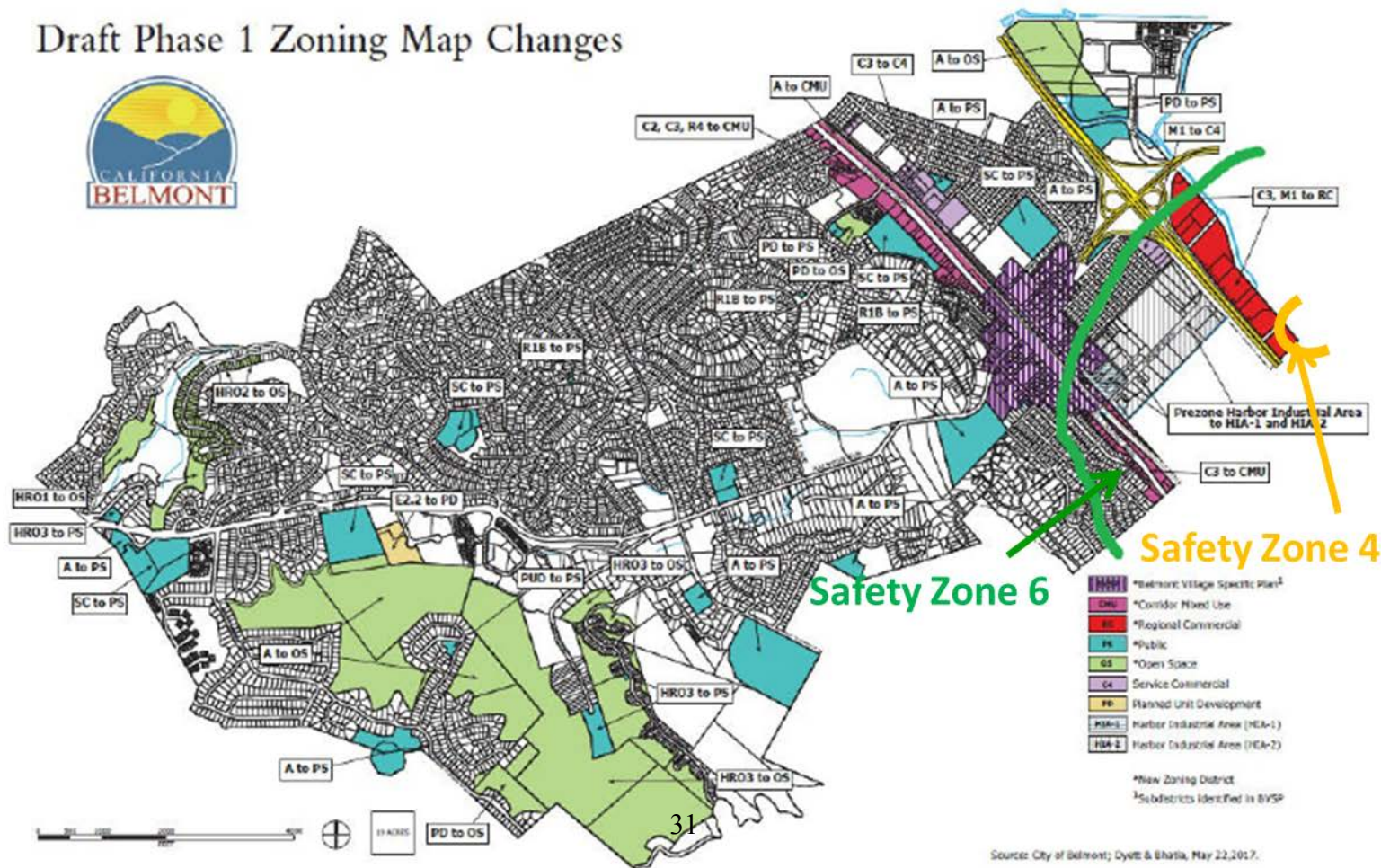
Future Conditions (2035) Aircraft Noise Contours



SOURCE: ESRI, 2014; ESA Airports, 2014

San Carlos Airport ALUCP . 130753
 Exhibit 4-3
 San Carlos Airport Safety Zones

Draft Phase 1 Zoning Map Changes



- *Belmont Village Specific Plan¹
- *Corridor Mixed Use
- *Regional Commercial
- *Public
- *Open Space
- *Service Commercial
- Planned Unit Development
- Harbor Industrial Area (HIA-1)
- Harbor Industrial Area (HIA-2)

¹New Zoning District
²Subdistricts identified in BVSP

**TABLE 4-4
SAFETY COMPATIBILITY CRITERIA**

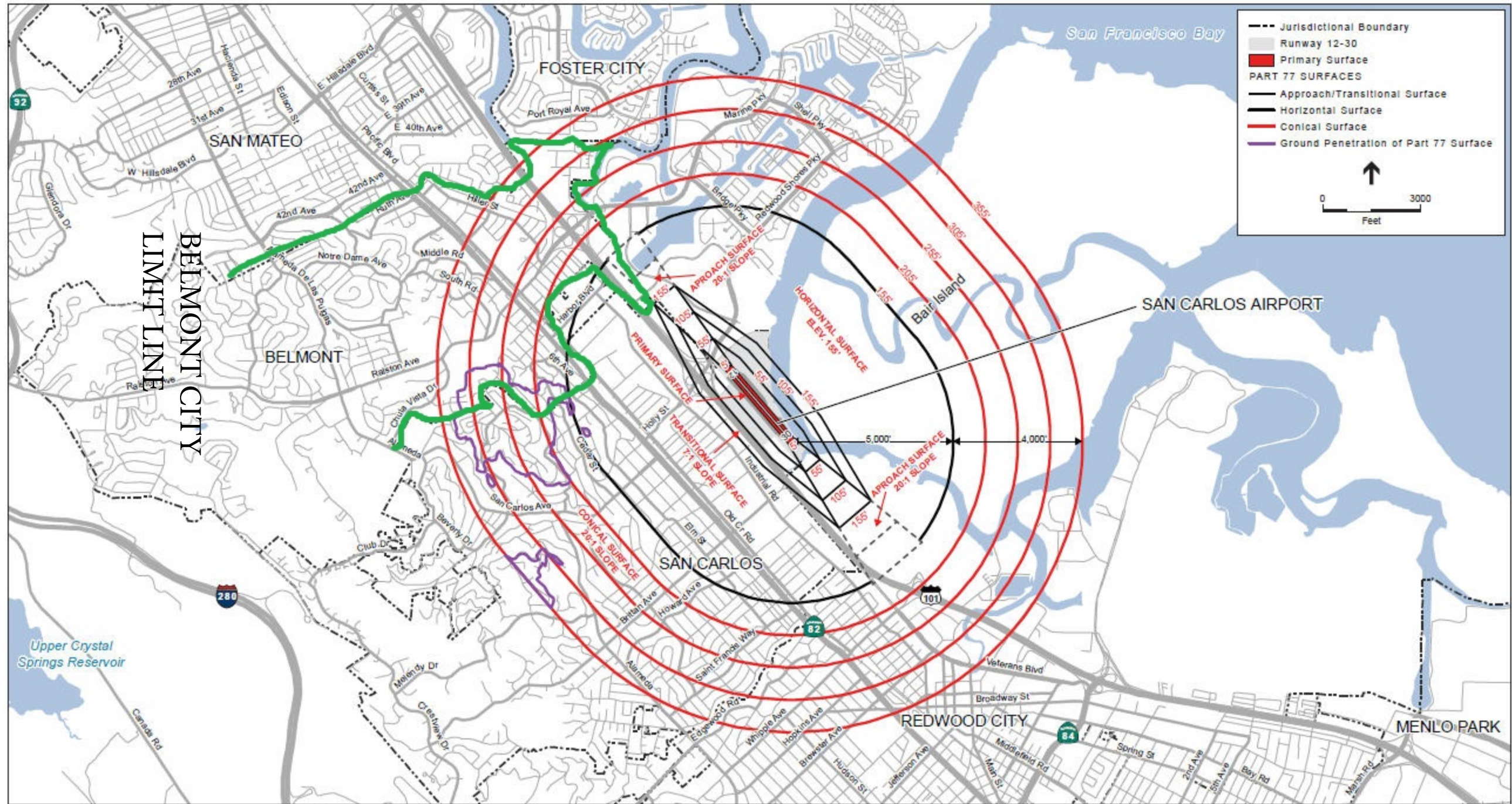
Land Uses	Safety Compatibility Zones					
	1	2	3	4	5	6
Maximum Non-Residential Intensity (Site wide average people per acre)	0	60	100	150	100	No Limit
Required Open Land	100%	30%	20%	20%	30%	10%
Residential Land Uses						
➤ Note: Where uses are listed as "C"- Conditionally Compatible, please refer to Safety Compatibility Policy 2.						
Short-term lodging facilities (≤ 30 nights): hotels, motels, etc. (approx. 200 s.f./person)	N	N	C	C	C	Y
Long-term lodging facilities (> 30 days): extended-stay hotels, dormitories, etc.	N	N	C	C	N	Y
Single-family residential: detached dwellings, duplexes, townhomes, mobile homes	N	N	Zones 3 and 4: Incompatible at density > 4.0 d.u./ac		N	Y
Multi-family residential: low-to-high density apartments, condominiums	N	N	Zones 3 and 4: Incompatible at density > 12.0 d.u./ac		N	Y
Sensitive Land Uses (Land Uses of Particular Concern)						
➤ Note: Where uses are listed as "C"- Conditionally compatible, please refer to Safety Compatibility Policy 4.						
Schools, K-12	N	N	N	N	N	C
Commercial Daycare (≥8 children)	N	N	N	N	N	C
Nurseries/in-home day care (≤14 people)	N	N	N	N	N	Y
Inpatient facilities: hospitals, sanitariums, psychiatric facilities (approximately 250 s.f./person)	N	N	N	N	N	C
Outpatient facilities (>5 patients): dentist offices, clinics, etc. (approximately 240 s.f./person)	N	N	C	C	N	Y
Congregate Care Facilities- ambulatory and non-ambulatory (includes assisted living, convalescent/rehab facilities, retirement homes)	N	N	N	N	N	C
Correctional Facilities	N	N	N	N	N	C
High Capacity Indoor assembly room (≥ 1,000 people)	N	N	N	N	N	N
Medium to large indoor assembly room (≥300, <1,000 people)	N	N	N	N	N	C
Low capacity indoor assembly room (≤ 300 people)	N	N	C	C	N	C
Large outdoor assembly area (≥1,000 people)	N	N	N	N	N	N
Medium outdoor assembly area (≥300, <999 people)	N	N	C	C	N	C

**TABLE 4-4 (Continued)
SAFETY COMPATIBILITY CRITERIA**

Land Uses	Safety Compatibility Zones					
	1	2	3	4	5	6
Small outdoor assembly area (≥ 50 , ≤ 299 people)	N	N	C	C	N	C
Non-Residential Land Uses						
Commercial Land Uses						
➤ Note: Where uses are listed as "C"-Conditionally Compatible, please refer to Safety Compatibility Policy 3.						
Offices (approx. 215 s. f./person)	N	C	C	C	C	Y
Small eateries/drinking establishments (approx. 60 s.f./person)	N	N	C	C	C	Y
Medium sized business (approx. 200 s.f./person)	N	C	C	C	C	Y
Mixed use retail centers with restaurant facilities (approx. 110 s.f./ person)	N	N	C	C	C	Y
Retail center with no restaurant facilities (approx. 170 s.f./ person)	N	C	Y	Y	Y	Y
Manufacturing, R&D, Industrial Land Uses						
➤ Note: Where uses are listed as "C"-Conditionally Compatible, please refer to Safety Compatibility Policy 3.						
Manufacturing, research and development (approx. 300 s.f./ person)	N	N	C	C	C	Y
Occupancies utilizing hazardous (flammable, explosive, corrosive, or toxic) materials	N	N	Zones 3 - 5: C "Conditionally Compatible": Please refer to Safety Compatibility Policies 4 and 9.			Y
Storage of hazardous materials: gas stations, etc.	N	N	Zones 3 - 5: C "Conditionally Compatible": Please refer to Safety Compatibility Policies 4 and 9.			Y
Warehouses, distribution facilities (approx. 500 s.f./ person)	N	C	C	Y	Y	Y
Repair garages not requiring use of flammable objects	N	Y	Y	Y	Y	Y
Open parking garages	N	Y	Y	Y	Y	Y
Private garages, carports, and agricultural buildings	N	Y	Y	Y	Y	Y
Agriculture, Natural Features, Resource Operations						
➤ Note: These uses may attract birds or other wildlife considered potentially hazardous to flight. For uses listed as C-Conditionally Compatible, see Airspace Protection Policy 6 and FAA Advisory Circular 150/5200-33B, <i>Hazardous Wildlife Attractants On or Near Airports</i> .						
Tree farms, landscape nurseries, and greenhouses	N	N	C	C	N	Y
Community Gardens	N	N	C	C	N	Y
Fish farms	N	N	N	N	N	Y
Land reserves and open space	N	Y	Y	Y	N	Y
Waterways (rivers, creeks, swamps bays, lakes)	N	N	N	C	N	C
Reservoirs; quarry lakes; detention ponds; aquifer recharge; recycled water storage; flood control or water conveyance channels.	N	N	C	C	C	C

**TABLE 4-4 (Continued)
SAFETY COMPATIBILITY CRITERIA**

Land Uses	Safety Compatibility Zones					
	1	2	3	4	5	6
Utilities						
➤ Note: These uses may generate dust, smoke, thermal plumes, or other hazards to flight. These uses may attract birds or other wildlife considered potentially hazardous to flight. Power lines, smoke stacks, or other tall objects associated with these uses may be hazards to flight. For uses listed as C-Conditionally Compatible, see Airspace Protection Policy 6.						
Water treatment	N	C	C	C	N	C
Electrical substations	N	N	C	N	C	Y
Power plants	N	N	N	N	N	N
Power lines	N	N	N	N	N	Y
Roadways	C	Y	Y	Y	Y	Y
Other transit-oriented uses (train stations, bus stations, etc.)	N	C	Y	Y	N	Y
Recreational Land Uses						
➤ Note: Golf courses and parks may attract birds or other wildlife considered potentially hazardous to flight. For uses listed as C- Conditionally Compatible, see Airspace Protection Policies 4 and 6.						
Golf courses	N	N	N	N	N	C
Parks (playgrounds, picnic areas, athletic fields, tennis courts, etc.)	N	C	C	C	N	Y
Riding stables and trails	N	Y	Y	Y	N	Y
NOTES:						
N – INCOMPATIBLE: Uses should not be permitted under any circumstances as they may expose persons to airport-related safety hazards.						
C – CONDITIONALLY COMPATIBLE: Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.						
Y – COMPATIBLE: Uses or activities are compatible with airport operations and are permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards. Noise, airspace protection, and/or overflight policies may still apply.						
<i>All uses or activities identified in Table 3-4 are subject to intensity and density limitations as indicated. Particular attention should be given to developments that, when located in combination with other permitted or limited activities, may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards. Noise, airspace protection, and/or overflight policies may still apply.</i>						
Source: ESA Airports, September 2014.						



SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

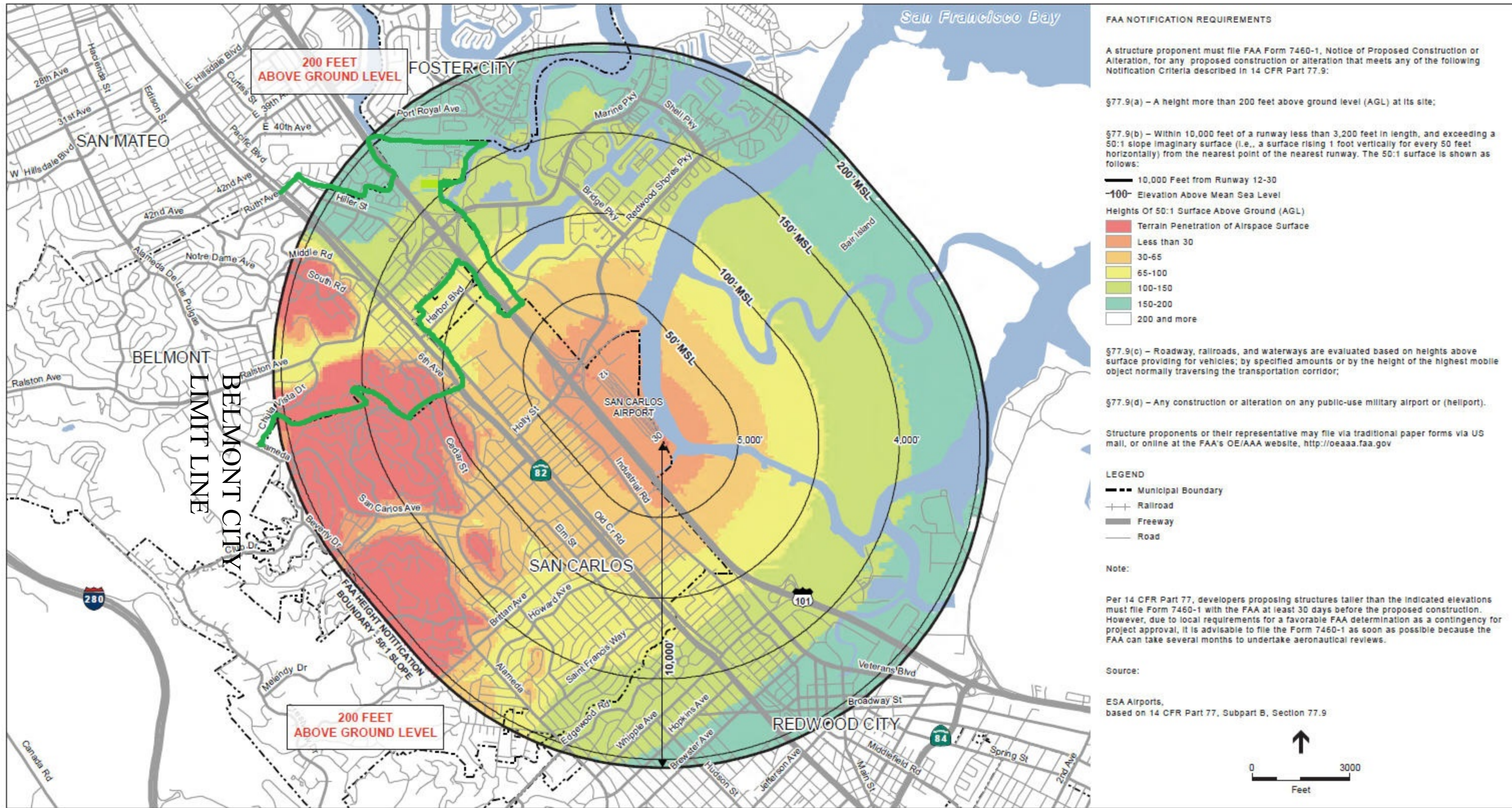
NOTE 1: All elevations on this exhibit are expressed in feet above mean sea level (MSL). The elevation of San Carlos Airport is 5 feet MSL.

NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.

San Carlos Airport ALUCP . 130753

Exhibit 4.4

San Carlos Airport Part 77 Airspace Protection Surfaces



C/CAG AGENDA REPORT

Date: October 12, 2017

To: C/CAG Board of Directors

From: Sandy Wong, C/CAG Executive Director

Subject: Review and approval of the San Mateo County Energy Watch (SMCEW) Municipal Energy Efficiency Call for Projects.

(For further information or questions, contact Danielle Lee 650-363-4119)

RECOMMENDATION

That the C/CAG Board of Directors review and approve the San Mateo County Energy Watch (SMCEW) Municipal Energy Efficiency Call for Projects.

FISCAL IMPACT

Up to \$400,000.

SOURCE OF FUNDS

Funding for staffing and implementation of the San Mateo County Energy Watch Program (SMCEW) is funded by the PG&E - C/CAG Local Government Partnership (LGP) grant. Funding for the proposed Municipal Energy Efficiency Call for Projects is from the Implementation portion of this existing Local Government Partnership grant.

BACKGROUND

The SMCEW LGP began on January 1, 2009 under the auspices of the California Public Utilities Commission (CPUC). PG&E has contracted with C/CAG for SMCEW for three program cycles. The current program cycle runs from calendar year 2016 through 2018, there is a total of \$1,161,140 available for implementation. The implementation funding is specifically for staff hours to achieve energy savings goals.

The purpose of the Municipal Energy Efficiency Call for Projects is to encourage local governments to focus on energy efficiency projects that reduce energy usage. Specifically, the Municipal Energy Efficiency Call for Projects is intended to fund local government staff and/or consultant time in the identification and implementation of energy efficiency work. This grant is focused on the “soft costs” of energy efficiency project implementation and cannot fund the hard costs (i.e., equipment).

The SMCEW program is nearly meeting its expected energy-saving goals, however, the program is underspending, especially in the use of implementation funds. To date, more than a year and a half into the three-year program cycle, it’s projected the implementation funds will be underspent by approximately \$400,000 at the end of CY 2017. With these surplus funding and with the rules for how

implementation funds can be spent by the program, PG&E and staff are proposing to use funding, up to \$50,000 per jurisdiction, to support staff capacity at cities/county, specifically for identifying, assessing, and implementing energy efficiency projects. Projects should demonstrate commitment and/or completion of energy efficiency projects by the end of the program cycle, December 2018, to meet the program cycle energy efficiency goals. Eligible energy efficiency projects may include interior or exterior lighting, HVAC, controls, and other measures that will generate energy savings for the local government. The Municipal Energy Efficiency Call for Projects will encourage multiple measures in buildings, consistent with existing Comprehensive Energy Recommendations efforts.

C/CAG staff is recommending Board approval of the SMCEW Municipal Energy Efficiency Call for Projects to distribute up to \$400,000 of Implementation funding for support of energy efficiency projects at municipal buildings, countywide. The proposed Municipal Energy Efficiency Call for Projects is provided as an attachment to this staff report.

ATTACHMENT

1. Proposed San Mateo County Energy Watch Municipal Energy Efficiency Call for Projects



*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*

Proposed Guidelines for the San Mateo County Energy Watch (SMCEW) Municipal Energy Efficiency Call for Projects

Background

The City/County Association of Governments of San Mateo County (C/CAG) is a joint powers agency whose members are the County and the 20 cities and towns in San Mateo County. Its primary role is a Congestion Management Agency, but it also administers the San Mateo County Energy Watch (SMCEW), a PG&E ratepayer-funded program that provides no-cost energy audits, benchmarking, and climate action planning services. As part of the SMCEW program, the Municipal Energy Efficiency Call for Projects is funded by California utility customers and administered by PG&E under the auspices of the California Public Utilities Commission (CPUC). C/CAG contracts with County of San Mateo Office of Sustainability to administer the program.

Project Goals

The goal of the Municipal Energy Efficiency Call for Projects is to support local governments (cities, towns, and the County) in San Mateo County in the identification and implementation of energy efficiency projects at their facilities. The Municipal Energy Efficiency Call for Projects is intended to fund local government staff time spent on activities related to energy efficiency project implementation. There are two tiers of funding available to jurisdictions. The first tier is for jurisdictions that identify an energy efficiency project and demonstrate commitment to complete that project, but the project completion date is beyond 2018 calendar year. The second tier is for jurisdictions that successfully identify and complete an energy efficiency project within the 2018 calendar year. See the Funding Details section for more information.

Eligible Applicants

Only local governments (cities, towns, and County) in San Mateo County are eligible applicants for funding through the Call for Projects.

Eligible Projects

Projects should demonstrate a reasonable commitment to the implementation of energy efficiency retrofits at the jurisdiction's facilities. Eligible energy efficiency projects may include interior or exterior lighting, HVAC, controls, and other measures which will generate CPUC-approved¹ energy savings for the local government, and which can be supported through an existing PG&E energy efficiency program. The grant funding must be in support of energy efficiency that is tied to a facility upgrade (e.g., lighting or HVAC) or facility program (e.g., retro-commissioning). The grant cannot fund renewable energy projects (e.g., solar or electric vehicle charging stations). The Municipal Energy Efficiency Call for Projects will encourage multiple measures in a building or buildings, as is already encouraged through our Comprehensive Energy Recommendations efforts.

¹ CPUC ratepayer programs are funded through a public goods charge collected by the investor-owned utility (IOU) programs on customer bills. Both SMCEW and this grant program is funded by California utility customers and administered by PG&E under the auspices of the CPUC. PG&E supports a range of CPUC-approved energy efficiency programs aimed at promoting increased and persistent energy savings in local government facilities.

Eligible Activities

Grants will fund local government staff (including consultant staff) work on energy efficiency project implementation. Local governments should leverage the SMCEW program and the no-cost services available for energy efficiency work. The SMCEW program is available to support cities/towns throughout a comprehensive energy recommendation process and/or direct install implementation. The SMCEW team will meet with local government staff to help identify the greatest energy saving opportunities. Guided by local government staff, an SMCEW engineer will audit selected facilities and then present findings to key staff. Furthermore, the SMCEW team can assist staff in preparing bid documents, contractor procurement, and applications for incentives and loans.

The goal of this Municipal Energy Efficiency Call for Projects is to fund local government staff work with SMCEW and to leverage the no-cost services stated above. Grants will fund local government staff work on the facility audit, audit findings review meetings, analyzing financing options, presentations to the City or Town Council, developing or reviewing provided equipment specifications, procuring contractors, and more. This grant is focused on the “soft costs” of energy efficiency project implementation and cannot fund the hard costs (i.e., equipment).

Funding Details

There are up to \$400,000 in Implementation funds in the SMCEW program budget for the Municipal Energy Efficiency Call for Projects effort. Local governments will be awarded a maximum of \$50,000 and are limited to submitting one application per jurisdiction. The grant contract will be between the local government and C/CAG. Grant funds will be awarded as certain milestones are completed.

Local governments will need to reach project milestones to receive “progress payments” of grant funds as follows. There are two tiers of funding available to jurisdictions. The first tier is for jurisdictions that identify an energy efficiency project and demonstrate commitment to complete that project, but the project completion date is beyond 2018 calendar year. The second tier is for jurisdictions that successfully identify and complete an energy efficiency project within the 2018 calendar year. See the Funding Details section for more information. Jurisdictions are eligible for both progress payments if they are able to achieve both milestones.

Tier	Milestone	Progress Payment
Tier 1	Identification of energy efficiency project and commitment by local government to consider the project by December 31, 2018 (e.g., presentation to City Council or approval by City Manager)	\$20,000
Tier 2	Completion of energy efficiency project by December 31, 2018.	\$30,000

Timely Use of Funds

Progress payments will be made as milestones are met. If a milestone is not met, no funding will be awarded for that tier (funding for that tier will be forfeited). Final invoices for eligible reimbursement must be submitted by December 31, 2018.

Mandatory Application Elements

- Local government agency name, address, point of contact
- Names and position titles of staff that will focus on achieving project milestones to completion
- Inventory of proposed project locations, including location, square footage and the potential energy saving measures identified at those locations
- If local government agency has already completed energy audits, include energy audit results/analysis
- Previous energy efficiency retrofits completed through PG&E incentive programs for the identified locations
- Estimate of capital investment available to complete projects
- Interest in pursuing PG&E's 0% On-Bill Financing program (https://www.pge.com/en_US/business/save-energy-money/financing/energy-efficiency-financing/energy-efficiency-financing.page), or other financing programs.
- A description of the major challenges currently faced by your jurisdiction in implementing energy efficiency retrofits.

Evaluation Criteria

Evaluation Criteria	Description	Max Points
Proposed Project	Project identifies key opportunities at facilities for energy efficiency work.	40
Project Timeline	Preliminary project timeline, is realistic for project scope, and fits within grant deadline.	30
Funding	Application demonstrates identification of appropriate staff, capital funding, and/or willingness to leverage PG&E's On-Bill Financing program.	30
Total		100

Application Submission

Applicants should submit electronic copies of the completed application along with any supporting documents by December 15, 2017. A workshop for prospective applicants will be held in October 2017.

Please submit applications to:

Andrea Chow

achow@smcgov.org

Tentative Schedule for San Mateo County Energy Watch Pilot Program

Event	Date
Call for Projects Issued	October 13, 2017
Application Workshop	October 2017 (<i>to be scheduled</i>)
Applications Due	December 15, 2017
Evaluation Panel Review	December 2017
C/CAG Board Approves Evaluation Results	January 2017

Execute Funding Agreements with Project Sponsors for Awarded Projects	By March 1, 2018
Final Reimbursement Requests Due	December 31, 2018

For any questions regarding the program or application process, please contact Andrea Chow at achow@smcgov.org or 650-363-4125.

C/CAG AGENDA REPORT

Date: October 12, 2017

To: City/County Association of Governments of San Mateo County 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 650-599-1462)

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.

September 15, 2017 was the last day for any bill to pass out of the Legislature. October 15, 2017 will be the last day for any bill to be signed or vetoed by the Governor.

ATTACHMENTS

1. October 2017 Legislative update from Shaw/ Yoder/ Antwih, Inc.
2. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>

DATE: October 2, 2017

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 – October 2017

Legislative Update

The Legislature adjourned for Interim Recess on September 15. The Legislature will reconvene the 2017-2018 Legislative Session on January 3. In this report we highlight the most relevant bills this year affecting C/CAG; those are discussed under ***Bills of Interest***, below.

SB 1 Workshops Underway

The State continues to develop and spool out draft guidelines for many of the programs funded by new SB 1 revenues. Following is a schedule of upcoming workshops on the Solutions for Congested Corridors Program, which C/CAG is closely following given the program's potential to fund improvements in the US 101 Corridor. We've also included links to the draft guidelines for the program. We are working with your staff to determine whether and how to provide focused feedback to the State on how to improve the program.

Public Workshops on Solutions for Congested Corridors Guidelines – Draft Guidelines Found [Here](#)

Wednesday, October 18: Modesto, Stanislaus County Administration Building, Time TBD

Friday, November 17: Stockton, San Joaquin Council of Governments, Time TBD (If Necessary)

Wednesday, December 6: Riverside, Riverside County Administration Building, Time TBD

SB 1 Repeal

As we have previously reported, on May 5, Assembly Member Travis Allen (R-Huntington Beach) filed an initiative to repeal SB 1. As of this writing, however, the sponsor still has not begun to circulate signature petitions; in fact, Mr. Allen has sued the California Attorney General, arguing that the official ballot title & summary statement that the AG's office prepared for those petitions is misleading. The court ruled in Allen's favor and the initiative Title and Summary was redrafted by the judge and, unfortunately for the proponents of SB 1, now reflects a more negative Title and Summary.

In the meantime, a much more meaningful threat to the SB 1 revenues has arisen, with the filing of a new referendum initiative on September 14. The initiative would require statewide voter approval of any increase or extension of gasoline or diesel fuel taxes after January 1, 2017. According to recent press account, which we have verified through various contacts, it appears that Republican members of California's U.S. congressional delegation are determined to organize a serious and well-funded effort in pursuit of this initiative. They apparently see this as a means of driving voter turnout in their districts, in a year that otherwise would not feature much on the ballot to bring out Republicans in California.

If this effort proceeds, it will represent a very real threat to SB 1; internal polls show that the majority of Californians today, without further education, are willing to vote to repeal the SB 1 taxes. We continue to work with many coalition partners to strategize on how best to stave off any repeal effort.

RM3

After several months of negotiations between members of the Bay Area Caucus, the Assembly and Senate passed SB 595 (Beall) to authorize with voter approval a toll increase, not to exceed \$3, on the Bay Area's bridges. Commonly referred to as Regional Measure 3, the increased toll(s) would fund a number of Bay Area transportation improvements across all nine counties. The bill is now before the Governor for his signature. The final bill includes the following benefits for for San Mateo County:

- **US 101/92 Interchange (\$50 million)**
- **Dumbarton Corridor Improvements (\$130 million)**
- **Corridor Express Lanes (US 101) (\$300 million*)**
- **Bay Ferries (\$325 million*)**
- **Transbay Transit Center (Caltrain DTX) (\$350 million)**
- **New BART Cars (all BART counties) (\$500 million)**
- **Regional Express Bus (\$20 million*)**

* A portion of which could be spent in San Mateo County; other regional projects are also eligible for these funds

San Mateo/Bay Area Funding Bills

There are currently three bills moving through the Legislature that deal with new revenue for transportation in the San Mateo County and the Bay Area. These bills are as follows:

- AB 1613 (Mullin) –Authorizes the San Mateo County Transit District to place a half-cent sales tax to be used for transportation purposes before the voters (two-thirds vote) in lieu of the San Mateo County Board of Supervisors that exceeds the two-percent local limit on sales taxes (meaning all existing sales tax rates (city and county) cannot exceed two-percent);
- SB 797 (Hill) – Would authorize the Boards of Supervisors of San Mateo, San Francisco, and Santa Clara County (upon approval of various transportation boards) to place a one-eighth-cent sales tax before the voters in all three counties (two-thirds weighted vote) that exceeds any existing sales tax limits to fund Caltrain capital and operating needs;
- SB 595 (Beall) – Would authorize a \$3 bridge toll increase before the voters (majority vote) to fund RM 3 projects (see discussion on RM3 above).

Bills of Interest

SB 1 (Beall) – Transportation Funding Package (Signed by Governor on April 28)

This bill would increase several taxes and fees 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 (over three years) and diesel excise taxes by 12 and 20 cents, respectively; increase the vehicle registration fee by \$38; create a new \$100 vehicle registration fee applicable to zero-emission motor vehicles; increase Cap and Trade funding for transit; increase the rate of sales tax on diesel by another 4% for the State Transit Assistance Program and intercity rail, limit the borrowing of weight-fee revenues, and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$6 billion per year. **The C/CAG Board SUPPORTS this bill.**

SB 231 (Hertzberg) – Stormwater

The California Constitution (Proposition 218) generally requires that assessments, fees, and charges be submitted to property owners for approval or rejection after the provision of written notice and the holding of a public hearing. The Proposition 218 Omnibus Implementation Act prescribes specific procedures and parameters for local jurisdictions to comply with the California Constitution and

defines terms. This bill would define the term “sewer” for these purposes to include outlets for surface or storm waters, and any and all other works, property, or structures necessary or convenient for the collection or disposal of sewage, industrial waste, or surface or storm waters. ***The C/CAG Board SUPPORTS this bill.***

SB 595 (Beall) – Regional Measure 3

This bill is the Senate placeholder for Regional Measure 3 and would authorize the nine counties in the Bay Area to vote on an increase in tolls on the Bay Area’s bridges to be used for transportation projects throughout the region. ***The C/CAG Board SUPPORTS this bill.***

SB 797 (Hill) – Caltrain Funding

This bill would authorize the Peninsula Corridor Joint Powers Board (Caltrain), by a resolution approved by two-thirds of the board and with the approval of other local agencies, to levy a tax at a rate not to exceed 0.125% in the Counties of San Francisco, San Mateo, and Santa Clara if a ballot measure is passed by two-thirds of the voters regionally. The tax revenues would be used by the board for operating and capital purposes of the Caltrain rail service.

SCA 6 (Wiener) – Lower Vote Threshold for Local Transportation Taxes

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for transportation purposes. ***The C/CAG Board SUPPORTS this bill.***

AB 28 (Frazier) – Caltrans NEPA Delegation (Signed by Governor on March 29)

This bill would grant Caltrans the authority to continue performing federal environmental responsibilities for highway projects under the National Environmental Policy Act (NEPA) and other federal laws until January 1, 2020. ***The C/CAG Board SUPPORTS this bill.***

AB 733 (Berman) – Enhanced Infrastructure Financing Districts

Existing law authorizes a city or a county to establish an enhanced infrastructure financing district (EIFD) to finance capital projects with property tax increment under certain conditions. This bill would allow the financing of projects that adapt to the impacts of climate change, including sea level rise. ***The C/CAG Board SUPPORTS this bill.***

AB 1613 (Mullin) – SamTrans Sales Tax Authority (Signed by Governor on September 11)

Existing law authorizes the San Mateo County Transit District to adopt a sales tax ordinance in accordance with specified provisions of law, including a requirement that the combined rate of all such taxes imposed in the county may not exceed 2%. This bill would authorize the board to exceed that 2% limit to impose a sales tax of no more than 0.5%, if approved by the board before January 1, 2021. ***The C/CAG Board SUPPORTS this bill.***

ACA 5 (Frazier and Newman) – Protection of Transportation Revenues

This measure would prohibit the state from borrowing revenues from fees and taxes imposed on vehicles or their use, and from using those revenues other than as specifically permitted by Article XIX. This measure would prohibit vehicle revenues and fuel tax revenues from being pledged or used for the payment of principal and interest on general obligation bonds issued by the state, except for vehicle weight fee revenues used to pay bond approved prior to January 1, 2017. ***The C/CAG Board SUPPORTS this bill.***

C/CAG AGENDA REPORT

Date: October 12, 2017

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

From: Sandy Wong, Executive Director

Subject: Review and approval of an appointment to fill a public member vacancy to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for two-year term.

(For more information or questions, please contact Sara Muse at 650-599-1460)

RECOMMENDATION

That the C/CAG Board fill public member vacancy to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for two-year term.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

The Bicycle and Pedestrian Advisory Committee (BPAC) provides advice and recommendations to the full C/CAG Board on all matters relating to bicycle and pedestrian facilities planning, and selection of projects for state and federal funding. The BPAC consists of 15 members comprised of eight (8) elected officials and seven (7) public members.

The BPAC membership policy (adopted in March 2006) states that no more than two (2) members, either elected or public, should reside in the same jurisdiction.

Currently, there is one (1) vacant public seat on the BPAC. On August 11 2017, Staff released a recruitment letter seeking one public member to fill one vacancy on the BPAC, with the deadline to apply by September 1, 2017 for appointments to be considered at the September 14, 2017 C/CAG Board meeting. No applications were received.

On September 18, 2017, Staff re-issued a recruitment letter seeking one public member to fill one vacancy on the BPAC, with the deadline to apply by October 6, 2017. Pending receipt of eligible applications, appointments will be considered at the October 12, 2017 C/CAG Board meeting. Staff will provide applicant's name, city of residence, and application at the October 12, 2017 C/CAG Board meeting.

The current members on the BPAC as of September 2017 are listed below:

Elected Official Members

City of Residence

- | | |
|--------------------|--|
| 1. Don Horsley | County of San Mateo (Unincorporated) |
| 2. Ken Ibarra | San Bruno (To be vacated at the end of 2017) |
| 3. Karyl Matsumoto | South San Francisco |
| 4. Ann Schneider | Millbrae |
| 5. Gary Pollard | Foster City |
| 6. Ann Wengert | Portola Valley |
| 7. Deirdre Martin | Pacifica |
| 8. Emily Beach | Burlingame |

Public Members

City of Residence

- | | |
|---------------------|---------------------|
| 1. Marge Colapietro | Millbrae |
| 2. Daina Lujan | South San Francisco |
| 3. Matthew Self | Redwood City |
| 4. Malcolm Robinson | San Bruno |
| 5. David Stanek | City of San Mateo |
| 6. Marina Fraser | Half Moon Bay |
| 7. <i>Vacant</i> | |

ATTACHMENTS

1. Bicycle and Pedestrian Advisory Committee Call for Applicants – Public Member Letter and Application



CALL FOR APPLICANTS

Public Member For The Bicycle and Pedestrian Advisory Committee

Issue Date: Monday, September 18, 2017

Application Due Date: Friday, October 6, 2017, 12:00 PM

Sara Muse
Transportation Programs Specialist, C/CAG
Direct: 650-599-1460
E-mail: smuse@smcgov.org

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

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*

Date: September 18, 2017

To: Citizens of San Mateo County Cities

From: Alicia Aguirre, Chair

Subject: Public Member Vacancy on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC)

The City/County Association of Governments of San Mateo County (C/CAG) currently has one (1) vacant public member seat on the Bicycle and Pedestrian Advisory Committee (BPAC). The BPAC provides advice and recommendations to the C/CAG Board of Directors (Board) on all matters relating to bicycle and pedestrian facilities planning and on the selection of projects for certain state and federal funding. Meetings are held on the fourth Thursday of the month from 7:00 p.m. to 9:00 p.m. in San Mateo City Hall.

Individuals wishing to be considered for appointment to the BPAC should send a letter of interest and responses to application questions included in Attachment A to:

Sara Muse, Transportation Programs Specialist
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
or e-mail to smuse@smcgov.org

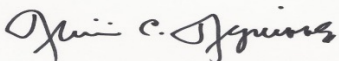
The letter of interest should include the reasons why the individual wishes to be appointed and any particular experience, background or qualities that they feel would bring value to the BPAC. All letters of interest will be considered by the C/CAG Board of Directors.

The BPAC is a 15 member committee, comprised of no more than two (2) public and elected members from any City or County. The public member must be a resident of one of the Cities listed below or San Mateo County.

- Atherton, Belmont, Brisbane, Burlingame, Colma, Daly City, East Palo Alto, Foster City, Hillsborough, Menlo Park, Pacifica, Portola Valley, San Carlos, or Woodside.

The appointment term is for two years. Members may apply for reappointment at the end of his/her term. Appointments will be considered at the October 12, 2017 Board meeting. If there are still vacancies for either elected officials or public members on the BPAC after the October 6, 2017 deadline, this recruitment may be extended to Friday, October 27, 2017 for appointments to be considered at the November 9, 2017 Board meeting.

Sincerely,



Alicia C. Aguirre
Chair, C/CAG Board

555 County Center, 5th Floor, Redwood City, CA 94063 PHONE: 650.599.1406 FAX: 650.361.8227

Attachment A: BPAC Member Application

Please provide brief answers to the following questions to be considered for appointment to the C/CAG BPAC public member position. Applicants must also submit a letter of interest.

1. What expertise/experience do you have pertaining to serving on this committee?
2. Why do you want to serve on this committee?
3. What special strengths would you bring to the committee?
4. What is the role of the countywide Bicycle and Pedestrian Advisory Committee?
5. Have you ever attended a meeting of this committee? If so, when?
6. The C/CAG BPAC meets on the fourth Thursday of the month from 7:00 – 9:00 p.m., do you have other commitments that will keep you from attending meetings?
7. Are you a member of any other committees/organizations?
8. Please mention the City in which you reside.

C/CAG AGENDA REPORT

Date: October 12, 2017
To: City/County Association of Governments of San Mateo County Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approval of an appointment to fill an elected official vacancy to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC).

(For more information or questions, please contact Sara Muse at 650-599-1460)

RECOMMENDATION

That the C/CAG Board fill one elected official vacancy to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC).

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

The Bicycle and Pedestrian Advisory Committee (BPAC) provides advice and recommendations to the full C/CAG Board on all matters relating to bicycle and pedestrian facilities planning, and selection of projects for state and federal funding. The BPAC consists of 15 members comprised of eight (8) elected officials and seven (7) public members.

The BPAC membership policy (adopted in March 2006) states that no more than two (2) members, either elected or public, should reside in the same jurisdiction.

At the advice of City Council Member Ibarra regarding his upcoming term ending in November 2017, Staff released a recruitment letter on September 18, 2017 seeking one elected official to fill one vacancy (elected official) on the BPAC, with the deadline to apply by October 6, 2017. Pending receipt of eligible applications, appointments will be considered at the October 12, 2017 C/CAG Board meeting. Staff will provide applicant's name, city of residence, and letter of interest at the October 12, 2017 C/CAG Board meeting.

The current members on the BPAC as of September 2017 are listed below:

<u>Elected Official Members</u>	<u>City of Residence</u>
1. Don Horsley	County of San Mateo (Unincorporated)
2. Ken Ibarra	San Bruno (To be vacated at the end of 2017)
3. Karyl Matsumoto	South San Francisco
4. Ann Schneider	Millbrae
5. Gary Pollard	Foster City
6. Ann Wengert	Portola Valley
7. Deirdre Martin	Pacifica
8. Emily Beach	Burlingame

<u>Public Members</u>	<u>City of Residence</u>
1. Marge Colapietro	Millbrae
2. Daina Lujan	South San Francisco
3. Matthew Self	Redwood City
4. Malcolm Robinson	San Bruno
5. David Stanek	City of San Mateo
6. Marina Fraser	Half Moon Bay
7. <i>Vacant</i>	

ATTACHMENTS

1. Bicycle and Pedestrian Advisory Committee Call for Applicants – Elected Official Letter



CALL FOR APPLICANTS

Elected Official For The Bicycle and Pedestrian Advisory Committee

Issue Date: Monday, September 18, 2017

Application Due Date: Friday, October 6, 2017, 12:00 PM

Sara Muse
Transportation Programs Specialist, C/CAG
Direct: 650-599-1460
E-mail: smuse@smcgov.org

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

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*

Date: September 18, 2017

To: All Councilpersons of San Mateo County Cities, Members of the Board of Supervisors

From: Alicia Aguirre, Chair

Subject: Elected Member Vacancy on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC)

The City/County Association of Governments of San Mateo County (C/CAG) currently has one (1) vacant elected member of City Councils and/or the Board of Supervisors on the Bicycle and Pedestrian Advisory Committee (BPAC). The BPAC provides advice and recommendations to the C/CAG Board of Directors (Board) on all matters relating to bicycle and pedestrian facilities planning and on the selection of projects for certain state and federal funding. Meetings are held on the fourth Thursday of the month from 7:00 p.m. to 9:00 p.m. in San Mateo City Hall.

Individuals wishing to be considered for appointment to the BPAC should send a letter of interest to:

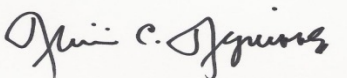
Sara Muse, Transportation Programs Specialist
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
or e-mail to smuse@smcgov.org

The letter of interest should include the reasons why the individual wishes to be appointed and any particular experience, background or qualities that they feel would bring value to the BPAC. All letters of interest will be considered by the C/CAG Board of Directors. Individuals must be an elected official of one of the twenty City Councils in San Mateo County or an elected official of the County Board of Supervisors. The BPAC is a 15 member committee, comprised of no more than two (2) public and elected members from any City or County of San Mateo. The elected official must represent one of the Cities below:

- Atherton, Belmont, Brisbane, Colma, Daly City, East Palo Alto, Half Moon Bay, Hillsborough, Menlo Park, Redwood City, San Bruno, San Carlos, San Mateo, or Woodside.

Appointments will be considered at the October 12, 2017 Board meeting. If there are still vacancies for either elected officials or public members on the BPAC after the October 6, 2017 deadline, this recruitment may be extended to Friday, October 27, 2017 for appointments to be considered at the November 9, 2017 Board meeting.

Sincerely,



Alicia C. Aguirre
Chair, C/CAG Board

C/CAG AGENDA REPORT

Date: October 12, 2017

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a presentation on the project development process for the US 101 Managed-lane project

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

RECOMENDATION

That the C/CAG Board of Directors receive a presentation on the project development process for the US 101 Managed-Lane project.

FISCAL IMPACT

There is no fiscal impact on receiving the presentation.

BACKGROUND

On May 4, 2015, the California State Department of Transportation (Caltrans) approved a Project Initiation Document (PID) for a project that proposes to extend existing High Occupancy Vehicle (HOV) lanes on the Highway 101 Corridor in San Mateo County 14.5 miles from Whipple Road to Interstate 380.

On October 1, 2015, the SMCTA approved \$8.5 million for the environmental phase of the project. The project also received \$3 million in private partnership funds. In addition, C/CAG received \$9.5 million Federal funds directed to this project.

Resulting from input of project stakeholders including both public agencies and private employers, the limits of the study expanded beyond what had been developed in the PID. Project limits have been extended seven miles south to a total length of 22½ miles to better coordinate with the work Santa Clara County is proposing on the 101 Corridor.

A range of project alternatives, including express lanes, is being developed and analyzed on the ability of each alternative to meet the purpose and need of the project which are as follows:

- Reduce congestion in the corridor
- Encourage carpooling and transit use
- Improve travel time reliability
- Minimize operational degradation of the general purpose lanes
- Increase person throughput
- Apply technology and/or design features to help manage traffic

Public outreach and engagement with project stakeholders began in October 2016 with a public scoping meeting. Since that time there have been a number of meetings with staff from local jurisdictions along the 101 corridor. There have been two Community Meetings, in May in San Mateo and in June in Redwood City.

The current schedule proposes to release the draft environmental document this fall which reports the benefits and impacts that are anticipated to be realized with the implementation of the project. The public will have the opportunity to review and comment on the document and its supporting technical studies such as traffic, air quality, noise etc. The team will compile and respond to comments received during the public comment period and finalize the document in the fall of 2018.

ATTACHMENT

None.

C/CAG AGENDA REPORT

Date: October 12, 2017

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 17-51 approving the Proposed 2018 State Transportation Improvement Program (STIP) for San Mateo County and also authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make minor modifications as necessary. (Special voting procedures apply).

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

RECOMMENDATION

That the C/CAG Board review and approve of Resolution 17-51 approving the Proposed 2018 State Transportation Improvement Program (STIP) for San Mateo County and also authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make minor modifications as necessary.

FISCAL IMPACT

No direct impact to the C/CAG budget. Funding for approved projects are awarded to project sponsors directly.

SOURCE OF FUNDS

The 2018 State Transportation Improvement Program (STIP) fund will come from State and Federal fund sources.

BACKGROUND

The STIP is the biennial five-year plan for future allocations of state transportation funds, developed in coordination with and developed by the Metropolitan Transportation Commission (MTC) for adoption by the California Transportation Commission (CTC). It is a five-year document adopted every two years that displays commitments of transportation funds for improving highway, transit, and other transportation systems.

On June 27, 2017, Caltrans presented the draft STIP Fund Estimates for the five-year STIP period (FY 2018/19 through FY 2022/23) to the California Transportation Commission (CTC). The CTC adopted this estimate at their August 16, 2017 meeting.

C/CAG is the designated agency responsible to develop the regional share of the State Transportation Improvement Program (STIP) for San Mateo County. STIP candidate projects must be consistent

with the Regional Transportation Plan as well as the County's Congestion Management Plan. In addition, projects must have an approved Project Study Report (PSR). Phases of funding in the STIP must be able to show a full funding plan. Also projects in excess of \$50 million in total project cost must include a project level performance level analysis and lifecycle cost benefit analysis.

The adopted 2016 STIP covered the period between FY 2016/17 through 2020/21. With the exception of the Calera Parkway project, funds previously programmed for projects as adopted in the 2016 STIP are still committed; however the timing of those funds being available is not guaranteed. CTC may also reprogram current projects into later years. Although counties/regions can request to program these new funds in the earlier years, the CTC will likely only allow programming of new funds in the outer two years of the five-year cycle.

The draft proposal was presented to the C/CAG Congestion Management Technical Advisory Committee (TAC) on August 17, 2017. The TAC recommended approval of the proposed Draft 2018 STIP for San Mateo County. A public workshop was noticed in the newspaper and held on August 24, 2017, in accordance with MTC public outreach requirements. On August 28, 2017 the draft proposal was presented to the C/CAG Congestion Management & Environment Quality Program Committee (CMEQ). The CMEQ recommended approval of the proposed Draft 2018 STIP for San Mateo County.

Both the TAC and CMEQ approved a draft proposal that included a Calera Parkway project in the City of Pacifica. On September 12, 2017 the City of Pacifica submitted a formal request to withdraw STIP funds from the Calera Parkway project. The deletion of the Calera Parkway project was reflected in the attached Summary of the Proposed 2018 STIP for San Mateo County that was presented and reviewed by the C/CAG Board on September 14, 2017.

Per the discussions held at the September 14, 2017 Board meeting, staff proposed to move the design and construction phases of the new ITS Improvements in San Mateo northern cities (including Daly City, Brisbane, and Colma) to the outer years to allow staff to work with local agencies on improving the technical functionality of the project. In addition, one million in construction phase funding for the US 101 Managed Lane Project from Santa Clara county line to I-380 was shifted to the right of way capital phase at the request from the integrated project team.

MTC staff is developing the 2018 STIP Regional Programming Policies and Procedures and has proposed conditions on the use of STIP funds. The proposal is to allow the programming of STIP funds only on projects that are located in jurisdictions that meet affordable housing production thresholds. The MTC is scheduled to adopt the regional policies on October 27, 2017, however MTC staff has directed the CMAs to submit a project summary listing of projects to MTC by October 13, 2017 and a final project listing by November 1, 2017. It is unknown how the adopted policy may impact project eligibility in the proposed 2018 STIP.

Upon approval by the C/CAG Board, the Proposed 2018 STIP for San Mateo County will be forwarded to the Metropolitan Transportation Commission (MTC) for inclusion in the Bay Area regional STIP proposal. If approved by the MTC, as scheduled on December 20, 2017, the proposal will be forwarded to the California Transportation Commission (CTC) for approval in March 2018. During the coming months, it is anticipated Bay Area-wide and statewide negotiations will take place regarding the amount of programming capacity available for each county in each fiscal year.

ATTACHMENTS

1. Resolution 17-51
2. Summary of Proposed 2018 STIP for San Mateo County
3. Letter of support for new project proposed in the 2018 STIP for San Mateo County

RESOLUTION 17-51

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY APPROVING THE PROPOSED 2018 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR SAN MATEO COUNTY AND AUTHORIZE THE C/CAG EXECUTIVE DIRECTOR TO NEGOTIATE WITH THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) AND CALIFORNIA TRANSPORTATION COMMISSION (CTC) TO MAKE MINOR MODIFICATIONS AS NECESSARY

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

WHEREAS, the City/County Association of Governments (C/CAG) of San Mateo County is the designated Congestion Management Agency (CMA) for San Mateo County, and

WHEREAS, the California Transportation Commission (CTC) has adopted the Fund Estimates for the 2018 State Transportation Improvement Program (STIP) on August 16, 2017, and

WHEREAS, the Fund Estimates for the San Mateo County 2018 STIP is \$48.1 million in FY 2018/19 through 2022/2023 funds and \$787,000 in Planning/Programming/Monitoring (PPM) funds, and

WHEREAS, the Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC) may need to go through iterations of STIP proposals submitted by various counties in the region and throughout the state in order to develop the final statewide STIP program, and

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County to approve the San Mateo County Proposed 2018 State Transportation Improvement Program (STIP), as attached, and authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make minor modifications as necessary.

PASSED, APPROVED, AND ADOPTED, THIS 12 DAY OF OCTOBER 2017.

Alicia C. Aguirre, Chair

Adopted in 2016 STIP

Proposed for 2018 STIP

Lead Agency	Rte	PPNO	Project	Total (2016 STIP)	Total (2018 STIP)	(Info Only) 17-18	18-19	19-20	20-21	21-22	22-23
Menlo Park	101	690A	US 101/Willow interchange reconstruction - AB 3090	8,000		8,000					
Pacifica	1	632C	SR 1 Calera Parkway - Pacifica				6,900				
San Mateo	92/82	668A	Phase 1 of SR 92 Improvement from I-280 to US 101 - Construction of Operational Improvement at the SR 92/El Camino Real Interchange - Allocated	5,000		5,000					
South San Francisco	82	648F	Grandfathered MTC TE - ECR Complete Streets	1,991		1,991					
SM C/CAG	VAR	2140E	Countywide ITS Project - (SSF Smart Corridors expansion)	4,298			240	4,058			
SM C/CAG	92	668D	Phase 2 of SR 92 Improvement from I-280 to US 101 - Improvement at the SR 92/US 101 Interchange Vicinity	5,628				2,411	3,217		
SM C/CAG	101	New	US 101 Managed Lane Project from Santa Clara County Line to I-380		33,498		16,000	17,498			
RWC	101	New	Woodside Interchange		8,000		8,000				
SSF	101	New	Produce Interchange - Improvements		5,000				5,000		
SM C/CAG	101/280	New	ITS Improvements in San Mateo northern cities - (including Daly City, Brisbane, and Colma)		8,500		600			1,000	6,900
			SUBTOTAL - HIGHWAY (2018/19 thru 2022/23):	24,917	54,998		24,840	23,967	8,217	1,000	6,900
MTC		2140	Planning, programming, and monitoring (MTC)	74	246		74	0	82	82	82
SM C/CAG		2140A	Planning, programming, and monitoring (CMA)	338	787		338	0	263	262	262
			SUBTOTAL - PLANNING (2018/19 thru 2022/23):	412	1,033		412	0	345	344	344
			Grand Total (2018/19 thru 2022/23):		56,031		25,252	23,967	8,562	1,344	7,244

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Kaiser Permanente

Jonathan Scharfman
Universal Paragon Corporation

Randy Smith
Oracle America, Inc

Ashley Stanley
BKF Engineers

Cathy Widener
San Francisco International Airport

**EMERITUS ADVISORS
TO THE CHAIR**

T. Jack Foster, Jr.
Foster Enterprises

Paul Shepherd
Cargill (Retired)

October 4, 2017

Honorable Alicia Aguirre
Chair
City/County Association of Governments of San Mateo County (C/CAG)
555 County Center
Redwood City, CA 94063

Dear Chair Aguirre and Honorable Members of the C/CAG Board of Directors

San Mateo County has long been a birthplace of innovation. Collectively, we lead the world in education, healthcare, biotechnology, technology, software, online media, social media, and the list goes on. The original success which created the suburban communities between San Francisco and San Jose has now intensified to the point where our region is one of the most highly sought after places to live, work, and create transformational companies. **But no issue touches the life of almost every resident, commuter or business of every size on a daily basis more than traffic congestion and mobility.**

2017 and 2018 represent an unprecedented opportunity to implement a strategic and critical series of steps that will produce significant and meaningful congestion relief, transit improvements, and innovative mobility solutions and we appreciate the leadership and funding support from the C/CAG board and professional staff.

The San Mateo County Economic Development Association (SAMCEDA) urges approval of the proposed 2018 STIP Funding recommendations for the following projects:

- 101 High Occupancy/Express Lane Project from Santa Clara County Line to I-380
- 101/Woodside Road Interchange
- 101/Produce Avenue Interchange
- 101/280 ITS Improvements in Daly City and Brisbane - (Daly City and Brisbane Smart Corridors expansion)

C/CAG's investment in the US 101 corridor will represent a continued critical and early source of local funding for this heavily congested corridor and position the corridor for future funding from SB1's "Solutions for Congested Corridors Program" along with potential 2018 transportation ballot measures in the Bay Area and San Mateo County, including the Metropolitan Transportation Commission's Regional Measure 3 bridge toll increase.

Under the leadership of C/CAG, the San Mateo County Transit District, the Metropolitan Transportation Commission, the California Transportation Commission and Caltrans, there is a comprehensive list of future congestion relief and mobility improvements being evaluated and approved which will make a difference in the lives of San Mateo County residents, workers and commuters; including:

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William Graham
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Sunil Pandya
Wells Fargo

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Recology San Mateo County

Doug Reynolds
Kaiser Permanente

Jonathan Scharfman
Universal Paragon Corporation

Randy Smith
Oracle America, Inc

Ashley Stanley
BKF Engineers

Cathy Widener
San Francisco International Airport

**EMERITUS ADVISORS
TO THE CHAIR**

T. Jack Foster, Jr.
Foster Enterprises

Paul Shepherd
Cargill (Retired)

- 101 High Occupancy/Express Lane Project from Santa Clara County Line to I-380 which will eventually link to existing express lanes in Santa Clara County and a future planned express lane from 1-380 to King Street in San Francisco County.
- The Dumbarton Corridor Study
- 101/92 Interchange Improvements
- 101 Express Bus Feasibility Study
- El Camino Corridor Bus Rapid Transit Phasing Study
- Coastside Transit Study

Further good news includes the fact that the San Mateo County Transit District, which manages and operates Caltrain, SamTrans bus and paratransit, and the Transportation Authority, has initiated the process of developing a Business Plan for the future of expansion of Caltrain after the completion of the current Caltrain Modernization and Electrification project and transforming SamTrans into a 21st Century Mobility provider.

SAMCEDA and the Peninsula Mobility Group, which includes some of San Mateo County's largest employers, are working hard every day to support efforts at C/CAG and every level of government, and within our business community to address the issues outlined above and support the many important and exciting solutions underway which will make a difference to reduce congestion and modernize our transit systems and mobility options.

Thank you in advance for your consideration of this request.

Sincerely,



Rosanne Foust
President and CEO
SAMCEDA

Cc: Sandy Wong, San Mateo City County Association of Governments
San Mateo County Board of Supervisors
Jim Hartnett, San Mateo County Transit District

C/CAG AGENDA REPORT

Date: October 12, 2017

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 17-52 authorizing the filing of an application for \$34,498,000 in funding from the Regional Transportation Improvement Program (RTIP) for the US 101 Managed Lane Project from Santa Clara County Line to I-380.

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

RECOMMENDATION

That the C/CAG Board review and approve of Resolution 17-52 authorizing the filing of an application for \$34,498,000 in funding from the Regional Transportation Improvement Program (RTIP) for the US 101 Managed Project from Santa Clara County Line to I-380.

FISCAL IMPACT

No direct impact to the C/CAG budget.

SOURCE OF FUNDS

The 2018 STIP fund will come from State and Federal fund sources.

BACKGROUND

Upon approval by the C/CAG Board, the 2018 STIP for San Mateo County will be forwarded to the MTC for inclusion in the Bay Area regional State Transportation Regional Transportation Program (STIP) proposal, also known as the Regional Transportation Improvement Program (RTIP).

On November 12, 2015 the C/CAG Board approved a proposal to program the US 101 Managed Lane Project from Santa Clara County Line to I-380 project to the 2016 STIP in November 2015. Due to negative program capacity in the 2016 STIP, the proposal to add this new project was denied by the California Transportation Commission (CTC). This project is being proposed again as part of the 2018 STIP for San Mateo County.

The purpose of the US 101 Managed Lane Project is to provide a continuous managed lane in each direction on US 101 from the terminus of the Santa Clara County Express Lanes to I-380 in northern San Mateo County. This continuous lane would be managed in real time to achieve maximum efficiency and operations. A range of project alternatives may include removing or replacing existing auxiliary lanes between interchanges; reconstructing ramp connections to US 101, and installing electronic toll collection infrastructure.

In June 2016, the San Mateo County Transportation Authority (SMCTA) took an action to become a Co-Sponsor with C/CAG for the Managed Lane Project. The SMCTA also entered an agreement with San Mateo County Economic Development Association (SAMCEDA), which brought an additional \$3

million in private sources to fully fund the \$11.5 million environmental phase of the project.

The project is currently in the environmental phase with a schedule to release of the draft environmental document this fall, which reports the benefits and impacts that are anticipated with the implementation of the project. The proposed funding in the 2018 STIP is an early commitment to fund the right of way capital and contribute funds towards the construction phase, in an effort to leverage other grants.

There is a strong interest in this high profile project from multiple stakeholders including state transportation agencies and the business community. Project sponsors and project partners are actively pursuing other grants to fund this project. Some of those include the federal Infrastructure For Rebuilding America (INFRA) program, the SB1 State's Solutions for Congested Corridors Program (SCC), the potential Regional Measure 3, and contribution from the private business sector.

Although the US 101 High Occupancy Vehicle/Express Lane Project from Santa Clara County Line to I-380 is currently going through an environmental study process, it is considered a new project with regards to the STIP. The MTC requires that every new STIP project must be accompanied with an adopted "Resolution of Local Support" in order to file an application for STIP funding, using the MTC prescribed template. Resolution 17-52 will fulfill that requirement. Because SMCTA is a co-sponsor on this project they are also scheduled to adopt a "Resolution of Local Support" at their November 2, 2017 meeting.

ATTACHMENTS

1. Resolution 17-52

RESOLUTION 17-52

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE FILING OF AN APPLICATION FOR \$34,498,000 IN FUNDING FROM THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) FOR THE US 101 MANAGED LANE PROJECT FROM SANTA CLARA COUNTY LINE TO I-380

WHEREAS, (the City/County Association of Governments of San Mateo County) (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for (\$34,498,000) in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the **(US 101 Managed Lane Project from Santa Clara County Line to I-380)** (herein referred to as PROJECT) for the **(Regional Transportation Improvement Program (RTIP))** (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL

DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

PASSED, APPROVED, AND ADOPTED, THIS 12TH DAY OF OCTOBER 2017.

Alicia C. Aguirre, Chair

C/CAG AGENDA REPORT

Date: October 12, 2017

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 17-53 authorizing the filing of an application for \$8,500,000 in funding from the Regional Transportation Improvement Program (RTIP) for ITS Improvements in San Mateo Northern Cities – (Including Daly City, Brisbane, and Colma)

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

RECOMMENDATION

That the C/CAG Board review and approve of Resolution 17-53 authorizing the filing of an application for \$8,500,000 in funding from the Regional Transportation Improvement Program (RTIP) for ITS Improvements in San Mateo Northern Cities – (Including Daly City, Brisbane, and Colma)

FISCAL IMPACT

No direct impact to the C/CAG budget.

SOURCE OF FUNDS

The 2018 STIP fund will come from State and Federal fund sources.

BACKGROUND

Upon approval by the C/CAG Board, the 2018 STIP for San Mateo County will be forwarded to the MTC for inclusion in the Bay Area regional State Transportation Regional Transportation Program (STIP) proposal, also known as the Regional Transportation Improvement Program (RTIP).

For this new project, funds are programmed for the environmental, design, and construction phases to support intelligent transportation systems (ITS) improvements in Daly City, Brisbane, and Colma. This is a new project that is separate from the existing South San Francisco Smart Corridors Expansion project that is unchanged from the 2016 STIP.

MTC requires that every new STIP project must be accompanied with an adopted “Resolution of Local Support” in order to file an application for STIP funding, using the MTC prescribed template. Resolution 17-53 will fulfill that requirement.

ATTACHMENTS

1. Resolution 17-53

RESOLUTION 17-53

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE FILING OF AN APPLICATION FOR \$8,500,000 IN FUNDING FROM THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) FOR ITS IMPROVEMENTS IN SAN MATEO NORTHERN CITIES – (INCLUDING DALY CITY, BRISBANE, AND COLMA)

WHEREAS, (the City/County Association of Governments of San Mateo County) (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for (\$8,500,000) in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the **(ITS Improvements in San Mateo Northern Cities– (Including Daly City, Brisbane, and Colma)** (herein referred to as PROJECT) for the **(Regional Transportation Improvement Program (RTIP))** (herein referred to as PROGRAM); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
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- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

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RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

PASSED, APPROVED, AND ADOPTED, THIS 12TH DAY OF OCTOBER 2017.

Alicia C. Aguirre, Chair

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

September 11, 2017

The Honorable Jerry Brown
Governor, State of California
State Capitol, Suite 1173
Sacramento, CA 95814

RE: SIGNATURE REQUEST FOR AB 1613 (Mullin)

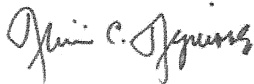
Dear Governor Brown:

The City/County Association of Governments of San Mateo County (C/CAG) is pleased to **SUPPORT** AB 1613 (Mullin) and respectfully requests you **SIGN** this bill. This bill would authorize the San Mateo County Transit District (SamTrans) to place a sales tax measure for transportation purposes before the voters at an upcoming election in lieu of the County Board of Supervisors, who currently have this authority. The sales tax may not exceed one-half of a percent, may exceed the two-percent threshold for local sales taxes, and is subject to the approval of two-thirds of the voters in San Mateo County.

In 2015, SB 705 (Hill) authorized San Mateo County to put a new sales tax before the voters not to exceed one-half of a percent for transportation purposes above the existing two percent cap for local sales tax measures. AB 1613 builds on that authority by allowing the San Mateo County Transit District to do the same thing. However, only one agency may put the tax on the ballot. In San Mateo County, SamTrans, as a special district, has taxing authority and administers a number of transportation programs in San Mateo County. SamTrans staff provide support to SamTrans, the San Mateo County Transportation Authority, and Caltrain. Locally, it makes more sense to have SamTrans propose the sales tax and develop the expenditure plan.

C/CAG **SUPPORTS** AB 1613 and appreciates your favorable consideration of this legislation as our member agencies work to address our local transportation funding needs. Please feel free to contact Sandy Wong, C/CAG's Executive Director, at 650-599-1409 or slwong@smcgov.org with any questions or concerns.

Sincerely,



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

Cc: Assembly Member Kevin Mullin
Assembly Member Marc Berman
Assembly Member Phil Ting
Senator Jerry Hill
Senator Scott Wiener

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

September 13, 2017

John Maltbie, County Manager
County of San Mateo
400 County Center, Pony CMO105
Redwood City, CA 94063

**RE: Funding Allocation of Local Share under Measure M (\$10 Vehicle Registration Fee) –
Fiscal Year 2016/17**

Dear John,

C/CAG is pleased to notify you that funding under the Measure M (\$10 Vehicle Registration Fee) for **FY 2016/17** is now available for distribution. Your jurisdiction is eligible to submit a request for reimbursement for work performed during the period from July 1, 2016 to June 30, 2017.

Under Measure M, approved by the San Mateo County voters in November 2010, C/CAG collects \$10 per vehicle registered in the County, for a period of 25 years, beginning in May 2011. Fifty percent (50%) of the net revenues is allocated to the local jurisdictions for local streets and roads projects.

Funds can be reimbursed for Traffic Congestion Management or Stormwater Pollution Prevention projects or on any combination. There are no requirements to split the funds 50/50 between the two categories. Projects eligible for reimbursement are shown in **Attachment A**.

Allocations are issued twice a year, once for the 1st half of the fiscal year (July - December) and once for the 2nd half (January – June). Jurisdictions that submitted a reimbursement request for the 1st half can request for the 2nd half allocation amount. Jurisdictions that did not requested a reimbursement last fiscal year can request the full allocation amount. The total FY 2016/17 funds available for each jurisdiction in addition to remaining balance from prior years are shown in **Attachment B**.

A Status Report/Request for Reimbursement form is included for your use. (**Attachment C**) Funds are provided on a reimbursement basis only; therefore, documentation must be included with the forms indicating that funds have already been expended. Please submit your reimbursement request to C/CAG by December 30, 2017.

If you would like an electronic copy of the reporting form or if you have further questions, please contact John Hoang at 650-363-4105 or email to jhoang@smcgov.org

Sincerely,


Sandy Wong
Executive Director

Cc: Public Works Director

Attachments

ATTACHMENT A

Measure M – \$10 Vehicle Registration Fee Program

Projects and performance measures under the Traffic Congestion Management and Stormwater Pollution Prevention categories are listed below:

Traffic Congestion Management	
<i>Projects</i>	<i>Performance Measure</i>
• Local shuttles/transportation	• Number of passengers transported.
• Road resurfacing/reconstruction	• Miles/fraction of miles of roads improved.
• Deployment of Local Intelligent Transportation Systems (ITS)	• Number of ITS components installed/implemented.
• Roadway operations such as: Restriping, Signal timing/coordination, Signage	• Miles/fraction of miles of roads improved.
• Replacement and/or upgrading of traffic signal hardware and/or software	• Number of units replaced and/or upgraded.

Stormwater Pollution Prevention	
<i>Projects</i>	<i>Performance Measure</i>
• Street sweeping	• Miles of streets swept an average of once a month.
• Roadway storm inlet cleaning	• Number of storm inlets cleaned per year.
• Street side runoff treatment	• Square feet of surfaces managed annually.
• Auto repair shop inspections	• Number of auto repair shops inspected per year.
• Managing runoff from Street/Parking lot impervious surfaces	• Square feet of surfaces managed annually.
• Small capital projects such as vehicle wash racks for public agencies that include pollution runoff controls	• Number of projects implemented.
• Capital purchases for motor vehicle related runoff management and controls	• Number of pieces of equipment purchased and installed.
• Additional used oil drop off locations	• Number of locations implemented and operated, and quantity of oil collected.
• Motor vehicle fluid recycling programs	• Number of programs implemented and operated, and quantity of fluids collected.
• Installation of new pervious surface medium strips in roadways	• Square footage of new pervious surface medium strips installed.
• Municipal Regional Permit Compliance Activities	• Identification of permit provision(s) and compliance activities performed

ATTACHMENT B

**Measure M - \$10 Vehicle Registration Fee Program
Total Funds Available for Reimbursement
FY 2016/17
(July 1, 2016 – June 30, 2017)**

Jurisdiction	% of Total Allocation*	Allocation 1st Half	Balance from Prior Years	Available 1st Half	Reimbursed 1st half		Allocation 2nd Half	Available for Reimbursement
					NPDES	Traffic		
ATHERTON	2.35%	\$ 38,581.57	\$ -	\$ 38,581.57		38,581.57	\$ 44,988.05	\$ 44,988.05
BELMONT	3.30%	\$ 54,100.92	\$ -	\$ 54,100.92			\$ 63,084.38	\$ 117,185.31
BRISBANE	2.35%	\$ 38,581.57	\$ -	\$ 38,581.57			\$ 44,988.05	\$ 83,569.62
BURLINGAME	3.92%	\$ 64,187.54	\$ -	\$ 64,187.54			\$ 74,845.88	\$ 139,033.42
COLMA	2.35%	\$ 38,581.57	\$ 239,311.42	\$ 277,892.99	\$ 169,204.40		\$ 44,988.05	\$ 153,676.64
DALY CITY	9.71%	\$ 159,093.39	\$ -	\$ 159,093.39		\$ 159,093.39	\$ 185,510.86	\$ 185,510.86
EAST PALO ALTO	2.99%	\$ 49,057.62	\$ 452,600.90	\$ 501,658.52			\$ 57,203.64	\$ 558,862.15
FOSTER CITY	3.13%	\$ 51,350.03	\$ -	\$ 51,350.03		\$ 51,350.03	\$ 59,876.70	\$ 59,876.70
HALF MOON BAY	2.35%	\$ 38,581.57	\$ -	\$ 38,581.57			\$ 44,988.05	\$ 83,569.62
HILLSBOROUGH	2.80%	\$ 45,848.24	\$ -	\$ 45,848.24		\$ 45,848.24	\$ 53,461.34	\$ 53,461.34
MENLO PARK	4.49%	\$ 73,611.07	\$ -	\$ 73,611.07	\$ 63,183.25		\$ 85,834.19	\$ 96,262.02
MILLBRAE	2.71%	\$ 44,472.79	\$ -	\$ 44,472.79			\$ 51,857.50	\$ 96,330.30
PACIFICA	4.82%	\$ 79,011.80	\$ -	\$ 79,011.80			\$ 92,131.71	\$ 171,143.51
PORTOLA VALLEY	2.35%	\$ 38,581.57	\$ 80,694.37	\$ 119,275.94			\$ 44,988.05	\$ 164,263.99
REDWOOD CITY	8.96%	\$ 146,867.20	\$ -	\$ 146,867.20	\$ 146,867.20		\$ 171,254.50	\$ 171,254.50
SAN BRUNO	4.69%	\$ 76,872.22	\$ -	\$ 76,872.22	\$ 38,436.11	\$ 38,436.11	\$ 89,636.85	\$ 89,636.85
SAN CARLOS	3.98%	\$ 65,257.33	\$ -	\$ 65,257.33		\$ 65,257.33	\$ 76,093.31	\$ 76,093.31
SAN MATEO	11.00%	\$ 180,183.58	\$ -	\$ 180,183.58	\$ 90,091.79	\$ 90,091.79	\$ 210,103.08	\$ 210,103.08
SOUTH SAN FRANCISCO	7.13%	\$ 116,760.18	\$ -	\$ 116,760.18		\$ 116,760.18	\$ 136,148.22	\$ 136,148.22
WOODSIDE	2.35%	\$ 38,581.57	\$ -	\$ 38,581.57		\$ 38,581.57	\$ 44,988.05	\$ 44,988.05
SAN MATEO COUNTY	12.22%	\$ 200,203.98	\$ -	\$ 200,203.98	\$ 200,203.98		\$ 233,447.86	\$ 233,447.87
Total	100%	\$ 1,638,367.34	\$ 772,606.69	\$ 2,410,974.03	\$ 707,986.73	\$ 644,000.21	\$ 1,910,418.32	\$ 2,969,405.41

* The amount allocated for each jurisdiction is calculated based on a formula consisting of 50% population share and 50% road miles modified for a minimum guaranteed amount of \$75,000 per year for each jurisdiction. Population data is taken from the State of California Department of Finance estimates for 2015.

Jurisdictions have the flexibility on the use of funds between the Traffic Congestion Management and Stormwater Pollution Prevention. There are no requirements to split the funds equally between the categories.

ATTACHMENT C

Measure M - \$10 Vehicle Registration Fee Program

**Status Report/Request for Reimbursement
FY 2016/17**

(July 1, 2016 through June 30, 2017)

Agency Name:	Date Expense Incurred: From: To:	Date of This Report/Request for Reimbursement:	Amount of Reimbursement Requested:
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<p align="center">Program category for this report/request for reimbursement (Submit a new form for each project type)</p>	
<p>Traffic Congestion Management</p> <ul style="list-style-type: none"> • Local shuttles/transportation • Road resurfacing/reconstruction • Deployment of Local Intelligent Transportation Systems • Roadway operations such as: <ul style="list-style-type: none"> - Restriping - Signal timing, coordination, etc. - Signage • Replacement and/or upgrading of traffic signal hardware and/or software 	<p>Stormwater Pollution Prevention</p> <ul style="list-style-type: none"> • Street sweeping • Roadway storm inlet cleaning • Street side runoff treatment • Auto repair shop inspections • Managing runoff from Street/Parking lot impervious surfaces • Small capital projects such as vehicle wash racks for public agencies that include pollution runoff controls • Capital purchases for motor vehicle related runoff management and controls • Additional used oil drop off locations • Motor vehicle fluid recycling programs • Installation of new pervious surface medium strips in roadways • Municipal Regional Permit Compliance Activities

Briefly describe the project for which reimbursement is requested:

Identify the performance measure related to this project (see chart in Attachment A) that shows that this project benefited motor vehicles. Describe actual performance.

- Performance Measure:
- Total Project Cost:
- Total Project Quantity:
- Period of performance (as applicable):

Identify the specific benefits to motor vehicles (traffic congestion) or how the project addresses the

negative environmental impacts of vehicles (stormwater pollution) as a result of implementing this project. Two examples of projects might be – *“As a result of reducing the delay time at the intersection of X and Y streets, motorists are creating less air pollution and fuel consumption due to extended periods of engine idling. Motorists are able to reach destinations quicker, thereby making more efficient use of time.” “As a result of the removal of waste and pollutants from A, B, and C streets, toxic materials from motor vehicles will not be washed into the storm drains, thereby mitigating the polluting effects of vehicles, and debris on the roads will not be present to damage vehicles in the travel lanes or while parking.”*

Additional Comments:

Certifications

1. I hereby certify that the expenses for which reimbursement is requested are for programs and/or projects that have a relationship or benefit to the motor vehicles that are paying the fee. This includes:

- Addressing motor vehicle congestion, and/or
- Addressing the negative impact on creeks, streams, bays, and the ocean caused by motor vehicles and the infrastructure supporting motor vehicle travel.

2. I hereby certify that the information contained in this Status Report and Request for Reimbursement is accurate and complete to the best of my knowledge.

By: _____ **Date:** _____

Name: _____ **Title: City Manager**

Copies of paid invoices must be included with this report in order to receive reimbursement.

If you would like an electronic copy of these instructions and the reporting form, please send an Email to jhoang@smcgov.org or call at 650-363-4105.

C/CAG

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September 15, 2017

The Honorable Edmund G. Brown Jr.
Governor, State of California
State Capitol, Room 1173
Sacramento, CA 95814

RE: SUPPORT for SB 595 (Beall)

Dear Governor Brown:

The City/County Association of Governments of San Mateo County (C/CAG) is pleased to **SUPPORT** SB 595 (Beall). This bill would authorize the nine counties in the Bay Area to conduct an election to raise the tolls on the Bay Area's bridges to fund bridge maintenance & repair, as well as projects throughout the region that reduce congestion on the bridges. The program of projects that will ultimately be funded by the toll increase in SB 595 is commonly referred to as Regional Measure 3.

Regional Measure 1 funded the San Mateo Bridge Widening in 2003. Regional Measure 3 is expected to generate an estimated \$130 to \$380 million annually depending on the toll increase authorized by the voters. When capitalized, the higher tolls would produce approximately \$4.4 billion in funding for projects and operations in the Bay Area. This bill contains several projects that would benefit San Mateo County, including funding for the US 101/92 interchange, managed lanes on US 101, and the Dumbarton Bridge Corridor.

C/CAG **SUPPORTS** the effort SB 595 represents and appreciates your favorable consideration of this legislation. Please feel free to contact Sandy Wong, C/CAG's Executive Director, at 650-599-1409 or 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 Kevin Mullin
Assembly Member Marc Berman
Assembly Member Phil Ting
Senator Jerry Hill
Senator Scott Wiener

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRAFFIC OPERATIONS

P.O. BOX 942873, MS-36

SACRAMENTO, CA 94273-0001

PHONE (916) 654-2366

FAX (916) 653-6080

TTY 711

www.dot.ca.gov/trafficops



*Making Conservation
a California Way of Life.*

September 25, 2017

Mr. John Hoang
Project Manager
San Mateo City/County Association of Governments (C/CAG)
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Mr. Hoang:

This letter serves as the Corrective Action Resolution (CAR) for the audit findings in the Office of State Audits and Evaluations Audit Report dated March 2017. The audit was conducted on behalf of the California Department of Transportation's (Caltrans) Proposition 1B, Traffic Light Synchronization Program (TLSP) on the following C/CAG TLSP projects:

- SMART Corridor Projects-Demonstration – 4A921
- SMART Corridor Projects North Portion – 4A923
- SMART Corridor Projects South Portion – 4A925
- SMART Corridor Projects South Segment – 4A926

The audit disclosed the following findings:

1. Questioned arbitration and equipment expenditures.
2. Project deliverables not completed timely or accurately.

Detailed information regarding the audit findings can be found on the attached table, "C/CAG TLSP Audit Findings, Recommendations, and Responses – March 2017."

After a careful analysis of the approved baseline agreement, project invoices, and C/CAG's responses to the audit findings and recommendations, Caltrans has determined that C/CAG has met its obligation for all projects listed in this audit, and no further action is needed. Please keep this notice on file for your records.

For questions regarding this CAR, please contact Rex Cluff, TLSP Program Coordinator at (916) 651-9059, or by e-mail sent to <rex.cluff@dot.ca.gov>.

Mr. John Hoang
September 25, 2017
Page 2

Sincerely,



JASVINDERJIT S. BHULLAR, Chief
Division of Traffic Operations



RIHUI ZHANG, Chief
Division of Local Assistance

Attachment:

C/CAG TLSP Audit Findings, Recommendations, and Responses – March 2017

- c: Stephen Maller, California Transportation Commission
- Dawn Cheser, Assistant Deputy Director, California Transportation Commission
- Nicholas Compin, Chief, Office of Strategic Development, Division of Traffic Operations
- Annie Wong, Chief, Local Program Accounting Branch, Division of Accounting
- Mitchell Prevost, Traffic Light Synchronization Program, Program Manager,
Office of Strategic Development, Division of Traffic Operations
- Rex A. Cluff, Traffic Light Synchronization Program, Program Coordinator,
Office of Strategic Development, Division of Traffic Operations
- Doris Alkebulan, Proposition 1B Bond Specialist, Division of Transportation Programming

C/CAG TLSP Audit Findings, Recommendations, and Responses – March 2017

TLSP Project Number	FINDINGS (1) Questioned Arbitration and Equipment Expenditures	RECOMMENDATIONS	C/CAG Responses
4A926	<p>C/CAG claimed and was reimbursed for ineligible arbitration expenditures. Of the \$95,368 reimbursed, it was determined that only half, or \$47,684 was eligible for reimbursement.</p> <p>C/CAG claimed and was reimbursed for the installation of four closed circuit television cameras but was only able to install three due to technical issues on their facility.</p>	<p>Remit \$47,684 to Caltrans for the questioned arbitration expenditures. Since the camera was returned to Caltrans, no remittance is necessary for the questioned equipment expenditures.</p> <p>Develop and maintain an adequate review process to ensure claimed expenditures are allowable prior to submitting reimbursement invoices to Caltrans</p> <p>Ensure that equipment is used for its intended purpose.</p>	<p>C/CAG has remitted the \$47,684 in a reduced reimbursement invoice that was confirmed and approved.</p> <p>C/CAG has developed and will continue to maintain an adequate review process prior to submitting reimbursements invoices to Caltrans.</p> <p>C/CAG has returned the unused camera and will ensure equipment is used for intended purposes.</p>
TLSP Project Number	FINDINGS (2) Project Deliverables Not Completed Timely or Accurately	RECOMMENDATIONS	C/CAG Responses
4A921 4A923 4A925 4A926	<p>C/CAG reported incorrect information in the project quarterly reports and did not submit the Final Delivery Reports (FDR) in a timely manner.</p> <p>The required Final Delivery Reports for completed project segments 4A921, 4A923, and 4A926 were not submitted to CTC within six months of the projects becoming operable.</p>	<p>Develop procedures to ensure that accurate information, including expenditures and percent of project completion, is reported in the quarterly progress reports.</p> <p>Submit the Final Delivery Reports for the completed segments to the CTC and ensure the Final Delivery Report for project segment 4A925 is submitted within six months of the segment becoming operable (construction contract acceptance date)</p>	<p>C/CA has developed procedures to ensure accurate information is reported in quarterly reports</p> <p>C/CAG will submit FDRs for segmented projects and will ensure the FDR for 4A925 is submitted within six months of the project becoming operable.</p>

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September 28, 2017

Eunejune Kim, PE
 Director of Public Works/City Engineer
 City of South San Francisco /Engineering Division
 City Hall Annex
 315 Maple Avenue
 South San Francisco, CA 94080

Dear Mr. Kim:

As Manager of Transportation Projects and Programs at City/County Association of Governments of San Mateo County (C/CAG), I would like to express my support to the City of South San Francisco (SSF) for the Metropolitan Transportation Commission (MTC) Innovative Deployments to Enhance Arterials (IDEA) challenge Grant Program. C/CAG deals with issues that affect the quality of life in general, which include congestion management, transportation and air quality.

C/CAG is committed to preparing and adopting innovative programs and plans to help address significant challenges facing our county, including traffic congestion and updating our Intelligent Transportation Systems (ITS). We believe that SSF would benefit greatly by having the Automated Traffic Signal Performance Measures (ATSPM) system replace their old model. Individuals, local cities, jurisdictions, business, commuters, residents, and others would gain an advantage with ATSPM on congested corridor with bettered travel time, improved signal timing, and having access to real time data.

Additionally, the ability to actively monitor signal performance and identify and correct deficiencies throughout the biotech industry can help improve our Commute.org Shuttle Program that can increase reliability and use with locals and commuters. The IDEA program will complement the objectives of the San Mateo County Smart Corridor project along key arterials in South San Francisco.

Sincerely,


 John Hoang
 Program Manager