

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. 316

DATE: Thursday, February 14, 2019

TIME: 6:30 P.M.

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

PARKING: Available adjacent to and behind building.
Please note the underground parking garage is no longer open.

PUBLIC TRANSIT: SamTrans
Caltrain: San Carlos Station.
Trip Planner: <http://transit.511.org>

1.0 CALL TO ORDER/ ROLL CALL

2.0 PLEDGE OF ALLEGIANCE

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

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

4.0 PRESENTATIONS/ ANNOUNCEMENTS

5.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. 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. 315 dated January 10, 2019.

ACTION p. 1

- 5.2 Review and accept the 2018 attendance report for the C/CAG Board and Committee meetings.
ACTION p. 5
- 5.3 Receive a copy of executed Contract Change Order No. 2 to Master Service Agreement and a copy of executed Contract Work Authorization between C/CAG and PG&E for Calendar Year 2019 for the San Mateo County Energy Watch Program. INFORMATION p. 16
- 5.4 Review and approval of Resolution 19-04 authorizing the C/CAG Chair to execute a cooperative agreement between Caltrans, the San Mateo County Transportation Authority (SMCTA), and C/CAG for the construction phase of the US 101 Express Lane (Southern Segment) Project from Matadero Creek in Santa Clara County to Whipple Ave. in Redwood City.
ACTION p. 17
- 5.5 Review and approval of Resolution 19-05 determining that the proposed project at 500 Sylvan Avenue, San Bruno, including related rezoning and Planned Development Permit, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.
ACTION p. 22
- 5.6 Receive Amendment No. 1 to the Iteris Smart Corridor ITS Network Monitoring and Maintenance Support agreement executed by the Executive Director in accordance with C/CAG Procurement Policy.
INFORMATION p. 37
- 5.7 Review and approval of the appointment of Board Member Ricardo Ortiz, Burlingame Councilmember, to the C/CAG Finance Committee.
ACTION p. 41
- 5.8 Review and approve Resolution 19-06 authorizing the C/CAG Chair to execute an agreement with the San Mateo County Office of Education for an amount not to exceed \$25,000 for the 2019 teacher training institute focused on stormwater pollution prevention.
ACTION p. 44
- 5.9 Review and approval of Resolution 19-07 authorizing the C/CAG Chair to execute an agreement with CoPLAN to provide traffic monitoring services for the 2019 Congestion Management Program (CMP) update in an amount not to exceed \$71,833 waiving the RFP process.
ACTION p. 49
- 5.10 2019 State Highway System Congestion and Safety Performance Assessment:
- 5.10.1 Review and approval of Resolution 19-08 authorizing the C/CAG Chair to execute an agreement with CoPLAN to update the State Highway System Congestion and Safety Performance Assessment for San Mateo County for 2019 in an amount not to exceed \$92,135.
ACTION p. 52
- 5.10.2 Review and approval of Resolution 19-09 authorizing the C/CAG Chair to execute a Funding Agreement with the San Mateo County Transportation Authority for the 2019 State Highway System Congestion and Safety Performance Assessment for San Mateo County Update in an amount not to exceed \$46,068.
ACTION p. 55

6.0 REGULAR AGENDA

- 6.1 Review and approval of an appointment to the Legislative Committee to fill one vacant seat.
ACTION p. 58
- 6.2 Review and approve C/CAG legislative policies, priorities, positions, and legislative update (a position may be taken on any legislation, including legislation not previously identified).
ACTION p. 64
- 6.3 Receive a presentation on the draft San Mateo County Energy and Water Strategy 2025.
INFORMATION p. 69
- 6.4 Review and approval of Resolution 19-10 approving the direction for the owner and operator for the San Mateo County US 101 Express Lanes Project; and direct the Ad Hoc committee members to develop recommendation on the details for a proposed new JPA to assure equality between C/CAG and TA.
ACTION p. 71
- 6.5 Nominations for C/CAG Chair and Vice Chair for March 2019 Election of Officers.
ACTION p. 78

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

10.0 ADJOURNMENT

Next scheduled meeting March 14, 2019

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board 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 public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC PARTICIPATION: Public comment is limited to two minutes per speaker. 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 this agenda, please contact C/CAG staff:
Executive Director: Sandy Wong (650) 599-1409

Administrative Assistant: Mima Guilles (650) 599-1406

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. 315

January 10, 2019

1.0 CALL TO ORDER/ ROLL CALL

Chair Maryann Moise Derwin called the meeting to order at 6:34 p.m. Roll call was taken.

Atherton	– Elizabeth Lewis
Belmont	– Doug Kim
Brisbane	– Cliff Lentz
Burlingame	– Ricardo Ortiz
Colma	– Diana Colvin
East Palo Alto	– Lisa Gauthier (Arrived 6:46 p.m.)
Foster City	– Sam Hindi
Half Moon Bay	– Debbie Ruddock
Hillsborough	– Marie Chuang
Millbrae	– Gina Papan
Pacifica	– Sue Vaterlaus
Portola Valley	– Maryann Moise Derwin
Redwood City	– Alicia Aguirre
San Bruno	– Irene O’Connell
San Mateo	– Diane Papan
San Mateo County	– David Canepa
South San Francisco	– Karyl Matsumoto – SamTrans & TA
Woodside	– Ned Fluet

Absent:

Daly City
Menlo Park
San Carlos

Others:

Sandy Wong	– C/CAG Executive Director
Matthew Sanders	– C/CAG Legal Counsel
John Hoang	– C/CAG Staff
Jean Higaki	– C/CAG Staff
Matt Fabry	– C/CAG Staff

- Reid Bogert – C/CAG Staff
- Sara Muse – C/CAG Staff
- Susy Kalkin – C/CAG Staff
- Kim Springer – San Mateo County
- Matt Robinson – Shaw/Yoder/Antwih
- Dave Pine – County Supervisor
- Larry Patterson – SAT Co-Chair
- Maggie Tide – County counsel
- Brian Perkins – Congresswoman Speier’s office
- Jim Porter – County Public Works
- Seth Miller – League of Cities
- Joe Hurley – SMCTA
- Carter Mar – SMCTA
- Betty Seto – DNV GL
- Drew – public

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

None.

5.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. 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 Ortiz MOVED approval of Items 5.1, 5.2, 5.3, and 5.4. Board Member Aguirre SECONDED. **MOTION CARRIED 16-0-1 (Board Member Hindi abstained).**

- 5.1 Approval of the Minutes of regular business meeting No. 314 dated December 13, 2018. APPROVED
- 5.2 Receive a copy of executed Amendment No. 1 to the agreement with Alexis Petru for consulting services for the San Mateo County Energy Watch (SMCEW) Program for time extension only, with no additional funds, in accordance with C/CAG procurement policy. APPROVED
- 5.3 Review and approval of Resolution 19-02 authorizing the C/CAG Chair to execute an agreement with Shaw/Yoder/Antwih, Inc. to provide state legislative advocacy service in an amount not to exceed \$146,250 for two years for the 2019 and 2020 legislative session.

- 5.4 Review and approval of the appointment of Sam Bautista from the City of Pacifica to serve on C/CAG’s Stormwater and Congestion Management Program Technical Advisory Committees. APPROVED

6.0 REGULAR AGENDA

- 6.1 Review and approve C/CAG legislative policies, priorities, positions, and legislative update (a position may be taken on any legislation, including legislation not previously identified). NO ACTION

The Board received a legislative update from Matt Robinson, Shaw/Yoder/Antwih, including an overview of the new Governor’s priorities. He mentioned there are newly introduced housing related bills which align with the goals of CASA Compact. It was announced that Senator Weiner will be attending next month’s C/CAG Legislative Committee meeting to discuss SB50. The Board requested staff to gather housing production data from member cities before the February 14th Legislative Committee meeting.

- 6.2 Review and approval of the Annual C/CAG Legislative Policies for 2019. APPROVED

Board members offered minor additions to Section 3.1 a. to reference “harmful” bacteria and to recognize plastics, heavy metals and phosphates as additional pollutants that should be called out.

Board member Vaterlaus MOVED approval of the item subject to the minor edits listed above. Board member Ruddock SECONDED. **MOTION CARRIED 18-0-0.**

- 6.3 Review and approval of Resolution 19-01 endorsing the San Mateo County Flood and Sea Level Rise Resiliency Agency proposal. APPROVED

Sandy Wong, Executive Director of C/CAG provided background on the proposal and introduced Supervisor Pine who expounded on the need for the new agency, stressing the importance of a united approach to be able to more effectively strategize solutions and compete for funding.

The C/CAG Board received a presentation on the proposal from Larry Patterson, Co-Chair of the Staff Advisory Committee.

Brian Perkins, of Congresswoman Spiers office, spoke in support of the proposal, thanking Supervisor Pine for his leadership on the effort.

Board member Gauthier MOVED approval of Resolution 19-01. Board member Vaterlaus SECONDED. **MOTION CARRIED 18-0-0.**

- 6.4 Receive the San Mateo County Transportation Programs Climate Impact Report. REPORT RECEIVED

John Hoang, C/CAG staff, provided a brief background on the report and introduced Betty

Seto, lead author of the report while working under DNV GL, who presented the findings of the report to the C/CAG Board.

- 6.5 Receive an update on the owner/operator options for the US 101 Managed Lanes Project and next steps. UPDATE RECEIVED

Sandy Wong, Executive Director of C/CAG provided a brief background of the managed lanes project, and together with Board member (and Ad Hoc Committee member) Diane Papan, presented the synopsis of the discussion from the January 2, 2019 Joint TA & C/CAG Ad Hoc Committee meeting. In addition, the Executive Director briefly outlined a new proposal that BAIFA had recently provided, noting that the Ad Hoc Committee hasn't have an opportunity to discuss the new proposal yet.

During discussion on this item, Board member Matsumoto, as a point of order, noted the time was nearing 9 PM. Board member Gina Papan MOVED to continue the meeting and allow discussion of items beyond 9 P.M. Board Member Lewis SECONDED. **MOTION CARRIED 18-0-0.**

It was noted that the next Ad Hoc Committee meeting was scheduled for January 25th, and Board members were invited to submit comments to the Executive Director in advance of that date, for Ad Hoc members to consider.

7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports).
- 7.2 Chairperson's Report.
- 7.3 Board Members Report/ Communication.

Board member Aguirre presented an MTC map depicting rent increases in the Bay Area from 2011-2016, noting it is also in the CASA Compact.

8.0 EXECUTIVE DIRECTOR'S REPORT

Executive Director Wong announced the following vacancies on C/CAG standing committees, requesting letters of interest by January 18th:

C/MEQ – one elected official seat;
C/CAG Leg. Committee – one elected official seat;
BPAC – one elected official seat
Finance Committee – one C/CAG Board member
RMCP – two seats

9.0 COMMUNICATIONS - Information Only

10.0 ADJOURNMENT – 9:26 P.M.

Next scheduled meeting February 14, 2019

C/CAG AGENDA REPORT

Date: February 14, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and accept the 2018 attendance report for the C/CAG Board and Committee meetings.
(For further information, contact Sandy Wong at 650-599-1409)

RECOMMENDATION

That the C/CAG Board review and accept the 2018 attendance reports for the C/CAG Board and Committee meetings.

FISCAL IMPACT

None

SOURCE OF FUNDS

Not applicable

BACKGROUND

Periodically, the C/CAG Board receives reports of the attendance for the Board and its standing committees. Since each member jurisdiction appoints its C/CAG representative and alternate, C/CAG has not set an attendance requirement for Board meetings. However, the C/CAG Board adopted the following attendance policy for its standing committees:

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

The attached attendance reports are provided for your acceptance.

ATTACHMENTS

Calendar year 2018 attendance reports for the following:

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

Airport Land Use Committee (ALUC) Attendance Report - 2018

Agency	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
City of Brisbane	Terry O'Connell		X		X	X					X		
City of Burlingame	Ricardo Ortiz		X		X	X					X		
City of Daly City	Glenn Sylvester												
City of Foster City	Herb Perez												
City of Half Moon Bay	Harvey Rarback				X								
City of Millbrae	Ann Oliva		X		X	X					X		
City of Redwood City	Shelly Masur		X			X					X		
City of San Bruno	Laura Davis		X		X	X							
City of San Carlos	Ron Collins		X		X	X					X		
County of San Mateo and Aviation Representative	Warren Slocum										X		
City of South San Francisco	Liza Normandy				X						X		
Aviation Representative	Carol Ford		Y		X						X		
Half Moon Bay Airport Pilots Association	Dave Williams		X		X	X					X		

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

Bicycle and Pedestrian Advisory Committee (BPAC) Attendance Report - 2018

Agency	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Millbrae	Ann Schneider	X		X		X	X						
County of San Mateo	Don Horsley			X			X				X		
South San Francisco	Karyl Matsumoto	X		X		X	X						
Foster City	Gary Pollard					X	X						
Foster City	Herb Perez	N/A		N/A		X							
Portola Valley	Ann Wengert						X				X		
Pacifica	Deirdre Martin	X		X		X	X				X		
Burlingame	Emily Beach	X				X	X				X		
Public (Millbrae)	Marge Colapietro	X		X		X	X				X		
Public (Redwood City)	Matthew Self	X		X			X				X		
Public (San Bruno)	Malcolm Robinson	X		X		X	X				X		
Public (Half Moon Bay)	Marina Fraser	X		X		X	X				X		
Public (South San Francisco)	Daina Lujan	X		X			X				X		
Public (Redwood City)	Jamie Axt	X		X		X	X						

X - Committee Member Attended

■ No Committee Meeting

Note: David Stanek (Public Member, San Mateo) stepped down from BPAC in February 2018

City/County Association of Governments (C/CAG) Board Attendance Report - 2018

Agency	Representative/Alternate	Jan	Feb	Mar	Apr	May C/CAG Retreat	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Atherton	Elizabeth Lewis		X		X	X	X	X			X	X	X
	Cary Wiest												
Belmont	Doug Kim		X	X		X	X	X		X	X	X	X
	Davina Hurst				X								
Brisbane	Cliff Lentz			X	X	X	X			X	K. Cunningham	X	X
	Madison Davis		X										
Burlingame	Ricardo Ortiz		X	X	X	X		X		X	X	X	X
	Emily Beach						X						
Colma	Diana Colvin		X	X	X	X	X	X		X		X	X
	John Goodwin												
Daly City	Juslyn Manalo			X		X							
	Raymond Buenaventura		X				X	X		X		X	
East Palo Alto	Lisa Gauthier		X	X		X	X	X			X		
	Donna Rutherford				X					X			
Foster City	Herb Perez			X									X
	Sam Hindi		X										
Half Moon Bay	Debbie Ruddock					X		X			X		X
	Rick Kowalczyk												
	Harvey Rarback				X								
Hillsborough	Marie Chuang		X	X	X	X	X	X			X	X	X
	Shawn Christianson									X			
Menlo Park	Catherine Carlton						X	X			X		X
	Ray Mueller												
Millbrae	Gina Papan		X	X	X	X	X	X		X		X	X
	Reuben Holober												
Pacifica	John Keener						X	X			X		X
	Sue Vaterlaus		X	X	X								
Portola Valley	Maryann Moise Derwin		X	X		X	X	X		X	X	X	
	Ann Wengert				X								X
Redwood City	Alicia Aguirre		X	X	X		X	X			X	X	X
	Diane Howard												
San Bruno	Irene O'Connell		X	X	X	X	X	X			X	X	X
	Jim Ruane												
San Carlos	Mark Olbert		X									X	X
	Bob Grassilli				X								
San Mateo	Diane Papan		X	X		X	X	X		X		X	X
	Joe Goethals												
San Mateo County	David Canepa		X	X	X		X	X		X		X	X
	Dave Pine												
South San Francisco	Karyl Matsumoto		X	X	X		X	X		X	X	X	X
	Pradeep Gupta					X							
Woodside	Deborah Gordon		X	X		X	X				X		
	Daniel Yost												
SMCTA	Karyl Matsumoto		X	X	X	X	X	X		X	X	X	X
SamTrans	Karyl Matsumoto		X	X	X	X	X	X		X	X	X	X

X - Committee Member Attended

■ No Board Meeting

Congestion Management and Environmental Quality (CMEQ) Attendance Report - 2018

Agency	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Metropolitan Transportation Commission	Alicia Aguirre	x					x			x	x	x	
City of Redwood City	Shelly Masur	x		x	x								
Town of Atherton	Elizabeth Lewis			x	x		x						
City of San Bruno	Irene O'Connell	x		x	x						x	x	
City of Burlingame	Emily Beach	x		x	x		x			x	x	x	
Environmental Community	Lennie Roberts	x		x			x			x		x	
City of Pacifica	Mike O'Neill	x		x	x		x			x		x	
City of South San Francisco	Richard Garbarino			x	x		x				x		
Public	Josh Powell	x			x		x			x	x		
City of Millbrae	Wayne Lee			x	x		x			x	x	x	
City of San Mateo	Rick Bonilla	x		x	x		x			x	x		
City of Pacifica	John Keener	x		x	x		x				x		
Agencies with Transportation Interests	Adina Levin	x		x			x			x		x	
Business Community	Linda Koelling	x		x	x					x	x	x	
Peninsula Corridor Joint Powers Board (Caltrain)	Dave Pine			NA	NA		NA			NA	NA	NA	
San Mateo County Transit District (SamTrans)	Pete Ratto	x		x	x		x				x	x	

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

Congestion Management Program Technical Advisory Committee (TAC) Attendance Report - 2018

Agency	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
San Mateo County Engineering	Jim Porter (Co-Chair)		X		X		X			X	X	X	
SMCTA / PCJPB / Caltrain	Joseph Hurley (Co-Chair)	X	X		X		X			X			
Atherton Engineering	Robert Ovadia	N/A	N/A		X		X			X	X		
Belmont Engineering	Afshin Oskoui	X	X		X					X	X	X	
Brisbane Engineering	Randy Breault						X			X	X	X	
Burlingame Engineering	Syed Murtuza		X		X					X	X	X	
C/CAG	Sandy Wong		X				X			X	X	X	
Colma Engineering	Brad Donohue	X	X		X					X	X		
Daly City Engineering	Richard Chiu/(John Fuller, ret.)		X		X		X			X		X	
Daly City Planning	Tatum Mothershead	X	X		X		X			X	X	X	
Half Moon Bay Engineering	Maz Bozorginia/Ray Razavi	X			X		X			X		X	
Hillsborough Engineering	Paul Willis	X	X		X		X			X	X	X	
Foster City Engineering	Norm Dorais/Jeff Moneda	X								X	X	X	
Menlo Park Engineering	Justin Murphy		X		X					X	X	X	
Millbrae Engineering	Khee Lim	X			X		X			X		X	
Pacifica Engineering	Van Ocampo	X	X		X		X			X		X	
Redwood City Engineering	Jessica Manzi	X	X		X		X			X	X		
San Bruno Engineering	Jimmy Tan	X			X		X			X	X		
San Carlos Engineering	Steven Machida/Grace Le						X			X		X	
San Mateo Engineering	Brad Underwood				X		X			X			
South San Francisco Engineering	Eunejune Kim	X	X							X		X	
South San Francisco Planning	Billy Gross	X	X				X			X	X	X	
Woodside Engineering	Sean Rose	X	X				X			X		X	
Caltrans	VACANT												
MTC	VACANT												

X - Committee Member Attended

N/A - Not on Committee

■ No Committee Meeting

Legislative Committee Attendance Report - 2018

Agency	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Foster City	Catherine Mahanpour			X				X					X
Hillsborough	Marie Chuang (C/CAG Vice Chair)		N/A	N/A			X	X					X
Menlo Park	Catherine Carlton						X	X					X
Millbrae	Gina Papan		X	X			X	X					X
Pacifica	Sue Vaterlaus		X	X			X	X					X
Portola Valley	Maryann Moise Derwin (C/CAG Chair)		X	X			X	X					X
Redwood City	Alicia Aguirre		X	X			N/A	N/A					N/A
Redwood City	Shelly Masur		X	X			X	X					X
San Bruno	Irene O'Connell (Leg Vice Chair)		X	X			X	X					X
South San Francisco	Richard Garbarino						X	X					
Woodside	Deborah Gordon (Leg Chair)		X	X			X						

X - Committee Member Attended

N/A - Not on Committee

■ No Committee Meeting

■ No Quorum

Finance Committee Attendance Report - 2018

Agency	Name	Feb	May	Aug	Nov
Hillsborough	Jay Benton	X			X
Hillsborough	Marie Chuang (C/CAG Vice Chair) - Starts March 2018	N/A	X	X	X
Portola Valley	Maryann Moise Derwin (C/CAG Chair) - Starts March 2018	X	X	X	X
Portola Valley	Ann Wengert	X	X	X	X
Redwood City	Alicia Aguirre (C/CAG Chair) - Ends March 2018		N/A	N/A	N/A
San Carlos	Bob Grassilli		X	X	X

X - Committee Member Attended

N/A - Not on Committee

Resource Management and Climate Protection Committee (RMCP) Attendance Report - 2018

Agency	Name	Seat	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Woodside	Deborah Gordon	Committee Chair		X					X			X	X	
Portola Valley	Maryann Moise Derwin	Vice-Chair	X	X	X			X	X			X	X	
South San Francisco	Pradeep Gupta	Elected Official	X		X	X		X				X	X	
Atherton	Rick DeGolia	Elected Official	X	X	X			X				X	X	
County of San Mateo	Dave Pine	Elected Official	R	X	X	R		X	X				R	
County of San Mateo	Don Horsley	Elected Official	X	X					R					
City of San Mateo	Diane Papan	Elected Official		X	X	X		X	X			X		
El Concilio of San Mateo County	Ortensia Lopez	Energy	X						X			X	X	
BAWSCA	Adrienne Carr	Water	X	X	X	X		X	X			X	X	
PG&E	Bill Chiang	Utility						X				X		
Foothill - De Anza College	Robert Cormia	Non-profit						X						
Susatinable SMC	Beth Bhatnagar	Environmental	X	X		X						X		
	vacant	Business/Chamber of Commerce												

X - Committee Member Attended
R - Represented
■ No Committee Meeting

Stormwater Committee Attendance Report - 2018

Agency	Representative	Position	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Atherton	Robert Ovadia	Public Works Director		O		X	X					X		
Belmont	Afshin Oskoui	Public Works Director		X		X	X					X		
Brisbane	Randy Breault	Public Works Director/City Engineer				O	X					X		
Burlingame	Syed Murtuza	Public Works Director		X		X						X		
Colma	Brad Donohue	Director of Public Works and Planning	C	X	C	X		C	C	C	C	X	C	C
Daly City	John Fuller	Public Works Director	A	X	A	X	X	A	A	A	A	O	A	A
East Palo Alto	Kamal Fallaha	City Engineer	N		N	O	X	N	N	N	N		N	N
Foster City	Jeff Moneda	Public Works Director	C	X	C	X	O	C	C	C	C		C	C
Half Moon Bay	Maziar Bozorginia	Acting City Engineer	E		E	X		E	E	E	E		E	E
Hillsborough	Paul Willis	Public Works Director	L	X	L	X	X	L	L	L	L	X	L	L
Menlo Park	Justin Murphy	Public Works Director	E	X	E	X	X	E	E	E	E	X	E	E
Millbrae	Khee Lim	Public Works Director	D		D	X		D	D	D	D		D	D
Pacifica	Van Ocampo	Public Works Director/City Engineer		X		X								
Portola Valley	Howard Young	Public Works Director		X								X		
Redwood City	Saber Sarwary	Supervising Civil Engineer										X		
San Bruno	Jimmy Tan	City Engineer				X	X					X		
San Carlos	Grace Le	Public Works Director		X		O	X							
San Mateo	Brad Underwood	Public Works Director		X		X	X					O		
South San Francisco	Eunejune Kim	Public Works Director												
Woodside	Sean Rose	Deputy Town Manager/Town Engineer		X										
San Mateo County	Jim Porter	Public Works Director		X		X	X					X		
Regional Water Quality Control Board	Tom Mumley	Assistant Executive Officer												

X - Committee Member Attended

O - Other Jurisdictional Representative Attended

■ No Committee Meeting

San Mateo Countywide Water Coordination Committee Attendance Report - 2018

Agency	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	
County of San Mateo	Dave Pine (Chair)	X	X	C a n c e l l e d	X	C a n c e l l e d	X	X		X	X	X	X	
City of East Palo Alto	Lisa Gauthier (Vice Chair)	X	X					X	X			X	X	X
City of Pacifica	Sue Vaterlaus	X	X				X		X	X	X	X	X	X
City of San Mateo	Diane Papan		X						X		X	X	X	X
City of South San Francisco	Mark Addiego	X					X			X	X	X	X	X
Chair of C/CAG	Maryann Derwin	NA	NA				NA		X	X	X	X	X	X
Vice Chair of C/CAG	Marie Chuang	NA	NA				NA		X	X		X	X	X
Former Chair of C/CAG	Alicia Agguire	NA	NA				NA		X	X	X	X	X	X

X - Committee Member Attended

O - Other Jurisdictional Representative Attended

■ No Committee Meeting

C/CAG AGENDA REPORT

Date: February 14, 2019

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

From: Sandy Wong, Executive Director

Subject: Receive a copy of executed Contract Change Order No. 2 to Master Service Agreement and a copy of executed Contract Work Authorization between C/CAG and PG&E for Calendar Year 2019 for the San Mateo County Energy Watch Program.

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

RECOMMENDATION

That the C/CAG Board of Directors receive a copy of executed Contract Change Order No. 2 to Master Service Agreement and a copy of executed Contract Work Authorization between C/CAG and PG&E for Calendar Year 2019 for the San Mateo County Energy Watch Program

FISCAL IMPACT

None.

BACKGROUND

The San Mateo County Energy Watch (SMCEW) Local Government Partnership (LGP) with PG&E began on January 1, 2009, under the auspices of the California Public Utilities Commission (CPUC). Since the original program cycle, which ended on December 31, 2009, PG&E has contracted with C/CAG for the SMCEW for additional program cycles, from 2010-2018. The current program year 2019, began on January 1, 2019.

The C/CAG LGP contract with PG&E consists of two documents: 1) Master Service Agreement, and 2) Contract Work Authorization. For the 2019 SMCEW program, it is required to execute Contract Change Order #2 to the existing Master Service Agreement, as well as a new Contract Work Authorization. The C/CAG Board adopted Resolution 18-57 authorizing the C/CAG Chair to execute Contract Change Order No. 2 to the Master Service Agreement on October 11, 2018 and adopted Resolution 18-61 authorizing the C/CAG Chair to execute the Contract Work Authorization for calendar year 2019 on November 8, 2018.

At that time, both of those documents were provided to the C/CAG Board for review in draft format. Since then, staff finalized negotiation with PGE, and the Contract Change Order No. 2 and the Contract Work Authorization were fully executed on December 19, 2018 and December 28, 2018, respectively.

A complete set of contract packet, including the original Master Service Agreement, Contract Change Order No.1 and No.2, and the new Contract Work Authorization for calendar year 2019 is provided in the attachment for information.

ATTACHMENT

C/CAG – PG&E 2019 SMCEW Contract Packet (Available at: <http://ccag.ca.gov/committees/board-of-directors/>)

C/CAG AGENDA REPORT

Date: February 14, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 19-04 authorizing the C/CAG Chair to execute a cooperative agreement between Caltrans, the San Mateo County Transportation Authority (SMCTA), and C/CAG for the construction phase of the US 101 Express Lane (Southern Segment) Project from Matadero Creek in Santa Clara County to Whipple Ave. in Redwood City.

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

RECOMMENDATION

That the C/CAG Board review and approve of Resolution 19-04 authorizing the C/CAG Chair to execute a cooperative agreement between Caltrans, the San Mateo County Transportation Authority (SMCTA), and C/CAG for the construction phase of the US 101 Express Lane (Southern Segment) Project from Matadero Creek in Santa Clara County to Whipple Ave. in Redwood City.

It is also recommended that the C/CAG Board authorize the Executive Director to negotiate the final terms of said agreement prior to its execution by the C/CAG Chair, subject to approval as to form by legal counsel.

FISCAL IMPACT

None

SOURCE OF FUNDS

N/A

BACKGROUND

On May 8, 2015, the SMCTA issued a call for projects for their Measure A Highway Program, to solicit projects that reduce congestion in commute corridors. The program focuses on removing bottlenecks in the most congested highway commute corridors, reducing congestion, and improving throughput along critical congested commute corridors.

C/CAG applied to sponsor and develop the Project Approval/Environmental Document (PA/ED) phase of US 101 Managed Lane project. On October 1, 2015, TA Board authorized the allocation of \$8.5 million of Measure A funding for the PA/ED phase. An additional \$3 million in private contributions was secured to fully fund the PA/ED phase.

On June 22, 2016, the SMCTA entered into a Cooperative Agreement with Caltrans regarding obligations and responsibilities for the various technical studies undertaken as part of the process to evaluate alternatives and develop the PA/ED. The PA/ED phase is being delivered by an integrated Caltrans and SMCTA consultant project delivery team.

In October 2016, the Managed Lane project received \$9.7 million in Federal Earmark repurposed funds. Because C/CAG was the recipient of the earmark funding, C/CAG entered into an amended Cooperative Agreement with Caltrans and the SMCTA to make the funding available to the project. An Express Lane was the preferred alternative in the environmental document which was finalized and certified by Caltrans in November 2018.

On October 9, 2017, the SMCTA issued another call for project for their Measure A Highway Program. On November 20, 2017, C/CAG and SMCTA submitted a joint Measure A application for funding upcoming phases of work. These phases included design and right of way. On February 1, 2018, SMCTA approved \$22 million towards the upcoming phases of work.

On October 12, 2017, the C/CAG Board approved the proposed 2018 STIP for San Mateo County which programmed \$16 million toward the right of way phase and \$17.5 million towards the construction phase of the Express Lane project.

On April 12, 2018, C/CAG approved of entering a cooperative agreement with SMCTA and Caltrans for the right of way and design phase. C/CAG entered into the agreement to make the \$16 million in 2018 STIP right of way funding available to the project.

On May 16, 2018, the California Transportation Commission (CTC) awarded \$200 million from the state Solutions for Congested Corridors (SCC) program and on October 17, 2018, \$20 million in Local Program Partnership competitive funds towards the construction of the US 101 Express Lane project.

Advance Delivery

To accelerate delivery, the overall project was divided into a northern and southern segment. The southern segment design is complete and project limits are from Matadero Creek in Santa Clara County to Whipple Ave. in Redwood City. On December 5, 2018, the CTC amended the SCC awarded funds to segregate the awarded funds for the two segments. The CTC allocated the funding for the southern segment at their CTC on January 31, 2019 meeting.

This cooperative agreement with SMCTA and Caltrans is for the construction phase of the US 101 Express Lane Southern Segment. Although the Southern Segment is funded entirely from state SCC funds, C/CAG is a signatory on this agreement as a co-sponsor of the project and as a co-recipient of the SCC funds. As a co-sponsor of the project, C/CAG will be responsible along with Caltrans, and the SMCTA to secure any additional funds needed to complete the project.

The draft cooperative agreement was reviewed by staff and legal counsel, and is available for review on-line. SMCTA and C/CAG comments are under review by Caltrans legal. It is recommended that the C/CAG Executive Director be authorized to negotiate final terms, subject to the C/CAG legal counsel approval, and prior to execution by the C/CAG Chair.

ATTACHMENTS

1. Resolution 19-04
2. Provided on-line only at: <http://ccag.ca.gov/committees/board-of-directors/>
Draft Cooperative Agreement between Caltrans, the San Mateo County Transportation Authority (SMCTA), and the City/ County Association of Governments of San Mateo County.

RESOLUTION 19-04

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE A COOPERATIVE AGREEMENT BETWEEN CALTRANS, THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA), AND C/CAG FOR THE CONSTRUCTION PHASE OF THE US 101 EXPRESS LANE (SOUTHERN SEGMENT) PROJECT FROM MATADERO CREEK IN SANTA CLARA COUNTY TO WHIPPLE AVE. IN REDWOOD CITY

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

WHEREAS, on June 2, 2016, the SMCTA Board through Resolution 2016-12 approved an amendment to the 2004 Transportation Authority Expenditure Plan which allows the TA to act as a sponsor for the US 101 Managed Lane Project; and

WHEREAS, on November 10, 2016, the C/CAG Board approved a resolution to co-sponsor the environmental phase of the US 101 Managed Lane Project with the SMCTA; and

WHEREAS, on June 22, 2016, the SMCTA entered into a Cooperative Agreement with Caltrans regarding obligations and responsibilities for the various technical studies undertaken as part of the completing the environmental phase of the project; and

WHEREAS, on April 12, 2018 the SMCTA entered into a Cooperative Agreement with Caltrans regarding obligations and responsibilities for the various technical studies undertaken as part of the completing the design and right of way phases of work; and

WHEREAS, on May 16, 2018, the California Transportation Commission awarded \$200 million towards the construction of the US 101 Express Lane project; and

WHEREAS, to accelerate delivery, the overall project was divided into a northern and southern segment with the southern segment project limits starting at Matadero Creek in Santa Clara County to Whipple Ave. in Redwood City; and

WHEREAS, the environmental phase is completed, and design of the southern segment is completed; and

WHEREAS, a Cooperative Agreement with Caltrans and the SMCTA will be required to document the obligations and responsibilities for the construction phase of the southern segment.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that, on behalf of C/CAG, the Chair is authorized to execute a cooperative agreement between Caltrans, the San Mateo County Transportation Authority (SMCTA), and C/CAG for the construction phase of the US 101 Express Lane (Southern Segment) Project from Matadero Creek in Santa Clara County to Whipple Ave. in Redwood City, and also that the Executive Director is authorized to negotiate the final terms of said cooperative agreement prior to its execution by the C/CAG Chair, subject to approval as to form by legal counsel.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF FEBRUARY 2019.

Maryann Moise Derwin, Chair

C/CAG AGENDA REPORT

Date: February 14, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 19-05 determining that the proposed project at 500 Sylvan Avenue, San Bruno, including related rezoning and Planned Development Permit, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport

(For further information, contact Susy Kalkin at 650-599-1467 or kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, adopt Resolution 19-05 determining that the 500 Sylvan Avenue residential project, including related rezoning and Planned Development Permit (Project), is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), subject to the following conditions:

- 1. Prior to issuance of a building permit, the City of San Bruno shall require the developer/owner of the subject property to file a Form 7460-1 with the FAA, and shall provide the City of San Bruno an FAA determination of no hazard to air navigation.*
- 2. The City of San Bruno shall notify the project sponsor of his/her responsibility to comply with the real estate disclosure requirements of Section 11010 of the California Business and Professions Code which requires that if a subdivided property for sale or lease is within and "airport influence area" designated by the Airport Land Use Commission, a statement must be included in the notice of intention to offer the property for sale stating the vicinity of an airport to the property, and it may be subjected to annoyances associated with proximity to airport operations such as noise, vibrations, or odors.*

BACKGROUND

California Government Code Section 65302.3 states that a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP), and requires all land use policy amendments that affect property within Area B of an Airport Influence Area (AIA) be submitted for a determination of compatibility with the ALUCP. In addition, for cities that have not yet updated their local plans to be compatible with the latest ALUCP, individual development plans within Area B of the AIA must also be submitted for a consistency determination.

Accordingly, the City of San Bruno has referred the subject Project, which is located within AIA B for SFO, for a determination of consistency with the SFO ALUCP.

Project Description

The proposal involves demolition of an existing vacant dental building and construction of a three-story (38'-4" high), nine-unit residential building on a 7,364 sq ft parcel at 500 Sylvan Avenue.

The project requires for the following entitlements:

Zoning Amendment to rezone the site from the current Low-Density Residential (R-2) zoning classification to a Planned Development District (P-D), and to adopt a related District Development Plan to establish use and development standards.

Planned Development Permit: All development in the P-D District must be developed and utilized in accordance with an approved P-D Development Plan. Accordingly, a Planned Development Permit would be required to ensure the proposed development conforms to the provision of that Development Plan.

I. 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.

(a) Aircraft Noise Impacts

The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. As shown on Attachment 3, the subject property does not lie within the 65+dB, and is therefore compatible with the SFO ALUCP noise policies and criteria.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on the Attachment 4, the Project is not located within a Safety Compatibility Zone, and therefore the Project is consistent with the safety zone policies of the SFO ALUCP.

(c) Height of Structures/Airspace Protection

To be deemed consistent with the SFO 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. The proposed structure is only 38'-4" tall, but due to its location and overall height of approximately 68'-4" above mean sea level, as shown on the Attachment 5, it is located in an area that requires FAA notification. Accordingly, the following condition of approval is included:

- Prior to issuance of a building permit, the applicant shall file Form 7460-1 with the FAA, and shall provide the City of San Bruno an FAA determination of no hazard to air navigation.

Subject to this condition, the Project is found to be consistent with the airspace protection policies of the SFO ALUCP.

II. Airport Influence Area A – Real Estate Disclosure Area

The Project is located within both the Airport Influence Area (AIA) A & B boundaries for San Francisco International Airport. Within Area A, which includes all of San Mateo County, the real estate disclosure requirements of state law apply (Section 11010 of the Business and Professions Code). The law requires a statement to be included in the property transfer documents that (1) indicates the subject property is located within an airport influence area (AIA) boundary and (2) that the property may be subject to certain impacts from airport/aircraft operations. The statement reads as follows:

“Notice of Airport in Vicinity

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine if they are acceptable to you.”

The following condition is included to ensure compliance with this requirement:

- The City of San Bruno shall notify the project sponsor of his/her responsibility to comply with the real estate disclosure requirements of Section 11010 of the California Business and Professions Code which requires that if a subdivided property for sale or lease is within and “airport influence area” designated by the Airport Land Use Commission, a statement must be included in the notice of intention to offer the property for sale stating the vicinity of an airport to the property, and it may be subjected to annoyances associated with proximity to airport operations such as noise, vibrations, or odors.

Airport Land Use Committee

The Airport Land Use Committee considered this item at its January 24, 2019 meeting, and voted unanimously to find the project compatible with the SFO ALUCP, subject to inclusion of the conditions identified above. Additionally, in recognition of the site being relatively close to the 65 dB CNEL noise contour, they directed staff to send a note to the City of San Bruno expressing the Committee’s concerns about noise impacts on future residents.

ATTACHMENTS

1. Resolution 19-05
2. Application and Project Plan Excerpts
3. Exhibit IV-6 Noise Compatibility Zones
4. Exhibit IV-8 Safety Compatibility Zones
5. Exhibit IV-11 FAA Notification Requirements

RESOLUTION 19-05

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 PROPOSED RESIDENTIAL PROJECT AT 500 SYLVAN AVENUE, SAN BRUNO, INCLUDING RELATED REZONING AND PLANNED DEVELOPMENT PERMIT, IS CONDITIONALLY CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN FRANCISCO INTERNATIONAL 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 San Bruno has submitted its proposed residential project at 500 Sylvan Avenue, including the related rezoning and Planned Development Permit (the “Project”), to the C/CAG Board, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP); and

WHEREAS, the Project is located within Airport Influence Area B of San Francisco International Airport, the area subject to formal CCAG/ALUC Review; and

WHEREAS, three sets of airport/land use compatibility policies and criteria in the SFO ALUCP relate to the Project: (a) aircraft noise impacts; (b) safety compatibility criteria; and (c) height of structures/airspace protection, as discussed below:

- (a) Aircraft Noise Impacts - The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. The Project is not located within the 65-70dB Airport Noise Contour, and is therefore determined to be consistent with the SFO ALUCP noise policies and criteria.
- (b) Safety Compatibility - The SFO ALUCP identifies five safety zones. The Project is not located within a Safety Zone, and is therefore determined to be consistent with the safety zone policies of the SFO ALUCP.
- (c) Airspace Protection - The SFO 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. To be deemed consistent with the SFO 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.

The proposed project is 38’-4” tall, at a base elevation of approximately 30 feet above mean sea level, rendering the overall height to be approximately 68’+ above mean sea level. Based on the site location, this height requires the project sponsor to file a notification with the FAA for a “Determination of No Hazard to Air Navigation”, which has been included as a condition of approval. Subject to this condition, the Project is found to be consistent with the airspace protection policies of the SFO ALUCP.

WHEREAS, the Project is located within Airport Influence Area (AIA) A for San Francisco International Airport, where the State real estate disclosure requirements of Section 11010 of the Business and Professions Code apply. The Project does not currently reflect this requirement, but it is included herein as a condition of approval; and

WHEREAS, at its January 24, 2019 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 proposed project at 500 Sylvan Avenue, San Bruno, is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport; and,

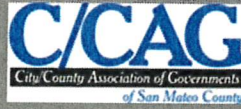
NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the San Mateo County Airport Land Use Commission, that subject to the conditions contained in Exhibit A, attached, the City of San Bruno’s proposed residential project at 500 Sylvan Avenue, including the related rezoning and Planned Development Permit, is deemed to be consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF FEBRUARY 2019.

Maryann Moise Derwin, Chair

Resolution 19-05 – Conditions of Approval:

1. *Prior to issuance of a building permit, the City of San Bruno shall require the developer/owner of the subject property to file a Form 7460-1 with the FAA, and shall provide the City of San Bruno an FAA determination of no hazard to air navigation.*
2. *The City of San Bruno shall notify the project sponsor of his/her responsibility to comply with the real estate disclosure requirements of Section 11010 of the California Business and Professions Code which requires that if a subdivided property for sale or lease is within and “airport influence area” designated by the Airport Land Use Commission, a statement must be included in the notice of intention to offer the property for sale stating the vicinity of an airport to the property, and it may be subjected to annoyances associated with proximity to airport operations such as noise, vibrations, or odors.*



APPLICATION FOR LAND USE CONSISTENCY DETERMINATION
 San Mateo County Airport Land Use Commission
 C/CAG ALUC

APPLICANT INFORMATION			
Agency: <i>City of San Bruno</i>			
Project Name:			
Address: <i>500 Sylvan Avenue</i>		APN: <i>020-145-480</i>	
City: <i>San Bruno</i>	State: <i>CA</i>	ZIP Code: <i>94066</i>	
Staff Contact: <i>Matt Neubaumer</i>	Phone: <i>(650) 616-7042</i>	Email: <i>mneubaumer@sanbrunocal.gov</i>	
PROJECT DESCRIPTION			
<i>See Attached Project Description.</i>			
REQUIRED PROJECT INFORMATION			

For General Plan, Specific Plan or Zoning Amendments and Development Projects:

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
 - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
 - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.
 - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
 - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.
 - c) Airspace Protection:
 - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

Please contact C/CAG staff at 650 599-1467 with any questions.

For C/CAG Staff Use Only
Date Application Received
Date Application Deemed Complete
Tentative Hearing Dates:
- Airport Land Use Committee
- C/CAG ALUC

500 Sylvan Avenue – C/CAG Application For Land Use Consistency Determination

Project Description: The subject property is 7,364 square feet in area and is located on the northwest corner of Sylvan Avenue and Green Avenue. The site is currently developed with a vacant building that was previously used as a dental office for many years. The applicant proposes to demolish the existing vacant structure, and construct in its place a new three story multi-family building consisting of nine residential units and a total of 13 parking spaces. The nine residential units would include the following mix of unit types:

Unit Type	Typical Size	Number of Units
Studio	403 s.f.	1
1-Bedroom	824 - 846 s.f.	2
2-Bedroom	984 – 1,077 s.f.	6

The studio unit would be located on the ground floor level, and the 1-bedroom and 2-bedroom units would be located on second and third floor levels. Open patios are proposed at the front entrance of all residential units that are located on the second and third floor levels. Additionally, two residential balconies are proposed along the north side elevation. Additional outdoor open space is provided in a courtyard area located towards the northern portion of the property. The courtyard area would measure approximately 650 square feet in total area (10'-0" wide by 65'-0" deep).

Pedestrian access to the building is provided through four separate entrances. The main entrance and lobby would front onto Sylvan Avenue. Access to the lobby area is also achieved via a secondary entrance located within the parking area on the ground floor level. Lastly, two external stairways would provide direct access to the residential units located on the second and third floor levels.

Two residential driveways would provide vehicular access to the ground floor parking area. Specifically, the Sylvan Avenue driveway provides access to 10 of the 13 proposed on-site parking spaces, while the Green Avenue driveway provides access to the three additional on-site parking spaces.

The project would be built at a 1.72 FAR, which meets the Central Business District Character Area development standards outlined within the Transit Corridors Plan (TCP). The building would incorporate varying setbacks along all portions of the site, which also comply with standards outlined within the TCP. Landscaping treatments are proposed throughout the majority of the Sylvan Avenue and Green Avenue frontage, with additional landscaping proposed along the northern (rear) property line. Additionally, the applicant is proposing to install three individual landscaped lattices with vines along the western elevation.

Additional Application Information:

- 1a) The subject site is located in the 60 -65 dB noise exposure area.
- 1b) The proposed project is not located within any Safety Zones.

1c) The project site is located within the Transit Corridors Plan Area. There are five character areas located throughout the TCP area. The subject site is located in the Central Business District (C-B-D) Character Area. Within the Central Business District Character Area, a maximum building height of 55'-0"/4 stories is permitted. The proposed project is a three story building measuring 38'-4" in total height.

3) The project is located within the Transit Corridors Plan (TCP) Specific Plan area. A Program Environmental Impact Report (EIR) and Mitigation Monitoring and Reporting Program was prepared for the TCP and was adopted by the City Council on February 12, 2013. Therefore, site specific, individual projects, such as the proposed project, can be evaluated using the Program EIR to decide if all potentially significant environmental impacts of the individual project:

- Have been previously identified (are not new) and are not substantially more severe than those identified in the Program EIR;
- Will be avoided or mitigated to the extent feasible as a result of the EIR; and
- Have been examined in the EIR, site-specific project revisions, or the implementation of standards development standard regulations.

To determine if the above conditions are met, an Initial Study/Environmental Checklist must be prepared for the proposed project. The analysis will determine whether the proposed project is within the scope of the previous EIR, or whether an additional environmental document is required, in accordance with the California Environmental Quality Act (CEQA) Guidelines. The Initial Study/Environmental Checklist for the project will be included with the Planning Commission staff report, which is the next step in the entitlement process for this proposed project.

- An Electronic Copy of the Plans was uploaded to the City's Box Account.
- Latitude: 37-37'-27.1376", Longitude: -122-24'-44.6369"
- Building Height: 38'-4"
- Site Elevation: 30'-0"
- Overall Height Above Mean Sea Level: 68'-4"

Alan William Coon
Architect

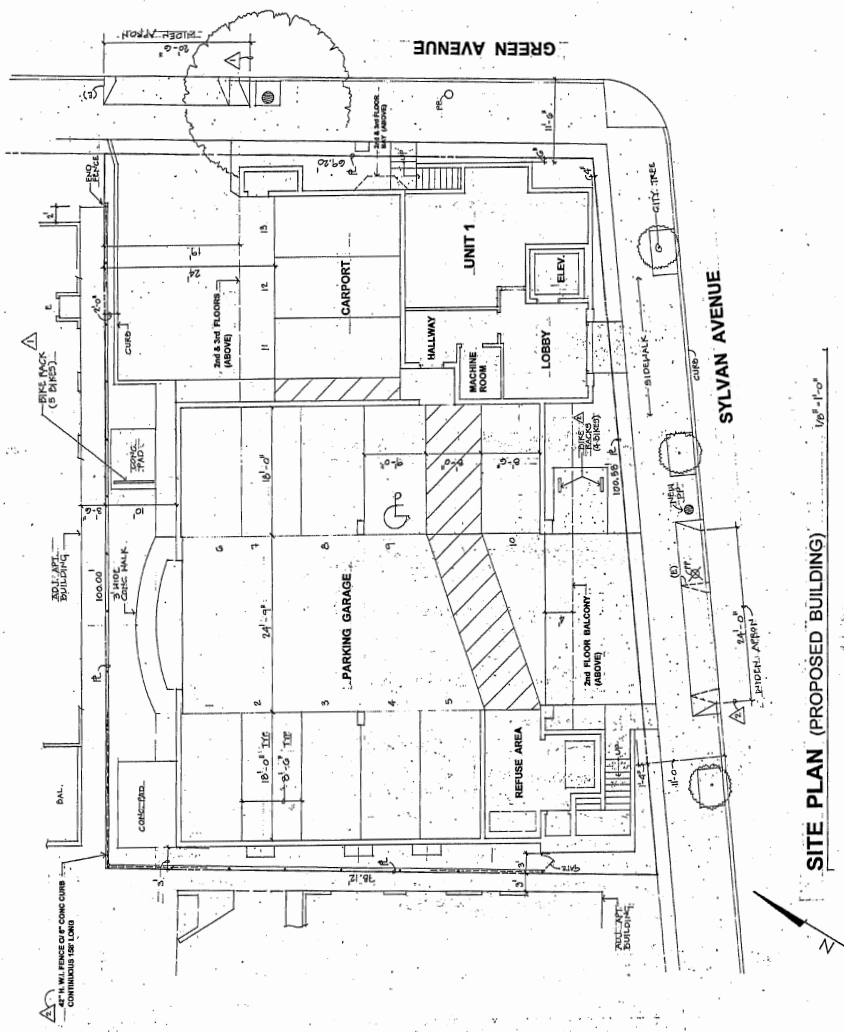
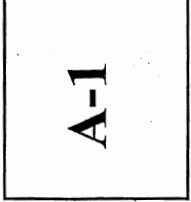
535 Sylvan Avenue
San Bruno, California 94066
Phone: (650) 215-7717

Project:
9 UNIT APARTMENT
500 Sylvan Avenue
San Bruno, California

Revisions:
CITY COMMENTS FLOW
9-30-17
5-11-18 PL-QC DEPT/BLDG DEPT

SITE PLAN

Date: 1-22-17
Scale: 1/8" = 1'-0"
Sheet Number:



DRAWING INDEX

- ARCHITECTURAL
 - A-1 SITE PLAN (PROPOSED)
 - A-2 SITE PLAN (EXISTING)
 - A-3 GROUND FLOOR
 - A-4 2ND FLOOR
 - A-5 SOUTH ELEVATION, EAST ELEVATION
 - A-6 WEST ELEVATION, NORTH ELEVATION
 - A-7 CROSS SECTIONS, AA-B-B
 - A-8 BOTT ANALYSIS
- LANDSCAPE ARCHITECT
 - L-1 LANDSCAPE PLANTING PLAN
 - L-2 TREE REMOVAL PLAN
 - L-3 LANDSCAPE IRRIGATION PLAN
 - L-4 LANDSCAPE IRRIGATION PLAN
 - L-5 LANDSCAPE IRRIGATION PLAN
- CIVIL ENGINEERING
 - C-1 GRADING & DRAINAGE PLAN
 - C-2 EROSION CONTROL PLAN
 - C-3 POLLUTION PREVENTION PLAN
 - C-4 PROJECT NOTES & DETAILS

PROJECT DESCRIPTION

THE PROJECT (AN INFILL PROJECT) PROPOSES THE CONSTRUCTION OF A NINE (9) UNIT APARTMENT BUILDING. GENERALLY, THE BUILDING IS A THREE-STORY STRUCTURE WITH A SECOND FLOOR BALCONY. THE PROPOSED CONSTRUCTION INCLUDES THE DEMOLITION OF AN EXISTING SINGLE-STORY BUILDING ON THE SITE. THE ARCHITECT PROMOTES A DESIGN THAT MAXIMIZES TRANSIT-SUPPORT DEVELOPMENT. AS SUCH, THE BUILDING DESIGN BLENDS WITH AND ENHANCES THE RESIDENTIAL AND COMMERCIAL CHARACTER OF THE NEIGHBORHOOD. THE ARCHITECT IS USING A COMBINATION OF FACTORS, AMONG THESE ARE THE FOLLOWING DESIGN ELEMENTS: 1) VISUAL INTEGRATION WITH THE SURROUNDING BUILDINGS AND ENVIRONMENT AT THE STREET CORNER; 2) UNIQUE FOOTPRINTS HAVING SHALLOW AND DEEP CORNERS THAT CREATE SHADOWS AND ADD DEPTH TO THE FACADE; 3) ARTICULATED STEP-BACK FLOOR ENCLASURE AREA CONCEALED WITHIN THE PARKING GARAGE; 4) ARTICULATED FORMS, ARCHITECTURAL DETAILS, CHANGES OF MATERIALS, PROJECTIONS AND RECESSES, AND VARIATIONS IN WINDOW PLACEMENT; 5) ACCENT INDIRECT DOWNLIGHTING AT BALCONY PROJECTIONS AND STAIRWELLS; 6) A SOUTH-FACING FACADE THAT MAXIMIZES HEAT GAIN AND NATURAL LIGHTING; 7) A SOUTH-FACING FACADE THAT MAXIMIZES SHIP PROTECTION, PERVIOUS HARDSCAPE PAVERS, AND PERVIOUS SYNTHETIC TURF.

SITE PLAN (PROPOSED BUILDING)

PROJECT DATA

PROJECT ADDRESS: 500 SYLVAN AVENUE
SAN BRUNO, CA 94066
APN: 030-146-480
ZONING: R2
LOT SIZE: 7,294 SF (SLOPE = 2%)
LOT COVERAGE: 47% (1,646 SF / 7,294 - 671)
INCLUDES OPEN STAIRWAYS
MAX FAS PER TOP: 2.0 (7,294 SF X 2.0 = 14,588 SF)
PROPOSED FAR: 1.7 (15,877 SF / 7,294 = 1.72)
FLOOR AREAS:
RESIDENTIAL FLOOR AREA (DWELLING UNITS): 6,236 SF
RESIDENTIAL COMMON AREAS (LOBBY, HALLWAY, ELEVATOR, MACHINE ROOM): 502 SF
SUBTOTAL: 6,738 SF
PARKING GARAGE AND CARPORT: 3,670 SF
MISC STORAGE: 342 SF
REFUSE AREA, STORAGE CLOSET: 14,877 SF
TOTAL: 18,777 SF
AREA PER FLOOR:
GROUND FLOOR: 4,822 SF
2ND FLOOR: 3,670 SF
3RD FLOOR: 10,275 SF
TOTAL: 18,777 SF
PARKING:
STANDARD: 10 CARS
HC: 1 CAR
TOTAL: 13 CAR
LANDSCAPE AREAS (MISC HARDSCAPE AREAS): 723 SF
PROPOSED WITHIN SUBJECT PRIVATE SITE (MISC HARDSCAPE AREAS): 253 SF
TOTAL LANDSCAPE AREAS: 976 SF
IMPERVIOUS AREAS:
PROPOSED IMPERVIOUS SURFACES: 5,748 SF (78%)
EXISTING IMPERVIOUS SURFACES: 6,007 SF (80%)
NUMBER OF UNITS BY TYPE:
1 BEDROOM: 2
2 BEDROOMS: 3
3 BEDROOMS: 4
TOTAL: 9 UNITS

2016 CBC Sections 503.504 and 506 CONFORMANCE WITH REGARD TO ALLOWABLE BUILDING AREA AND ALLOWABLE BUILDING HEIGHT:

PROJECT OCCUPANCY CLASSIFICATION IS THIS: R-2, TYPE-M CONSTRUCTION
ALLOWABLE NUMBER OF STORIES ABOVE GRADE PLANE, (PER TABLE 504.4) IS THIS: 3
PROPOSED PROJECT: 3 STORIES (COMPLIES)
ALLOWABLE AREA (PER TABLE 506.2) IS THIS: 36,000 SF PER FLOOR
PROPOSED PROJECT AREA IS THIS: 11,677 SF TOTAL (COMPLIES)

EXHIBIT C

Attachment 3

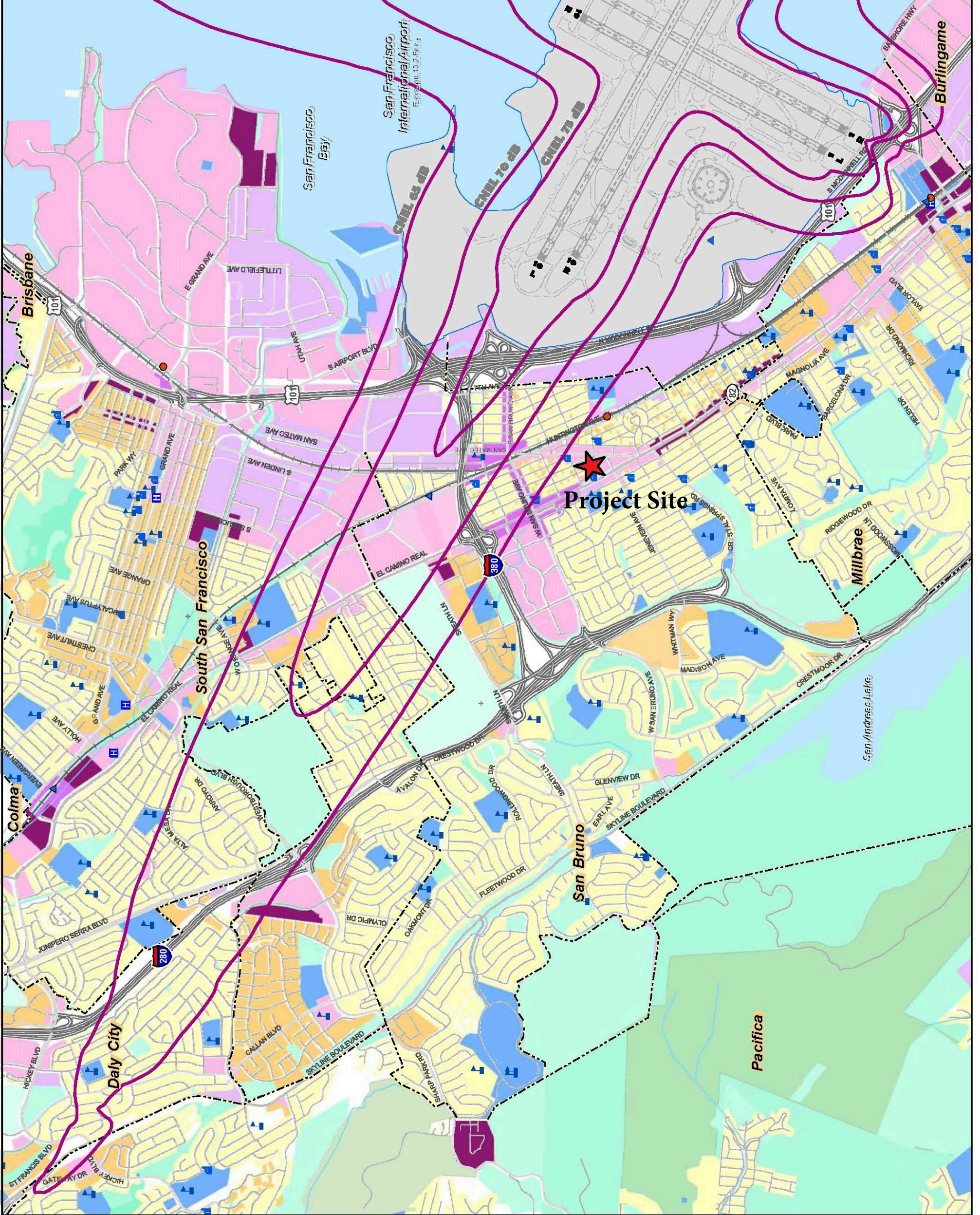
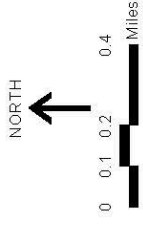
Exhibit IV-6
**NOISE COMPATIBILITY ZONES --
 DETAIL**
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
CICAG
 City/County Association of Governments
 of San Mateo County, California

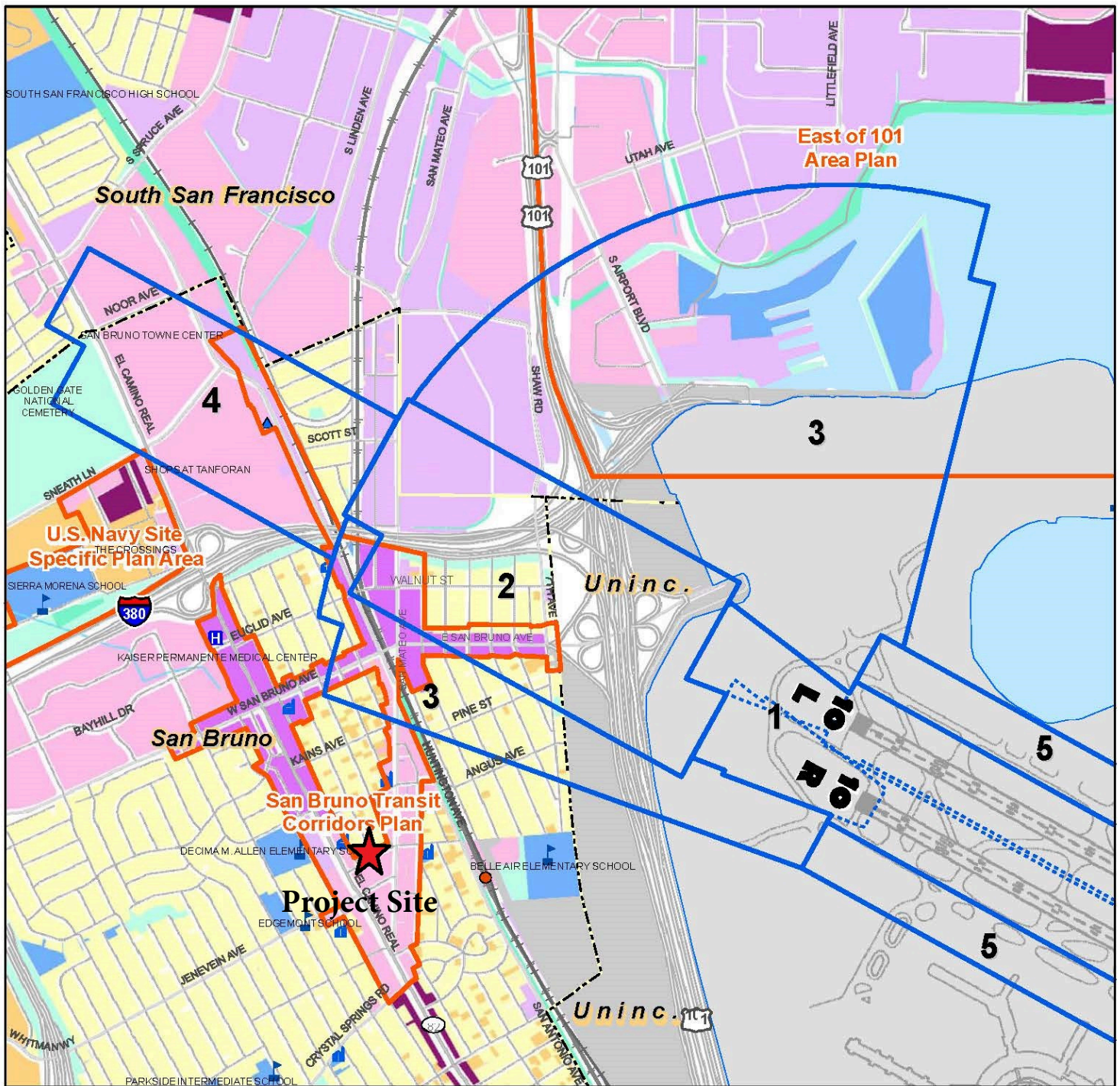
LEGEND

- CNEL Contour, 2020 Forecast
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- ▲ School
- ▲ Place of Worship
- ▲ Hospital
- Municipal Boundary
- Railroad
- Freeway
- Road
- Planned Land Use Per General Plans:
 - Public
 - Multi-Family Residential
 - Single Family Residential
 - Mixed Use
 - Transit Oriented Development
 - Commercial
 - Industrial, Transportation, and Utilities
 - Local Park, Golf Course, Cemetery
 - Regional Park or Recreation Area
 - Open Space
 - Planned use not mapped

Sources:

- Noise Contour Data:**
- Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport, URS Corporation and BridgeNet International, June 2011
- County Base Maps:**
- San Mateo County Planning & Building Department, 2007
- Local Plans:**
- Burlingame Bayfront Specific Area Plan, August 2006
 - Burlingame Downtown Specific Plan, January 2009
 - Burlingame General Map, September 1984
 - North Burlingame/Rollins Road Specific Plan, February 2007
 - Colma Municipal Code Zoning Maps, December 2003
 - Daly City General Plan Land Use Map, 1987
 - Hillsborough General Plan, March 2005
 - Millbrae Land Use Plan, November 1998
 - Pacifica General Plan, August 1996
 - San Bruno General Plan, December 2008
 - San Mateo City Land Use Plan, March 2007
 - San Mateo County Zoning Map, 1992
 - South San Francisco General Plan, 1998





LEGEND

Safety Compatibility Zones

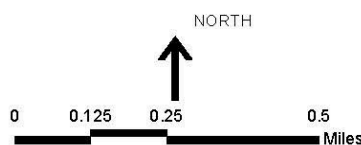
- 1 - Runway Protection Zone-Object Free Area
- 2 - Inner Approach/Departure Zone
- 3 - Inner Turning Zone
- 4 - Outer Approach/Departure Zone
- 5 - Sideline Zones
- Internal boundaries of ALP-defined areas
- Specific Plan Area
- Airport Property
- BART Station
- CALTRAIN Station
- School
- Place of Worship
- Hospital
- Municipal Boundary
- Railroad
- Freeway
- Major Road
- Road

Planned Land Use Per General Plans

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space

Sources:

- Local Plans:**
- San Bruno General Plan, December 2008
 - South San Francisco General Plan, 1998



FAA NOTIFICATION REQUIREMENTS

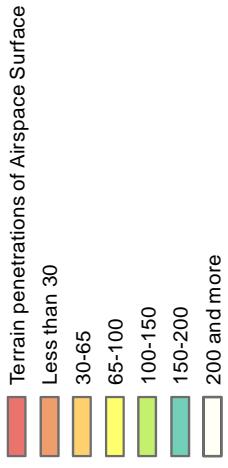
A structure proponent must file FAA Form 7460-1, Notice of Proposed Construction or Alteration, for any proposed construction or alteration that meets any of the following Notification Criteria described in 14 CFR part 77.9:

\$77.9(a) - A height more than 200 feet above ground level (AGL) at its site;

\$77.9(b) - within 20,000 feet of a runway more than 3,200 feet in length, and exceeding a 100:1 slope imaginary surface (i.e., a surface rising 1 foot vertically for every 100 feet horizontally) from the nearest point of the nearest runway. The 100:1 surface is shown as follows:

— 20,000 Feet Limit From Nearest Runway
 — Elevation Above Mean Sea Level

Heights of 100:1 Surface Above Ground (AGL)

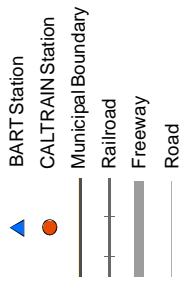


\$77.9(c) - Roadways, railroads, and waterways are evaluated based on heights above surface providing for vehicles; by specified amounts or by the height of the highest mobile object normally traversing the transportation corridor;

\$77.9(d) - Any construction or alteration on any public-use or military airport (or heliport).

Structure proponents or their representatives may file via traditional paper forms via US mail, or online at the FAA's eE/AAA website, <http://oeaaa.faa.gov>

LEGEND



Note:

per 14 CFR part 77, developers proposing structures taller than the indicated elevations must file Form 7460-1 with the FAA at least 30 days before the proposed construction. However, due to local requirements for a favorable FAA determination as a contingency for project approval, it is advisable to file the Form 7460-1 as soon as possible because the FAA can take several months to undertake aeronautical reviews.

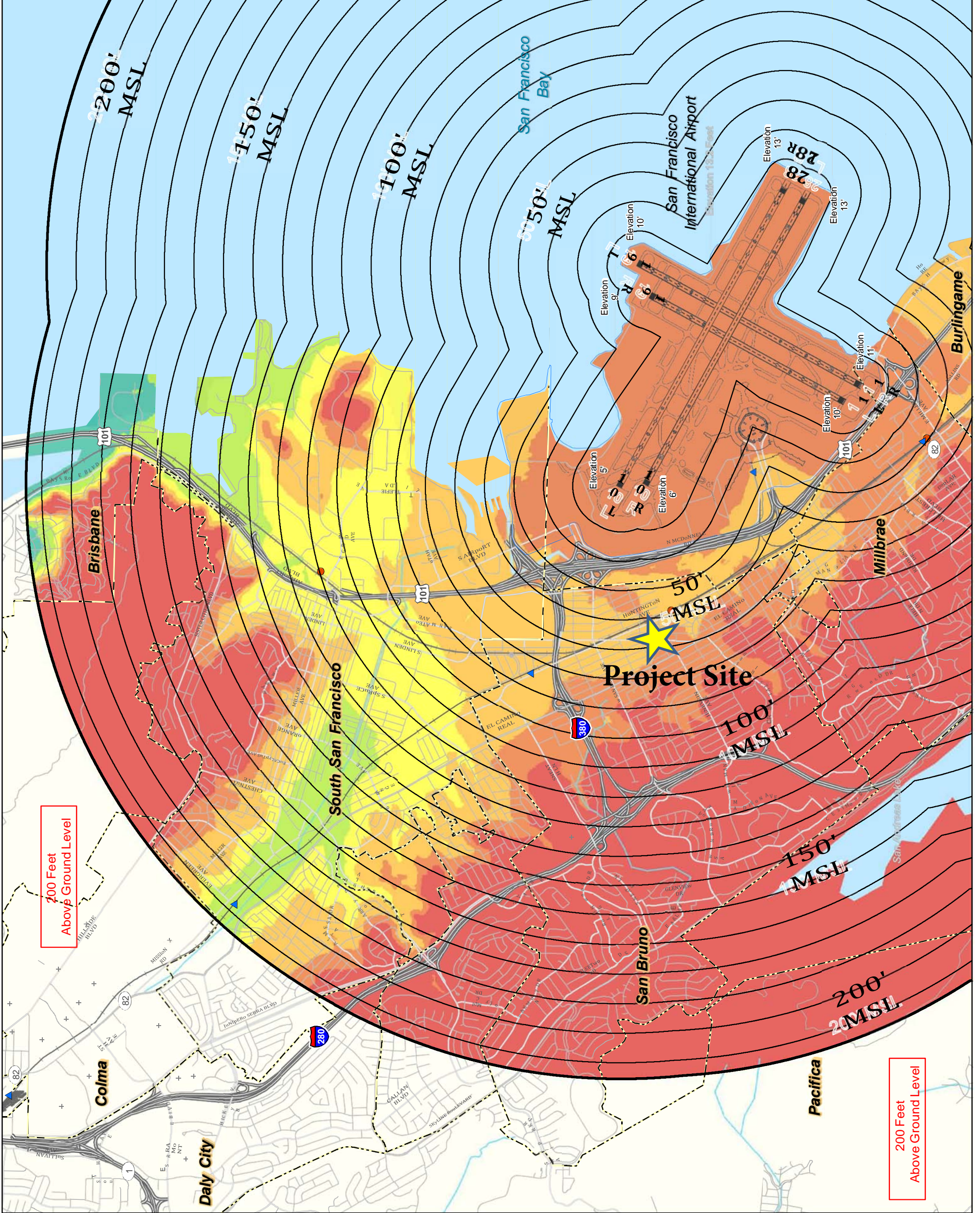
Source:

Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR part 77, Subpart B, Section 77.9.

Attachment 5

Exhibit IV-11
FAA NOTIFICATION FORM 7460-1
FILING REQUIREMENTS -- NORTH SIDE
 Comprehensive Airport Land use plan
 for the Environs of San Francisco International Airport

CICAG
 City/County Association of Governments
 of San Mateo County, California



C/CAG AGENDA REPORT

Date: February 14, 2019

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

From: Sandy Wong, Executive Director

Subject: Receive Amendment No. 1 to the Iteris Smart Corridor ITS Network Monitoring and Maintenance Support agreement executed by the Executive Director in accordance with C/CAG Procurement Policy.

(For further information, contact John Hoang at 650-363-4105)

RECOMMENDATION

That the Board receives Amendment No. 1 to the Iteris Smart Corridor ITS Network Monitoring and Maintenance Support agreement executed by the Executive Director in accordance with C/CAG Procurement Policy.

FISCAL IMPACT

Amendment No. 1 has no fiscal impacts. The original agreement amount is for \$112,306 over 2 years.

SOURCE OF FUNDS

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

BACKGROUND

The C/CAG sponsored San Mateo County Smart Corridor project upgraded and interconnected traffic signal infrastructure on behalf of ten (10) cities, the unincorporated County, and Caltrans in addition to deploying Intelligent Transportation System (ITS) equipment such as closed-circuit television (CCTV) cameras, trailblazer/arterial dynamic message signs, and vehicle detection system on predefined designated local streets and state routes. The Smart Corridor provides local cities and Caltrans day to day traffic management capabilities in addressing recurrent traffic congestion as well as provide Caltrans abilities for managing the system during major incidents. The Smart Corridor, in operation since summer 2016, extends from I-380 in San Bruno to the Santa Clara County Line in East Palo Alto along El Camino Real and includes major local streets connecting to US-101.

In June 2018, per Resolution 18-39, C/CAG entered into a two-year agreement with Iteris for fiscal years (FYs) 2018/19 and 2019/20 in the amount of \$112,306 to provide ITS Network Monitoring and Maintenance Support to proactively monitor the operational status of all communication links and field devices. Services provided by Iteris include monitoring the entire network, isolating problems and issues, and closely coordinating with the maintenance contractor activities in servicing of infrastructure and field devices, as well as the KITS signal system contractor. The Agreement included four (4)

Tasks: 1) Project Administration and Management, 2) Smart Corridor Network Monitoring, 3) Smart Corridor Network Monitoring Software, and 4) As-Built Drawings, totaling \$112,306.

C/CAG and Iteris have determined that the estimated budget for the Tasks 2, 3, and 4 required adjustment to accommodate the updated costs of performing the work, therefore, adjustments in the budget for Tasks 2, 3 and 4 were made, reflected in Exhibit B of Amendment 1. The total project cost remains the same at \$112,306.

ATTACHMENTS

1. Executed Amendment No. 1

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

WHEREAS, the City/County Association of Governments for San Mateo County (hereinafter referred to as "C/CAG") and Iteris, Inc. (hereinafter referred to as "Consultant") are parties to an Agreement originally dated June 14, 2018, for Smart Corridor ITS Network Monitoring and Maintenance Support (the "Agreement"); and

WHEREAS, C/CAG and Consultant has determined that "Exhibit B - Table 1. Cost Proposal" of the Agreement needs to be modified to adjust for upgraded task costs; and


WHEREAS, C/CAG and Consultant desire to amend the Agreement as set forth herein.

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

1. "Exhibit B – Table 1. Cost Proposal" is replaced by the attached "Exhibit B - Table 1. Cost Proposal (As of January 1, 2019)".
2. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.
3. This amendment shall take effect on January 1, 2019.

City/County Association of Governments
(C/CAG)

Iteris, Inc.



Sandy Wong, C/CAG Executive Director



By Delorie Farr Mitchell
Title: Contracts Manager

Date: 1-23-19

Date: January 15, 2019

Approved as to form:



Legal Counsel for C/CAG

EXHIBIT B

BUDGET

(As of January 1, 2019)

The proposed fee for these services is provided below in Table 1. The first two tasks are to be performed on a Time & Materials basis over a two-year period at a not to exceed budget of \$76,250. The third and fourth tasks will be performed on a Time & Materials at a cost of \$24,004 and \$12,052 respectively. Billing rates for assigned staff will be adjusted as a result of annual salary increases every April without changing the total not to exceed contract amount. This represents a total budget of \$112,306.

Task	Rich Shinn, Project Manager	George Gener, Sr. System Engineer	Paul Frisle, Engineer	Matt Redmond, Transportation Engineer	Omid Modaghegh, Associate Engineer	Kasra Ralfee, Assistant Engineer	HOURS/ QUANT.	Iteris LABOR COST	Iteris Materials	Iteris ODC	Iteris Total
	\$261.34	\$226.44	\$195.87	\$121.71	\$109.71	\$91.57					
1 Project Administration & Management	40	12					52	\$13,171		\$442	\$13,613
2 Smart Corridor Network Monitoring	40	44		80	52	52	268	\$40,620			\$40,620
3 Smart Corridor Network Monitoring Software Upgrades	8	48		48			104	\$18,802	\$11,709	\$3,500	\$34,011
4 As-Built Drawings	6		16	120		27	169	\$21,780		\$2,282	\$24,062
Total	94	104	16	248	52	79	593	\$94,373	\$11,709	\$6,224	\$112,306

C/CAG AGENDA REPORT

Date: February 14, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approval of the appointment of Board Member Ricardo Ortiz, Burlingame Councilmember, to the C/CAG Finance Committee.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve the appointment of Board Member Ricardo Ortiz, Burlingame Councilmember, to the C/CAG Finance Committee.

FISCAL IMPACT

Unknown

SOURCE OF FUNDS

N/A

BACKGROUND

One seat on the C/CAG Finance Committee was vacated by former committee member Bob Grassilli of the City of San Carlos. At the December 13, 2018 Board meeting, the C/CAG Chair announced the vacancy for the C/CAG Finance Committee and stated that interested individuals with a background in finance should contact Executive Director Sandy Wong. Further, at the January 10, 2019 C/CAG Board meeting, the Executive Director reminded Board Members of the vacancies on various standing committees, including the one on the Finance Committee.

Following past decision made by the C/CAG Board, candidates for the Finance Committee should have a strong background in finance and be either a current C/CAG Board member or a former C/CAG Board member (not alternate). Such requirement was made to ensure the finance committee members be familiar with C/CAG programs and the program's impact on the budget. A strong finance background helps with review of the annual investment policy, budget review, and other technical financial issues.

The Finance Committee reviews and provides recommendations to the C/CAG Board on matters relating to quarterly investment reports, the C/CAG budget and budget assumptions, the annual investment policy, and other financial technical issues.

Board member Ricardo Ortiz has expressed interest in serving on the C/CAG Finance Committee,

and he meets the qualification.

ATTACHMENT

1. Letter of interest from Councilmember Ricardo Ortiz



The City of Burlingame

CITY HALL -- 501 PRIMROSE ROAD
BURLINGAME, CALIFORNIA 94010-3997

TEL: (650) 558-7201
www.burlingame.org

DONNA COLSON, MAYOR
EMILY BEACH, VICE MAYOR
ANN KEIGHRAN
RICARDO ORTIZ
MICHAEL BROWNRIGG

January 28, 2019

Maryann Moise-Derwin, Chair, Board of Directors
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Chair Moise-Derwin:

I am writing to request your consideration for my appointment to the Finance Committee of the City/County Association of Governments. I believe that my public service background combined with my professional experience bring a depth of financial expertise to the important task of C/CAG 's financial oversight.

I am in my sixth year of serving as a councilmember and past mayor of the City of Burlingame. I have served on our Audit Committee and for the past year I have also served on the Board of the Central County Fire Department.

In my professional life, I have been in banking for thirty years working with high net worth individuals and small businesses. I currently manage a retail office for Union Bank. I have been involved with multiple non-profits serving as Treasurer for our local Rotary Club, AYSO and the Burlingame Community for Education. I graduated from the University of California, San Diego with a degree in Economics.

I have enjoyed serving as Burlingame's representative to C/CAG and I look forward to adding to my involvement in the organization. I am committed to financial oversight that focuses on stewardship of funds used for programs that serve San Mateo County communities.

Thank you for your consideration of my appointment to the C/CAG Finance Committee. I would be honored to serve on it.

Sincerely,

Ricardo Ortiz
Councilmember, City of Burlingame

C/CAG AGENDA REPORT

Date: February 14, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approve Resolution 19-06 authorizing the C/CAG Chair to execute an agreement with the San Mateo County Office of Education for an amount not to exceed \$25,000 for the 2019 teacher training institute focused on stormwater pollution prevention.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 19-06 authorizing the C/CAG Chair to execute an agreement with the San Mateo County Office of Education for an amount not to exceed \$25,000 for the 2019 teacher training institute focused on stormwater pollution prevention.

FISCAL IMPACT

Not to exceed \$25,000 for FY19/20, subject to C/CAG Board approval of FY19/20 annual budget.

SOURCE OF FUNDS

C/CAG staff will budget appropriate funds in the NPDES (Stormwater) budget for FY 19/20.

BACKGROUND

C/CAG's Countywide Water Pollution Prevention Program (the Program) performs school-age outreach on stormwater pollution prevention on behalf of C/CAG member agencies to meet a regulatory mandate in the San Francisco Bay Municipal Regional Permit (MRP). Over the years, C/CAG's school outreach has included in-class presentations, school assembly programs, and project-based contests focusing on identifying stormwater issues on campuses and potential solutions.

After implementing various approaches for school outreach programs and recognizing the challenges of achieving long-term, integrated education programs, C/CAG staff engaged the San Mateo County Office of Education (SMCOE) to explore opportunities to leverage existing environmental literacy programs in the county, with the intent to more efficiently invest C/CAG resources, achieve lasting learning impacts across a broader student population (K-12), and better integrate pollution prevention with San Mateo school district curricula for the long-term. The SMCOE Environmental Learning Collaborative is a collection of Teacher Fellowship Programs that prepare teachers to drive environmental and social change across their school communities. Further details are provided in Attachment 1. Each fellowship program builds teacher capacity for designing and delivering learning experiences that are student centered, problem- and project-based, solutions-oriented, and that

integrate real-world environmental and social issues.

As detailed in Exhibits A and B to Attachment 3, C/CAG staff proposes partnering with SMCOE to implement a three-day stormwater pollution prevention-focused teacher training institute (Clean Water Pathways Teacher Fellowship Program), to be held in June 2019. Teachers would be trained in watershed issues in San Mateo County, with a focus on flooding, water quality, and climate change. Teachers would then develop their own project-based curricula to implement in the fall semester. As part of the curriculum, students will be asked to propose solutions to managing water-related problems in their communities using sustainable stormwater management approaches, such as green infrastructure.

C/CAG will support the development of the institute through paying stipends to teachers who successfully complete the program and implement the curriculum. C/CAG staff will also be available to present content to teachers during the institute. Per Exhibit B of the attached funding agreement, C/CAG will provide SMCOE with funding to pay \$500 stipends for up to 50 teachers (maximum of \$25,000) throughout San Mateo County. If fewer than 50 teachers participate in the institute and sufficient funds are available, SMCOE, in consultation with C/CAG staff, may use a portion of the funds to provide a teacher coach for technical support to the teachers in developing and implementing their curricula after the three-day institute. Stipends are only paid after teachers finalize and pilot their unit of study, provide a reflection presentation to SMCOE, and participate in a completion ceremony.

ATTACHMENTS

1. San Mateo Environmental Literacy Collaborative flyer
2. Resolution 19-06
3. Proposed Funding Agreement with the San Mateo County Office of Education (available online at: <http://ccag.ca.gov/committees/board-of-directors/>)



**ENVIRONMENTAL
LITERACY
INITIATIVE**

San Mateo County Office of Education

San Mateo Environmental Learning Collaborative (SMELC)

ENVIRONMENTAL LITERACY TEACHER FELLOWSHIPS CLASSROOMS THAT SAVE THE WORLD

The San Mateo Environmental Learning Collaborative (SMELC) is a collection of Teacher Fellowship Programs that prepare teachers to drive environmental and social change across their school communities. Each fellowship program builds teacher capacity for designing and delivering learning experiences that are student centered, problem and project-based, solutions-oriented, and integrate real-world environmental and social issues.

General Structure	Outcomes
<ul style="list-style-type: none"> ● Summer Institute: Professional learning intensive that centers around building knowledge and skills, and unit design for implementation in the Fall Semester. ● Guided Implementation and Practice: Ongoing support through coaching, content knowledge development, and collaboration. ● Final Deliverables: Finalized and piloted unit of study, reflection presentation, and completion ceremony. ● Community: Support for establishing a partnership with community and environmental education partners. 	<ul style="list-style-type: none"> ● Deeper understanding of the intersection between environmental, social, and economic issues ● Confidence and ability to successfully use student-centered problem-based learning (PBL) strategies, including: inquiry, systems thinking, and civic engagement. ● Increased student engagement and comprehension with long-lasting impact ● Tools and resources to make an impact in your school community ● Peer-based learning through collaboration and sharing best practices with cohort fellows ● Connection with and access to funding for partnership with local community organizations

FELLOWSHIP PROGRAMS OFFERED IN 2019-20

	Science & The Environment	Zero Waste	Clean Energy	Clean Water Pathways	Environmental Justice
Grades	TK/K-5 & 6-12	TK/K - 14	TK/K - 14	TK/K - 14	6-12
Subjects	Science	All	All	All	All
Stipend	\$750	\$500	\$500	\$500	\$500
Summer Institute	4 Days <i>June 17-20</i>	3 Days <i>Week of 7-29-8/1</i>	3 Days <i>June 24-26</i>	3 Days <i>June 26-28</i>	4 Days <i>Week of Aug 5-9</i>
Unit Focus	NGSS aligned PBL unit	Standards aligned PBL unit focused on the Waste System	Standards aligned PBL unit focused on Energy Issues	Standards aligned PBL unit focused on Water Topics	Standards aligned PBL unit focused on Environmental Justice Issues

Learn More and Register at → tinyurl.com/SMELCFellowships-201920



**ENVIRONMENTAL
LITERACY
INITIATIVE**

San Mateo County Office of Education

San Mateo Environmental Learning Collaborative (SMELC)

The SMELC Teacher Fellowship Programs are Backed by Research and Policy

Research shows that high-quality environmental education promotes the following results:

- Emotional and social skills
- Interest in environmental stewardship
- Academic achievement
- Motivation to learn and lower absenteeism
- Civic interest and engagement

— “Environmental Education and K-12 Student Outcomes:” Full article at eeWorks (NAEE and Stanford, 2018)

Research also shows that in order for professional development (PD) programs to have a significant effect on student achievement and maximize their outcomes, programs must:

- range between 30-100 hours,
- directly related to a teacher’s practice, and
- take place in collaborative communities.

— “Reviewing the Evidence on How Teacher PD Affects Student Achievement:” Full article at Institute of Education Sciences (USDE, 2015)

Policy related to SMELC includes CA legislation, mandates, and guidelines pertaining to facilities and curriculum and instruction - see examples below:

- Curriculum: SB720, CA Ed Code (Part 6, Chpt 4 8700-8744), AB1548, and more!
- Facilities: GHG Emissions (SB32, EOB3015), Water (SB1413, EOB3716), Waste (AB341, AB1826, SB1383), Transport (ACR160), Living Schoolyards (ACR128, Healthy Schools Act), Indoor Env Quality (AB 1173), and more!

Testimonials and Impact Results: SMELC Fellowship Programs have reached over 200 teachers, and results show a high degree of impact and success!



“I realized that when it comes to teaching science through project-based learning, none of those challenges I was thinking about at the beginning of the school year get in the way – not reading levels, different first languages, or even personality differences – be-cause what the children experience is pure and natural, and caters to all of their learning styles. We sacrificed nothing. In fact, the experience was so enriching that it enhanced my entire program throughout the year.”
— Kindergarten Teacher, 2016-17 Cohort



"As I reflect on this experience, this unit is one of the achievements I am most proud of in my teaching career. Students were self-motivated and engaged. The unit was both relevant and authentic, and students had a sense of purpose."
— Middle School Teacher, 2017-18 Cohort

"The whole program was so organized, and we had clear timelines, guidelines, and help. All the facilitators from SMCOE, Ten Strands, and SEER, as well as the providers, went above and beyond their way to make us feel supported and happy. Well done!"
— 4th Grade Teacher, 2018-19 Cohort

Over 90% of Teacher Fellow Participants Reported Very High to Extreme Satisfaction with the Summer Institutes

95% of Teachers Fellows Report an increase in confidence for teaching in general, but in particular with Standards Aligned PBL, Environmental Topics, and Outdoor Learning

Over 80% of Teacher Fellow Would Participant in Additional Fellowship Programs, and 90% would Recommend to Colleagues

RESOLUTION 19-06

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE A FUNDING AGREEMENT BETWEEN C/CAG AND THE COUNTY OF SAN MATEO OFFICE OF EDUCATION FOR AN AMOUNT NOT TO EXCEED \$25,000 FOR THE 2019 TEACHER TRAINING INSTITUTE FOCUSED ON STORMWATER POLLUTION PREVENTION.

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

WHEREAS, C/CAG manages the Countywide Water Pollution Prevention Program to support its member agencies in meeting regulatory requirements to reduce pollution discharging from municipal storm drainage systems; and,

WHEREAS, C/CAG has provided school-aged outreach at the countywide level to meet regulatory requirements via targeted outreach activities, including classroom presentations, assemblies, and high school green infrastructure contests; and

WHEREAS, the San Mateo County Office of Education implements an Environmental Literacy program to achieve cost-effective, long-term, and integrated teacher training on environmental issues; and

WHEREAS, C/CAG desires to partner with the San Mateo County Office of Education to implement a teacher fellowship program focused on stormwater management and pollution prevention; and

WHEREAS, the 2019 Clean Water Pathways Teacher Fellowship Program will provide professional development for teachers throughout San Mateo County to develop and implement comprehensive, standards aligned, project-based learning units with a focus on the environmental, social and economic impacts of the water system and potential solutions, including green stormwater infrastructure, and

WHEREAS, C/CAG intends to incorporate sufficient funds in its 2019-20 stormwater program budget to fund up to 50 teacher stipends of \$500 each upon completion of the 2019 Clean Water Pathways Teacher Fellowship.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is hereby authorized to execute a funding agreement between C/CAG and the San Mateo County Office of Education for an amount not to exceed \$25,000 for the 2019 Clean Water Pathways Teacher Fellowship Program as detailed in Exhibits A and B, subject to the annual C/CAG budget approval process for FY 2019/20.

BE IT FURTHER RESOLVED that the C/CAG Executive Director is authorized to negotiate the final scope and terms of the agreement, subject as to form by C/CAG's legal counsel.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF FEBRUARY, 2019.

Maryann Moise Derwin, Chair

C/CAG AGENDA REPORT

Date: February 14, 2019

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 19-07 authorizing the C/CAG Chair to execute an agreement with CoPLAN to provide traffic monitoring services for the 2019 Congestion Management Program (CMP) update in an amount not to exceed \$71,833 waiving the RFP process.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 19-07 authorizing the C/CAG Chair to execute an agreement with CoPLAN to provide traffic monitoring services for the 2019 Congestion Management Program (CMP) update in an amount not to exceed \$71,833 waiving the RFP process.

FISCAL IMPACT

Up to \$71,833.

SOURCE OF FUNDS

Funding for this agreement will come from the C/CAG Transportation Fund.

BACKGROUND

Every two years, C/CAG as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) for San Mateo County on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The CMP is required to be consistent with the Metropolitan Transportation Commission (MTC) planning process that includes regional goals, policies, and projects for the Regional Transportation Improvement Program (RTIP). The CMP's conformance with regional goals enable San Mateo County jurisdictions to qualify for state and federal transportation funding.

As part of the CMP, C/CAG is required to monitor the performance of the CMP roadway system and conduct other activities to determine compliance with the Congestion Management Program (CMP). The CMP roadway system that is monitored includes 16 intersections and 53 roadway segments throughout the county. The last monitoring update was performed in 2017.

In 2016, following the C/CAG adopted Procurement Policy, C/CAG issued a Request for Proposal (RFP) to solicit qualifications and select a consultant. CoPLAN was selected to provide the monitoring services for the 2017 CMP. The scope of work included conducting traffic counts and performing level of service calculations on the CMP intersections and roadway segments using approved

methodologies, monitoring travel time performances for the US 101 corridor for automobiles and transit, and providing C/CAG expanded capabilities for enhancing congestion management programs in San Mateo County.

Since this work is performed on a biennial basis, a provision was included in the original agreement with CoPLAN providing C/CAG the option to renew the agreement based on satisfactory performance, for an additional four years (2 additional two-year cycles) that includes services for the 2019 and 2021 CMPs. Staff was satisfied with the consultant's work, work products, and timeliness of deliverables from the 2017 CMP LOS monitoring project and therefore recommends exercising the option to retain CoPLAN for the 2019 CMP LOS monitoring.

The scope of work proposed for the 2019 CMP LOS monitoring is similar as the previous effort with the additional task of performing bicycle and pedestrian counts at the 16 CMP study intersections. The previous cost for performing the 2017 CMP monitoring was \$57, 257.

Staff requests that the C/CAG Board waive the RFP/RFQ process and approve that C/CAG enter into a new contract with CoPLAN for the 2019 CMP LOS monitoring. This request is consistent with the C/CAG Procurement Policy (2017), Section 9a, which states, in part:

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

ATTACHMENTS

- Resolution 19-07
- Draft Agreement between C/CAG and CoPLAN (*Electronic version available for download at: <http://ccag.ca.gov/committees/board-of-directors/>*)

RESOLUTION 19-07

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT WITH COPLAN, LLC TO PROVIDE TRAFFIC MONITORING SERVICES FOR THE 2019 CONGESTION MANAGEMENT PROGRAM (CMP) IN AN AMOUNT NOT TO EXCEED \$71,833 WAIVING THE RFP PROCESS

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

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

WHEREAS, the California Government Code requires Congestion Management Agencies to develop and monitor Congestion Management Programs; and

WHEREAS, C/CAG has determined that outside consulting services are needed for conducting the monitoring of the 2019 Congestion Management Program; and

WHEREAS, C/CAG selected CoPLAN through a competitive process to provide these services for the 2017 CMP monitoring; and

WHEREAS, C/CAG exercises the option to retain CoPLAN for the 2019 CMP monitoring.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an agreement with CoPLAN in the amount not to exceed \$71,833. This agreement is attached hereto and is in a form that has been approved by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF FEBRUARY 2019.

Maryann Moise Derwin, Chair

C/CAG AGENDA REPORT

Date: February 14, 2019

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 19-08 authorizing the C/CAG Chair to execute an agreement with CoPLAN to update the State Highway System Congestion and Safety Performance Assessment for San Mateo County for 2019 in an amount not to exceed \$92,135.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 19-08 authorizing the C/CAG Chair to execute an agreement with CoPLAN to update the State Highway System Congestion and Safety Performance Assessment for San Mateo County for 2019 in an amount not to exceed \$92,135.

FISCAL IMPACT

Up to \$92,135.

SOURCE OF FUNDS

Will be jointly funded from the C/CAG Transportation Fund and San Mateo County Transportation Authority (TA).

BACKGROUND

In 2017, C/CAG and the San Mateo County Transportation Authority (TA) determined that there was a need to develop performance measures specifically for the highway network within San Mateo County, and jointly funded development of the 2017 State Highway System Congestion and Safety Performance Assessment for San Mateo County. The report assessed conditions of the current state highway system network in San Mateo County for congestion and safety. Performance measures for congestion included Total Vehicle Hours of Delay, Travel Speed (Percent of Free-Flow Speed), and Travel Time Reliability. Performance measures for safety included total traffic collisions (fatalities and injuries) and traffic collision rate per mile assessments. The performance assessment, which included transportation indicators comparable to the Metropolitan Transportation Commission (MTC) Vital Signs for the Bay Area, focused specifically on San Mateo County and therefore provides more details for countywide consideration.

These performance measures, when combined with other measures, can inform future needs assessments and prioritization, specifically applicable for the TA's Highway Program and other efforts. C/CAG and TA would like to update the document and jointly fund the development of the 2019 State Highway System Congestion and Safety Performance Assessment for San Mateo County.

In 2016, following the C/CAG adopted Procurement Policy, C/CAG issued a Request for Proposal (RFP) to solicit qualifications and select a consultant. CoPLAN, was selected to perform the monitoring services for the Congestion Management Program (CMP) update and perform the State Highway System Congestion and Safety Performance Assessment. The procurement process and subsequent contract with CoPLAN for the 2017 CMP update included stipulations that enable C/CAG to retain CoPLAN for an additional 4 years (2 two-year cycles), through 2021. The 2019 State Highway System Congestion and Safety Performance Assessment will be the first assessment performed during this renewal period. It is beneficial to complete the 2019 CMP and 2019 State Highway System Congestion and Safety Performance Assessment in the same year since both studies utilize the same commercial data speed and traffic data source (INRIX Data). For this 2019 update, INRIX Data will be used again.

The scope of work proposed for the 2019 State Highway System Congestion and Safety Performance Assessment is similar as the previous effort with the additional task of creating a customized geographic information system (GIS) tool that will allow the user to calculate and compare all performance measures between locations identified by the user in GIS. The previous cost for performing the 2017 State Highway System Congestion and Safety Performance Assessment was \$36,000. This year's cost will be \$92,135 due to the inclusion of additional scope and enhancements to the analysis and reporting methodology. The cost will be split 50/50 between C/CAG and the TA; more information can be found in Item 5.11.2 of this packet.

ATTACHMENTS

- Resolution 19-08
- Draft Agreement between C/CAG and CoPLAN (*Electronic version available for download at: <http://ccag.ca.gov/committees/board-of-directors/>*)

RESOLUTION 19-08

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT WITH COPLAN,LLC TO UPDATE THE STATE HIGHWAY SYSTEM CONGESTION AND SAFETY PERFORMANCE ASSESSMENT FOR SAN MATEO COUNTY FOR 2019 IN AN AMOUNT NOT TO EXCEED \$92,135

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

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

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

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

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

WHEREAS, C/CAG selected CoPLAN through a competitive process to provide these services for the 2017 State Highway System Congestion and Safety Performance Assessment; and

WHEREAS, C/CAG exercises the option to retain CoPLAN for the 2019 State Highway System Congestion and Safety Performance Assessment.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an agreement with CoPLAN in the amount not to exceed \$92,135. This agreement is attached hereto and is in a form that has been approved by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF FEBRUARY 2019.

Maryann Moise Derwin, Chair

C/CAG AGENDA REPORT

Date: February 14, 2019

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 19-09 authorizing the C/CAG Chair to execute a Memorandum of Understanding with the San Mateo County Transportation Authority to provide in an amount not exceed \$46,068 to jointly fund the 2019 State Highway System Congestion and Safety Performance Assessment for San Mateo County Update.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 19-09 authorizing the C/CAG Chair to execute a Memorandum of Understanding with the San Mateo County Transportation Authority to provide in an amount not exceed \$46,068 to jointly fund the 2019 State Highway System Congestion and Safety Performance Assessment for San Mateo County Update.

FISCAL IMPACT

\$46,068 (Total Cost \$92,135)

SOURCE OF FUNDS

Will be jointly funded from the C/CAG Transportation Fund and San Mateo County Transportation Authority (TA).

BACKGROUND

In 2017, a study was completed to assess conditions of the current state highway system network in San Mateo County for congestion and safety. Performance measures for congestion included Total Vehicle Hours of Delay, Travel Speed (Percent of Free-Flow Speed), and Travel Time Reliability. Performance measures for safety included total traffic collisions (fatalities and injuries) and traffic collision rate per mile assessments. This performance assessment, which evolved from transportation indicators developed by the Metropolitan Transportation Commission (MTC) for the Bay Area as part of Vital Signs, focuses specifically on San Mateo County and therefore provides more details for countywide consideration. These performance measures, when combined with other measures, can inform future needs assessments and prioritization, specifically applicable for the TA's Highway Program and other efforts.

C/CAG will be the lead agency for 2019 State Highway System Congestion and Safety Performance Assessment for San Mateo County Update and will enter into contract directly with the consultant performing the work (See Item 5.11.1 for more information). The estimate cost is \$92,135 and will be shared 50/50 between the TA and C/CAG. TA will provide C/CAG up to \$46,068 through this

funding agreement.

ATTACHMENTS

- Resolution 19-09
- Draft Agreement between C/CAG and TA (*Electronic version available for download at: <http://ccag.ca.gov/committees/board-of-directors/>*)

RESOLUTION 19-09

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE A MEMORANDUM OF UNDERSTANDING WITH THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY TO PROVIDE IN AN AMOUNT NOT TO EXCEED \$46,068 TO JOINTLY FUND THE 2019 STATE HIGHWAY SYSTEM CONGESTION AND SAFETY PERFORMANCE ASSESSMENT UPDATE

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

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

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

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

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

WHEREAS, the estimated cost to perform the work is \$92,135 of which the TA will provide \$46,068 and C/CAG will provide \$46,068 for the project; and

WHEREAS, C/CAG has retained a consultant to provide the services to complete the work; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Chair is authorized to execute the Agreement with the San Mateo County Transportation Authority to provide in an amount not exceed \$46,068 to jointly fund the 2019 State Highway System Congestion and Safety Performance Assessment for San Mateo County Update

PASSED, APPROVED, AND ADOPTED THIS 14TH DAY OF FEBRUARY 2019.

Maryann Moise Derwin, Chair

C/CAG AGENDA REPORT

Date: February 14, 2019

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of an appointment to the Legislative Committee to fill one vacant seat.

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

RECOMMENDATION

That the C/CAG Board review and approve of an appointment to the Legislative Committee to fill one vacant seat.

FISCAL IMPACT

Unknown

SOURCE OF FUNDS

N/A

BACKGROUND

One elected seat on the Legislative Committee was vacated by former committee member Deborah Gordon of the Town of Woodside.

A recruitment letter was issued on December 18, 2018 for the vacancy. The deadline for letters of interest was January 18, 2019. Letters of interest were received from Debbie Ruddock from the City of Half Moon Bay, Julia Mates from the City of Belmont, and Elizabeth Lewis from the City of Atherton before the deadline.

The Legislative Committee provides advice and recommendations to the full C/CAG Board on all matters dealing with State legislation, ballot measures, and positions to take on specific bills. The Legislative Committee is also the liaison with C/CAG's advocating firm.

ATTACHMENTS

1. Roster for the Legislative Committee
2. Letter of interest from Councilmember Julia Mates, Councilmember Elizabeth Lewis and Councilmember Debbie Ruddock

Legislative Committee 2019 Roster

Chair - Irene O’Connell
 Vice Chair - Catherine Mahanpour
 Staff Support: Jean Higaki (jhigaki@smcgov.org)
 (650) 599-1462

Name	Representing
Irene O’Connell	City of San Bruno
Richard Garbarino	City of South San Francisco
Shelly Mazur	City of Redwood City
Catherine Carlton	City of Menlo Park
Gina Papan	City of Millbrae
Marie Chuang (C/CAG Vice Chair)	Town of Hillsborough
Maryann Moise Derwin (C/CAG Chair)	Town of Portola Valley
Catherine Mahanpour	City of Foster City
Sue Vaterlaus	City of Pacifica
Vacant	

The Legislative Committee is composed of eight City Council Members/ Members of the Board of Supervisors appointed by the C/CAG Board plus the Chair and Vice Chair of C/CAG.

Julia E. Mates

Councilmember, City of Belmont

1 Twin Pines Lane

Belmont, CA 94002

Email: jmates@belmont.gov

Phone: 650-533-3996

Sandy Wong

C/CAG Executive Director

City/County Association of Governments

555 County Center, 5th Floor

Redwood City, CA 94063

January 16, 2019

Dear Ms. Wong:

I am very interested in joining the C/CAG Legislative Committee. As a city councilmember in San Mateo County, I am committed to ensuring our cities along the peninsula have the tools we need to make decisions and policies that are positive for our communities. This includes reviewing, supporting, or opposing legislation that would impact our county. It is the duty of a city councilmember, in my opinion, to stay up-to-date on legislation and serving on the C/CAG Legislative Committee will allow me to work with other committee members to ensure the peninsula has a voice in Sacramento and that the legislation considered at the state level is appropriate for our region. I have spoken to current members of the Legislative Committee and Ms. Higaki about their work with the Committee and have followed the meetings. This has increased my enthusiasm and desire to serve on the Committee and I feel I would be an asset.

I was appointed to Belmont's City Council in 2017 and was elected for a full four-year term in November 2018. Prior to that, I served as Chair of the Planning Commission. My initial year on the Council gave me an opportunity to focus on issues and organizations in the region to which I could contribute my knowledge, skills, and time and for which I am most passionate. I was thrilled when I learned of the position on the C/CAG Legislative Committee, as I identified C/CAG early on as an association with which I would like to become active.

Thank you for your consideration. Please do not hesitate to contact me with any questions.

Sincerely,

Julia E. Mates



Town of Atherton

91 Ashfield Road • Atherton, California 94027
(650) 752-0500 • Fax (650) 688-6528
www.ci.atherton.ca.us

January 17, 2019

Sandy Wong, C/CAG Executive Director
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063
Sent via email: slwong@smcgov.org

RE: C/CAG - Legislative Committee

Dear Sandy and C/CAG Board,

I respectfully request to be appointed to fill the one (1) vacancy on the C/CAG Board's Legislative Committee.

I have been a member of the C/CAG Board, either as an alternate or primary, since 2010, currently serve on the CMEQ Committee, and have attended many of the Legislative Committee meetings.

I believe my 10+ years as a City Council Member for the Town of Atherton, serving as Mayor twice during that time, and as a long-standing C/CAG Board Member, qualifies me to represent C/CAG in adding perspective and value to the Legislative Committee.

Thank you for your consideration.

Sincerely,

Elizabeth Lewis
Council Town of Atherton
C/CAG Board Member
CMEQ Member
650-533-8830



CITY OF HALF MOON BAY

501 Main Street
Half Moon Bay, CA 94019

January 18, 2019

Sandy Wong, C/CAG Executive Director
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
Via Email: slwong@smcgov.gov

RE: Elected Member Vacancy on C/CAG's Legislative Committee

Dear Members of the Board, Honorable Mayors, and City Councilmembers:

I am writing to express my interest in serving as a member of the Legislative Committee of C/CAG.

I was first elected to the Half Moon Bay City Council in 1991 and served until 2003, including three Mayoral terms. I was re-elected in 2014, served as Mayor in 2017, and was most recently elected again in 2018. Throughout my tenure with the City, I have been a champion of local involvement in legislative issues and open communication with lawmakers both regionally and in Sacramento. I have brought forward numerous resolutions in opposition or support of various legislation that affects not only Half Moon Bay, but the cities that are our neighbors as well.

I have a sincere interest in legislative affairs and have worked closely with City staff on various legislative matters. Staff is currently working on drafting a Legislative Platform for Half Moon Bay with my support, and the creation of a Legislative Subcommittee of the City Council, of which I expect to be a member.

Professionally, I serve as legislative analyst for State Coastal Conservancy, a department of the California Natural Resources Agency. My duties include preparing detailed bill analyses for CNRA and the Governor's Office, drafting legislative language, tracking bills during session, attending committee hearings, and preparing legislative updates for my board. My educational background includes a Bachelor of Arts in History from the University of Rochester and a Master of Arts in Journalism from the University of Missouri-Columbia.

Thank you in advance for your consideration. Please contact me at druddock@hmbcity.com or 650-533-7497 if you have any questions or need additional information.

Sincerely,



Debbie Ruddock

City Councilmember, Half Moon Bay

cc: Maryann Derwin, C/CAG Chair
Half Moon Bay City Council
Bob Nisbet, Half Moon Bay City Manager

C/CAG AGENDA REPORT

Date: February 14, 2019

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, 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.

The legislature reconvened on January 7, 2019. Senator Scott Weiner is scheduled to attend the February 14, 2019 C/CAG Legislative Committee meeting to discuss housing issues with the Legislative Committee. A verbal update will be provided at the Board meeting.

At the January 10, 2019 C/CAG Board meeting, the Board endorsed the "Flood and Sea Level Rise Resiliency Agency Proposal". In addition, the San Mateo County Board of Supervisors also endorsed the same at their January 29, 2019 meeting. That proposal calls for the modification of the San Mateo County Flood Control District Act. Staff will provide an update to the C/CAG Board for potential action.

ATTACHMENTS

1. February 2019 Legislative update from Shaw/ Yoder/ Antwih, Inc.
2. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



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

DATE: January 30, 2019
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 – February 2019

Legislative Update

The Legislature reconvened on January 7, beginning the 2019-2020 Legislative Session. To date, approximately 500 bills – many of them, “spot” or placeholder bills – have been introduced in this session; many more are expected to be introduced before the February 22 legislative deadline for bill introductions. We are tracking a number of bills for C/CAG, some of which are identified under ***Bills of Interest*** below.

Inauguration of Governor Gavin Newsom

On January 7, Governor-elect Gavin Newsom was sworn into office, becoming the 40th Governor of California. In his inaugural address, Governor Newsom highlighted his goal of building “A California for All” and committed to overseeing a state government that is “progressive, principled, and always on the side of the people.” He outlined several top priorities for his administration, including: addressing housing affordability and homelessness; expanding access to affordable health care and prescription drugs; sustainable economic growth; and, criminal justice reform. In his first acts as Governor, he announced a series of executive actions to: address the cost of prescription drugs; and, strengthen California’s Emergency Preparedness and Response.

Governor Newsom Releases First Budget

On January 10, Governor Newsom [released](#) his 2019-20 Proposed Budget. The Governor’s Budget highlights several the Administration’s top priorities, including proposals for early childhood education, healthcare, and housing. Overall, the Budget is light in discussion of public transit, but it does include the following details about the revenue outlook of the most important state transit funding programs.

Local Streets and Roads

The Budget provides approximately \$1.1 billion in Road Maintenance and Rehabilitation Account funding to cities and counties for road repairs and will provide a similar amount for the state highway system. Additionally, the State Transportation Improvement Program (STIP) is pegged to receive an estimated \$567 million in 2019-20 (local streets and roads receive the same amount).

Transit

The Budget estimates the State Transit Assistance (STA) Program would receive approximately \$876 million in 2019-20, an increase of almost \$100 million over the current year. Intercity and Commuter Rail would receive an estimated \$297 million in the coming fiscal year. Cap and Trade funding will provide an additional \$112 million to the Low-Carbon Transit Operations Program, which is distributed using the

STA formula. Lastly, the Transit and Intercity Rail Capital Program will receive SB 1 funds and Cap and Trade revenues (approximately \$486 million in 2019-20), but the existing program of projects will use those funds. The Governor's Budget includes \$132 million for Clean Trucks, Buses and Off-Road Freight Equipment.

Goods Movement

The Trade Corridors Enhancement Program will continue to receive its share of SB 1 revenues, getting an estimated \$307 million in 2019-20. The CTC is expected to begin developing the next programming cycle in 2019. The Governor's Budget also includes \$132 million for Clean Trucks, Buses and Off-Road Freight Equipment

Beyond these revenue projections, the Budget shows support for a key change to Enhanced Infrastructure Financing Districts (EIFD). An Enhanced Infrastructure Financing District (EIFD) is a governmental entity established by a city or a county that carries out a plan within a defined area (the boundaries of which do not need to be contiguous) to construct, improve and rehabilitate infrastructure, including transportation and housing. EIFDs can be created by cities or counties without voter approval and expend tax increment revenues without voter approval. However, an EIFD must receive 55-percent voter approval to issue debt. The Governor's Budget proposes removing the voter-threshold for issuing debt.

Finally, the Governor's Budget sets the stage for a discussion on tying transportation funds to housing production. The Budget states:

"Going forward, the state will strongly encourage jurisdictions to contribute to their fair share of the state's housing supply by linking housing production to certain transportation funds and other applicable sources, if any. The Administration will convene discussions with stakeholders, including local governments, to assess the most equitable path forward in linking transportation funding and other potential local government economic development tools to make progress toward required production goals."

In his budget press conference, the Governor stated that, "if you're not hitting your housing goals, you're not getting your SB 1 money." He noted that the implementation of this policy was still a few years off.

The Governor's Budget Summary can be found [here](#).

Bills of Interest

SB 5 (Beall) Local-State Sustainable Investment Incentive Program.*

This bill would establish the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Committee to participate in the program and would authorize the Committee to approve or deny applications for projects meeting specific criteria. Upon approval of a project application, the bill would require the Committee to issue an order directing the county auditor to reduce the total amount of ad valorem property tax revenue otherwise required to be contributed to the county's ERAF from the applicant by the annual reduction amount approved. The bill would require a county auditor, if the applicant is an enhanced infrastructure financing district, affordable housing authority, transit village development district, or community revitalization investment authority, to transfer to the district or authority an amount of property tax revenue equal to the reduction amount approved by the Committee.

SB 18 (Skinner) Keep Californians Housed Act.*

This bill, no later than January 1, 2021, would require the department to develop and publish on its Internet Web site, and to annually update, a guide to all state laws pertaining to landlords and the landlord-tenant relationship. The bill would also require the department to survey each city in this state to determine which cities, if any, provide resources or programs to inform landlords of their legal rights and obligations and to post on its Internet Web site a list of those cities which, in the judgment of the department, have the most robust resources and programs. This bill contains other related provisions and other existing laws.

SB 50 (Wiener) Planning and Zoning: Housing Development: Equitable Communities Incentives.*

This bill would authorize residential developers to build four- to five-story apartment complexes in neighborhoods rail stops and eases local restrictions on building homes near frequently used bus stops. This bill would address concerns about displacement by prohibiting residential developers from demolishing properties rented within the prior 7 years and by allowing communities dealing with gentrification to propose alternate plans to increase housing.

SB 128 (Beall) Enhanced Infrastructure Financing Districts: Bonds: Issuance.

Existing law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters. The bill would require the resolution to issue bonds to contain specified information related to the issuance of the bonds. *We recommend C/CAG SUPPORT this measure.*

SB 137 (Dodd) Federal Transportation Funds: State Exchange Programs.

Existing federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Existing law provides for the allocation of certain of those funds to local entities. Existing law provides for the exchange of federal and state transportation funds between local entities and the state under certain circumstances. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department. *We recommend C/CAG SUPPORT this measure.*

AB 11 (Chiu) Community Redevelopment Law of 2019.*

This bill, the Community Redevelopment Law of 2019, would authorize cities and counties to create agencies that would use tax increment financing to fund affordable housing and infrastructure projects. This bill takes a similar approach to the tax increment financing structure used by the former redevelopment agencies.

AB 69 (Ting) Land Use: Accessory Dwelling Units.*

Existing law requires a local agency to submit the accessory dwelling unit ordinance to the Department of Housing and Community Development within 60 days after adoption and authorizes the department to review and comment on the ordinance. This bill would authorize the department to submit written findings to a local agency as to whether the local ordinance complies with state law, and to notify the Attorney General if the ordinance violates state law. The bill would require a local agency to consider the department's findings and would authorize the local agency to amend its ordinance to comply with state law or adopt a resolution with findings explaining why the ordinance complies with state law, and addressing the department's findings.

AB 252 (Daly) Department of Transportation: Environmental Review Process: Federal Program.

Existing law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it

assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely. ***We recommend C/CAG SUPPORT this measure.***

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects. ***We recommend C/CAG SUPPORT this measure.***

*Bills marked with an * are being tracked by MTC as implementing elements of the CASA Compact. These bills are not sponsored by MTC. The above list does not include all bills MTC has identified as others are currently "spot" bills and lack substance.*

C/CAG AGENDA REPORT

Date: February 14, 2019

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

From: Sandy Wong, Executive Director

Subject: Receive a presentation on the draft *San Mateo County Energy and Water Strategy 2025*

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

RECOMMENDATION

That the C/CAG Board of Directors receive a presentation on the draft *San Mateo County Energy and Water Strategy 2025*.

FISCAL IMPACT

Staff time and materials for the development of the San Mateo County Energy and Water Strategy 2025 document draft has been estimated at \$65,000.

SOURCE OF FUNDS

Funding comes from the San Mateo County Energy Watch, PG&E Local Government Partnership grant, with local match from the C/CAG Congestion Relief Fund.

BACKGROUND

In 2005, San Mateo County Board of Supervisors President Jerry Hill proposed the need for a countywide task force to investigate and recommend how best to meet the county's current and future energy needs. In February of 2006, the (then) Congestion Management and Air Quality Committee (CMAQ) authorized the creation of an ad hoc energy working group. The C/CAG Board then authorized the creation of the Utilities Sustainability Task Force (USTF) to consider the future needs of San Mateo County with regard to energy, water, and infrastructure. The committee was tasked with framing a discussion and developing a strategy defining practical actions for the cities and the County on energy, water, alternative generation, and climate protection.

The resulting document was the *San Mateo County Energy Strategy 2012*, which was completed in draft form in December of 2008, and adopted by the County Board of Supervisors. It was subsequently adopted by every city and town council in San Mateo County in calendar year 2009. San Mateo County Energy Strategy 2012 set goals, strategies and actions related to energy, water, collaboration, economic opportunity, and leadership from the top.

At the February 21, 2018 C/CAG RMCP Committee meeting, the Committee discussed priorities for calendar year 2018 and concluded that the San Mateo County Energy Strategy should be updated, especially since the baseline for goals, strategies, and actions related to energy and water have

significantly changed since 2008. For instance, a new entity, Peninsula Clean Energy, is contracting for and providing energy to the majority of San Mateo County residents and businesses. In terms of water conservation, the response from ratepayers in San Mateo County, to the recent drought restrictions, has surpassed the stated goal for reduced water use established in the original document. A number of additional concerns: equity, safety, and economics have surfaced as important elements to consider in a new Strategy document.

On February 8, 2018, the C/CAG Board approved consultant contract with DNV GL to provide services to the San Mateo County Energy Watch program, including a task to develop the *San Mateo County Energy and Water Strategy 2025* draft document. Additional funding was approved at the December 13, 2018 Board meeting to support completion of the final document.

It is recommended the C/CAG Board receive a staff presentation on the progress to date and the plan to finalize the Strategy document, as well as its outreach the cities and the County in calendar year 2019. A draft copy of the “*San Mateo County Energy and Water Strategy 2025*” is provided as attachment for review.

ATTACHMENT

Draft “*San Mateo County Energy and Water Strategy 2025*” (available on-line at: <http://ccag.ca.gov/committees/board-of-directors/>)

C/CAG AGENDA REPORT

Date: February 14, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 19-10 approving the direction for the owner and operator for the San Mateo County US 101 Express Lanes Project; and direct the Ad Hoc committee members to develop recommendation on the details for a proposed new JPA to assure equality between C/CAG and TA.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 19-10 approving the direction, as stated in A and B below, for the owner and operator for the San Mateo County US 101 Express Lanes project (Project); and direct the Ad Hoc committee members to develop recommendation on the details for a proposed new JPA to ensure equality between C/CAG and TA.

- A. The City/County Association of Governments of San Mateo County (C/CAG) and the San Mateo County Transportation Authority (TA) will retain ownership of the Project and contract with Bay Area Infrastructure Financing Authority (BAIFA) to operate the express lanes on their behalf, subject (a) to the California Transportation Commission's approval, (b) the terms of a C/CAG and TA agreement with BAIFA, and (c) delineation of roles such as set forth in Attachment 2; and
- B. C/CAG and the TA will form a Joint Powers Authority (JPA) to exercise their shared rights and responsibilities as joint owners of the Project, including but not limited to setting policies governing the express lanes' operation, developing and implementing expenditure plan for express lane toll revenues, and overseeing management of the BAIFA contract.

The above recommendation reflects Ad Hoc committee members' recommendation.

FISCAL IMPACT AND SOURCE OF FUNDS

Unknown.

The projected annual gross revenue from the "US 101 Managed Lanes Project Traffic and Gross Revenue Analysis" exceeds the estimated costs for annual operation projected by the Project's consultant team.

It is recommended that the Project Ad Hoc Committee Members to evaluate the funding needed to staff the new JPA. It is expected that initial funding for JPA staff support will come from C/CAG and TA funds, but may be subject to reimbursement from future express lanes toll revenue.

It is further recommended that the Project Ad Hoc Committee Members to evaluate the Project's financial requirements for initial operation set up. As discussed at the January 2, 2019 Joint Ad Hoc Committee meeting, it is expected that if toll revenue is insufficient to cover O&M costs, it will likely be the TA fronting the money until such time as toll revenue is in the positive, subject to reimbursement from future toll revenue.

BACKGROUND

In December 2018, C/CAG and TA staff provided two owner/operator options to their respective boards for decision. Option 1 was to for Bay Area Infrastructure Financing Authority (BAIFA) to own and operate the Project subject to BAIFA meeting certain conditions. Option 2 was for C/CAG and TA to retain ownership of the Project and enter into agreement with the Santa Clara Valley Transportation Authority (VTA) to operate the Project, subject to TA and C/CAG reaching agreement on joint governance on ownership. [For further detail, please see attachment 3 – January 10, 2019 Staff Report]

At the December meetings, the TA and C/CAG Boards selected different owner/operator options and provided inconsistent direction for their respective staffs. Staff of the two agencies recommended that the Joint Ad Hoc Committee confer and recommend the appropriate actions for the TA and C/CAG Boards to consider at their respective Board meetings on February 7 and February 14, 2019.

Joint Ad Hoc Committee of 101 Managed Lanes Project

On December 21, 2018, upon recommendation from their respective staff, the Chairs of C/CAG and TA conferred and each appointed three ad hoc members from their respective boards to serve as Ad Hoc committee members. They are: Alicia Aguirre, Diane Papan, and Doug Kim from the C/CAG Board; Don Horsley, Emily Beach, and Maureen Freschet from the TA Board.

The six-member Joint Ad Hoc committee met on January 2, January 25, and February 1, 2019.

During that time, BAIFA staff offered the new option for C/CAG and TA to retain ownership of the Project and enter into agreement with BAIFA to operate the Project, subject to the approval by the California Transportation Commission (CTC), per Assembly Bill AB 194 (Frazier), Chapter 687.

At the January 25, 2019 Joint Ad Hoc committee meeting, the committee approved a motion to support the new option, as long as the two boards agree on the details on how to manage the joint ownership.

At the February 1, 2019 Joint Ad Hoc committee meeting, the committee approved a motion to recommend the C/CAG and TA boards to form a Joint Powers Authority (JPA) for ownership of the Project, and agreed that the Joint Ad Hoc committee will continue to develop details for the JPA to assure equality between C/CAG and TA.

It is anticipated the Joint Ad Hoc Committee will continue to meet, discuss and make recommendations to the TA and C/CAG Boards on how the JPA should be formed and managed, including: governing board membership, quorum and voting requirements, limits of power, potential advisory bodies, funding and liabilities, power to finance/issue bonds, termination or renewal, staffing and technical support. Below are from the Joint Ad Hoc discussion regarding a JPA:

a. Membership of the JPA Board

The Joint Ad Hoc Committee had consensus that the TA and C/CAG Boards each appoint three of their members to serve as the JPA's Board of Directors, thereby providing equal representation from both agencies.

b. Decision-making powers that TA and C/CAG will delegate to the JPA regarding the express lanes

The Joint Ad Hoc Committee discussed that the TA and C/CAG authorize the JPA to exercise their shared powers to oversee the BAIFA contract, and to determine express lanes policies, such as toll rates and toll discounts; to develop and implement equity programs, and to determine how to invest the net toll revenues generated in the express lane corridor. The JPA's decisions on these policies will be final and will not be subject to further TA and C/CAG Board review. No action of this JPA will bind in any way the TA or C/CAG Boards.

c. Staffing for the JPA to ensure it provides sufficient support and oversight over the BAIFA contract

The JPA will require staffing to support its work and to assist in the oversight of the BAIFA contract. The Joint Ad Hoc Committee has not yet made a recommendation on staffing for the JPA. Some Ad Hoc members stated that the JPA should be supported by independent and autonomous staff being accountable to the JPA. The availability of staff to fully support the JPA is also important.

To assist the Joint Ad Hoc Committee in reaching consensus on this issue, staff provided the C/CAG JPA as one example. C/CAG is formed via a Joint Powers Agreement (JPA) by and between the 21 local jurisdictions in San Mateo County. As an independent JPA, C/CAG employs one Executive Director and one Administrative Assistant dedicated to serve C/CAG. Routine functional supports such as accounting service and legal service are provided by other agencies via contracts. The Executive Director is also supported by several full-time professional staff hired by the County of San Mateo to provide employment benefits.

It is expected that the TA and C/CAG staff will provide further information and examples to support the Joint Ad Hoc committee in its upcoming discussion on Express Lanes JPA staffing.

Additional Project History:

In 2012, C/CAG, as the Project Sponsor, applied for and was awarded \$2 million TA Measure A Highway Program funds to develop a Project Initiation Document (PID) to extend High-Occupancy Vehicle lanes (HOV) Study on US 101 from Whipple to the I-380 interchange.

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

In May 2015, as the project sponsor, C/CAG applied for and was awarded \$8.5 million TA Measure A Highway Program funds to prepare the Environmental Study and Project Report for the project.

Based on stakeholder input, an express lane option was added to the project scope (for the environmental study) in addition to the carpool lane option.

In June 2016, work began on the environmental phase of the 101 Corridor Managed Lanes Project which proposed to modify US101 resulting in 22.5 miles of managed lanes in each direction from Santa Clara County to I-380. An integrated project delivery team including staff from Caltrans, TA, C/CAG, and consultants was formed to implement the project.

Given the complexity, large size, and regional nature of the project, partnership and collaboration between C/CAG and the SMCTA is required to ensure success. It was recommended that C/CAG and the SMCTA serve as co-sponsors of the project.

On November 10, 2016 the C/CAG Board approved a resolution to co-sponsor the environmental phase of the US 101 Managed Lane Project with the TA.

C/CAG has since programmed a total of \$33.5 million in STIP funds and \$9.5 million in Federal earmark repurposed funds for the project, which is matched by various funding sources, including SB 1, regional bridge tolls, local, and private sector funding.

After extensive outreach and public review, the environmental document, which reports the benefits and impacts that are anticipated to be realized with the implementation of the project, was finalized and certified by Caltrans in November 2018.

In January 2019, the project's name was changed from "Managed Lanes" to "Express Lanes" to facilitate public outreach.

ATTACHMENTS

The following attachments were provided to the Joint Ad Hoc, and provided here as information:

1. Resolution 19-10
2. Proposed TA & C/CAG (Owner) and BAIFA (Operator) Roles & Responsibilities.
3. January 10, 2019 Staff Report (Available on-line at: <http://ccag.ca.gov/committees/board-of-directors/>)

RESOLUTION 19-10

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY APPROVING THE DIRECTION OF THE OWNER AND OPERATOR FOR THE SAN MATEO COUNTY US 101 EXPRESS LANES PROJECT; AND DIRECT THE AD HOC COMMITTEE MEMBERS TO DEVELOP RECOMMENDATION ON THE DETAILS FOR A PROPOSED NEW JPA TO ASSURE EQUALITY BETWEEN C/CAG AND TA

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

The C/CAG Board of Directors approves the direction, as stated in A and B below, for the owner and operator for the San Mateo County US 101 Express Lanes project (Project); and direct the Ad Hoc committee members to develop recommendation on the details for a proposed new JPA to ensure equality between C/CAG and TA.

- A. The City/County Association of Governments of San Mateo County (C/CAG) and the San Mateo County Transportation Authority (TA) will retain ownership of the Project and contract with Bay Area Infrastructure Financing Authority (BAIFA) to operate the express lanes on their behalf, subject (a) to the California Transportation Commission's approval, (b) the terms of a C/CAG and TA agreement with BAIFA, and (c) delineation of roles such as set forth in Attachment 2; and
- B. C/CAG and the TA will form a Joint Powers Authority (JPA) to exercise their shared rights and responsibilities as joint owners of the Project, including but not limited to setting policies governing the express lanes' operation, developing and implementing expenditure plan for express lane toll revenues, and overseeing management of the BAIFA contract.

WHEREAS, On May 2012, C/CAG applied to sponsor and develop a Project Initiation Document (PID) to extend High-Occupancy Vehicle lanes (HOV) Study on US 101 from Whipple to the I-380 interchange and was awarded \$2,000,000 for this effort.; and

WHEREAS, On May 2015 C/CAG applied to sponsor and develop the Project Approval/Environmental Document (PA/ED) phase of a US 101 HOV Lane project and was awarded \$8.5 million for the PA/ED phase; and

WHEREAS, on June 2, 2016, the SMCTA Board through Resolution 2016-12 approved an amendment to the 2004 Transportation Authority Expenditure Plan which allows the TA to act as a sponsor for the US 101 Managed Lane Project; and

WHEREAS, on November 10, 2016, the C/CAG Board approved a resolution to co-sponsor the environmental phase of the US 101 Managed Lane Project with the SMCTA; and

WHEREAS, the Project will address congestion and improve mobility on Highway 101 by creating an express lane in each direction between the Santa Clara County Line and Interstate 380 in San Bruno, and will incentivize the use of public transit, carpools, and other shared-ride options, while

also creating a new revenue stream from individuals willing to pay a fee to drive in the express lanes, which will be available to fund additional transportation enhancements in the corridor; and

WHEREAS, in October 2016 C/CAG was the recipient of \$9.5 million in Federal Earmark repurposed funds and made the funding available to the project for the environmental phase; and

WHEREAS, on October 12, 2017, the C/CAG Board approved the proposed 2018 STIP for San Mateo County which programmed \$16 million toward the right of way phase and \$17.5 million towards the construction phase of the Express Lane project; and

WHEREAS, In December 2018, C/CAG and TA staff provided two owner/operator options to their respective boards for decision. Option 1 was to for Bay Area Infrastructure Financing Authority (BAIFA) to own and operate the Project subject to BAIFA meeting certain conditions. Option 2 was for C/CAG and TA to retain ownership of the Project and enter into agreement with the Santa Clara Valley Transportation Authority (VTA) to operate the Project, subject to TA and C/CAG reaching agreement on joint governance on ownership; and

WHEREAS, at the December meetings, the respective TA and C/CAG Boards selected different owner/operator options and provided inconsistent direction for their respective staffs, and on December 21, 2018, the Chairs of TA and C/CAG conferred and appointed three ad hoc members from each of their respective boards to serve as Ad Hoc committee members; and

WHEREAS, on January 3, 2019, BAIFA staff offered the new option for C/CAG and TA to retain ownership of the Project and enter into agreement with BAIFA to operate the Project, subject to the approval by the California Transportation Commission (CTC), per Assembly Bill AB 194; and

WHEREAS, the six-member Joint Ad Hoc committee has met on January 2, January 25, and February 1 of 2019 and made recommendations stated in A and B above; and

WHEREAS, the Executive Director, designees, and Legal Counsel will work with the Joint TA-C/CAG Ad Hoc Committee, as well as TA and BAIFA staff, to negotiate agreements to prepare for actions necessary to give effect to the direction set forth above, with the understanding that this Resolution does not authorize the execution of any agreements, including with BAIFA, the CTC and TA, negotiated pursuant to this Resolution.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF FEBRUARY 2019.

Maryann Moise Derwin, Chair

Proposed TA & C/CAG (Owner) and BAIFA (Operator) Roles & Responsibilities

BAIFA, C/CAG, and SMCTA staff have summarized roles, responsibilities and terms associated with the proposed arrangement.

C/CAG and SMTA will:

- Set toll policy and work with other Bay Area toll system owners and operators toward regionally-consistent policies that allow seamless travel.
- Develop and implement expenditure plan for toll revenues.
- Assume liability for the express lanes, and ensure sufficient funding for the routine maintenance, operation, rehabilitation and replacement of express lanes infrastructure (to be funded by toll revenues when possible).
- Be responsible for securing funding, loans or financing for any future improvements or extensions of the express lanes.
- Develop and implement an equity program, should the TA and C/CAG wish to pursue one.
- Negotiate and oversee BAIFA contract for managed lane operations.

BAIFA will:

- Oversee the contracting, design, installation and testing of the toll system.
- Provide gross toll revenues to C/CAG and TA.
- Manage, through staff and contracts, all aspects of the day-to-day operation of the toll facility including real-time monitoring of the lanes and routine maintenance.
- Provide regular reports to C/CAG and TA on express lane performance.

Terms:

- C/CAG and TA will cover the costs of application to the California Transportation Commission to secure express lane authority.
- The contract for operations would be for a set term, likely six years. No later than a year prior to the end of the term, the parties will evaluate whether San Mateo County should join BAIFA or whether to extend or terminate the contract.
- Consistent with the SB1 application, MTC's financial contribution to construction of the project is \$95 million. As part of the SB1 application, cost overruns are to be covered by C/CAG and TA, in partnership with MTC and Caltrans, both of which will provide assistance in seeking additional funds and other grants.
- C/CAG and TA will compensate BAIFA for the work described above, including BAIFA's staff time. C/CAG and TA will pay BAIFA a deposit to cover the expected initial costs.

C/CAG AGENDA REPORT

DATE: February 14, 2019

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

FROM: Sandy Wong, Executive Director

SUBJECT: Nominations for C/CAG Chair and Vice Chair for the March 2019 Election of Officers
(For further information, please contact Sandy Wong at 650 599-1409)

RECOMMENDATION:

That the C/CAG Board of Directors make nominations for Chair and Vice Chair for the March 2019 Election of Officers in accordance with the C/CAG By-Laws.

FISCAL IMPACT:

None.

REVENUE SOURCE:

None.

BACKGROUND

The C/CAG By-Laws established a process to have nominations for officers at the February meeting and then have voting at the following meeting, in March. The objective was to provide Board Members with background information to assist them in casting their votes. Nominations shall only be made by voting members of the Board of Directors. The Chairperson and Vice Chairpersons shall be voting members of the Board, as well. Nominations do not require a second or vote. Nominations for officers of the Board of Directors shall be made from the floor only at the regular February Board meeting. Nominations of the Chairperson shall precede nominations of the Vice Chairperson.

All candidates should provide background information in advance of the March Board meeting such that the material can be included in the packet for the Board's consideration. For those candidates nominated, please provide the background information to Mima Guilles (mguilles@smcgov.org) by February 22, 2019.

CURRENT OFFICERS:

Maryann Moise Derwin has served one term as Chair and is eligible to serve another term.

Marie Chuang has served one term as Vice Chair and is eligible to serve another term as Vice Chair.

ATTACHMENTS:

1. Article IV of the Bylaws related to Officers.
2. Cover sheet for nominees to submit background information

ARTICLE IV. OFFICERS

Section 1. The officers of the Board of Directors shall consist of a Chairperson and one Vice Chairperson.

Section 2. The Chairperson and Vice Chairperson shall be elected from among the nominees by the Board of Directors at the March meeting to serve for a term of twelve (12) months commencing on April 1. There shall be a two-term limit for each office. That is, a member may not serve more than two consecutive terms as the Chairperson, and not more than two consecutive terms as Vice Chairperson. An officer shall hold his or her office until he or she resigns, is removed from office, is otherwise disqualified to serve, or until his or her successor qualifies and takes office.

Section 3. Nomination for officers of the Board of Directors shall be made from the floor only at the regular February Board meeting. Nominations shall be made only by voting members of the Board of Directors.

Section 4. The Chairperson and Vice Chairperson must be a regularly designated, voting member (e.g., not an alternate, or an ex-officio member) of the Board of Directors.

Section 5. Nominations and election of the Chairperson shall precede nominations and election of the Vice Chairperson. Voting shall be public for all offices.

Section 6. The Chairperson shall preside at all meetings of the Board, may call special meetings when necessary, and shall serve as the principal executive officer. The Chairperson shall have such other powers, and shall perform such other duties which may be incidental to the office of the Chairperson, subject to the control of the Board.

Section 7. In the absence or inability of the Chairperson to act, the Vice Chairperson shall exercise all of the powers and perform all of the duties of the Chairperson. The Vice Chairperson shall also have such other powers and shall perform such other duties as may be assigned by the Board of Directors.

Section 8. A special election to fill the vacant office shall be called by the Board of Directors if

the Chairperson or the Vice Chairperson is unable to serve a full term of office.

Section 9. All officers shall serve without compensation.

Section 10. The Chairperson or the Vice Chairperson may be removed from office at any time by a majority vote of those members present at a duly constituted meeting of the Board.

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*

Due Date: February 22, 2019

DATE:

TO: Attn: Mima Guilles
555 County Center, 5th Floor
Redwood City, CA, 94063

RE: C/CAG Candidate background material for C/CAG Chair or Vice Chair
nominations

The attached is candidate background material for your information.

From: