

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

BOARD MEETING NOTICE

Meeting No. 279

- DATE:** Thursday, June 11, 2015
- TIME:** 6:30 P.M.
- PLACE:** San Mateo County Transit District Office
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, CA
- PARKING:** Available adjacent to and behind building.
Please note the underground parking garage is no longer open.
- PUBLIC TRANSIT:** SamTrans
Caltrain: San Carlos Station.
Trip Planner: <http://transit.511.org>

- 1.0 CALL TO ORDER/ ROLL CALL
- 2.0 **PLEDGE OF ALLEGIANCE**
- 3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA
Note: Public comment is limited to two minutes per speaker.
- 4.0 PRESENTATIONS/ ANNOUNCEMENTS
 - 4.1 Receive an update on PG&E activities.
 - 4.2 Receive a presentation on the San Mateo County Smart Corridors project.
- 5.0 CONSENT AGENDA

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

- 5.1 Approval of the minutes of regular business meeting No. 278 dated May 14, 2015 ACTION p.1
- 5.2 Review and approval of Resolution 15-25 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement between C/CAG and Iteris Inc. for Smart Corridor System Integration Support for a time extension to December 31, 2015. ACTION p.7
- 5.3 Review and approval for the Fiscal Years 2015/16 Transportation Fund for Clean Air (TFCA) agreements.
 - 5.3.1 Review and approval of Resolution 15-26 authorizing the C/CAG Chair to execute the Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the Fiscal Year 2015/16 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for an amount up to \$1,128,241.32. ACTION p.13
 - 5.3.2 Review and approval of Resolution 15-27 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and the San Mateo County Transit District (SamTrans) in the amount of \$601,000 under the Fiscal Year 2015/16 Transportation Fund for Clean Air (TFCA) Program to provide shuttle services. ACTION p.17
 - 5.3.3 Review and approval of Resolution 15-28 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and Commute.org in the amount of \$472,300 under the Fiscal Year 2015/16 Transportation Fund for Clean Air (TFCA) Program to provide the Countywide Voluntary Trip Reduction Program. ACTION p.21
- 5.4 Receive copies of agreements executed by the C/CAG Chair or Executive Director consistent with C/CAG Procurement Policy:
 - 5.4.1 Receive a copy of the agreement with Kimley-Horn for design and procurement of an informational sign for the Laurel Elementary School project for an amount not to exceed \$6,400, as executed by the Executive Director consistent with the C/CAG Procurement Policy. INFORMATION p.25
 - 5.4.2 Receive a copy of the agreement with NBI for Zero Net Energy Workshop in an amount not to exceed \$10,000 as executed by the Executive Director consistent with the C/CAG Procurement Policy. INFORMATION p.33
- 5.5 SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review - City of Daly City Planned Development Standards for the Serramonte Shopping Center ACTION p.41
- 5.6 Review and approval of Resolution 15-29 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo, Office of Sustainability for an amount not to exceed \$40,000 for staff services for the Resource Management and Climate Protection Committee and the Local Task Force for FY 2015-16. ACTION p.47
- 5.7 Review and approval of Resolutions 15-30 and 15-31 authorizing the submission of grant applications, acceptance of allocated fund, and the execution of grant agreements with the San Mateo County Transportation Authority, for the project approval and environmental phase of the US 101 Auxiliary

Lane Project (Oyster Point-San Francisco County Line) and the US 101 High-Occupancy Vehicle/ Toll Lane (HOV/HOT) Project from Whipple to south of the I-380 Interchange. ACTION p.57

- 5.8 Review and approval of Resolution 15-32 authorizing the Executive Director or his/her duly authorized representative to sign funding applications for Federal, State, and/ or Regional grant opportunities. ACTION p.63
- 5.9 Review and approve Resolution 15-20 authorizing the C/CAG Chair to execute Amendment No. 2 to the agreement with SCI Consulting Group, Inc., extending the term through June 30, 2016 at no additional cost to enable continued technical support for a potential countywide stormwater funding initiative. ACTION p.67
- 5.10 Review and approval of Resolution 15-22, authorizing the C/CAG Chair to execute Amendment No. 10 to the agreement with Eisenberg, Olivieri, and Associates, extending the contract through September 30, 2015 at no additional cost for technical support to the countywide stormwater program. ACTION p.73
- 5.11 Review and approval of Resolution 15-23 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement with San Mateo County's Division of Environmental Health, extending the contract through October 31, 2015 at a cost not to exceed \$100,650 to implement critical public education and outreach activities in accordance with the Municipal Regional Permit. ACTION p.79
- 5.12 Review and authorize the C/CAG Chair to execute Amendment No 1 to the Memorandum of Understanding (MOU) with the San Mateo County Transportation Authority (SMCTA), to develop additional technical studies for the High-Occupancy Vehicle lane (HOV) Hybrid Study on US 101 from Whipple to south of the I-380 interchange. ACTION p.93
- 5.13 Review and approval of Resolution 15-24 authorization of the C/CAG Chair to execute a cooperative agreement with the County of San Mateo Department of Housing for Joint Workplan for housing-related activities for FY 2015-16 in an amount not to exceed \$87,500. ACTION p.97
- 6.0 REGULAR AGENDA
- 6.1 Review and approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified) ACTION p.103
- 6.2 Receive a presentation on the draft revised Municipal Regional Stormwater Permit and provide staff direction regarding written and/or oral testimony. ACTION p.109
- 6.3 Receive a presentation on the C/CAG Call for Projects and outreach process in response to the Metropolitan Transportation Commission's development of Plan Bay Area 2040. INFORMATION p.113
- 6.4 Designation of the California Public Employees Retirement System as the trustee for retiree medical benefit:
- 6.4.1 Review and approval of Resolution 15-33 authorizing an agreement and election to prefund other post-employment benefits (OPEB) through the California Employers' Retiree Benefit Trust

- 6.4.2 Review and approval of Resolution 15-34 delegating the authority to the C/CAG Executive Director or the C/CAG Chair to request disbursements from CalPERS CERBT trust program, and to execute any and all documents necessary to effectuate the initial and ongoing administration of the CERBT program agreement. ACTION p.131
- 6.4.3 Review and approval of a funding policy in the amount of \$30,000 to cover the annual required contribution as initial investment into the CalPERS CERBT Trust Program and select Asset Allocation Strategy 2 as the asset allocation strategy. ACTION p.137
- 6.5 Review and approval of Resolution 15-19 adopting the C/CAG 2015/16 Program Budget and Member Fees (Special Voting procedures apply). ACTION p.149
- 7.0 COMMITTEE REPORTS
 - 7.1 Committee Reports (oral reports).
 - 7.2 Chairperson's Report
 - 7.3 Boardmembers Report
- 8.0 EXECUTIVE DIRECTOR'S REPORT
- 9.0 COMMUNICATIONS - Information Only
 - 9.1 Letter from Mary Ann Nihart, C/CAG Chair, to the Honorable Kevin Mullin, California State Assemblymember dated 5/18/15. RE: SUPPORT for Assembly Bill 464 (Mullin) p.161
 - 9.2 Letter from Mary Ann Nihart, C/CAG Chair, to the Honorable Jim Beall, Chair, Senate Transportation and Housing Committee, dated 5/18/15. RE: SUPPORT for SB 321 (Beall) p.162
 - 9.3 Letter from Mary Ann Nihart, C/CAG Chair, to the Honorable Jim Beall, Chair, Senate Transportation and Housing Committee, dated 5/18/15. RE: SUPPORT for SB 16 (Beall) p.163
 - 9.4 Letter from Mary Ann Nihart, C/CAG Chair, to the Honorable Jim Frazier, Chair, Assembly Transportation Committee, dated 5/18/15. RE: SUPPORT for Assembly Bill 194 (Frazier) p.164
 - 9.5 Letter from Mary Ann Nihart, C/CAG Chair, to the Honorable Jim Frazier, Chair, Assembly Transportation Committee, date 5/18/15. RE: SUPPORT for Assembly Constitutional Amendment 4 (Frazier) p.166
 - 9.6 Letter from Sandy Wong, C/CAG Executive Director, dated 5/28/15. RE: Redwood City 2020

- 9.7 Letter from Sandy Wong, C/CAG Executive Director, to Teresa McWilliam, Division of Local Assistance, MS-1, dated 5/27/15. RE: Support for the City of East Palo Alto's University Avenue Complete Streets Pilot Project Active Transportation Program (ATP) grant application. p.169

10.0 ADJOURN

Next schedule meeting August 13, 2015.

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

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the City/ County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making those public records available for inspection. The documents are also available on the C/CAG Internet Website, at the link for agendas for upcoming meetings. The website is located at: <http://www.ccag.ca.gov>.

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

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

Executive Director: Sandy Wong 650 599-1409

Administrative Assistant: Mima Guilles 650 599-1406

MEETINGS

- June 4, 2015 Legislative Committee - SamTrans 4th Floor – Dining Room – 6:45 p.m.
- June 11, 2015 C/CAG Board - SamTrans 2nd Floor Auditorium – 6:30 p.m.
- June 25, 2015 Airport Land Use Committee – Burlingame City Hall – 4pm
- June 29, 2015 CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 p.m.
- June 18, 2015 CMP Technical Advisory Committee - SamTrans, 2nd Floor Auditorium - 1:15 p.m.
- June 18, 2015 Stormwater Committee - SamTrans, 2nd Floor Auditorium - 2:30 p.m.
- July 27, 2015 Administrators' Advisory Committee - 555 County Center, 5th Fl, Redwood City - Noon

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. 278
May 14, 2015

1.0 CALL TO ORDER/ROLL CALL

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

Elizabeth Lewis – Atherton
David Braunstein - Belmont
Terry O’Connell - Brisbane
Joseph Silva – Colma
David Canepa - Daly City
Lisa Gauthier – East Palo Alto
Art Kiesel – Foster City
Marina Fraser – Half Moon Bay
Mary Ann Nihart - Pacifica
Maryann Moise Derwin - Portola Valley
Alicia Aguirre - Redwood City
Mark Olbert - San Carlos
Joe Goethals - San Mateo
Karyl Matsumoto - South San Francisco
Deborah Gordon - Woodside

Absent:
Burlingame
Hillsborough
Menlo Park
Millbrae
San Bruno
San Mateo County

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

Mima Guilles, C/CAG Staff
Ellen Barton, County of San Mateo
Joe La Mariana, Kim Springer, Susan Wright, SMCEW
Scott Hart, PG&E, Local Government Relations Representative
Jim Bigelow, RWC/San Mateo County Chamber, CMEQ member
Dave Pine, San Mateo County Supervisor
Jim Porter, Jim Eggemeyer, Michael Barber, San Mateo County
Nick Pegueros, Portola Valley
Jim Bigelow, RWC/San Mateo County Chamber, CMEQ member

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

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

Scott Hart, PG&E, invitation to tour gas control center in San Ramon has been postponed to June/July. Completed two day companywide exercise in simulating a 7.2 magnitude earthquake to prepare for what will be the next big one.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

Information on the small and medium business campaign and the Zero Net Energy Workshop of the San Mateo County Energy Watch program, presented by Kim Springer.

5.0 CONSENT AGENDA

Vice Chair Aguirre MOVED approval of 5.1, 5.2, 5.3.1, 5.3.2, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9. Board Member Lewis SECONDED. **MOTION CARRIED 15-0**

5.1 Approval of the minutes of regular business meeting No. 277 dated April 9, 2015. APPROVED

5.2 Review and approval of Resolution 15-12 authorizing the adoption of the San Mateo County Transportation Development Act Article 3 Program for Fiscal Year 2015/2016 for \$1,500,000. APPROVED

5.3 Receive copies of agreements executed by the C/CAG Chair as authorized by the C/CAG Board on August 9, 2012 (C/CAG Resolution 12-46): APPROVED

5.3.1 Copy of the executed Memorandum of Understanding (MOU) with the San Mateo County Transportation Authority (SMCTA) for the US 101/ SR 92 Interchange Area Preliminary Planning Study. INFORMATION

5.3.2 Copy of the executed Memorandum of Understanding (MOU) with the San Mateo County Transportation Authority (SMCTA) for the SR 92/ Delaware Interchange Area Preliminary Planning Study. INFORMATION

- 5.4 Receive information regarding the Plan Bay Area Update Call for Projects - Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). APPROVED
- 5.5 Review and approval of Resolution 15-13 authorizing the C/CAG Chair to execute an agreement with CDM Smith for on-call consultant services for the Priority Development Area Parking Policy Technical Assistance Program in an amount not to exceed \$342,000 APPROVED
- 5.6 Receive copy of agreement executed by the C/CAG Executive Director consistent with C/CAG Procurement Policy: APPROVED
- 5.6.1 Receive a copy of executed agreement between C/CAG and Pixel Gym for graphic design services for the San Mateo County Energy Watch Program in an amount not to exceed \$15,000. INFORMATION
- 5.7 Review and approval of Resolution 15-16 authorizing the C/CAG Executive Director to execute an agreement with PMC for website services for the San Mateo County Energy Watch in an amount not to exceed \$20,000 for two years. APPROVED
- 5.8 Review and approve Resolution 15-17 authorizing the C/CAG Chair to execute Amendment Number 1 to the funding agreement with the Bay Area Water Supply and Conservation Agency, (BAWSCA) extending the term through June 30, 2016 for an additional cost not to exceed \$25,000 for rain barrel rebates in San Mateo County. APPROVED
- 5.9 Review and approval of Resolution 15-18 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement between C/CAG and the City of San Carlos to provide financial to C/CAG for an amount not to exceed \$80,430 for FY 2015-16. APPROVED
- 6.0 REGULAR AGENDA
- 6.1 Receive a presentation from the County of San Mateo regarding a potential Countywide Water Management Agency and discuss potential C/CAG involvement. APPROVED
- Supervisor Dave Pine along with San Mateo County Public Works Director Jim Porter provided a presentation on the potential countywide water management agency. Questions and answers ensued. C/CAG board members agreed that this is an important regional issue having impact on many, if not all, jurisdictions.
- Board Member Gordon MOVED to assemble a C/CAG Ad Hoc group to analyze this issue and to recommend the best course of action to the C/CAG Board. Board Member Moise Derwin SECONDED. **MOTION CARRIED UNANIMOUSLY 15-0.**
- 6.2 Review and approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified)
- APPROVED

Jean Higaki presented an update from the May 14, 2015 Legislative Committee meeting. The Legislative Committee recommended that the C/CAG Board send letters of support for AB 194 (Frazier), AB 464 (Mullin), ACA 4 (Frazier), SB 16 (Beall), and SB 321 (Beall) with a correction to the AB 464 letter, and adding a statement to all the letters, specifying that support is for the bills as written on May 14, 2015.

Board Member Gordon MOVED that the C/CAG Board send letters of support for AB 194 (Frazier), AB 464 (Mullin), ACA 4 (Frazier), SB 16 (Beall), and SB 321 (Beall) with modifications recommended by the Legislative Committee. Board Member Goethals SECONDED. **MOTION CARRIED UNANIMOUSLY 15-0.**

- 6.3 Review and approval of Resolution 15-14 reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2015 to June 30, 2019 (Special voting procedures apply). APPROVED

Board Member Lewis MOVED approval of Resolution 15-14 reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2015 to June 30, 2019. Board Member Aguirre SECONDED. **MOTION CARRIED UNANIMOUSLY 15-0.**

- 6.4 Review and Approval of Resolution 15-15 authorizing the C/CAG Chair to execute a funding agreement between C/CAG and SamTrans for the Allocation of Measure M Funds in the amount of \$1,400,000 for Fiscal Year 2015-16. APPROVED

Board Member Braunstein MOVED approval of Item 6.4. Board Member Gauthier SECONDED. **MOTION CARRIED UNANIMOUSLY 15-0.**

- 6.5 Initial draft, assumptions, and input on the C/CAG 2015-16 Program Budget and Member Fees.

Sandy Wong made a presentation on the Draft C/CAG FY 2015-16 program budget and member fees, budget assumptions, and proposed changes in the amount of reserve funds. Board members provided comments. No action was taken.

7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports).

- 7.2 Chairperson's Report

Chair Nihart announced both Chair and Vice Chair will be absent from the June 11, 2015 C/CAG Board meeting. Board Member Braunstein MOVED to nominate Board Member Deborah to Chair the June 11, 2015 meeting. Board Member Goethals SECONDED. **MOTION CARRIED UNANIMOUSLY 15-0.**

- 7.3 Board Member Reports

Board Member Matsumoto thanked the C/CAG Board for the letter of support for the South San Francisco project submitted for Cap & Trade Affordable Housing and Sustainable Communities Program funding.

Member Fraser reported she attended the Energy Workshop presented by the C/CAG SMCEW program and encouraged others to participate.

8.0 EXECUTIVE DIRECTOR'S REPORT

Executive Director Sandy Wong reported:

The Project Study Report (PSR) for the US 101 carpool lanes project from Whipple Ave to I-380 has been approved by Caltrans. There is a cost-saving from Measure A funding as a result of the completion of the PSR. The San Mateo County Transportation Authority has approved to use the cost-saving to conduct additional technical study for that same project.

C/CAG staff has been looking into innovative solutions for traffic congestion relief, and have brainstormed with Commute.org staff to develop potential solutions including the possibility of leveraging private transit providers. In addition, C/CAG member Terry Nagel has communicated potential ideas with the Chair and Executive Director on using technology as well as outreach to employers to collaborate on solutions. Member Nagel would like to urge board members to share other potential ideas with the Executive Director.

9.0 COMMUNICATIONS - Information Only

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

- 9.1 Letter from Mary Ann Nihart, C/CAG Chair, to Claudia Cappio, Director of California Department of Housing and Community Development, dated 4/9/15. RE: Support for the City of South San Francisco's application for Affordable Housing and Sustainable Communities program funding for the South San Francisco Complete Streets to Transit and Employment: Pedestrian and Bicycle Safety Improvement Project.
- 9.2 Letter via email from Sandy Wong, C/CAG Executive Director, to all Elected Officials and City/County Managers, dated 4/6/15. RE: The San Mateo County Watch (a C/CAG program to provide energy efficiency services) that has developed an outreach campaign for small businesses.
- 9.3 Letter from Sandy Wong, C/CAG Executive Director, to Joel Slavit, San Mateo County Transportation Authority, dated 4/6/15. RE: Remaining Funds from the allocated Staged US 101 HOV Lane Project (Whipple to San Bruno).
- 9.4 Letter from Mary Ann Nihart, C/CAG Chair, to Strategic Growth Council, dated 4/9/15. RE: Support of Caltrain's Affordable Housing Sustainable Communities (AHSC) grant application for the South San Francisco Caltrain Station Access and Improvement Project.

10.0 ADJOURN

Meeting adjourned 8:30 p.m.

C/CAG AGENDA REPORT

Date: June 11, 2015

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-25 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement between C/CAG and Iteris Inc. for Smart Corridor System Integration Support for a time extension to December 31, 2015.

(For further information or questions contact Sandy Wong at 599-1409 or John Hoang at 363-4105)

RECOMMENDATION

Review and approval of Resolution 15-25 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement between C/CAG and Iteris Inc. for Smart Corridor System Integration Support for a time extension to December 31, 2015.

FISCAL IMPACT

None. This amendment is for time extension only.

SOURCE OF FUNDS

State Transportation Improvement Program (STIP)

BACKGROUND

In April 2013, the Board approved an agreement with Iteris Inc. to provide Smart Corridor System Integration Support to C/CAG, Caltrans, and the project stakeholders for an amount not to exceed \$580,977. The original contract specified an end date of August 31, 2014, which was established to overlap with an anticipated end of construction date of April 1, 2014. In September 2014, to account for delays during construction of the Smart Corridor, the Board approved Amendment No. 1 to extend the contract to January 31, 2015, allowing for additional time to complete system integration activities. In February 2015, the Board approved Amendment No. 2 extending the contract to June 30, 2015, to account for further construction delay and increasing the contract by \$80,022 for additional services to procure and deploy a video management system for a total contract amount of \$660,999.

Construction of the last segment of the Smart Corridor project is now scheduled to be completed in June/July 2015. To allow ample time for system integration activities to continue after the end of the construction phase in support of Caltrans' efforts to integrate the devices and

communications network into a system, it recommended that the contract be extended to December 31, 2015.

ATTACHMENTS

1. Resolution 15-25
2. Amendment No. 3 to the Contract between C/CAG and Iteris Inc.

RESOLUTION 15-25

**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 AMENDMENT NO. 3 TO THE AGREEMENT BETWEEN C/CAG
AND ITERIS INC. FOR SMART CORRIDOR SYSTEM INTEGRATION SUPPORT
FOR A TIME EXTENSION TO DECEMBER 31, 2015**

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

WHEREAS, On April 17, 2013, C/CAG entered into an Agreement with Iteris Inc. for system integration support for the San Mateo County Smart Corridor project in the amount of \$580,977.00; and

WHEREAS, Amendment No. 1 extended the contract to January 31, 2015; and

WHEREAS, Amendment No. 2 added \$80,022.00 for extra services to assist Caltrans with the implementation of a video management system for a total contract amount of \$660,999.00 and extended the contract to June 30, 2015; and

WHEREAS, based on delays to the Smart Corridor construction project, additional time is required to complete the system integration support activities; and

WHEREAS, Amendment No. 3 will extend the contract term to December 31, 2015.

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 Amendment No. 3 to the Agreement between C/CAG and Iteris Inc. for Smart Corridor System Integration Support for a time extension to December 31, 2015.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF JUNE, 2015.

Mary Ann Nihart, Chair

**AMENDMENT NO. 3 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 April 17, 2013, for System Integration Support for the Smart Corridor Project (the "Agreement"); and

WHEREAS, the cost of the original Agreement was in an amount of \$580,977 with a completion date of August 31, 2014; and

WHEREAS, Amendment No. 1, executed in September 2014, extended the completion date to January 31, 2015 to account for construction delays; and

WHEREAS, Amendment No. 2, executed in February 2015, extended the completion date to June 30, 2015, to account for additional delays and added \$80,022.22 for extra services to assist Caltrans with the deployment of a video management system resulting in a new total contract amount of \$660,999; and

WHEREAS, C/CAG and Consultant have determined that additional time is needed and estimated that the remaining system integration support services can be completed by December 31, 2015; 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. The Agreement shall terminate on December 31, 2015.
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 upon the date of execution by both parties.

City/County Association of Governments
(C/CAG)

Iteris Inc.

Mary Ann Nihart, Chair

By

Title: _____

Date: _____

Date: _____

Approved as to form:

Legal Counsel for C/CAG

C/CAG AGENDA REPORT

Date: June 11, 2015

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-26 authorizing the C/CAG Chair to execute the Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the Fiscal Year 2015/16 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for an amount up to \$1,127,240.32

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 15-26 authorizing the C/CAG Chair to execute the Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the Fiscal Year 2015/16 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for an amount up to \$1,127,240.32.

FISCAL IMPACT

This agreement provides up to \$1,127,240.32 in TFCA funding for FY 2015/16. Included in this amount is \$53,940.32 for administrative costs of the program.

SOURCE OF FUNDS

TFCA funds are derived from a Vehicle Registration Fee surcharge provided to C/CAG by the BAAQMD.

BACKGROUND

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the Transportation Fund for Clean Air (TFCA) funds and are used to implement projects to reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the Air District to one or more public agencies designated to receive the funds, and for San Mateo County, C/CAG has been designated as the overall Program Manager to receive the funds.

C/CAG, as the Program Manager for the TFCA Program in San Mateo County, distributes funds to qualifying projects that reduce air pollution, greenhouse gas emissions, and traffic congestion by improving transportation options. On February 12, 2015, the C/CAG Board approved the projects

to be funded as part of the FY 2015/16 TFCA Program. Since the Board approval, revisions were made to the total available TFCA funds which reduces C/CAG administration budget and are reflected in the following table.

Agency	Project Description	Original Amount	Revised Amount
C/CAG	Program Administration	\$54,940.41	\$53,940.32
SamTrans	Employer Based Shuttle Projects	\$601,000.00	\$601,000.00
Peninsula Traffic Congestion Relief Alliance	Countywide Voluntary Trip Reduction Program	\$472,300.00	\$472,300.00
	Total	\$1,128,240.41	\$1,127,240.32

The funding agreement between C/CAG and the BAAQMD is for the receipt of the FY 2015/16 TFCA County Program Manager funds.

ATTACHMENTS

- Resolution 15-26
- Funding Agreement between C/CAG and BAAQMD for FY 2015/16 *(Available for review and download at www.ccag.ca.gov/ccag.html)*

RESOLUTION 15-26

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 THE PROGRAM MANAGER FUNDING AGREEMENT WITH THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT (BAAQMD) FOR THE FISCAL YEAR 2015/16 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) (40%) PROGRAM FOR SAN MATEO COUNTY FOR AN AMOUNT UP TO \$1,127,240.32

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

WHEREAS, the City/County Association of Governments has been designated the Transportation Fund for Clean Air (TFCA) Program Manager for San Mateo County; and

WHEREAS, the Board of Directors of the City/County Association of Governments at its February 12, 2015 meeting approved certain projects and programs for funding through San Mateo County's 40 percent local share of Transportation Fund for Clean Air (TFCA) revenues; and

WHEREAS, C/CAG will act as the Program Manager for \$1,127,240.32 of TFCA funded projects; and

WHEREAS, it is necessary for C/CAG to enter into a Program Manager Agreement with the Bay Area Air Quality Management District (BAAQMD) setting forth the responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that on behalf of C/CAG the Chair is authorized to enter into an agreement with the Bay Area Air Quality Management District for the Fiscal Year 2015/16 Transportation Fund for Clean Air (TFCA) Program for San Mateo County for an amount up to \$1,127,240.32. This agreement shall be in a form approved by C/CAG legal counsel.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF JUNE 2015.

Mary Ann Nihart, Chair

C/CAG AGENDA REPORT

Date: June 11, 2015

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-27 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and the San Mateo County Transit District (SamTrans) in the amount of \$601,000 under the Fiscal Year 2015/16 Transportation Fund for Clean Air (TFCA) Program to provide shuttle services

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 15-27 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and the San Mateo County Transit District (SamTrans) in the amount of \$601,000 under the Fiscal Year 2015/16 Transportation Fund for Clean Air (TFCA) Program to provide shuttle services.

FISCAL IMPACT

Under the FY 2015/16 TFCA Program there is a total allocation of \$1,127,240.32 of which \$601,000 is designated for the SamTrans Shuttle Bus Program.

SOURCE OF FUNDS

TFCA funds are derived from a Vehicle Registration Fee surcharge provided to C/CAG by the Bay Area Air Quality Management District (BAAQMD).

BACKGROUND

C/CAG acts as the Program Manager for the TFCA Program in San Mateo County. This program distributes fund to projects whose primary objective is to reduce air pollution, greenhouse gas emissions, and traffic congestion by improving transportation options. On February 12, 2015, the C/CAG Board approved the Expenditure Plan for projects to be funded as part of the FY 2015/16 TFCA Program, which includes the SamTrans Shuttle Bus Program. This Program is a peak commute period shuttle bus service for eight (8) employer based shuttle routes connecting major employment centers in San Mateo, Daly City, South San Francisco, Brisbane, Millbrae, Foster City and San Bruno with BART stations.

ATTACHMENTS

- Resolution 15-27
- Funding Agreement between C/CAG and SamTrans for the FY 2015/16 TFCA Program
(Available for review and download at www.ccag.ca.gov/html)

RESOLUTION 15-27

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 A FUNDING AGREEMENT BETWEEN C/CAG AND THE SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS) IN THE AMOUNT OF \$601,000 UNDER THE FISCAL YEAR 20115/16 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM TO PROVIDE SHUTTLE SERVICES

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

WHEREAS, the Board of Directors of the City/County Association of Governments at its February 12, 2015 meeting approved certain projects and programs for funding through San Mateo County's local share of Transportation Fund for Clean Air (TFCA) revenues; and,

WHEREAS, the agencies implementing these projects, the scope of the work and the specified amount of TFCA funding, have been identified and approved by the Board of Directors; and,

WHEREAS, the San Mateo County Transit District (SamTrans) is designated to receive TFCA funds for the SamTrans Shuttle Bus Program which provides shuttle services between various employment centers and BART stations; and

WHEREAS, it is necessary for C/CAG to enter into Project Sponsor agreements with the individual agencies receiving TFCA project funding, setting forth the responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to enter into an agreement with the San Mateo County Transit District for \$601,000 under the Transportation Fund for Clean Air (TFCA) Program. This agreement shall be in a form approved by C/CAG legal counsel.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF JUNE 2015.

Mary Ann Nihart, Chair

C/CAG AGENDA REPORT

Date: June 11, 2015

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-28 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and Commute.org in the amount of \$472,300 under the Fiscal Year 2015/16 Transportation Fund for Clean Air (TFCA) Program to provide the Countywide Voluntary Trip Reduction Program

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 15-28 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and Commute.org in the amount of \$472,300 under the Fiscal Year 2015/16 Transportation Fund for Clean Air (TFCA) Program to provide the Countywide Voluntary Trip Reduction Program.

FISCAL IMPACT

Under the FY 2015/16 TFCA Program there is a total allocation of \$1,127,240.32 of which \$472,300 is designated for the Commute.org Countywide Voluntary Trip Reduction Program.

SOURCE OF FUNDS

TFCA funds are derived from a Vehicle Registration Fee surcharge provided to C/CAG by the Bay Area Air Quality Management District (BAAQMD).

BACKGROUND

C/CAG acts as the Program Manager for the TFCA Program in San Mateo County. This program distributes TFCA fund to projects whose primary objective is to reduce air pollution, greenhouse gas emissions, and traffic congestion by improving transportation options. On February 12, 2015, the C/CAG Board approved the Expenditure Plan for projects to be funded as part of the FY 2015/16 TFCA Program, which includes the Countywide Voluntary Trip Reduction Program, managed by Commute.org (also known as Peninsula Traffic Congestion Relief Alliance). This Program assists private and public sectors to connect their employees and customers with transportation systems that provide an alternative to driving single occupant vehicles. The Countywide Voluntary Trip Reduction Program is funded by various sources through C/CAG, including the Countywide Congestion Relief Plan as well as the San Mateo

County share of the Regional Ridesharing and Bicycling Program funds made available through the Metropolitan Transportation Commission (MTC).

ATTACHMENTS

- Resolution 15-28
- Funding Agreement between C/CAG and Commute.org for the FY 2015/16 TFCA Program
(Available for review and download at www.ccag.ca.gov/ccag.html)

RESOLUTION 15-28

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 THE FUNDING AGREEMENT BETWEEN C/CAG AND COMMUTE.ORG IN THE AMOUNT OF \$472,300 UNDER THE FISCAL YEAR 2015/16 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM TO PROVIDE THE COUNTYWIDE VOLUNTARY TRIP REDUCTION PROGRAM

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

WHEREAS, the Board of Directors of the City/County Association of Governments at its February 12, 2015 meeting approved certain projects and programs for funding through San Mateo County's local share of Transportation Fund for Clean Air (TFCA) revenues; and,

WHEREAS, the agencies implementing these projects, the scope of the work and the specified amount of TFCA funding, have been identified and approved by the Board of Directors; and,

WHEREAS, Commute.org is designated to receive TFCA funds for the Countywide Voluntary Trip Reduction Program which assists private and public sectors to connect their employees and customers with transportation systems that provide an alternative to driving single occupant vehicles; and

WHEREAS, it is necessary for C/CAG to enter into Project Sponsor agreements with the individual agencies receiving TFCA project funding, setting forth the responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to enter into an agreement with Commute.org for \$472,300 under the Transportation Fund for Clean Air (TFCA) Program. This agreement shall be in a form approved by C/CAG legal counsel.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF JUNE 2015.

Mary Ann Nihart, Chair

C/CAG AGENDA REPORT

Date: June 11, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a copy of the agreement with Kimley-Horn for design and procurement of an informational sign for the Laurel Elementary School project for an amount not to exceed \$6,400, as executed by the Executive Director consistent with the C/CAG Procurement Policy

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

RECOMMENDATION

That the Board receive a copy of the agreement with Kimley-Horn for design and procurement of an informational sign for the Laurel Elementary School project for an amount not to exceed \$6,400, as executed by the Executive Director consistent with the C/CAG Procurement Policy.

FISCAL IMPACT

\$6,400

SOURCE OF FUNDS

\$3,200 - \$4 Vehicle Registration Fee; \$3,200 - Measure M (\$10 Vehicle Registration Fee)

BACKGROUND

C/CAG partnered with the San Mateo Foster City School District (SMFCSD) and City of San Mateo to facilitate and fund the design and construct the Laurel Elementary School Sustainable Stormwater and Safe Routes to School Project. The project, which demonstrates an integrated approach of merging safe routes to school improvements and stormwater pollution prevention management, included construction of infrastructures within and around the school to improve access for children walking or bike to school as well as vehicle movements, at the same time incorporating elements for the capture and treatment of stormwater runoff from impervious areas such as streets and parking lots, increased landscaping and trees resulting in a more aesthetically pleasing environment.

With majority of the funding provided by C/CAG and match from the project partners, design of the project commenced in December 2013 and construction was completed in April 2015. Staff proposes to develop an informational sign to be installed at the school site. The sign will inform and educate the students and community about key elements and benefits of the integrated safe routes and sustainable green treatment improvements implemented as part of the project. The sign will also include recognition for the project partners, the C/CAG administered programs, and indicate C/CAG as the

primary funder. In accordance with the C/CAG Procurement Policy, C/CAG entered into contract with Kimley-Horn, the designer of the project, to design and procure the information sign for an amount not to exceed \$6,400. Once completed, SMFCSD staff will install the sign at the Laurel Elementary School site.

ATTACHMENTS

1. Agreement between C/CAG and Kimley-Horn

AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
KIMLEY-HORN

This Agreement entered this 1 day of June, 2015, by and between the City/County Association of Governments of San Mateo County, a joint powers agency, hereinafter called "C/CAG" and Kimley-Horn, hereinafter called "Contractor."

W I T N E S S E T H

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

WHEREAS, C/CAG provided funding to the San Mateo-Foster City School District (SMFCSD) for the design and construction of the Green Streets and Parking/Safe Routes to School Demonstration Project at Laurel Elementary School located in the City of San Mateo (Project); and

WHEREAS, the Project integrates green infrastructure for stormwater treatment and safe routes to school improvements to show a cost-effective, multi-benefit project approach; and

WHEREAS, SMFCSD, the lead agency for design and construction of the project, utilized Contractor for design and construction support services; and

WHEREAS, construction of the Project was completed in April 2015 and C/CAG and SMFCSD desire to install an informational sign at the Laurel Elementary School to inform the students and community about key elements and benefits of the Project; and

WHEREAS, based on Contractor's familiarity with the Project C/CAG is prepared to enter into an agreement with Contractor to design and procure the informational signage; and

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

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

1. Services to be provided by Contractor. In consideration of the payments hereinafter set forth, Contractor agrees to perform the services described in Exhibit A, attached hereto (the "Services"). All Services are to be performed and completed by August 31, 2015.

2. Payments. In consideration of Contractor providing the Services, C/CAG shall reimburse Contractor up to a maximum amount of six thousand four hundred dollars (\$6,400) for Services provided during the Contract Term as set forth below. Payments shall be made to Contractor monthly based on an invoice submitted by contractor that identifies expenditures and describes services performed in accordance with the agreement. C/CAG shall have the right to receive, upon request, documentation substantiating charges billed to C/CAG.
3. Relationship of the Parties. It is understood that Contractor is an Independent Contractor and this Agreement is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of Independent Contractor.
4. Non-Assignability. Contractor shall not assign this Agreement or any portion thereof to a third party.
5. Contract Term. This Agreement shall be in effect as of May 1, 2015 and shall terminate on August 31, 2015; provided, however, C/CAG may terminate this Agreement at any time for any reason by providing 30 days' notice to Contractor, with termination to be effective on the date specified in the notice. In the event of termination under this paragraph, Contractor shall be paid for all Services provided up to the date of termination.
6. Hold Harmless/ Indemnity: Contractor shall indemnify and save harmless C/CAG, its agents, officers and employees from all claims, suits or actions to the extent caused by the negligence, errors, acts or omissions of the Consultant, its agents, officers or employees related to or resulting from performance or non-performance under this Agreement.

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

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

Workers' Compensation and Employer Liability Insurance: Contractor shall have

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

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

Required insurance shall include:

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

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

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

8. Non-discrimination. The Contractor and any subcontractors performing the services on behalf of the Contractor shall not discriminate or permit discrimination against any person or group of persons on the basis or race, color, religion, national origin or ancestry, age, sex, sexual orientation, marital status, pregnancy, childbirth or related conditions, medical condition, mental or physical disability or veteran's status, or in any manner prohibited by federal, state or local laws.

9. Compliance with All Laws. Contractor shall at all times comply with all applicable laws and regulations, including without limitation those regarding services to disabled persons, including any requirements of Section 504 of the Rehabilitation Act of 1973.
10. Substitutions: If particular people are identified in this Agreement are providing services under this Agreement, the Contractor will not assign others to work in their place without written permission from C/CAG. Any substitution shall be with a person of commensurate experience and knowledge.
11. Sole Property of C/CAG. Work products of Contractor which are delivered under this Agreement or which are developed, produced and paid for under this Agreement shall be and become the property of C/CAG. Contractor shall not be liable for C/CAG's use, modification or re-use of products without Contractor's participation or for purpose other than those specifically intended pursuant to this Agreement.
12. Access to Records. C/CAG, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of the Contractor which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcriptions.

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

13. Merger Clause. This Agreement, including Exhibit A attached hereto and incorporated herein by reference, constitutes the sole agreement of the parties hereto with regard to the matters covered in this Agreement, and correctly states the rights, duties and obligations of each party as of the document's date. Any prior agreement, promises, negotiations or representations between the parties not expressly stated in this document are not binding. Any subsequent modifications must be in writing and signed by the parties. In the event of a conflict between the terms, conditions or specifications set forth herein and those in Exhibit A attached hereto, the terms, conditions or specifications set forth herein shall prevail.
14. Governing Law. This Agreement shall be governed by the laws of the State of California and any suit or action initiated by either party shall be brought in the County of San Mateo, California.

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

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

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

Kimley-Horn
6150 Stoneridge Mall Road, Suite 200
Pleasanton, CA 94588
Attention: Michael Mowery

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

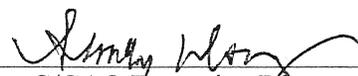
Kimley-Horn (Contractor)

By 

5/28/15
Date

KHACA
18

City/County Association of Governments (C/CAG)

By 
Sandy Wong, C/CAG Executive Director

6-1-15
Date

C/CAG Legal Counsel

By 

EXHIBIT A

SCOPE OF SERVICES

Task 1 – Signage Design

Task 1.1 – Concept Plan Revision and Image Completion

Kimley-Horn and Urban Rain/Design will revise rendered concept plan to reflect as-built conditions, assemble images needed for supplemental information to be display on sign. Nine (9) hours is planned for this task.

Task 1.2 – Draft Board Layout

Kimley-Horn and Urban Rain/Design will complete a draft PDF version of the signage board for review by C/CAG and San Mateo-Foster City School District. Seven (7) hours is planned for this task.

Task 1.3 – Final Board Layout

Based on comments on the Draft Board Layout, Kimley-Horn and Urban Rain/Design will revise signage board and complete final version of the signage in a an acceptable file type determined by the sign manufacturer. Five (5) hours is planned for this task.

Task 2 – Sign Procurement

For the Opening Ceremony, Kimley-Horn will provide two (2) copies of the final sign, along with up to five (5) additional board display pictures of other Safe Route to School improvements to the school. The copies of the sign and photos will be printed on foam board.

Kimley-Horn will procure the actual informational sign that will be framed and mounted on double post. Seven (7) hours is planned for Task 2.

FEES

Kimley-Horn will perform the services in Task 1 and 2 as time and materials, not to exceed \$6,400 (including \$1,500 for the final sign and \$532 for the foam boards at \$76 per board).

C/CAG AGENDA REPORT

ITEM 5.4.2

Date: May 14, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a copy of an executed agreement between C/CAG and NBI for Zero Net Energy workshop support in an amount not to exceed \$10,000, executed by the Executive Director, consistent with the C/CAG Procurement Policy.

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

RECOMMENDATION

That the C/CAG Board of Directors receives a copy of an executed agreement between C/CAG and NBI for Zero Net Energy workshop support in an amount not to exceed \$10,000, executed by the Executive Director, consistent with the C/CAG Procurement Policy.

FISCAL IMPACT

The executed agreement between C/CAG and NBI is for an amount not to exceed \$10,000.

SOURCE OF FUNDS

Funds for this agreement come from the San Mateo County Energy Watch Program – PG&E Local Government Partnership.

BACKGROUND

The San Mateo County Energy Watch is a Local Government Partnership between C/CAG and PG&E and is managed and staffed by RecycleWorks, a program of the County of San Mateo, Department of Public Works.

The SMCEW, consistent with strategic planning goals set out with PG&E and the CPUC, set out to developed a Zero Net Energy Workshop for local government staff, contractors, architects and real estate professionals. In preparation for development of the workshop, staff attended ZNE workshops, in Pasadena and San Diego, one for local governments and one for schools.

In compliance with the C/CAG procurement policy, staff reached out to organizations and individuals versed in high performance building and ZNE. Staff leveraged some of these speakers for the workshop, others never responded. Staff contracted with NBI specifically for the commercial sector, given their unique research, data and experience in this field.

ATTACHMENT

Executed agreement between C/CAG and NBI.

**AGREEMENT BETWEEN CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN
MATEO COUNTY AND
NEW BUILDINGS INSTITUTE, INC.**

This Agreement is made and entered into this eleventh day of May, 2015, by and between New Buildings Institute, Inc. ("NBI"), a California nonprofit corporation with its main office located in Vancouver, Washington, and City/County Association of Governments of San Mateo County ("C/CAG") located in Redwood City, California.

1. **Scope of Work.** NBI agrees to provide to C/CAG the services described in Attachment A, Scope of Work. NBI agrees to meet or exceed the customary standards of care and professionalism in performing all services under this Agreement.

2. **Compensation and Payment.** C/CAG agrees to pay to NBI total compensation not to exceed \$10,000 for the tasks outlined in Attachment A. NBI shall submit an invoice in the amount of \$5,000 (approximately one-half of the budget) upon the signing of this Agreement, with payment due within 15 days of C/CAG's receipt of invoice. Within 15 days following the workshop event, NBI shall submit an invoice for the remaining amount due. Payment shall be made to NBI within 30 days of C/CAG's receipt of each invoice.

3. **Term.** This Agreement shall become effective on April 17, 2015, and shall conclude on June 30, 2015.

4. **Termination.** Either party may terminate this Agreement without cause upon 14 days' written notice to the other. In the event of termination without cause by C/CAG, NBI shall be entitled to payment for all services performed satisfactorily prior to the effective date of termination and shall be responsible to immediately return all funds advanced in excess of such amount.

5. **Independent Contractor.** NBI shall at all times be deemed to be an independent contractor. Nothing contained in this agreement shall be construed as creating the relationship of agent, servant, partnership, joint venture, association, or employer and employee between C/CAG and NBI.

6. **Assignment and Subcontracting.** Neither party may assign its obligations or rights under this Agreement or any portion thereof to a third party.

7. **Confidentiality.** NBI acknowledges that in the course of providing services under this Agreement it may receive or be shown "Confidential Information." NBI agrees not to disclose any such "Confidential Information" without C/CAG's prior written consent. "Confidential Information" includes, but is not limited to, all information designated as confidential and all intellectual property and proprietary information of C/CAG. NBI shall not be liable for disclosure or use of Confidential Information which: (1) is generally available to the public without breach of this Agreement; (2) is disclosed with the prior written approval of the disclosing party; or (3) is required to be released by law or court order but only after actual prior written notice has been delivered to Contractor.

8. **Nondisclosure of Funder Information.** C/CAG agrees not to disclose to any third party the identity and identifying information of NBI's donors, contributors or funders without the prior written consent of NBI. For reference, NBI agrees to provide a list of any organizations that have been named as donors, contributors or funders to NBI involved in the scope of work of this project to C/CAG. C/CAG understands and agrees that disclosing such information to any third party by any means without such consent constitutes a breach of this Agreement.

9. **Representations and Warranties.** NBI represents and warrants that NBI has the legal right and authority to enter into this Agreement and that NBI's performance hereunder will not conflict with or violate any commitment, agreement or understanding with any other person or entity. NBI further

warrants the suitability of the services provided hereunder for the uses intended under this Agreement.

10. **Indemnification.** NBI shall indemnify and save harmless C/CAG from all claims, suits or actions to the extent caused by the negligence, errors, acts or omissions of NBI, its agents, officers or employees related to or resulting from performance, or non-performance, under this Agreement.

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

11. **Governing Law.** This Agreement shall be governed by the laws of the State of California, without regard to its choice of law rules, and any suit or action initiated by either party shall be brought in the County of San Mateo, California.

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

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

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

Required insurance shall include:

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

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

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

13. **Non-discrimination.** NBI and any subcontractors performing the services on behalf of the

Contractor shall not discriminate or permit discrimination against any person or group of persons on the basis of race, color, religion, national origin or ancestry, age, sex, sexual orientation, mental or physical disability or veteran's status, or in any manner prohibited by federal, state or local laws.

14. **Compliance with All Laws.** NBI shall at all times comply with all applicable laws and regulations, including without limitation those regarding services to disabled person, including any requirements of Section 504 of the Rehabilitation Action of 1973.

15. **Substitutions.** If particular people are identified in this Agreement as providing services under this Agreement, NBI will not assign other to work in their place without the written permission from C/CAG. Any substitutions shall be with a person of commensurate experience and knowledge.

16. **Sole Property of C/CAG.** Work product of NBI which are delivered under this Agreement or which are developed, produced and paid for under this Agreement, shall be and become the property of C/CAG. NBI shall not be liable for C/CAG's use, modification or re-use of products without Contractor's participation or for purpose other than those specifically intended pursuant to this Agreement. Works previously developed by NBI and delivered under this agreement will remain the property of NBI. NBI will provide a digital pdf copy of all materials from the workshop for use by San Mateo.

17. **Counterparts.** This Agreement may be executed in counterparts, each of which when so executed shall be deemed to be an original, and such counterparts shall together constitute one instrument.

18. **Entire Agreement.** This Agreement represents the entire agreement of the parties and may not be modified as to the scope of services, compensation, term or any other provision herein, except in writing signed by both parties.

19. **Notices.** All notices hereby required by C/CAG under this Agreement shall be in writing and delivered in person or sent by certified mail, postage prepaid and addressed as follows:

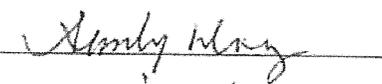
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
Attention: Kim Springer

ACCEPTED AND AGREED TO BY:

NEW BUILDINGS INSTITUTE

CITY/COUNTY ASSOCIATION OF
GOVERNMENTS OF SAN MATEO
COUNTY

By: 

By: 

Name: Ralph DiNola

Name: Sandy Wong

Title: CEO

Title: Executive Director

Date: 5/20/15

Date: 5-26-15

April 16, 2015

Dear San Mateo Colleagues:

Thank you for your interest in working with New Buildings Institute to help support San Mateo County's efforts towards zero energy buildings. Enclosed are a budget estimate and an overview of the content and format for the workshop that we have discussed. Through his effort, NBI could provide support to local governments and other stakeholders to achieve California's policy goals for ZNE buildings by 2020 for all new residential and 2030 for all new commercial buildings.

Overview & Background

In order to help create leadership and advance adoption of ZNE in the market, NBI is offering to develop and host a Getting to Zero Training Workshop to build capacity, knowledge, practice and policy for zero energy buildings. This training workshop builds on the content and curriculum from a series of early adopter workshops developed by NBI for the California Public Utilities Commission in 2013 and 2014. Past workshops have been primarily targeted to the public sector including local governments, state agencies, utilities, k-12 schools and higher education.

Getting to Zero Training Workshops can help build the knowledge among attendees to help support the policy, planning and implementation of successful ZNE projects. These workshops will:

- Give participants an overview of California ZNE policy goals and related expectations and opportunities for local governments,
- Provide customized tools and resources necessary to help support education and advocacy efforts, develop policy targets, and support programs or projects with ZNE performance goals; and
- Foster peer to peer learning networks that will allow ongoing dissemination of information and support related to ZNE practices.

Event Program

These NBI-developed workshops are facilitated and designed to be highly interactive. The intention is to raise general awareness about concepts relative to zero net energy and provide specific tools that the attendees can take back and apply. A typical four to six hour workshop program would include the following:

- An introduction to California's goals for zero net energy by 2030 and research data on national market trends;
- One or more case study presentations that demonstrate the feasibility of achieving zero-net energy performance goals in buildings, including lessons learned;
- Review and discussion of available tools that can be applied to planning, financing, design, operations, outreach and education about ZNE;
- Small working sessions with supporting training materials that can help with developing zero energy goals, targets and strategic planning to advancing ZNE policy and delivery goals for public building pilots and portfolios.
- Optional building tour of a zero energy designed facility

A sample full day agenda for local governments can be found here: [ZNE Leadership Meeting Agenda](#)

Home of:



www.newbuildings.org

Meeting Materials

Workshop participants would leave with a packet of training materials and handouts including one of more related case studies, NBI Watch List of California ZNE and Emerging ZNE Buildings, ZNE Companion Guide fact sheets, planning workbook with worksheets and templates. Follow up communications provide access to digital copies of meeting materials and presentations, as well as a follow up feedback survey and invitation to join the ZNE Leadership Network and notice lists for NBI training webinars and zero energy newsletter.

Budget & Costs

NBI would be happy to support San Mateo in tailoring an event to support their goals in advancing zero energy buildings policy and planning. For reference, an estimated budget of costs for a day-long workshop ranges from \$15-\$18,000 depending on scope. This includes project management, workshop preparation, workshop facilitation, and direct costs as noted below:

BUDGET	Hours	Cost
Project Management	10	\$ 1,785
• Kickoff meeting – internal		
• Kickoff meeting – client		
• Project Management		
Workshop Prep	32	\$ 4,722
• Planning meeting		
• Materials Preparation		
• Labor for Printing/collating		
Workshop	36	\$ 7,115
• Travel to and from		
• Facilitate Workshop		
Direct Costs		\$ 1,378
• Airfare, Lodging, Ground Transportation (2 staff)		
• Printing Costs		
Cost Subtotal	77	\$ 15,000
FUNDING		
San Mateo County (C/CAG)		\$ 10,000
Sponsorships (secured by NBI)		\$ 5,000
TOTAL		\$ 15,000

Direct costs of print materials and lodging and airfare are included above. We anticipate San Mateo will provide coordination of event logistics, food, rental costs for venues, audio/visual requirements, and/or tour bus travel as well as primary promotion and outreach for the event. NBI will also support the event with outreach via our ZNE newsletter and other outreach partners.

Thank you for your leadership in zero energy buildings and your interest in working with NBI. Please let us know if you have any questions or need additional information in framing your event. We look forward to the opportunity of supporting you to advance your zero net energy work.

Sincerely,



Ralph DiNola, Chief Executive Officer
 New Buildings Institute
 ralph@newbuildings.org

C/CAG AGENDA REPORT

Date: June 11, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of
Daly City Planned Development Standards for the Serramonte Shopping Center

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

RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the City of Daly City Planned Development Standards for the Serramonte Shopping Center are consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

FISCAL IMPACT

None

SOURCE OF FUNDS

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

BACKGROUND

The Airport Land Use Committee (ALUC) meeting in May was canceled. This recommendation is being brought forward to the Board without a recommendation from the ALUC due to the time sensitive nature of consistency determinations.

The City of Daly City has been working on an application to expand the Serramonte Shopping Center. In order for the expansion to occur the project required new Planned Development Standards for the Serramonte Shopping Center site which establish a Planned Development Zoning District. These standards were revised to allow for the expansion of the shopping center and included an increase in height for buildings up to a maximum of 85 feet. This new zoning is specific to the Serramonte Shopping Center parcels.

Daly City Serramonte Center, LLC, is proposing to expand the existing Shopping Center over the course of approximately 10 years. At buildout, the project would add a maximum of 328,600 square feet of retail, entertainment, and restaurant space; a 65,000-square-foot medical building; and a 75,000-square-foot hotel. Additionally, a maximum 348,000-square-foot aboveground parking garage with up to 1,080 parking spaces would be constructed on the northwestern side of the shopping center when the existing parking fields on the property cannot support the City-mandated ratio of stalls to retail area.

DISCUSSION

I. ALUCP Consistency Evaluation

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

(a) Noise Policy Consistency Analysis

The Community Noise Equivalent Level (CNEL) 65 dB aircraft noise contour defines the state and federal threshold for aircraft noise-sensitive land use impacts. This is the threshold used by the SFO ALUCP. A portion of the City of Daly City is inside of the CNEL 65 dB noise exposure contours for SFO. However, the Serramonte Shopping Center site is located outside of this noise contour.

Therefore, the City of Daly City Planned Development Standards for the Serramonte Shopping Center are consistent with the SFO ALUCP noise policies.

(b) Safety Criteria

The California Airport/Land Use Planning Handbook requires airport land use compatibility plans to include safety zones for each runway end. The SFO ALUCP includes safety zones and related land use compatibility policies and criteria. The Serramonte Shopping Center housing opportunity sites are located outside the safety zone configurations established for the SFO ALUCP.

Therefore, the City of Daly City Planned Development Standards for the Serramonte Shopping Center are consistent with the SFO ALUCP safety policies.

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

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

The Serramonte Shopping Center is located inside of the Outer Boundary of TERPS Approach and One Engine Inoperative (OEI) Departure Surfaces. The SFO Planning Staff, using SFO's iALP Airspace Tool, provided an analysis of the obstruction height for the parcels that comprise the Serramonte Shopping Center. This analysis shows that the lowest critical aeronautical surface for the Serramonte Shopping Center parcels that cannot be exceeded by a structure is approximately 155.21 feet above ground level. The maximum height allowed in the new Planned Development Standards is 85 feet above ground level.

Therefore, the City of Daly City Planned Development Standards for the Serramonte Shopping Center are consistent with the SFO ALUCP airspace protection policies.

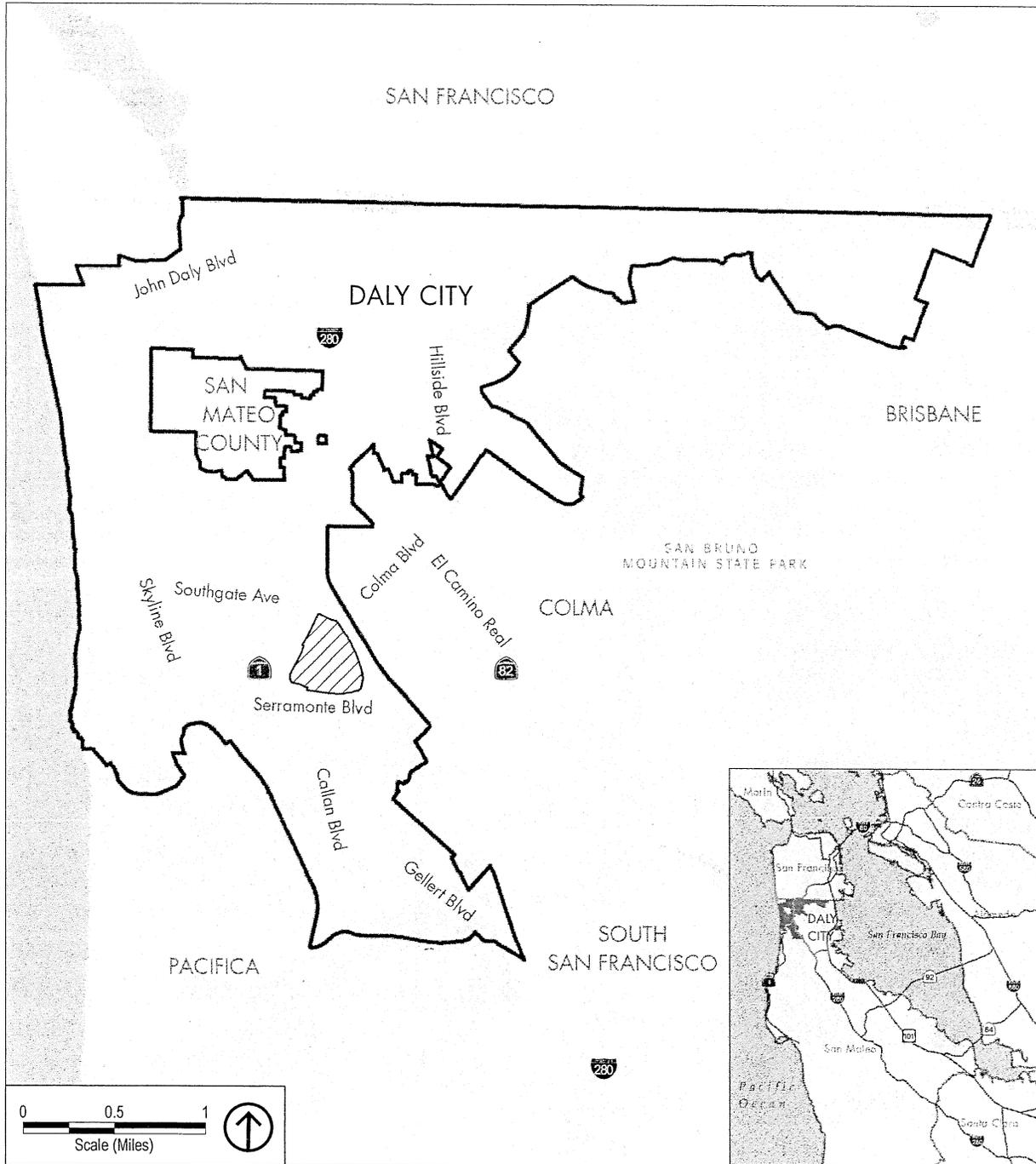
Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. The city should notify Daly City Serramonte Center, LLC at the earliest opportunity to file form 7460-1 *Notice of Proposed Construction or Alteration*,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

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

ATTACHMENTS

- Attachment 1 – Location map for Serramonte Shopping Center
- Attachment 2 – Exhibit IV-17 – Critical Aeronautical Surfaces

PROJECT DESCRIPTION



SOURCE: SAN MATEO COUNTY, 2013; METROPOLITAN TRANSPORTATION COMMISSION, 2013; PlaceWorks, 2014; ESRI 2010; FHA 2002.

-  Project Boundary Site
-  City Limits

PLACEWORKS

Figure 3-1
Regional and Local Location

C/CAG AGENDA REPORT

Date: June 11, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-29 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo, Office of Sustainability for an amount not to exceed \$40,000 for staff services for the Resource Management and Climate Protection Committee and the Local Task Force for FY 2015-16.

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

RECOMMENDATION

That the C/CAG Board adopt Resolution 15-29 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo, Office of Sustainability, for an amount not to exceed \$40,000 for staff services for the Resource Management and Climate Protection (RMCP) Committee and the Local Task Force for FY 2015-16.

FISCAL IMPACT

\$40,000 (budgeted for FY 2015-16)

SOURCE OF FUNDS

The Congestion Relief Fund is the source of funds for the staffing of the RMCP Committee and the General fund is the source of funds for the staff work related to the Local Task Force.

BACKGROUND/DISCUSSION

Since the inception of the C/CAG Resource Management and Climate Protection (RMCP) committee, C/CAG has been contracting with the County of San Mateo, Department of Public Works to provide staff services for the RMCP committee. However, due to the internal reorganization of the County staff, those staff who have been supporting RMCP will be transferred from the Public Works Department to the Office of Sustainability in the County, effective July 1, 2015. Hence, this agreement, is by and between C/CAG and the County Office of Sustainability.

The RMCP Committee provides advice and recommendations to the Congestion Management and Environmental Quality (CMEQ) Committee and the full C/CAG Board on matters related to energy and water and climate action/adaptation efforts in San Mateo County. The RMCP Committee also reports on the San Mateo County Energy Watch (SMCEW) and updates, supports and promotes the goals and data outlined in the San Mateo County Energy Strategy, including: energy, water, collaboration between cities and the utilities, leadership and economic

opportunities related to the RMCP committee's efforts. The San Mateo County Energy Strategy was adopted by all cities in San Mateo County in 2009.

Through the third quarter of FY 2014-15, the County has invoiced C/CAG for \$26,407.88 of the \$40,000 budgeted for staff support to the RMCP Committee. \$5,597.05 was invoiced to C/CAG for solid waste planning in (the previous) FY 2013-14 to support the five-year review of the Countywide Integrated Waste Management Plan (CIWMP). The need for support for solid waste planning to C/CAG in FY 2015-16 is unlikely, unless there are changes (closures or openings) in non-disposal facilities in San Mateo County. In this case, C/CAG would be required to provide comments.

Based on this history, staff has prepared a new FY 2015-16 agreement for staff services provided to the Resource Management and Climate Protection Committee and the Local Task Force.

ATTACHMENTS

- Resolution 15-29
- Agreement between C/CAG and County

RESOLUTION 15-29

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT BETWEEN C/CAG AND THE COUNTY OF SAN MATEO, OFFICE OF SUSTAINABILITY FOR AN AMOUNT NOT TO EXCEED \$40,000 FOR STAFF SERVICES FOR THE RESOURCE MANAGEMENT AND CLIMATE PROTECTION COMMITTEE AND THE LOCAL TASK FORCE FOR FISCAL YEAR 2015-16.

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

WHEREAS, C/CAG desires to obtain services from the County of San Mateo, Office of Sustainability (County) to serve as the primary technical staff support function for the Resource Management and Climate Protection Committee on matters related to energy, water, and greenhouse gas emission reduction strategies; and

WHEREAS, C/CAG desires to obtain services from the County to serve as staff to the Local Task Force on matters related to solid waste;

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 the County of San Mateo, Office of Sustainability in an amount not to exceed \$40,000 for staff services for the Resource Management and Climate Protection Committee and the Local Task Force for fiscal year 2015-16, and further authorize the Executive Director to negotiate final terms of the agreement prior to its execution by the Chair, subject to C/CAG Legal Counsel approval.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF JUNE 2015.

Mary Ann Nihart, Chair

**AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO
COUNTY (C/CAG) AND THE COUNTY OF SAN MATEO, OFFICE OF
SUSTAINABILITY FOR AN AMOUNT NOT TO EXCEED \$40,000 FOR
STAFF SERVICES FOR THE RESOURCE MANAGEMENT AND
CLIMATE PROTECTION COMMITTEE AND THE LOCAL TASK FORCE
FOR FISCAL YEAR 2015-2016**

This Agreement entered this ____ day of ____ 2015, by and between the CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, a joint powers agency, hereinafter called "C/CAG" and the COUNTY OF SAN MATEO, Office of Sustainability, a department under a subdivision of the State of California, hereinafter called "COUNTY."

W I T N E S S E T H

WHEREAS, C/CAG is committed to working with the cities in San Mateo County on issues related to solid waste, resource conservation and climate protection; and

WHEREAS, C/CAG desires to obtain services from the COUNTY to serve as the primary technical staff support function for the Resource Management and Climate Protection Committee of C/CAG on matters related to energy, water, and greenhouse gas emission reduction strategies and for the Local Task Force of C/CAG on matters related to solid waste; and

WHEREAS, the COUNTY is committed to providing staff services for said Resource Management and Climate Protection Committee and the solid waste Local Task Force;

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

1. **Services to be provided by COUNTY.** The COUNTY shall provide services as described in Exhibit A, attached hereto and incorporated by reference herein.
2. **Payments.** In consideration of the services rendered in accordance with all terms, conditions and specifications set forth herein and in Exhibit A, C/CAG shall reimburse COUNTY for eligible costs as set forth in Exhibit A, for an amount not to exceed \$40,000. Payments shall be made within 30 days after receipt and approval of monthly invoices from the COUNTY.
3. **Relationship of the Parties.** It is understood that the COUNTY enters into this Agreement as an Independent Contractor and the Agreement is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of Independent Contractor.
4. **Non-Assignability.** COUNTY shall not assign this Agreement or any portion thereof to a third party without the prior written consent of C/CAG, and any attempted assignment

without such prior written consent is in violation of this Section and shall be grounds for termination of this Agreement.

5. **Contract Term.** This Agreement shall be in effect and cover cost as set out in Exhibit A from July 1, 2015 and shall terminate on June 30, 2016; provided, however, C/CAG may terminate this Agreement at any time for any reason by providing 30 days' written notice to COUNTY. COUNTY may terminate this Agreement at any time for any reason by providing 30 days' written notice to C/CAG. Termination will be effective on the date specified in the notice. In the event of termination under this paragraph, COUNTY shall be paid for all services provided to the date of termination.

6. **Hold Harmless/Indemnity.** COUNTY shall defend, indemnify and save harmless C/CAG and its member agencies and their employees, agents and officers from all claims, suits, damages or actions arising from COUNTY's performance under this Agreement.

C/CAG shall defend, indemnify and save harmless County and its member agencies and their employees, agents and officers from all claims, suits, damages or actions arising from C/CAG's performance under this Agreement.

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

7. **Workers' Compensation Coverage.** Statutory Workers' Compensation Insurance and Employer's Liability Insurance will be provided by the COUNTY with limits of not less than one million dollars (\$1,000,000) for any and all persons employed directly or indirectly by COUNTY. In the alternative, COUNTY may rely on a self-insurance program to meet these requirements so long as the program of self-insurance complies fully with the provisions of the California Labor Code. In such case, excess Workers' Compensation Insurance with statutory limits shall be maintained. The insurer, if insurance is provided, and the COUNTY, if a program of self-insurance is provided, shall waive all rights of subrogation against C/CAG for loss arising from worker injuries sustained under this Agreement.

8. **Liability Insurance.** COUNTY shall take out and maintain during the life of this Agreement such Bodily Injury Liability and Property Damage Liability Insurance as shall protect COUNTY, its employees, officers and agents while performing work covered by this Agreement from any and all claims for damages for bodily injury, including accidental death, as well as any and all operations under this Agreement, whether such operations be by COUNTY or by any sub-contractor or by anyone directly or indirectly employed by either of them. In the alternative, COUNTY may rely on a self-insurance program to meet these requirements so long as the program of self-insurance complies fully with the provisions of the California Labor Code.

In the event of the breach of any provision of this Section, or in the event any notice is

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

9. **Non-discrimination.** COUNTY and its subcontractors performing the services on behalf of the COUNTY shall not discriminate or permit discrimination against any person or group of persons on the basis or race, color, religion, national origin or ancestry, age, sex, sexual orientation, marital status, pregnancy, childbirth or related conditions, medical condition, mental or physical disability or veteran's status, or in any manner prohibited by federal, state or local laws.
10. **Accessibility of Services to Disabled Persons.** COUNTY, not C/CAG, shall be responsible for compliance with all applicable requirements regarding services to disabled persons, including any requirements of Section 504 of the Rehabilitation Act of 1973.
11. **Substitutions.** If particular people are identified in Exhibit A as working under this Agreement, COUNTY will not assign others to work in their place without written permission from C/CAG. Any substitution shall be with a person of commensurate experience and knowledge.
12. **Joint Property.** As between C/CAG and COUNTY any system or documents developed, produced or provided under this Agreement shall become the joint property of C/CAG and the COUNTY.
13. **Access to Records.** COUNTY shall retain, for a period of no less than five years, all books, documents, papers, and records which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcriptions, and shall provide C/CAG, its member agencies, and or their auditors with access to said books and records.

COUNTY shall maintain all required records for five years after C/CAG makes final payments.
14. **Merger Clause.** This Agreement constitutes the sole agreement of the parties hereto with regard to the matters covered in this Agreement. Any prior agreement, promises, negotiations or representations between the parties not expressly stated in this document are not binding.
15. **Amendments.** Any changes to this Agreement shall be incorporated in written amendments and executed by both County and C/CAG. No claim for additional compensation or extension of time shall be recognized unless contained in a duly executed amendment.
16. **Governing Law.** This Agreement shall be governed by the laws of the State of California

and any suit or action initiated by either party shall be brought in the County of San Mateo, California.

IN WITNESS WHEREOF, the parties hereto have affixed their hands to this Agreement for Staff Services for the Resource Management and Climate Protection Committee and the Local Task Force on the day and year first above indicated.

County of San Mateo (County)

By _____
Jim Eggemeyer
County Office of Sustainability - Director

Date

Approved as to Form By _____
County Counsel

Date

City/County Association of Governments (C/CAG)

By _____
Mary Ann Nihart
C/CAG Chair

Date

Approved as to Form By _____
C/CAG Legal Counsel

Date

Exhibit A

STAFF SERVICES FOR THE RESOURCE MANAGEMENT AND CLIMATE PROTECTION COMMITTEE AND TO C/CAG AS THE LOCAL TASK FORCE

SCOPE OF WORK

- 1.0 Introduction - The City/ County Association of Governments of San Mateo County (C/CAG) is committed to working with the cities in San Mateo County on issues related to solid waste, resource conservation and climate protection and desires to contract with the County of San Mateo, Office of Sustainability (County) for staff support of the C/CAG Resource Management and Climate Protection committee and to provide technical staff support to the solid waste Local Task Force. County will assign Kim Springer, Susan Wright, and their subordinate staff to deliver the work under this agreement.
- 2.0 Management and Staffing Oversight - the County shall provide adequate reporting and information, and attend meetings with C/CAG staff as necessary to support the Resource Management and Climate Protection Committee, and shall provide reports and presentations to the C/CAG Board as necessary to ensure that the responsibilities of the solid waste Local Task Force are administered.
- 3.0 Specific Scope of Work – the County shall:
 - 3.1 Provide staffing for the Resource Management and Climate Protection Committee, including the development of agendas, writing of minutes and the provision of strategic support for ongoing initiatives
 - 3.2 Provide staff support to the Local Task Force (C/CAG Board) on matters related to Solid Waste including Non-Disposal Facility Element (NDFE) amendments and other matters related to Countywide Integrated Waste Management Planning
- 4.0 Reporting - The County of San Mateo shall report to the C/CAG Board and other C/CAG committees on activities related to this scope of work upon request during the 2015-2016 fiscal year.
- 5.0 Payments - The County shall submit invoices for services provided along with supporting documentation including labor hours and rates (which rates shall be no greater than the rate which will fully compensate the county for its costs associated with that employee, commonly referred to as the "fully loaded rate" and all other related costs for management and staffing. C/CAG shall pay invoices within 30 days of receipt.

C/CAG AGENDA REPORT

Date: June 11, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolutions 15-30 and 15-31 authorizing the submission of grant applications, acceptance of allocated fund, and the execution of grant agreements with the San Mateo County Transportation Authority for funding to prepare the project approval and environmental documentation for the US 101 Auxiliary Lane Project (Oyster Point-San Francisco County Line) and the US 101 High-Occupancy Vehicle/ Toll Lane (HOV/HOT) Project (from Whipple to south of the I-380 Interchange).

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

RECOMMENDATION

That the C/CAG Board review and approve of Resolutions 15-30 and 15-31 authorizing the submission of grant applications, acceptance of allocated fund, and the execution of grant agreements with the San Mateo County Transportation Authority for funding to prepare the project approval and environmental documentation for the US 101 Auxiliary Lane Project (Oyster Point-San Francisco County Line) and the US 101 High-Occupancy Vehicle/ Toll Lane (HOV/HOT) Project (from Whipple to south of the I-380 Interchange).

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

SMCTA Measure A Highway Program funds.

BACKGROUND

On May 8, 2015, the SMCTA issued a call for project for their Measure A Highway Program. A total of \$125 million is available for projects that reduce congestion in commute corridors. Applications are due June 15, 2015.

In general, highway and roadway improvements on congested commute corridors are eligible for Highway Program funds. The program focuses on removing bottlenecks in the most congested highway commute corridors, reducing congestion, and improving throughput along critical congested commute corridors. Maintenance and rehabilitation projects for highways and roadways are not eligible.

In the fall of 2012, C/CAG was awarded SMCTA Measure A funding to develop Project Study Reports for the US 101 Auxiliary Lanes from Oyster Point to San Francisco County Line as well as the US 101 High-Occupancy Vehicle (HOV) Project (from Whipple to south of the I-380 interchange).

The US 101 High-Occupancy Vehicle (HOV) Project Study Report was completed in early May 2015. The US 101 Auxiliary Lane study is in its final draft form and is awaiting Caltrans approval.

C/CAG functions as a regional transportation planning agency for San Mateo County and is qualified to apply for this competitive grant. The City of South San Francisco is a co-sponsor for the auxiliary lane project and Caltrans is a partner agency with C/CAG on the US 101 High-Occupancy Vehicle/ Toll Lane (HOV/HOT) Project. C/CAG will be submitting applications to SMCTA for the following two project scopes based on estimates generated from the project study reports:

1. US 101 High-Occupancy Vehicle/ Toll Lane (HOV/HOT) Project (from Whipple to south of the I-380 Interchange) – Requesting approximately \$8,500,000 for the project approval and environmental document phase.
2. US 101 Auxiliary Lanes from Oyster Point to San Francisco County Line – Requesting approximately \$8,000,000 for the project approval and environmental document phase.

C/CAG is designating SMCTA as the implementing agency. In order to maximize the available expertise from Caltrans and SMCTA, C/CAG is requesting the use of a Caltrans /SMCTA consultant “integrated team” approach for both projects to help expedite the delivery process. It is anticipated that some level of State Transportation Improvement Program (STIP) funds will be directed towards a future phase of the US 101 High-Occupancy Vehicle/ Toll Lane (HOV/HOT) Project during the STIP development process.

SMCTA requires board resolutions, from project sponsors, for all project scope phases beyond the study phase (e.g. environmental clearance, design, and construction). Future phases of the project beyond the project approval and environmental document phase will be presented to the C/CAG Board for decisions. Anticipated future phases of work include design and construction.

It is recommended that the C/CAG board direct staff to submit funding applications for the above two projects and authorize the Chair to accept any awarded funds on behalf of the City/County Association of Governments.

ATTACHMENTS

1. Resolution 15-30 supporting the US 101 HOV/ HOT Lane Project from Whipple to South of the I-380 Interchange.
2. Resolution 15-31 supporting of the US 101 Auxiliary Lane Project from Oyster Point to SF County Line

RESOLUTION NO. [15 – 30]

A RESOLUTION OF THE CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY SUPPORTING THE US 101 HIGH-OCCUPANCY VEHICLE/ TOLL LANE (HOV/HOT) PROJECT FROM WHIPPLE TO SOUTH OF THE I-380 INTERCHANGE AND SUBMITTING AN APPLICATION FOR MEASURE A HIGHWAY PROGRAM FUNDING FOR THE PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT PHASE

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

WHEREAS, there is heavy congestions and overall operational degradation throughout the US 101 Corridor, and

WHEREAS, the US 101 High-Occupancy Vehicle/ Toll Lane (HOV/HOT) Project (from Whipple to south of the I-380 Interchange) is anticipated to alleviate this congestion, and

WHEREAS, it will cost \$8.5 million to develop reports and technical studies required as part of the project approval and environmental document phase as well as for project management, and

WHEREAS, C/CAG wishes to sponsor this phase of the project, in cooperation with the Department of Transportation (Caltrans), and

WHEREAS, the C/CAG is requesting the San Mateo County Transportation Authority (TA) to implement the project approval and environmental document phase using a Caltrans integrated team approach, and

WHEREAS, the C/CAG seeks \$8.5 million from the San Mateo County Transportation Authority (TA) for the project approval, environmental document approval, and for project management, and

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions and use tax in San Mateo County for 25 years, with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the TA the half-cent transactions and use tax

for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A); and

WHEREAS, TA issued a Call for Projects for the Measure A Highway Program funds on May 8, 2015, and

WHEREAS, TA requires a governing board resolution from C/CAG in support of the application for \$8.5 million in San Mateo County Measure A Highway Program funds for the project approval, the environmental document approval, and for project management, and

WHEREAS, TA requires a governing board resolution from the C/CAG committing to the completion of the project approval and environmental document phase, and

NOW, THEREFORE, BE IT RESOLVED by the City/ County Association of Governments of San Mateo County that

1. Staff is directed to submit an application for TA Measure A Highway Program funds for \$8.5 million for the project approval, the environmental document approval, and for project management of the US 101 High-Occupancy Vehicle/ Toll Lane (HOV/HOT) Project (from Whipple to south of the I-380 Interchange).
2. The C/CAG Chair is authorized to execute a Memorandum of Understanding (MOU) with the San Mateo County Transportation Authority to encumber any Measure A Highway Program funds awarded for the development of the Project Approval and Environmental Document.
3. The C/CAG Chair is authorized to execute funding agreement with the San Mateo County Transportation Authority to encumber any Measure A Highway Program funds awarded for project management.
4. Let it be known C/CAG plans to program State Transportation Improvement Program (STIP) funds towards the completion of the overall project.

PASSED, APPROVED AND ADOPTED THIS 11TH DAY OF JUNE 2015.

Mary Ann Nihart, Chair

RESOLUTION NO. [15 – 31]

A RESOLUTION OF THE CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY SUPPORTING THE US101 AUXILIARY LANE PROJECT - BETWEEN OYSTER POINT BOULEVARD INTERCHANGE AND THE SAN FRANCISCO COUNTY LINE AND SUBMITTING AN APPLICATION FOR MEASURE A HIGHWAY PROGRAM FUNDING FOR THE PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT PHASE

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

WHEREAS, there is inadequate weaving sections on the mainline on the US 101 Corridor between Oyster Point Boulevard and the San Francisco County line, and

WHEREAS, the US101 Auxiliary Lane Project between Oyster Point Boulevard Interchange and the San Francisco County line is anticipated to improve weaving operations and enhance safety, and

WHEREAS, it will cost \$8 million to develop reports and technical studies required as part of the project approval and environmental document phase as well as for project management, and

WHEREAS, C/CAG wishes to sponsor this phase of the project, in cooperation with the City of South San Francisco, and

WHEREAS, the C/CAG is requesting the San Mateo County Transportation Authority (TA) to implement the project approval and environmental document phase using a Caltrans integrated team approach, and

WHEREAS, the C/CAG seeks \$8 million from the San Mateo County Transportation Authority (TA) for project approval, for environmental document approval, and for project management, and

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions and use tax in San Mateo County for 25 years, with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the TA the half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A); and

WHEREAS, TA issued a Call for Projects for the Measure A Highway Program funds on May 8, 2015, and

WHEREAS, TA requires a governing board resolution from C/CAG in support of the application for \$8 million in San Mateo County Measure A Highway Program funds for the project approval, the environmental document approval, and for project management, and

WHEREAS, TA requires a governing board resolution from the C/CAG committing to the completion of the project approval and environmental document phase, and

NOW, THEREFORE, BE IT RESOLVED by the City/ County Association of Governments of San Mateo County that

1. Staff is directed to submit an application for TA Measure A Highway Program funds for \$8 million for the project approval, the environmental document approval, and for project management of the US101 Auxiliary Lane Project between Oyster Point Boulevard Interchange and the San Francisco County line.
2. The C/CAG Chair is authorized to execute a Memorandum of Understanding (MOU) with the San Mateo County Transportation Authority to encumber any Measure A Highway Program funds awarded for the development of the Project Approval and Environmental Document.
3. The C/CAG Chair is authorized to execute funding agreement with the San Mateo County Transportation Authority to encumber any Measure A Highway Program funds awarded for project management.

PASSED, APPROVED AND ADOPTED THIS 11TH DAY OF JUNE 2015.

Mary Ann Nihart, Chair

Date: June 11, 2015
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approval of Resolution 15-32 authorizing the Executive Director or his/her duly authorized representative to sign funding applications for Federal, State, and/ or Regional grant opportunities.

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

RECOMMENDATION

Review and approval of Resolution 15-32 authorizing the Executive Director or his/her duly authorized representative to sign funding applications for Federal, State, and/ or Regional grant opportunities.

FISCAL IMPACT

None

SOURCE OF FUNDS

Allows C/CAG to apply for Federal, State, or Regional grant funding.

BACKGROUND

Federal, State, and Regional Grant opportunities often arise with short deadlines or deadlines that do not align with C/CAG board meeting schedules. Some grant administering agencies require confirmation that the representative signing the grant application has the governing body's authorization to sign grant applications on behalf of the agency.

The C/CAG Procurement Policy will continue to be adhered to for all contracts and funding agreements and funding commitments.

ATTACHMENTS

1. Resolution 15-32

RESOLUTION 15-32

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE EXECUTIVE DIRECTOR OR HIS/ HER DULY AUTHORIZED REPRESENTATIVE TO SIGN FUNDING APPLICATIONS FOR FEDERAL, STATE, AND/ OR REGIONAL GRANT OPPORTUNITIES

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

WHEREAS, the City/County Association of Governments of San Mateo County (C/CAG) is an eligible applicant for federal, state, and regional funding opportunities for projects and/ or programs, and

WHEREAS, grant administering agencies often require confirmation that the application signatory is authorized by the applicant's governing body's to sign grant applications, and

WHEREAS, the C/CAG board wishes to delegate authority to the Executive Director or his/her duly authorized representative to sign Federal, State, and/ or Regional grant funding applications, and

WHEREAS, the C/CAG Procurement Policy will continue to apply to all contract and funding agreements.

NOW THEREFORE BE IT RESOLVED, that the Executive Director of C/CAG or his/her duly authorized representative is hereby authorized to sign Federal, State, and/ or Regional grant funding applications.

PASSED, APPROVED, AND ADOPTED, THIS 11 DAY OF JUNE 2015.

Mary Ann Nihart, Chair

C/CAG AGENDA REPORT

Date: June 11, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approve Resolution 15-20 authorizing the C/CAG Chair to execute Amendment No. 2 to the agreement with SCI Consulting Group, Inc., extending the term through June 30, 2016 at no additional cost to enable continued technical support for a potential countywide stormwater funding initiative.

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

RECOMMENDATION

Review and approve Resolution 15-20 authorizing the C/CAG Chair to execute Amendment No. 2 to the agreement with SCI Consulting Group, Inc., extending the term through June 30, 2016 at no additional cost to enable continued technical support for a potential countywide stormwater funding initiative.

FISCAL IMPACT

None – proposed time extension only. Sufficient funds are included in the proposed C/CAG Budget for Fiscal Year 2015-16 for the previously approved contract work.

SOURCE OF FUNDS

The agreement is funded out of the NPDES Stormwater Fund.

BACKGROUND

C/CAG retained SCI Consulting Group, Inc. (SCI) in January 2013 to provide technical support for a potential countywide stormwater funding initiative through June 30, 2014. C/CAG's Executive Director signed contract Amendment No. 1, extending SCI's agreement, at no additional cost, through June 30, 2015. Contract work has generally been on hold for the past year as C/CAG awaited legislative authority to pursue a countywide funding initiative and a draft revised Municipal Regional Stormwater Permit outlining member agency responsibilities over the next five-year permit term. AB 2170 (Mullin), signed into law last year, granted joint powers agencies taxation authority when such power is jointly held by all member agencies, and Regional Water Board staff released a draft permit in May. The proposed extension will keep the contract active and allow staff to engage the C/CAG Board and member agencies during the coming fiscal year on a potential countywide funding initiative.

ATTACHMENTS

1. Resolution 15-20
2. Amendment No 2 to SCI's Funding Agreement

RESOLUTION 15-20

AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO. 2 TO THE AGREEMENT WITH SCI CONSULTING GROUP, INC., EXTENDING THE TERM THROUGH JUNE 30, 2016 AT NO ADDITIONAL COST TO ENABLE CONTINUED TECHNICAL SUPPORT FOR A POTENTIAL COUNTYWIDE STORMWATER FUNDING INITIATIVE

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

WHEREAS, C/CAG administers the Countywide Water Pollution Prevention Program; and

WHEREAS, C/CAG requires outside consulting services to provide technical assistance to evaluate the feasibility of and potentially implement a countywide funding initiative for stormwater compliance activities to assist its member agencies in meeting mandated requirements of the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit (MRP); and

WHEREAS, C/CAG's contract with SCI Consulting Group ends on June 30, 2015; and

WHEREAS, C/CAG desires to extend SCI Consulting Group's contract to allow continued evaluation of a potential funding initiative;

NOW, THEREFORE BE IT RESOLVED that the C/CAG Chair is authorized to execute an extension to SCI Consulting Group's contract, extending the term through June 30, 2016 at no additional cost to enable continued technical support for a potential countywide stormwater funding initiative.

PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF JUNE, 2015.

Mary Ann Nihart, Chair

**AMENDMENT (No. 2) TO THE AGREEMENT BETWEEN THE CITY/COUNTY
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AND SCI
CONSULTING GROUP, INC.**

WHEREAS, the Board of Directors of the City/County Association of Governments for San Mateo County (hereinafter referred to as C/CAG) and SCI Consulting Group, Inc., (hereinafter referred to as Consultant) are parties to an 18-month agreement for consulting services dated January 1, 2013 (the "Existing Agreement") with subsequent amendment (No. 1) granting a one-year time extension to June 30, 2015; and

WHEREAS, C/CAG desires ongoing consulting services to support a potential countywide funding initiative for stormwater pollution prevention programs mandated in the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit; and

WHEREAS, under the Existing Agreement, Consultant will provide services to support a potential initiative; and

WHEREAS, the Municipal Regional Permit is in the process of being reissued and decisions on a potential funding initiative are generally on hold until a revised permit is issued; and

WHEREAS, the Existing Agreement expires on June 30, 2015; and

WHEREAS, Consultant and C/CAG wish to extend the Existing Agreement for an additional twelve months at no additional cost;

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

1. The Existing Agreement is amended to provide that its term is extended to June 30, 2016.
2. All other provisions of the Existing Agreement shall remain in full force and effect.
3. In the event of a conflict between the terms of this Amendment and the terms of the Existing Agreement, the terms of this Amendment shall prevail.

For C/CAG:

For Consultant:

Mary Ann Nihart, Chair

Signature

Date: _____

By: _____

Approved as to form:

C/CAG Legal Counsel

C/CAG AGENDA REPORT

Date: June 11, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-22, authorizing the C/CAG Chair to execute Amendment No. 10 to the agreement with Eisenberg, Olivieri, and Associates, extending the contract through September 30, 2015 at no additional cost for technical support to the countywide stormwater program.

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

RECOMMENDATION

Review and approval of Resolution 15-22, authorizing the C/CAG Chair to execute Amendment No. 10 to the agreement with Eisenberg, Olivieri, and Associates, extending the contract through September 30, 2015 at no additional cost for technical support to the countywide stormwater program.

FISCAL IMPACT

None – proposed time extension only.

SOURCE OF FUNDS

N/A

BACKGROUND

Eisenberg, Olivieri, and Associates (EOA) is contracted to provide technical support to C/CAG staff and member agencies in association with requirements from the San Francisco Bay Regional Water Quality Control Board (Water Board) via municipal stormwater permits. Technical support from EOA comes in two main forms – direct support to agencies for their local compliance programs (primarily through the Stormwater Committee, Stormwater Technical Advisory Committee, seven technical subcommittees, and annual training workshops) or through performing compliance activities directly on behalf of member agencies (such as monitoring water quality throughout the county or implementing pilot pollutant control reduction programs).

C/CAG staff is currently conducting a competitive Request for Qualifications (RFQ) process to identify the most qualified consulting firms or teams to engage in on-call contracts for technical support to C/CAG's member agencies and the countywide stormwater program for the next MRP period. Seventeen Statements of Qualifications were received in May and are being reviewed by

a panel. Upon recommendation from the panel, staff anticipates bringing recommendation on multiple on-call contracts to the C/CAG Board for consideration in August.

There are a number of tasks that EOA will be unable to complete by June 30 under the current contract, primarily due to the significant resources EOA has committed to assisting C/CAG's member agencies in reviewing and commenting on the administrative and public review drafts of the revised Municipal Regional Permit. This is a critical support issue for C/CAG's member agencies; it has, however, been a much more resource-intensive effort than anticipated by both C/CAG and EOA staffs, and has slowed down several other less-critical tasks. In addition, timing issues with several EOA subcontractors have slowed a few projects, including developing conceptual designs for a stormwater-to-sanitary sewer diversion project in San Carlos for PCB removal and laboratory analyses for benthic macro-invertebrates for countywide water quality sampling work performed in May and June.

The proposed three-month, no-cost extension will provide sufficient time for EOA and its subcontractors to complete all contractual items, including EOA finalizing and submitting to the Water Board the C/CAG component of the annual reports that all member agencies must submit by September 15.

As indicated above, staff anticipates new on-call consultant contracts for all aspects of stormwater technical support will be brought to the C/CAG Board for consideration in August.

ATTACHMENTS

1. Resolution 15-22
2. Proposed Contract Amendment No.10

RESOLUTION 15-22

AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO. 10 TO THE AGREEMENT WITH EISENBERG, OLIVIERI, AND ASSOCIATES (EOA), EXTENDING THE CONTRACT THROUGH SEPTEMBER 30, 2015 AT NO ADDITIONAL COST FOR TECHNICAL SUPPORT TO THE COUNTYWIDE STORMWATER PROGRAM

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

WHEREAS, C/CAG administers the Countywide Water Pollution Prevention Program; and

WHEREAS, C/CAG requires outside consulting services to provide technical assistance to its member agencies to meet mandated requirements of the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit (MRP); and

WHEREAS, C/CAG's contract with EOA ends on June 30, 2015; and

WHEREAS, EOA needs additional time to complete all contractual obligations under the existing scope of work;

NOW, THEREFORE BE IT RESOLVED that the C/CAG Chair is authorized to execute Amendment No. 10 to EOA's contract, extending the term through September 30, 2015 at no additional cost for technical support to the countywide stormwater program.

PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF JUNE, 2015.

Mary Ann Nihart, Chair

**AMENDMENT (No. 10) TO THE AGREEMENT BETWEEN THE CITY/COUNTY
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AND EISENBERG,
OLIVIERI & ASSOCIATES, INC.**

WHEREAS, the Board of Directors of the City/County Association of Governments for San Mateo County (hereinafter referred to as C/CAG) and Eisenberg, Olivieri & Associates, Inc. (hereinafter referred to as Consultant) are parties to an agreement for consulting services dated June 14, 2007, with subsequent amendments dated August 9, 2007, June 12, 2008, May 14, 2009, February 11, 2010, June 10, 2010, June 9, 2011, June 14, 2012, and June 13, 2013, and December 11, 2014 (the “Existing Agreement”); and

WHEREAS, Consultant requires additional time to complete all contractual obligations under the Existing Agreement; and

WHEREAS, the Existing Agreement expires on June 30, 2015; and

WHEREAS, Consultant and C/CAG wish to extend the Existing Agreement for an additional three months at no additional cost;

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

1. The term of the Existing Agreement is extended to September 30, 2015.
2. All other provisions of the Existing Agreement shall remain in full force and effect.
3. In the event of a conflict between the terms of this Amendment and the terms of the Existing Agreement, the terms of this Amendment shall prevail.

For C/CAG:

For Consultant:

Mary Ann Nihart, Chair

Signature

Date: June 11, 2015

By: _____

Approved as to form:

Date: _____

C/CAG Legal Counsel

C/CAG AGENDA REPORT

Date: June 11, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-23 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement with San Mateo County's Division of Environmental Health, extending the contract through October 31, 2015 at a cost not to exceed \$100,650 to implement critical public education and outreach activities in accordance with the Municipal Regional Permit.

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

RECOMMENDATION

The C/CAG Board waive the Request for Proposals process and approve Resolution 15-23 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement with San Mateo County's Division of Environmental Health (County Health), extending the contract through October 31, 2015 at a cost not to exceed \$100,650 to implement public education and outreach activities in accordance with the Municipal Regional Permit.

FISCAL IMPACT

The additional cost to provide services through October 31, 2015 is \$100,650.

SOURCE OF FUNDS

The Countywide Program is funded through the NPDES Stormwater Fund (annual property tax assessments) and the Measure M Fund (\$10 vehicle registration fees). Consultant costs are being split evenly between stormwater funds and vehicle registration funds. Sufficient revenue exists between these two sources to pay for the proposed costs.

BACKGROUND

C/CAG staff is winding down existing stormwater consultant contracts in parallel with a competitive Request for Qualifications (RFQ) process. The RFQ process is intended to identify the most qualified consulting firms or teams to engage in on-call contracts for technical support to C/CAG's member agencies and the countywide stormwater program. Seventeen Statements of Qualifications were received in May and are being reviewed by a panel. Upon recommendation from the panel, staff anticipates bringing recommendation on multiple on-call contracts to the C/CAG Board for consideration in August. At the same time, the Municipal Regional Permit (MRP) is in the process of being reissued, with a revised permit not anticipated for adoption until October, at the earliest. As such,

C/CAG staff is recommending contract amendments for its two existing consultants to bridge the gap between new on-call contracts being adopted, the permit being reissued, and to ensure member agencies remain in compliance with the existing MRP, which remains in effect until a new permit is issued.

C/CAG previously approved Resolution 11-33, awarding a three year technical consultant contract to County Health, with a term lasting through June 30, 2014. County Health provides support services to C/CAG’s Countywide Water Pollution Prevention Program (Countywide Program), assisting with implementing the public education and outreach requirements of the MRP. Amendment #1, adopted via Resolution 13-27, added additional funds and extended the term of the agreement for six months, through the end of 2014, to enable County Health to continue providing support services through the end of the current MRP term, which expired last November but remains in effect until a new permit is issued. Amendment #2, approved via Resolution 14-44, extended the contract through June 30, 2015, in response to Regional Water Board staff’s original expectation of reissuing the MRP by July 1, 2015. Permit reissuance is now expected to occur in the fall (a formal review draft was released on May 11, public workshops are scheduled in June and July, and an adoption hearing is tentatively planned for October).

Given the additional delay in permit reissuance, C/CAG staff recommends extending County Health’s existing agreement to ensure uninterrupted compliance support services for critical outreach activities during the months prior to MRP reissuance. The following table summarizes the costs and time periods for the original agreement, Amendment No. 1, Amendment No. 2, and the proposed Amendment No. 3.

Contract Item	Resolution Number	Time Period	Funding Amount
Original Agreement	11-33	July 1, 2011 – June 30, 2014	\$1,075,839
Amendment No. 1	13-27	July 1, 2014 – Dec 31, 2014	\$213,962
Amendment No. 2	14-44	Jan 1, 2015 – June 30, 2015	\$162,020
Amendment No. 3 (proposed)	15-23	July 1, 2015 - Oct 31, 2015	\$100,650
	TOTAL	Four years & four months	\$1,552,471

Critical tasks included in the proposed amendment include: 1) support for annual reporting, with reports due September 15, 2) continued maintenance of the Countywide Program’s website and social media channels, including promotion of the Rain Barrel Rebate Program 3) countywide coordination of Coastal Cleanup Day (held each year on the 3rd Saturday in September), which supports C/CAG’s member agencies in meeting mandated numbers of citizen involvement events each year, 4) continuation of a car wash pollution prevention discount program and cigarette butt litter pilot study to meet the MRP requirements for ongoing outreach efforts to reduce residential car wash- and litter-related pollution, and 5) continued implementation of the Our Water, Our World campaign providing point-of-purchase outreach on less-toxic pest control measures to reduce pesticide toxicity in urban creeks, also in accordance with MRP requirements.

Staff is requesting a waiver of the Request for Proposals process and approval of a four-month contract extension to allow County Health to continue supporting the Countywide Water Pollution Prevention Program through the transition between the existing MRP requirements and the reissued MRP. The waiver is requested pursuant to C/CAG’s Procurement Policy on the basis that County Health has unique experience and expertise in ensuring C/CAG and its member agencies meet the mandated public

outreach and education requirements in the MRP (given its role in providing said services throughout the current permit term), and given that the time for another firm to acquire said knowledge and expertise would potentially result in an unacceptable delay and jeopardize member agencies' compliance with MRP terms.

ATTACHMENTS

1. Resolution 15-23
2. Proposed Contract Amendment No. 3
3. Exhibit A – County Health's Proposed July – October 2015 Workplan

RESOLUTION 15-23

AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO. 3 TO THE AGREEMENT WITH SAN MATEO COUNTY'S DIVISION OF ENVIRONMENTAL HEALTH (COUNTY HEALTH), EXTENDING THE CONTRACT THROUGH OCTOBER 31, 2015 AT A COST NOT TO EXCEED \$100,650 TO IMPLEMENT CRITICAL PUBLIC EDUCATION AND OUTREACH ACTIVITIES IN ACCORDANCE WITH THE MUNICIPAL REGIONAL PERMIT

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

WHEREAS, C/CAG administers the Countywide Water Pollution Prevention Program; and

WHEREAS, C/CAG requires outside consulting services to provide technical assistance through the end of the five-year term of the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit (MRP) to meet outreach and education requirements; and

WHEREAS, Regional Water Quality Control Board staff has indicated the MRP reissuance will be delayed by approximately six months, with the new permit term expected to start on July 1, 2015; and

WHEREAS, C/CAG approved Resolution 11-33 authorizing a three-year contract with County Health for technical consulting services to the Countywide Water Pollution Prevention Program; and

WHEREAS, C/CAG approved Resolution 13-27 authorizing a six-month extension to County Health's contract for services to the Countywide Water Pollution Prevention Program through December 2014; and

WHEREAS, C/CAG approved Resolution 14-44 authorizing an additional six-month extension through June 2015; and

WHEREAS, C/CAG's Procurement Policy supports waiving a Request for Proposals process given that County Health has obtained unique expertise and experience in providing technical support to C/CAG during the term of the existing contract and given that the time required for another firm to acquire such expertise and experience could potentially result in an unacceptable delay in providing support services and jeopardize C/CAG's member agencies ability to comply with the MRP; and

WHEREAS, County Health prepared a scope of work and budget for support through October 2015;

NOW THEREFORE BE IT RESOLVED that C/CAG hereby waives the requirement for a Request for Proposals process and authorizes the C/CAG Chair to execute Amendment No. 3 to County Health's contract, extending the term through October 31, 2015 at a cost not to exceed \$100,650 to provide continued technical support to the Countywide Water Pollution Prevention Program. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said agreement prior to its execution by the C/CAG Chair, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF JUNE, 2015.

Mary Ann Nihart, Chair

**AMENDMENT (No. 3) TO THE AGREEMENT BETWEEN THE CITY/COUNTY
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AND SAN MATEO
COUNTY'S DIVISION OF ENVIRONMENTAL HEALTH**

WHEREAS, the Board of Directors of the City/County Association of Governments for San Mateo County (hereinafter referred to as C/CAG) and San Mateo County's Division of Environmental Health (hereinafter referred to as Consultant) are parties to an agreement for consulting services dated June 9, 2011 (the "Existing Agreement") and subsequently amended on August 8, 2013 and October 9, 2014; and

WHEREAS, C/CAG desires ongoing consulting services to meet requirements in the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit; and

WHEREAS, under the Existing Agreement, Consultant will provide education and outreach services consistent with the requirements of the Municipal Regional Permit through June 30, 2015; and

WHEREAS, reissuance of the Municipal Regional Permit is not anticipated to occur until October 2015; and

WHEREAS, Regional Water Quality Control Board staff has administratively extended the current Municipal Regional Permit until a revised permit is adopted, thereby continuing the existing permit requirements; and

WHEREAS, Consultant submitted a workplan and budget of \$100,650 to continue providing critical outreach and education services under the existing Municipal Regional Permit requirements between July 1 and October 31, 2015; and

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

1. The Existing Agreement is amended to provide that Consultant will provide the consulting services described in Exhibit A attached to this Amendment (the "Extended Scope of Work") under the terms and conditions of the Existing Agreement, as amended hereby.
2. The Existing Agreement is amended to provide that the funding provided to Consultant by C/CAG for the Extended Scope of Work will be no more than \$100,650 for services between July 1, 2015 and October 31, 2015.
3. The Existing Agreement is amended to extend its term to October 31, 2015.
4. The Existing Agreement is amended to provide that payment for services for the Extended Scope of Work shall be on a time and materials basis, based upon the receipt of invoices for the actual costs, and with services to be performed only upon the request of C/CAG staff after review of specific work plans for individual tasks.
5. All other provisions of the Existing Agreement shall remain in full force and effect.

6. The terms hereof amending the Existing Agreement shall take effect upon signature by both parties.
7. In the event of a conflict between the terms of this Amendment and the terms of the Existing Agreement, the terms of this Amendment shall prevail.

For C/CAG:

For Consultant:

Mary Ann Nihart, Chair

Signature

Date:_____

By:_____

EXHIBIT A

County Health's Proposed Workplan

Scope of Work and Budget for
July through October 2015

Technical Assistance to the
San Mateo Countywide Water Pollution Prevention Program



**C.7. Public Information and Outreach
Workplan and Budget
July 1 to October 31 2015
Countywide Program Support: Description of Tasks**

Note: Task items are listed by their requirement as outlined in the current MRP, which has been administratively until a revised permit is issued.

A.2/A.3 REPORTING AND SUBCOMMITTEE SUPPORT

Provide support to local agencies for completion of annual reports. Provide assistance to C/CAG and consultants for posting annual report documents to website	20 hours	\$3060
Compliance Basis: Reporting requirements exist in every provision of Section C.7 and C.9, and local agencies make requests every year for support and guidance to complete their reports. This typically takes place July through September following the reporting year. During this time, C/CAG's consultants request postings to the website for the purpose of assisting local agencies to obtain technical information needed to complete report.		

C.7.d. STORMWATER POINT OF CONTACT

D.1. WEBSITE UPDATES AND MAINTENANCE

Conduct website updates as requested and address troubleshooting issues related to optimal function of the website	25 hours	\$3825
Compliance Basis: The MRP calls for the maintenance of a point of contact to the public, both in the current and proposed versions. Continuity is critical for the ongoing function and success of the program website. Environmental Health will supplement Flowstobay content by including content from other programs, related to stormwater pollution prevention, and will supplement the funding of this effort via those programs		

D.3. SOCIAL MEDIA

Use Flowstobay-branded outlets such as Facebook, Twitter, Instagram, Nextdoor, and You Tube to reach and interact with local media, citizens, and groups, and to drive visitors to the website. Use these platforms to promote programs such as the Rain Barrel Rebate Program.	20 hours	\$3060
Advertising	Cost	\$1000
Compliance Basis: The MRP calls for the maintenance of a point of contact to the public, both in the current and proposed versions, under section C.7.d. Continuity is critical for the ongoing function and success		



of social media. Environmental Health will supplement Flowstobay social media platforms by including content from other programs, related to stormwater pollution prevention, and will supplement the funding of this effort via those programs.

C.7.f. WATERSHED STEWARDSHIP COLLABORATIVE EFFORTS

F.2 CIGARETTE BUTT OUTREACH CAMPAIGN

Conclude community based social marketing pilot studies in partnership with six local agencies and four non-profit organizations to determine effective outreach strategies for the reduction of cigarette butt litter. Follow-up data gathering as specific hot spot site with promotional materials and collection containers are already installed.	70 hours	\$10,710
Compliance Basis: This outreach campaign satisfies multiple requirements in the current and proposed MRP, including section C.7.b for advertising campaigns (including the survey data required for reporting); section C.7.f for Watershed Stewardship Collaborative Efforts; and support to C/CAG's member agencies in meeting C.10 Trash Load Reduction.		

C.7.g. CITIZEN INVOLVEMENT EVENTS

G.1. CALIFORNIA COASTAL CLEANUP DAY

Coordinate the state- initiated September event County-wide, working with 30+ sites spread throughout the county. Work with event coordinators to disseminate materials, conduct promotion, gather data, and respond to requests for information from the Coastal Commission.	250 hours	\$38,250
Materials and Advertising	Cost	\$3,000
Compliance Basis: Coastal Cleanup Day is an annually recurring state-organized event that involves more than 4,000 volunteers in San Mateo County. It is critical to maintain the working relationship with non-profit organizations, city and state agencies, and resident volunteers to ensure future success of the event. This event helps C/CAG's member agencies meet requirements for outreach and involvement events in the current and proposed MRP under section C.7.e.		



C.9.h. PESTICIDES TOXICITY CONTROL PUBLIC OUTREACH;
i. Point of Purchase Outreach/ iii. Pest Control Contracting Outreach

I.1. PESTICIDES PUBLIC OUTREACH: OUR WATER, OUR WORLD

Maintain retail partnership stores – visit stores to update shelf talkers and fact sheets. Order, organize, store, and distribute materials. Conduct outreach to residents who purchase pesticides or hire home gardeners, through presentations and tabling events. Conduct trainings to store employees about Integrated Pest Management (IPM) and program materials. Participate in regional meetings. Provide information to residents on Pest Control Operators trained in IPM.	95 hours	\$14,535
Partnership store supplies: Complete resupply of updated fact sheets, shelf talkers, tape, literature rack, labels. Outreach materials for residents.	Materials	\$10,500
Compliance Basis: This regional program has been in place in San Mateo County for more than 15 years, and requires spring and fall implementation in coordination with store displays for gardening activities. Long standing working relationships with retailers need to be maintained for the longevity of the program. Materials are coordinated regionally by BASMAA, are currently being revised and updated, requiring restock in over 20 partner stores in the county. This is in compliance with section C.9.h for public outreach for Pesticide Toxicity Control.		

C.15.b. CONDITIONALLY EXEMPT NON-STORMWATER DISCHARGES

CAR WASH OUTREACH

Continue work with Car Wash business partners to promote use of commercial car washes. Continue with media advertisements with pollution prevention messages.	70 hours	\$10,710
Materials and Advertising	Cost	\$2,000
Compliance Basis: The current Car Wash outreach effort represents a partnership with car washes in San Mateo County that has been in place for over 4 years. As car washing is a seasonal activity (spring/summer/fall), maintenance of the campaign is important to honor the commitments made to the partners and the public for promotional activities, and to maintain compliance with the current and proposed versions of the MRP, section C.15.b.		

TOTAL PROGRAM COSTS July 1- October 31 2015

\$100,650



IMPORTANT NOTE: The following outreach tasks that have been ongoing for the past four years will **NOT** be performed in order to only focus on the most time-critical tasks listed above:

Program Element	Tasks <u>suspended</u>, not included in this workplan
PIP Support	August PIP meeting, misc. PIP support, support to Stormwater subcommittees for outreach
Advertising Campaigns	July BASMAA meeting; participation in local implementation of regional advertising and media relations campaigns.
Media Relations	Implementation of local and regional media press releases and pitches.
Point of Contact	Website tracking and reporting of social media and web analytics, respond to comments, emails or calls from the public (will be forwarded to C/CAG).
Public Outreach Events	Conduct outreach events on behalf of jurisdictions, purchase/ management/ and dissemination of outreach materials.
Watershed Groups	Maintenance of Watershed Groups Guide and outreach to new and existing groups
School Outreach	Elementary, middle, and high school presentations and assemblies. Will affect school outreach into the school year, as coordination takes place in the summer and fall.
Outreach to Pest Control Operators	Promotion of IPM to Pest Control Operators

C/CAG AGENDA REPORT

Date: June 11, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and authorize the C/CAG Chair to execute Amendment No 1 to the Memorandum of Understanding (MOU) with the San Mateo County Transportation Authority (SMCTA), to develop additional technical studies for the High-Occupancy Vehicle lane (HOV) Hybrid Study on US 101 from Whipple to south of the I-380 interchange.

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

RECOMMENDATION

That the C/CAG Board review and authorize the C/CAG Chair to execute Amendment No 1 to the Memorandum of Understanding (MOU) with the San Mateo County Transportation Authority (SMCTA), to develop additional technical studies for the High-Occupancy Vehicle lane (HOV) Hybrid Study on US 101 from Whipple to south of the I-380 interchange.

FISCAL IMPACT

Approximately \$700,000 (see below for source).

SOURCE OF FUNDS

The source of funds is reallocated cost savings from the SMCTA Highway Program Measure A Sales Tax awarded to C/CAG on October 4, 2012 for the US 101 High-Occupancy Vehicle lane (HOV) Hybrid Project Study Report phase.

BACKGROUND

Throughout the US 101 corridor, there are four (4) through travel lanes in each of the northbound and southbound directions with auxiliary lanes in many of the segments. Of the four through travel lanes, one lane is designated as carpool lane from the Santa Clara County Line to Whipple Ave in Redwood City. There is no carpool lane between Whipple Ave and the San Francisco County Line. In general, carpool lanes provide incentive to carpool and hence reduce single driver trips. Carpool lanes also benefit buses and other multi-passengers vehicles such as van-pools and reduce greenhouse gas emission.

On May 24, 2012, 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.

On August 9, 2012 C/CAG Board approved of Resolution 12-46 authorizing the acceptance of allocated funds, and the execution of grant agree – 9 3 – th the San Mateo County Transportation

Authority, for project feasibility studies and project study documents associated with four applications submitted by staff to the SMCTA Highway Program for funding. One of these projects was an application to study a staged approach to provide HOV lanes on US 101.

On October 4, 2012 SMCTA programmed funds towards this project and on October 11, 2012, the C/CAG Board also approved Resolution 12-60 authorizing the acceptance of \$2,000,000 to develop project study documents for the High-Occupancy Vehicle lane (HOV) Hybrid Study on US 101 from Whipple to south of the I-380 interchange.

In early May 2015, this Project Study Report was completed and approved by Caltrans. The total amount of Measure A funds expended to complete this document was less than the \$2 million authorized by SMCTA (\$1.3 million). On May 7, 2015, the SMCTA Board of Directors reallocated \$700,000 in remaining funds to be used for additional technical studies to further assess alternatives associated with the 101 HOV Lanes (Whipple Avenue to south of the I-380 interchange) Project.

Because C/CAG designated SMCTA as the implementing agency, the MOU is not a traditional funding agreement where funds are exchanged. Instead, the MOU serves as a document to define each party's roles and responsibility associated with the project. As the implementing agency, SMCTA is responsible for developing the technical studies. As the project sponsor, C/CAG will be the responsible agency for championing the effort of obtaining political and public support, for leading outreach efforts, for participating in project development meetings, and for providing oversight.

The business community has expressed a strong interest in expediting improvements to address congestion on the US 101 Corridor. In addition, assembly Member Mullin has introduced AB 378 in an effort to challenge transportation officials to address congestion on the US 101 corridor between San Francisco and San Jose in an expeditious manner.

ATTACHMENTS

1. Amendment No 1 to the MOU for the Implementation of 101 High Occupancy Vehicle Lane (HOV) (Whipple-San Bruno) Project.

AMENDMENT NO. 1 TO

MEMORANDUM OF UNDERSTANDING (MOU)
SAN MATEO COUNTY TRANSPORTATION AUTHORITY AND
CITY AND COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO
COUNTY FOR THE IMPLEMENTATION OF THE
101 HIGH OCCUPANCY VEHICLE LANE (HOV) (WHIPPLE-SAN BRUNO)
PROJECT

THIS 1st AMENDMENT to the Memorandum of Understanding (MOU) by and between the San Mateo County Transportation Authority ("TA") and the City and County Association of Governments of San Mateo County ("Sponsor") for the 101 High Occupancy Vehicle Lane (HOV) (Whipple-San Bruno) Project is entered into as of the ____ day of _____, 2015.

WHEREAS, the Parties entered into the MOU on November 27, 2013; and

WHEREAS, the Sponsor requested that the TA reallocate \$700,000 of the \$2 million in Measure A funds originally allocated for preparation of a Project Initiation Document to fund further technical studies to assess the alternatives associated with the 101 High Occupancy Vehicle Lane (HOV) (Whipple-San Bruno) Project; and

WHEREAS, on May 7, 2015, the TA Board of Directors authorized the reallocation through Resolution 2015-11; and

WHEREAS, the Parties desire to amend the MOU in order to incorporate the added scope and reallocated funds.

IT IS HEREBY AGREED by the Parties that the MOU is revised and amended as follows:

- 1. Scope of Work.** Section A.2 of the MOU is deleted and amended in its entirety to read as follows: "The Scope of Work is the preparation and completion of the Caltrans approved Project Study Report/Project Development Support (PSR/PDS), which will be the project initiation document (PID) for the Project, in accordance with the Caltrans Project Development Procedures Manual and also includes technical studies to assess the alternatives associated with the 101 HOV Project."
- 2. Funding Commitment.** Section B.1.a is deleted and amended in its entirety to read as follows: "TA's services (provided by a combination of TA staff and consultants) associated with the preparation of a Caltrans-approved PSR/PDS and technical studies to assess alternatives associated with the Project: \$1,872,000."
- 3. Time of Performance.** Section C.2 is deleted and amended in its entirety to read as follows: "This Project Scope of Work must be completed no later than October 4, 2016."

4. **EFFECT.** Except as and solely to the extent amended by this Amendment, the MOU shall continue in full force and effect in accordance with its terms.

IN WITNESS WHEREOF, the Parties hereto have caused this Amendment to be executed by the persons authorized to act in their respective names on the day and year first written above.

**SAN MATEO COUNTY TRANSPORTATION
AUTHORITY**

By: _____
Name: Jim Hartnett
Its: Executive Director

By: _____
Name: Martha A. Martinez
Its: TA Secretary

APPROVED AS TO FORM

By: _____
Name: _____
Its: Legal Counsel for the TA

**CITY AND COUNTY ASSOCIATION OF
GOVERNMENTS OF SAN MATEO COUNTY**

By: _____
Name: _____
Its: _____

APPROVED AS TO FORM

By: _____
Name: _____
Its: Legal Counsel for the City and County
Association of Governments of San Mateo
County

C/CAG AGENDA REPORT

Date: June 11, 2015

TO: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-24 authorizing the C/CAG Chair to execute a Cooperative Agreement between C/CAG and County of San Mateo Department of Housing for Joint Workplan for Housing-Related Activities for FY 2015-16 in an amount not to exceed \$87,500.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 15-24 authorizing the C/CAG Chair to execute a Cooperative Agreement between C/CAG and County of San Mateo Department of Housing for Joint Workplan for Housing-Related Activities for FY 2015-16, in an amount not to exceed \$87,500.

FISCAL IMPACT

C/CAG has programmed \$87,500 for transportation-land use related activities in FY 2015-16.

SOURCE OF FUNDS

The funding source for this program is C/CAG Congestion Relief Plan Funds – Linking Housing with Transportation.

BACKGROUND

Beginning in FY2005-06, C/CAG has programmed funds to various activities that address the linkage between housing and transportation. In 2005, C/CAG championed an amendment of State law related to Housing Elements to enable formation of county-level subregions to allocate planned housing growth. In 2006, C/CAG commissioned a Housing Needs Study. In 2007 C/CAG published the Housing Needs Study, which quantified a projected housing shortfall of between 35,000 and 50,000 homes through 2025, particularly for lower- and moderate-income households. C/CAG then sponsored the County Department of Housing to produce and distribute a booklet and slideshow that reached approximately 1,000 opinion leaders countywide. In 2008, the C/CAG Board sanctioned formation of the State's first Regional Housing Needs Allocation subregion, and also directed staff to propose ways C/CAG might address the housing shortfall.

In 2009, C/CAG Board reviewed and approved staff proposals for housing-related activities in four broad topical areas: policy leadership, promotion of housing in transit corridor, cost-effective responses to State regulatory mandates, and local funding to meeting housing goals. The intent of all the proposed programs, taken together was stated as follows: C/CAG provides tools, technical support and financial incentives to help member jurisdictions plan and produce housing in the transit corridor, downtowns, station areas and El Camino Real of types and at densities that support frequent mass transit and reduce climate impact while strengthening local neighborhoods and the regional economy.

Some of these proposals were for major projects managed by C/CAG directly such as the Transit Oriented Development Housing Incentive Program and the Grand Boulevard Multimodal Transportation Corridor Plan. Other programs were to be managed by cooperating agencies with sponsorship by C/CAG, for example the Economic and Housing Opportunity Study (ECHO) by SamTrans, and the collection of activities proceeding under contract with San Mateo County Department of Housing (e.g., housing policy primer pamphlet series, RHNA Subregion, 21 Elements housing element update project). In 2014, the 21 Elements project received the “*Best Practices Award*” from the American Planning Association, California Chapter, Northern Section. Recently the San Mateo County Board of Supervisors presented 21 Elements, C/CAG, and the Department of Housing with a proclamation recognizing the outstanding work of the 21 Elements Project. The Board also included the 21 Elements Project in their recent “white paper” of key strategies to encourage the creation and preservation of affordable housing.

The proposed contract between C/CAG and San Mateo County Department of Housing is to continue support for the cost-saving countywide cooperative work program, known as the 21 Elements Project, to assist all jurisdictions to gain timely Housing Element certification and develop effective on-going housing implementation policies and programs. During 2008 through 2010, C/CAG sponsored the first cycle of the 21 Elements project for the 2007-2013 Planning Cycle. Based on the success of that project, C/CAG then sponsored the project for the next (2014 – 2022) Planning Cycle. In FY 2012-13, Department of Housing entered into a three-year contract with Baird + Driskell Community Planning as lead contractor for the project; the Department of Housing also contributed funds to the project in each of those years. C/CAG contributed \$125, 000 per year into that project in fiscal years 2012-13 and 2013-14, and contributed another \$70,000 in the final fiscal year 2014-15. It is now proposed that C/CAG contribute \$87,500 to support the 21 Elements Project for fiscal year 2015-16. The Department of Housing is prepared to enter into a two-year contract with Baird + Driskell Community Planning for FY 2015-17. The Department of Housing will contribute \$87,500 each year of this two-year contract and will also act in the capacity of fiscal agent and project manager.

ATTACHMENTS:

1. Resolution 15-24
2. Cooperation Agreement between C/CAG and San Mateo County (Department of Housing)

RESOLUTION 15-24

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 THE COOPERATIVE AGREEMENT BETWEEN C/CAG AND COUNTY OF SAN MATEO DEPARTMENT OF HOUSING FOR JOINT WORKPLAN FOR HOUSING-RELATED ACTIVITIES FOR FY 15/16 IN AN AMOUNT NOT EXCEED \$87,500.

Whereas, for more than fifteen years C/CAG has taken a leadership role in conducting or sponsoring countywide projects related to the housing/transportation/land-use nexus, notably including the 1997 Housing Needs Study, 2007 Housing Needs Study, Transit Oriented Development Housing Incentive Program, Transit Corridor Planning Grant program, Regional Housing Needs Subregion, and 21 Elements project through which all C/CAG member jurisdictions cooperated to complete the state-mandated update of their respective housing elements; and

Whereas, C/CAG and the San Mateo County Department of Housing (DOH) have coordinated workplans on these and other housing-related activities, and DOH has served as project manager for the RHNA Subregion and 21 Elements projects; and

Whereas, the 21 Elements project will enable C/CAG's member jurisdictions to meet State Housing Element annual reporting requirements in a more timely and cost-effective manner; and

Whereas, C/CAG has budgeted \$87,500 in funds to continue to sponsor the 21 Elements Project in FY2015-16 to assist all member jurisdictions to gain timely Housing Element certification and develop effective on-going housing implementation policies and programs, and to continue collaboration with County of San Mateo Department of Housing on cost-saving countywide cooperative work program.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County authorizing the C/CAG Chair to execute the Cooperative Agreement between C/CAG and County of San Mateo Department of Housing for a Joint Workplan for Housing-Related Activities for FY 15-16 in an amount not to exceed \$87,500, and further authorize the Executive Director to negotiate final terms of the Cooperative Agreement subject to approval by C/CAG legal counsel as to form.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF JUNE 2015.

Mary Ann Nihart, Chair

**COOPERATIVE AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY
AND SAN MATEO COUNTY (DEPARTMENT OF HOUSING)**

This Cooperative Agreement, effective as of July 1, 2015, is by and between the City/County Association of Governments of San Mateo County, a joint powers agency hereinafter called "C/CAG" and the County of San Mateo, by and through its Department of Housing, hereinafter called "DoH".

WITNESSETH

Whereas, for more than fifteen years C/CAG has taken a leadership role in conducting or sponsoring countywide projects related to the housing/transportation/land-use nexus, including the 21 Elements project through which all C/CAG member jurisdictions cooperated to complete the state-mandated update of their respective housing elements; and

Whereas, C/CAG and the San Mateo County Department of Housing (DoH) have coordinated workplans on, among others, the 21 Elements Project (the "Project"); and

Whereas, DoH entered into a multi-year contract with Baird + Driskell Community Planning on November 1, 2012 which was amended on September 17, 2013 to increase the not-to-exceed amount of \$499,870 to conduct the 21 Elements project, which enabled C/CAG's member jurisdictions to meet State Housing Element update requirements in a more timely and cost-effective manner; and

Whereas, C/CAG contributed \$125,000 per year in fiscal years 2012-13 and 2013-14, and \$70,000 in fiscal year 2014-15, to sponsor the 21 Elements Project; and

Whereas, DoH is prepared to enter into a new two-year contract with Baird + Driskell Community Planning in the amount of \$200,000 per year for fiscal years 2015-16 and 2016-17, for which DoH will contribute \$87,500 in each of fiscal years 2015-16 and 2016-17; and

Whereas, C/CAG now desires to program \$87,500 of "Congestion Relief Plan—Linking Housing with Transportation" funds to continue to sponsor the 21 Elements Project in FY 2015-16.

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

1. Services and Activities.

A. DoH will coordinate and cooperate with C/CAG to conduct the 21 Elements Project. The services will be performed by Baird + Driskell Community Planning (BDGP) under contract with, and supervision of, DoH. The scope of the services to be

C/CAG AGENDA REPORT

Date: June 11, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

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

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

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.

ATTACHMENTS

1. May 26, 2015 State 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: May 26, 2015
TO: Board Members, City/County Association of Governments, San Mateo County
FROM: Andrew Antwih and Matt Robinson, Shaw / Yoder / Antwih, Inc.
RE: STATE LEGISLATIVE UPDATE – June 2015

Legislative Update

The deadline for the Legislature to move bills out of the house of origin is June 5 and **the Legislature has until June 15 to send a budget bill to the Governor**. The new fiscal year begins July 1. The Legislature will break for Summer Recess on July 17. We have flagged several bills for C/CAG and discuss some of the more relevant bills under ***Bills of Interest***, below.

May Revise

In the May Revise, as we reported on May 14, the Governor doubled-down on his commitment to find additional funding for state highways, stating that “In considering new funding sources, the state must focus on the priorities that are the state’s core responsibility—maintaining and operating the state’s network of highways and interstates, and improving the highest priority freight corridors. Funding should come from pay-as-you-go transportation user fees, and be sustainable as gasoline consumption falls.” That being said, the Governor’s budget update does not consider any new options for funding highway maintenance, but does state that the Administration is working with the Legislature on its proposals to put together a funding package by the end of the year. One such proposal is **Senate Bill 16 (Beall)**, which would generate between \$3-\$3.5 billion for state highways and local streets & roads from a combination of revenue sources, including increased fuel taxes and vehicle registration fees. The Assembly has yet to release its proposal for funding transportation infrastructure.

Bills of Interest

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

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

AB 194 (Frazier) Managed Lanes

This bill would authorize a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane. This bill further requires that a regional transportation agency “consult” with any local transportation authority (e.g. C/CAG) prior to applying for a HOT lane if any portion of the lane exists in the local

transportation authority's jurisdiction. This bill also specifically does not authorize the conversion of a mixed-flow lane into a HOT lane. **The Board is in SUPPORT of this bill.**

AB 227 (Alejo) Vehicle Weight-Fees

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

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

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

AB 464 (Mullin) Local Sales Tax Limit Increase

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

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

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

AB 1362 (Gordon) Constitutional Stormwater Definition

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

SB 16 (Beall) Transportation Funding

This bill would increase several taxes and fees for the next five years, beginning in 2015, to address issues of deferred maintenance on state highways and local streets and roads. Specifically, this bill would increase both the gasoline and diesel excise taxes by 10 and 12 cents, respectively; increase the vehicle registration fee; increase the vehicle license fee; redirect truck weight fees; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$3-\$3.5 billion per year. **The Board is in SUPPORT of this bill.**

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

Under AB 32, ARB adopted a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990, to be achieved by 2020, and was authorized

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

SB 321 (Beall) Stabilization of Gasoline Excise Tax

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

C/CAG AGENDA REPORT

Date: June 11, 2014

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a presentation on the draft revised Municipal Regional Stormwater Permit and provide staff direction regarding written and/or oral testimony.

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

RECOMMENDATION

Receive a presentation on the draft revised Municipal Regional Stormwater Permit and provide staff direction regarding written and/or oral testimony.

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

Regional Water Board staff released an Administrative Draft of a revised Municipal Regional Permit (MRP) in February, and a formal Tentative Order for public review on May 8. The existing MRP expired at the end of November last year, but has been administratively extended until a new permit is issued. The MRP is issued for five year terms. Public hearings to receive comments on the draft Tentative Order are scheduled for June 10 and July 8, with written comments due to the Water Board on July 10. Water Board staff representatives will provide a presentation on key proposed revisions, focused on green infrastructure planning, trash load reduction, and mercury and polychlorinated biphenyls (PCBs) controls.

Staff and technical consultants have been actively engaged in reviewing and working with Water Board staff on the Administrative Draft and are currently working with C/CAG's various stormwater committees and subcommittees to review and develop comments on the Tentative Order. The following paragraphs summarize key revisions and significant provisions of the draft permit, as well as preliminary major concerns to C/CAG and member agencies.

Green Infrastructure Plans

Provision C.3.j of the Tentative Order requires all Permittees to develop Green Infrastructure Plans for the inclusion of low impact development drainage design into storm drain infrastructure on public and private lands, including streets, roads, storm drains, parking lots, building roofs, and other storm drain infrastructure elements.

Over the long term, the plan is intended to describe how the Permittees will shift their impervious surfaces and storm drain infrastructure from gray – traditional storm drain infrastructure where runoff flows directly into the storm drain and then the receiving water, to green – a more-resilient, sustainable system that slows runoff by dispersing it to vegetated areas, harvests and uses runoff, promotes infiltration and evapotranspiration, and uses bioretention and other green infrastructure practices to clean stormwater runoff.

Primary Concerns: The primary concern with this provision is it requires a significant new and comprehensive planning effort that must be integrated with numerous other local agency planning efforts, and for which limited resources exist to develop green infrastructure plans. There are also very limited resources to implement plans once completed, and the permit is requiring numeric load reductions in mercury and PCBs via green infrastructure implementation, and as such, the ability to comply is uncertain.

Trash Load Reduction

Provision C.10 furthers existing trash load reduction requirements, and maintains the 70 percent trash load reduction by 2017 and 100 percent trash load reduction (or no adverse trash impact) by 2022 requirements from the existing permit. To provide assurance that Permittees are making timely progress towards meeting the 2017 and 2022 deadlines, the draft permit includes performance guidelines of 60 percent trash load reduction by 2016 and 80 percent trash load reduction by 2019.

The overarching strategy for reducing trash involves mapping trash generation areas within a Permittee's jurisdiction, implementing trash reduction actions within areas where trash is generated, and assessing the effectiveness of those actions, until trash generation is reduced to the no impact level over a Permittee's entire jurisdiction. Permittees developed trash generation maps as part of their Long Term Trash Load Reduction Plans, and divide jurisdictions into Very High, High, Moderate, and Low trash generation areas.

Primary Concerns: Trash load reduction requirements have been in effect for five years now, so the new requirements are not a surprise. The level of resources required to reach greater and greater reductions in trash will continue to increase, however. Limited resources for implementation coupled with uncertainty around load reduction assessment methodologies and the ability to control all sources and pathways of trash to receiving waters creates a significant challenge for ensuring compliance.

Mercury and Polychlorinated Biphenyls (PCBs)

Provisions C.11 and C.12 are intended to make substantial progress toward achieving mandated regional mercury and PCBs load reductions for urban runoff to protect beneficial uses of San

Francisco Bay. Mercury and PCBs have been found in certain fish tissues at levels that make them unsafe for human consumption.

Permittees are required to reduce mercury and PCBs loads incrementally during the permit term in order to make meaningful progress toward achieving the ultimate mandated load reductions. PCBs are considered the primary driver under the permit and control programs to address PCBs are generally expected to address mercury. PCBs control programs are anticipated to fall into four primary categories – source property identification and abatement (i.e, find properties where PCBs were released into the environment and are an ongoing source to urban runoff and refer them for cleanup), green infrastructure/treatment controls (mercury and PCBs adhere to sediments, so landscape-based green infrastructure treatment systems that capture and infiltrate stormwater are effective and removing mercury and PCBs), management of PCB-containing building materials during demolition (PCBs were used as plasticizers in many materials, including caulk and paint, so demolition of buildings of a certain vintage may release PCBs into the environment), and enhanced operation and maintenance controls (accumulated sediment in storm drain systems may be an ongoing source of PCBs to the Bay).

Because mercury and PCBs are distributed throughout the urban landscape, extensive implementation of green infrastructure is also going to be necessary to achieve the mandated load reductions. However, the planning, financing, and implementation of green infrastructure is going to take a long time, perhaps as much as 25 years or more. This also means that the load reduction benefits of such implementation will also be realized over an extended time frame. The permit requires Permittees to prepare a reasonable assurance analysis to demonstrate that mercury and PCB load reductions will be achieved by 2040 through implementation of the green infrastructure plans required under Provision C.3.j.

Primary Concerns: There is significant uncertainty associated with both the loading rates of mercury and PCBs as well as control programs to achieve measurable load reductions. The permit mandates numeric load reductions, by county, within the five-year term of the permit. It is highly uncertain whether C/CAG's member agencies will be able to comply with the mandated load reductions and whether a suitable load reduction accounting methodology can even be developed. C/CAG's member agencies would have a clearer path to compliance if a level of effort of implementing control programs was mandated and anticipated associated load reductions for those programs pre-established, as opposed to mandating numeric load reductions while the ability for control programs to achieve those reductions is highly uncertain. These provisions are anticipated to require significant resources, which C/CAG and its member agencies are unlikely to be able to provide.

ATTACHMENTS

None

Date: June 11, 2015
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Receive a presentation on the C/CAG Call for Projects and outreach process in response to the Metropolitan Transportation Commission's development of Plan Bay Area 2040.

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

RECOMMENDATION

That the C/CAG Board receive a presentation on the C/CAG Call for Projects and outreach process in response to the Metropolitan Transportation Commission's development of Plan Bay Area 2040.

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

N/A

BACKGROUND

Metropolitan Transportation Commission (MTC) has initiated the update of its long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/ SCS), to be adopted in the spring of 2017. The RTP/ SCS, also known as Plan Bay Area 2040 will detail how the San Francisco Bay Area's transportation system will be maintained, improved and expanded over the next 25 years. The Plan Bay Area is updated every four (4) years and typically with no mid- term amendment.

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

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

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

Targets of Plan Bay Area 2040

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

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

Schedule

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

Schedule Task	Date
Review and Solicit Input on Draft Call for Projects Guidance	MTC PTAC: December 2014 Regional RAWG: March 2015
MTC Issues Call for Projects Guidance Letter to CMAs	April 29, 2015
C/CAG issues a call for projects to all identified project sponsors	May 15, 2015
MTC Opens Web-Based Project Application Form for Use by CMAs/ Project Sponsors	May 18, 2015
C/CAG staff coordination meeting with	May 20, 2015

SMCTA/SamTrans/JBP	
Web-Based Project Application Workshop for San Mateo County Project Sponsors	May 27, 2015 (10:00 am)
C/CAG Board - Outreach and Process Review	June 11, 2015
CMP TAC – Outreach and Process Review	June 18, 2015
CMEQ – Outreach and Process Review (Public Hearing)	June 29, 2015
Deadline for Project Sponsors to submit projects to C/CAG via Web-Based Application	July 3, 2015
C/CAG staff develops draft list of projects based on sponsor submittals	July 24, 2015
CMP TAC –Review of the project list	August 20, 2015
CMEQ – Review of the project list	August 31, 2015
C/CAG Board –Endorsement of the project list	September 10, 2015
Project Submittals Due to MTC	September 30, 2015
MTC Conducts Project-Level Performance Assessment	Winter 2015

Outreach

On May 6, 2015 C/CAG staff participated in an MTC open house hosted by MTC in San Mateo.

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

On May 22, 2015 C/CAG issued a press release. On May 27, 2015 C/CAG hosted an MTC web-based application workshop for city/ county staff in San Carlos. A public hearing is scheduled to be held at the June 29, 2015 CMEQ meeting. A list of submitted projects will be presented to the CMP TAC and CMEQ in August and presented to the C/CAG Board, for an endorsement, in September 2015.

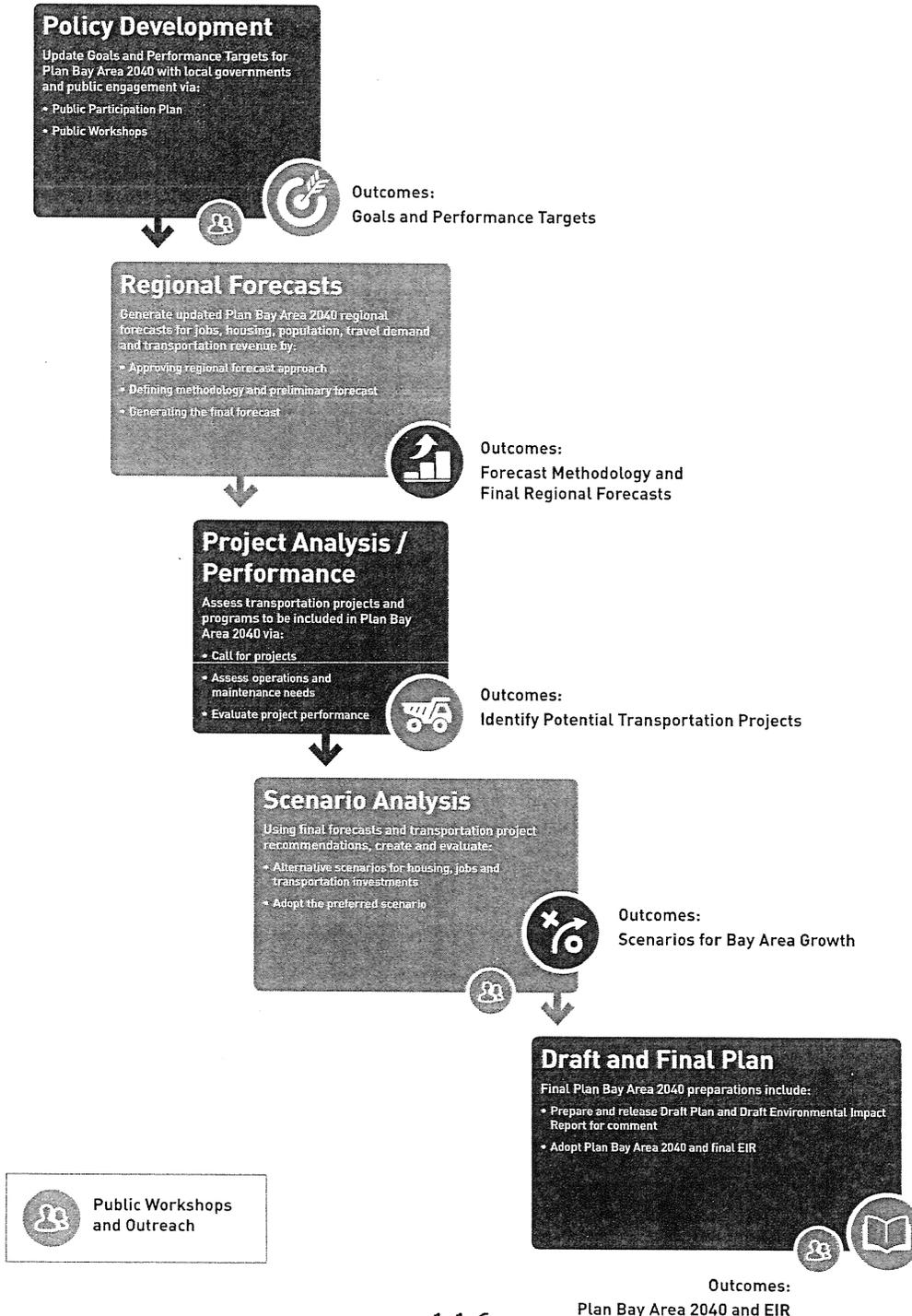
ATTACHMENTS

1. MTC Plan Bay Area 2014 Key Milestones
2. C/CAG Call for Projects Announcement found online at: <http://ccag.ca.gov/committees/board-of-directors/>

PLAN BAY AREA 101 Key Milestones

Plan
Bay Area
2040

Key Milestones 2014-2017



C/CAG AGENDA REPORT

Date: June 11, 2015

TO: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-33 authorizing an agreement and election to prefund other post-employment benefits (OPEB) through the California Employers' Retiree Benefit Trust Program (CERBT) of CalPERS

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

RECOMMENDATION:

That the C/CAG Board review and approve Resolution 15-33 authorizing an agreement and election to prefund other post-employment benefits (OPEB) through the California Employers' Retiree Benefit Trust Program (CERBT) of CalPERS.

FISCAL IMPACT:

Approval of an agreement with CalERS for the California Employers' Retiree Benefit Trust Program (CERBT) does not commit C/CAG to a definitive amount of funds to be invested in the Trust. However, through a separate item (Item 6.4.3) on the agenda of this meeting, a separate recommendation is made regarding the initial investment amount to fund the CERBT Trust upon its establishment.

REVENUE SOURCES:

Funding sources for C/CAG OPEB comes from various C/CAG funds similar to those funds for C/CAG employee salaries and benefits.

BACKGROUND/DISCUSSION:

In June 2004 the Government Accounting Standards Board (GASB) adopted accounting and financial reporting standards, GASB Statement Number 45, providing requirements for the accounting and financial reporting by employers for post-employment benefits other than pensions (OPEB). C/CAG currently provides one post-employment benefit in the form of health insurance for retirees. GASB 45 requires the recognition of the cost of post-employment benefits during the years of an employee's active years of service.

In 2012, C/CAG retained Bickmore & Associates, an actuarial firm to prepare an actuarial valuation of Other Post-Employment Benefit (OPEB) programs as of July 1, 2012. C/CAG has been using pay-as-you-go system for OPEB. For example, in FY 2014-15, C/CAG's OPEB expenditure is approximately \$6,650. However, that number will grow to \$14,500 in FY 2015-16 due to recent retirement.

On May 9, 2013, the C/CAG Board reviewed the “Actuarial Valuation of Other Post-Employment Benefits (OPEB)” report prepared by Bickmore & Associates, and directed staff to come back with analysis on options to prefund OPEB. That actuarial valuation report states the C/CAG unfunded actuarial accrued liability (UAAL) is \$184,359 adjusted to fiscal year ended June 30, 2014.

The Finance Committee met on August 26, 2013 and recommended prefunding the \$184,359. However, it was not a unanimous decision.

On September 12, 2013, the C/CAG Board approved prefunding the C/CAG actuarial liability of Other Post-Employment Benefit (OPEB) at \$184,359 and directed staff to explore irrevocable trust options.

During the budget development for the FY 2014-15 budget cycle, staff budgeted the \$184,359 for OPEB in the 2014-15 budget which was approved by the C/CAG Board on June 12, 2014.

Selection process

Staff has discussed with a number of member agencies regarding their practices on OPEB and establishment of trusts. Redwood City, San Carlos, and the County are those contacted. The payroll for C/CAG’s Executive Director and Administrative Assistant are contracted through the City of Redwood City. Majority of C/CAG’s professional staff are contracted through the County of San Mateo. C/CAG also contracts with City of San Carlos as the fiscal agent.

City of Redwood City, City of San Carlos, and the County are currently in the CalPERS CERBT Trust Program, selected through RFP process, with the considerations of 1) number of clients, 2) total asset size, 3) fees, 4) period commitment, 5) investment return.

There are approximately ten of C/CAG member agencies in the CERBT program at the present time.

The CalPERS CERBT is the least expensive solution and the least labor intensive. Also, due to its larger number of clients and asset size, it is deemed a safer choice. However, selecting the CalPERS CERBT would not give C/CAG control over the investment portfolio. If C/CAG wants more control over the investment, we would need to have a group of individuals that would be responsible for regularly reviewing the investment portfolio.

Funds deposited into an irrevocable trust may only be used to pay retiree medical benefits. However, should C/CAG stop prefunding retiree medical benefits, it may withdraw funds from the trust, as needed, to pay retiree medical benefits. Also, if C/CAG were ever able to completely extinguish its retiree medical liability, any funds remaining in the trust would be returned to C/CAG.

ATTACHMENT

1. Resolution 15-33
2. Agreement and Election of C/CAG to Prefund Other Post Employment Benefits Through CalPERS – California Employers’ Retiree Benefit Trust Program (CERBT)

RESOLUTION 15-33

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
(C/CAG) AUTHORIZING AN AGREEMENT AND ELECTION TO PREFUND OTHER
POST EMPLOYMENT BENEFITS (OPEB) THROUGH THE CALIFORNIA
EMPLOYERS' RETIREE BENEFIT TRUST PROGRAM (CERBT) OF CALPERS**

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

WHEREAS, C/CAG wishes to establish a trust for retiree medical benefits; and

WHEREAS, CalPERS, C/CAG's retirement system, has a trust program to receive and invest contributions made to fund other post-employment benefits; and

WHEREAS, it is in the C/CAG's interest to participate in the CalPERS trust.

NOW, THEREFORE, BE IT RESOLVED that the City/County Association of Governments of San Mateo County (C/CAG) Board of Directors authorize the Chair to execute the agreement entitled "Agreement and Election of C/CAG to Prefund Other Post Employment Benefits Through CalPERS".

PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF JUNE 2015.

Mary Ann Nihart, Chair

CALIFORNIA EMPLOYERS' RETIREE BENEFIT TRUST PROGRAM ("CERBT")

**AGREEMENT AND ELECTION
OF**

(NAME OF EMPLOYER)

**TO PREFUND OTHER POST EMPLOYMENT
BENEFITS THROUGH CalPERS**

WHEREAS (1) Government Code Section 22940 establishes in the State Treasury the Annuitants' Health Care Coverage Fund for the prefunding of health care coverage for annuitants (Prefunding Plan); and

WHEREAS (2) The California Public Employees' Retirement System (CalPERS) Board of Administration (Board) has sole and exclusive control and power over the administration and investment of the Prefunding Plan (sometimes also referred to as CERBT), the purposes of which include, but are not limited to (i) receiving contributions from participating employers and establishing separate Employer Prefunding Accounts in the Prefunding Plan for the performance of an essential governmental function (ii) investing contributed amounts and income thereon, if any, in order to receive yield on the funds and (iii) disbursing contributed amounts and income thereon, if any, to pay for costs of administration of the Prefunding Plan and to pay for health care costs or other post employment benefits in accordance with the terms of participating employers' plans; and

WHEREAS (3) _____
(NAME OF EMPLOYER)

(Employer) desires to participate in the Prefunding Plan upon the terms and conditions set by the Board and as set forth herein; and

WHEREAS (4) Employer may participate in the Prefunding Plan upon (i) approval by the Board and (ii) filing a duly adopted and executed Agreement and Election to Prefund Other Post Employment Benefits (Agreement) as provided in the terms and conditions of the Agreement; and

WHEREAS (5) The Prefunding Plan is a trust fund that is intended to perform an essential governmental function within the meaning of Section 115 of the Internal Revenue Code as an agent multiple-employer plan as defined in Governmental Accounting Standards Board (GASB) Statement No. 43 consisting of an aggregation of single-employer plans, with pooled administrative and investment functions;



NOW, THEREFORE, BE IT RESOLVED THAT EMPLOYER HEREBY MAKES THE FOLLOWING REPRESENTATION AND WARRANTY AND THAT THE BOARD AND EMPLOYER AGREE TO THE FOLLOWING TERMS AND CONDITIONS:

A. Representation and Warranty

Employer represents and warrants that it is a political subdivision of the State of California or an entity whose income is excluded from gross income under Section 115 (1) of the Internal Revenue Code.

B. Adoption and Approval of the Agreement; Effective Date; Amendment

(1) Employer's governing body shall elect to participate in the Prefunding Plan by adopting this Agreement and filing with the CalPERS Board a true and correct original or certified copy of this Agreement as follows:

Filing by mail, send to: CalPERS
Affiliate Program Services Division
CERBT (OPEB)
P.O. Box 1494
Sacramento, CA 95812-1494

Filing in person, deliver to:
CalPERS Mailroom
Affiliate Program Services Division
CERBT (OPEB)
400 Q Street
Sacramento, CA 95811

(2) Upon receipt of the executed Agreement, and after approval by the Board, the Board shall fix an effective date and shall promptly notify Employer of the effective date of the Agreement.

(3) The terms of this Agreement may be amended only in writing upon the agreement of both CalPERS and Employer, except as otherwise provided herein. Any such amendment or modification to this Agreement shall be adopted and executed in the same manner as required for the Agreement. Upon receipt of the executed amendment or modification, the Board shall fix the effective date of the amendment or modification.

(4) The Board shall institute such procedures and processes as it deems necessary to administer the Prefunding Plan, to carry out the purposes of this Agreement, and to maintain the tax exempt status of the Prefunding Plan. Employer agrees to follow such procedures and processes.

C. Other Post Employment Benefits (OPEB) Cost Reports and Employer Contributions

(1) Employer shall provide to the Board an OPEB cost report on the basis of the actuarial assumptions and methods prescribed by the Board. Such report shall be for the Board's use in financial reporting, and shall be prepared at least as often as the minimum frequency required by GASB 43. This OPEB cost report may be prepared as an actuarial valuation report or, if the employer is qualified under GASB 45 and 57, may be prepared as an Alternative Measurement Method (AMM) report.

- (a) Unless qualified under GASB 45 and 57 to provide an AMM report, Employer shall provide to the Board an actuarial valuation report. Such report shall be for the Board's use in financial reporting, and shall be prepared at least as often as the minimum frequency required by GASB 43 and 57, and shall be:
 - 1) prepared and signed by a Fellow or Associate of the Society of Actuaries who is also a Member of the American Academy of Actuaries or a person with equivalent qualifications acceptable to the Board;
 - 2) prepared in accordance with generally accepted actuarial practice and GASB 43, 45 and 57; and,
 - 3) provided to the Board prior to the Board's acceptance of contributions for the valuation period or as otherwise required by the Board.

- (b) If qualified under GASB 45 and 57, Employer may provide to the Board an AMM report. Such report shall be for the Board's use in financial reporting, shall be prepared at least as often as the minimum frequency required by GASB 43 and 57, and shall be:
 - 1) affirmed by Employer's external auditor, or by a Fellow or Associate of the Society of Actuaries who is also a Member of the American Academy of Actuaries or a person with equivalent qualifications acceptable to the Board, to be consistent with the AMM process described in GASB 45;
 - 2) prepared in accordance with GASB 43, 45, and 57; and,
 - 3) provided to the Board prior to the Board's acceptance of contributions for the valuation period or as otherwise required by the Board.

(2) The Board may reject any OPEB cost report submitted to it, but shall not unreasonably do so. In the event that the Board determines, in its sole discretion, that the OPEB cost report is not suitable for use in the Board's financial statements or if Employer fails to provide a required OPEB cost report, the Board may obtain, at

Employer's expense, an OPEB cost report that meets the Board's financial reporting needs. The Board may recover from Employer the cost of obtaining such OPEB cost report by billing and collecting from Employer or by deducting the amount from Employer's account in the Prefunding Plan.

(3) Employer shall notify the Board of the amount and time of contributions which contributions shall be made in the manner established by the Board.

(4) Employer contributions to the Prefunding Plan may be limited to the amount necessary to fully fund Employer's actuarial present value of total projected benefits, as supported by the OPEB cost report acceptable to the Board. As used throughout this document, the meaning of the term "actuarial present value of total projected benefits" is as defined in GASB Statement No. 45. If Employer's contribution causes its assets in the Prefunding Plan to exceed the amount required to fully fund the actuarial present value of total projected benefits, the Board may refuse to accept the contribution.

(5) No contributions are required. If an employer elects to contribute then the contribution amount should not be less than \$5000 or the employer's annual required contribution (ARC), whichever amount is lower. Contributions can be made at any time following the seventh day after the effective date of the Agreement provided that Employer has first complied with the requirements of Paragraph C.

D. Administration of Accounts, Investments, Allocation of Income

(1) The Board has established the Prefunding Plan as an agent plan consisting of an aggregation of single-employer plans, with pooled administrative and investment functions, under the terms of which separate accounts will be maintained for each employer so that Employer's assets will provide benefits only under employer's plan.

(2) All Employer contributions and assets attributable to Employer contributions shall be separately accounted for in the Prefunding Plan (Employer's Prefunding Account).

(3) Employer's Prefunding Account assets may be aggregated with prefunding account assets of other employers and may be co-invested by the Board in any asset classes appropriate for a Section 115 Trust.

(4) The Board may deduct the costs of administration of the Prefunding Plan from the investment income or Employer's Prefunding Account in a manner determined by the Board.

(5) Investment income shall be allocated among employers and posted to Employer's Prefunding Account as determined by the Board but no less frequently than annually.

(6) If Employer's assets in the Prefunding Plan exceed the amount required to fully fund the actuarial present value of total projected benefits, the Board, in compliance with applicable accounting and legal requirements, may return such excess to Employer.

E. Reports and Statements

- (1) Employer shall submit with each contribution a contribution report in the form and containing the information prescribed by the Board.
- (2) The Board shall prepare and provide a statement of Employer's Prefunding Account at least annually reflecting the balance in Employer's Prefunding Account, contributions made during the period and income allocated during the period, and such other information as the Board determines.

F. Disbursements

- (1) Employer may receive disbursements not to exceed the annual premium and other costs of post employment healthcare benefits and other post employment benefits as defined in GASB 43.
- (2) Employer shall notify CalPERS in writing in the manner specified by CalPERS of the persons authorized to request disbursements from the Prefunding Plan on behalf of Employer.
- (3) Employer's request for disbursement shall be in writing signed by Employer's authorized representative, in accordance with procedures established by the Board. The Board may require that Employer certify or otherwise establish that the monies will be used for the purposes of the Prefunding Plan.
- (4) Requests for disbursements that satisfy the requirements of paragraphs (2) and (3) will be processed monthly.
- (5) CalPERS shall not be liable for amounts disbursed in error if it has acted upon the written instruction of an individual authorized by Employer to request disbursements. In the event of any other erroneous disbursement, the extent of CalPERS' liability shall be the actual dollar amount of the disbursement, plus interest at the actual earnings rate but not less than zero.
- (6) No disbursement shall be made from the Prefunding Plan which exceeds the balance in Employer's Prefunding Account.

G. Costs of Administration

Employer shall pay its share of the costs of administration of the Prefunding Plan, as determined by the Board.

H. Termination of Employer Participation in Prefunding Plan

- (1) The Board may terminate Employer's participation in the Prefunding Plan if:

- (a) Employer gives written notice to the Board of its election to terminate;
- (b) The Board finds that Employer fails to satisfy the terms and conditions of this Agreement or of the Board's rules or regulations.

(2) If Employer's participation in the Prefunding Plan terminates for any of the foregoing reasons, all assets in Employer's Prefunding Account shall remain in the Prefunding Plan, except as otherwise provided below, and shall continue to be invested and accrue income as provided in Paragraph D.

(3) After Employer's participation in the Prefunding Plan terminates, Employer may not make contributions to the Prefunding Plan.

(4) After Employer's participation in the Prefunding Plan terminates, disbursements from Employer's Prefunding Account may continue upon Employer's instruction or otherwise in accordance with the terms of this Agreement.

(5) After the Employer's participation in the Prefunding Plan terminates, the governing body of the Employer may request either:

- (a) A trustee to trustee transfer of the assets in Employer's Prefunding Account; provided that the Board shall have no obligation to make such transfer unless the Board determines that the transfer will satisfy applicable requirements of the Internal Revenue Code, other law and accounting standards, and the Board's fiduciary duties. If the Board determines that the transfer will satisfy these requirements, the Board shall then have one hundred fifty (150) days from the date of such determination to effect the transfer. The amount to be transferred shall be the amount in the Employer's Prefunding Account as of the date of the transfer (the "transfer date") and shall include investment earnings up to an investment earnings allocation date preceding the transfer date. In no event shall the investment earnings allocation date precede the transfer date by more than 150 days.
- (b) A disbursement of the assets in Employer's Prefunding Account; provided that the Board shall have no obligation to make such disbursement unless the Board determines that, in compliance with the Internal Revenue Code, other law and accounting standards, and the Board's fiduciary duties, all of Employer's obligations for payment of post-employment health care benefits and other post-employment benefits and reasonable administrative costs of the Board have been satisfied. If the Board determines that the disbursement will satisfy these requirements, the Board shall then have one hundred fifty (150) days from the date of such determination to effect the disbursement. The amount to be disbursed shall be the amount in the Employer's Prefunding Account as of the date of the disbursement (the "disbursement date") and shall include investment earnings up to an investment earnings allocation date

preceding the disbursement date. In no event shall the investment earnings allocation date precede the disbursement date by more than 150 days.

(6) After Employer's participation in the Prefunding Plan terminates and at such time that no assets remain in Employer's Prefunding Account, this Agreement shall terminate.

(7) If, for any reason, the Board terminates the Prefunding Plan, the assets in Employer's Prefunding Account shall be paid to Employer after retention of (i) amounts sufficient to pay post employment health care benefits and other post employment benefits to annuitants for current and future annuitants described by the employer's current substantive plan (as defined in GASB 43), and (ii) amounts sufficient to pay reasonable administrative costs of the Board.

(8) If Employer ceases to exist but Employer's Prefunding Plan continues to exist and if no provision has been made by Employer for ongoing payments to pay post employment health care benefits and other post employment benefits to annuitants for current and future annuitants, the Board is authorized to and shall appoint a third party administrator to carry out Employer's Prefunding Plan. Any and all costs associated with such appointment shall be paid from the assets attributable to contributions by Employer.

(9) If Employer should breach the representation and warranty set forth in Paragraph A., the Board shall take whatever action it deems necessary to preserve the tax-exempt status of the Prefunding Plan.

I. General Provisions

(1) Books and Records.

Employer shall keep accurate books and records connected with the performance of this Agreement. Employer shall ensure that books and records of subcontractors, suppliers, and other providers shall also be accurately maintained. Such books and records shall be kept in a secure location at the Employer's office(s) and shall be available for inspection and copying by CalPERS and its representatives.

(2) Audit.

(a) During and for three years after the term of this Agreement, Employer shall permit the Bureau of State Audits, CalPERS, and its authorized representatives, and such consultants and specialists as needed, at all reasonable times during normal business hours to inspect and copy, at the expense of CalPERS, books and records of Employer relating to its performance of this Agreement.

(b) Employer shall be subject to examination and audit by the Bureau of State Audits, CalPERS, and its authorized representatives, and such

consultants and specialists as needed, during the term of this Agreement and for three years after final payment under this Agreement. Any examination or audit shall be confined to those matters connected with the performance of this Agreement, including, but not limited to, the costs of administering this Agreement. Employer shall cooperate fully with the Bureau of State Audits, CalPERS, and its authorized representatives, and such consultants and specialists as needed, in connection with any examination or audit. All adjustments, payments, and/or reimbursements determined to be necessary by any examination or audit shall be made promptly by the appropriate party.

(3) Notice.

- (a) Any notice, approval, or other communication required or permitted under this Agreement will be given in the English language and will be deemed received as follows:
1. Personal delivery. When personally delivered to the recipient. Notice is effective on delivery.
 2. First Class Mail. When mailed first class to the last address of the recipient known to the party giving notice. Notice is effective three delivery days after deposit in a United States Postal Service office or mailbox.
 3. Certified mail. When mailed certified mail, return receipt requested. Notice is effective on receipt, if delivery is confirmed by a return receipt.
 4. Overnight Delivery. When delivered by an overnight delivery service, charges prepaid or charged to the sender's account, Notice is effective on delivery, if delivery is confirmed by the delivery service.
 5. Telex or Facsimile Transmission. When sent by telex or fax to the last telex or fax number of the recipient known to the party giving notice. Notice is effective on receipt, provided that (i) a duplicate copy of the notice is promptly given by first-class or certified mail or by overnight delivery, or (ii) the receiving party delivers a written confirmation of receipt. Any notice given by telex or fax shall be deemed received on the next business day if it is received after 5:00 p.m. (recipient's time) or on a nonbusiness day.
 6. E-mail transmission. When sent by e-mail using software that provides unmodifiable proof (i) that the message was sent, (ii) that the message was delivered to the recipient's information processing system, and (iii) of the time and date the message was delivered to

the recipient along with a verifiable electronic record of the exact content of the message sent.

Addresses for the purpose of giving notice are as shown in Paragraph B.(1) of this Agreement.

- (b) Any correctly addressed notice that is refused, unclaimed, or undeliverable because of an act or omission of the party to be notified shall be deemed effective as of the first date that said notice was refused, unclaimed, or deemed undeliverable by the postal authorities, messenger or overnight delivery service.
- (c) Any party may change its address, telex, fax number, or e-mail address by giving the other party notice of the change in any manner permitted by this Agreement.
- (d) All notices, requests, demands, amendments, modifications or other communications under this Agreement shall be in writing. Notice shall be sufficient for all such purposes if personally delivered, sent by first class, registered or certified mail, return receipt requested, delivery by courier with receipt of delivery, facsimile transmission with written confirmation of receipt by recipient, or e-mail delivery with verifiable and unmodifiable proof of content and time and date of sending by sender and delivery to recipient. Notice is effective on confirmed receipt by recipient or 3 business days after sending, whichever is sooner.

(4) Modification

This Agreement may be supplemented, amended, or modified only by the mutual agreement of the parties. No supplement, amendment, or modification of this Agreement shall be binding unless it is in writing and signed by the party to be charged.

(5) Survival

All representations, warranties, and covenants contained in this Agreement, or in any instrument, certificate, exhibit, or other writing intended by the parties to be a part of their Agreement shall survive the termination of this Agreement until such time as all amounts in Employer's Prefunding Account have been disbursed.

(6) Waiver

No waiver of a breach, failure of any condition, or any right or remedy contained in or granted by the provisions of this Agreement shall be effective unless it is in writing and signed by the party waiving the breach, failure, right, or remedy. No waiver of any breach, failure, right, or remedy shall be deemed a waiver of any other breach, failure, right, or remedy, whether or not similar, nor shall any waiver constitute a continuing waiver unless the writing so specifies.

(7) Necessary Acts, Further Assurances

The parties shall at their own cost and expense execute and deliver such further documents and instruments and shall take such other actions as may be reasonably required or appropriate to evidence or carry out the intent and purposes of this Agreement.

A majority vote of Employer's Governing Body at a public meeting held on the _____ day of the month of _____ in the year _____, authorized entering into this Agreement.

Signature of the Presiding Officer: _____

Printed Name of the Presiding Officer: _____

Name of Governing Body: _____

Name of Employer: _____

Date: _____

BOARD OF ADMINISTRATION
CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BY _____
JOHN SWEDENSKY
AFFILIATE PROGRAM SERVICES DIVISION
CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM

To be completed by CalPERS
The effective date of this Agreement is: _____

C/CAG AGENDA REPORT

ITEM 6.4.2

Date: June 11, 2015

TO: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-34 delegating the authority to the C/CAG Executive Director or the C/CAG Chair to request disbursements from CalPERS CERBT trust program, and to execute any and all documents necessary to effectuate the initial and ongoing administration of the CERBT program agreement

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

RECOMMENDATION:

That the C/CAG Board review and approve Resolution 15-34 delegating the authority to the C/CAG Executive Director or the C/CAG Chair to request disbursements from CalPERS CERBT trust program, and to execute any and all documents necessary to effectuate the initial and ongoing administration of the CERBT program agreement.

FISCAL IMPACT:

None. This is a delegation of authority to request disbursements.

REVENUE SOURCES:

Funding sources for C/CAG OPEB comes from various C/CAG funds similar to those funds for C/CAG employee salaries and benefits.

BACKGROUND/DISCUSSION:

The CalPERS California Employers' Retiree Benefit Trust Program (CERBT) requires the governing body to adopt the delegation of authority to request disbursements at a public meeting. In addition, two signatures are required for any disbursements greater than \$10,000.

Staff recommends the C/CAG Board delegates the authority to request disbursement to the C/CAG Executive Director as well as the C/CAG Chair in the event two signatures are required.

ATTACHMENT

1. Resolution 15-34
2. Delegation of Authority form

RESOLUTION 15-34

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) DELEGATING THE AUTHORITY TO C/CAG CHAIR OR EXECUTIVE DIRECTOR TO REQUEST DISBURSEMENTS FROM THE OTHER POST EMPLOYMENT PREFUNDING PLAN THROUGH THE CALIFORNIA EMPLOYERS' RETIREE BENEFIT TRUST PROGRAM (CERBT) OF CALPERS, AND TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY TO EFFECTUATE THE INITIAL AND ONGOING ADMINISTRATION OF THE CERBT PROGRAM AGREEMENT

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

WHEREAS, C/CAG wishes to establish a trust for retiree medical benefits; and

WHEREAS, CalPERS, C/CAG's retirement system, has a trust program to receive and invest contributions made to fund other post-employment benefits; and

WHEREAS, C/CAG is interested in participating in the CalPERS California Employers' Retiree Benefit Trust Program (CERBT); and

WHEREAS, upon the establishment of the CalPERS CERBT program, CalPERS requires two signatures for any disbursement greater than \$10,000.

NOW, THEREFORE, BE IT RESOLVED that the City/County Association of Governments of San Mateo County (C/CAG) Board of Directors delegates the authority to the C/CAG Executive Director or the C/CAG Chair to request disbursements from CalPERS CERBT trust program, and to execute any and all documents necessary to effectuate the initial and ongoing administration of the CERBT program agreement.

PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF JUNE 2015.

Mary Ann Nihart, Chair



DELEGATION OF AUTHORITY
TO REQUEST DISBURSEMENTS

RESOLUTION
OF THE

(GOVERNING BODY)

OF THE

(NAME OF EMPLOYER)

The _____ delegates to the incumbents
(GOVERNING BODY)

in the positions of _____ and
(TITLE)

_____ and/or
(TITLE)

_____ authority to request on
(TITLE)

behalf of the Employer disbursements from the Other Post Employment Prefunding
Plan and to certify as to the purpose for which the disbursed funds will be used.

By _____

Title _____

Witness _____

Date _____

C/CAG AGENDA REPORT

ITEM 6.4.3

Date: June 11, 2015
TO: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approval of a funding policy in the amount of \$30,000 to cover the annual required contribution as initial investment into the CalPERS CERBT Trust Program and select Asset Allocation Strategy 2 as the asset allocation strategy

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

RECOMMENDATION:

That the C/CAG Board review and approve a funding policy in the amount of \$30,000 to cover the annual required contribution as initial investment into the CalPERS CERBT Trust Program, and select Asset Allocation Strategy 2 as the asset allocation strategy.

FISCAL IMPACT:

If approved, \$30,000 from C/CAG funds will be invested in the CalPERS CERBT trust program.

REVENUE SOURCES:

Funding sources for C/CAG OPEB comes from various C/CAG funds similar to those funds for C/CAG employee salaries and benefits.

BACKGROUND/DISCUSSION:

In 2012, C/CAG retained Bickmore & Associates, an actuarial firm to prepare an actuarial valuation of Other Post-Employment Benefit (OPEB) programs as of July 1, 2012. C/CAG has been using pay-as-you-go system for OPEB.

On May 9, 2013, the C/CAG Board reviewed the "Actuarial Valuation of Other Post-Employment Benefits (OPEB)" report prepared by Bickmore & Associates, and directed staff to come back with analysis on options to prefund OPEB. That actuarial valuation report states the C/CAG unfunded actuarial accrued liability (UAAL) is \$184,359 adjusted to fiscal year ended June 30, 2014.

The Finance Committee met on August 26, 2013 and recommended prefunding the \$184,359. However, it was not a unanimous decision.

On September 12, 2013, the C/CAG Board approved prefunding the C/CAG actuarial liability of Other Post-Employment Benefit (OPEB) at \$184,359 and directed staff to explore irrevocable trust options.

During the budget development for the FY 2014-15 budget cycle, staff budgeted the \$184,359 for OPEB in the 2014-15 budget which was approved by the C/CAG Board on June 12, 2014.

Upon further investigation, staff recommends an initiation investment of \$30,000, and select asset allocation "Strategy 2" to fully cover the annual required contribution, to be more conservative.

The CERBT trust program allows C/CAG to invest additional contribution at any time in the future. Further, C/CAG is due to prepare the next bi-annual Actuarial Report on GASB 45 retiree benefit valuation starting from July 1, 2015. Upon a new actuarial valuation report, recommendation on future investment in the CERBT trust program will be brought back to the C/CAG Board at a future meeting.

ATTACHMENT

1. CalPERS Certification of OPEB Funding Policy & GASB 43/45 Reporting Compliance form.
2. CERBT Strategy 1, Strategy 2, Strategy 3 information sheets



**CERTIFICATION OF OPEB FUNDING POLICY &
GASB 43/45 REPORTING COMPLIANCE**

SECTION I: Asset Allocation Strategy Selection

As the employer, I certify that my agency chooses the following asset allocation strategy

Select one Asset Allocation Strategy

<u>Asset Allocation Strategy</u>	<u>Long-Term Expected Rate of Return</u>
<input type="checkbox"/> Strategy 1	7.28%
<input checked="" type="checkbox"/> Strategy 2	6.73%
<input type="checkbox"/> Strategy 3	6.12%

SECTION II: ARC Funding

As the employer, I certify that our funding policy is to contribute consistently an amount that is equal to (select one):

Full ARC Funding:

- 100 % of the ARC as determined in our OPEB valuation (or AMM) dated _____, 20____, which used an actuarial Discount Rate of _____%

Partial ARC Funding:

- _____% of the ARC as determined in our OPEB valuation (or AMM if it applies) dated _____, 20__ which used a blended actuarial Discount Rate of _____%
- We will contribute to the trust using an approach not directly related to the ARC (please describe your funding approach and how it relates to the discount rate assumption in your OPEB valuation (or AMM) dated July 1, 2012 which used a blended actuarial Discount Rate of 6.50 %

**CERTIFICATION OF OPEB FUNDING POLICY &
GASB 43/45 REPORTING COMPLIANCE**

SECTION III: ARC Contribution Method

We plan to contribute toward the ARC in the following manner (select one):

- Contribute our full ARC payments to the trust and seek reimbursements for Pay-go costs
- Contribute our ARC payments to the trust net of Pay-go costs and not seek reimbursements (ARC minus Pay-go = Trust Contribution)
- Other (Please describe):

SECTION IV: Years of ARC Coverage

This OPEB valuation provides ARC amounts for the following periods:

(ARC dates should correspond with Item No. 10.0 in Summary of Actuarial Information)

First Year: From July 1, 2014 through June 30, 2015.

Second Year: From _____, 20____ through _____, 20____.

CERTIFICATION OF OPEB FUNDING POLICY & GASB 43/45 REPORTING COMPLIANCE

Instructions to complete the form

SECTION I: Asset allocation Strategy and Discount Rate Selection

Check the box next to the Asset Allocation Strategy on which you have based your OPEB actuarial valuation or Alternative Measurement Method (AMM) cost report. Each strategy has a different assumed Long Term Expected Rate of Return and risk profile. Your CERBT assets will be invested using the Asset Allocation Strategy indicated here.

The choices you check off on this form should match those used by your actuary in the OPEB valuation.

SECTION II: ARC Funding

- If you are fully funding, check the first box indicating the 100% funding, the applicable Discount Rate, and the valuation date.
- If you are funding at less than 100%, check the second box to indicate the percentage of funding [trust contributions plus paygo (and Implicit Rate Subsidy if applicable) divided by ARC], the valuation date, and the Discount Rate.
- If you are funding at less than 100% and your contributions are not tied specifically to the ARC, then indicate how you expect to contribute. For example, if you intend to make unreimbursed pay-go payments plus a fixed dollar amount to the trust, then describe this in the space provided.

SECTION III: ARC Contribution Method

Here we ask you to indicate how you expect to make contributions to the trust: Full ARC with reimbursements, ARC net of paygo, or something else (please describe).

SECTION IV: Years of ARC Coverage

Generally, your OPEB valuation will provide two years of ARC coverage. Please identify the specific periods to which the ARC applies.

California Employers' Retiree Benefit Trust (CERBT) CERBT Strategy 1



April 30, 2015

Objective

The objective of the CERBT Strategy 1 portfolio is to seek returns that reflect the broad investment performance of the financial markets through capital appreciation and investment income. There is no guarantee that the portfolio will achieve its investment objective.

Strategy

The CERBT Strategy 1 portfolio is invested in various asset classes in percentages approved by the CalPERS Board. The specific percentages of portfolio assets allocated to each asset class are shown under "Composition". Generally, equities are intended to help build the value of the employer's portfolio over the long term while bonds are intended to help provide income and stability of principal. Also, strategies invested in a higher percentage of equities seek higher investment returns (but assume more risk) compared with strategies invested in a higher percentage of bonds.

Compared with CERBT Strategy 2 and Strategy 3, this portfolio consists of a higher percentage of equities than bonds and other assets. Historically, equities have displayed greater price volatility and therefore this portfolio may experience greater fluctuation of value. Employers that seek higher investment returns, and are able to accept greater risk and tolerate more fluctuation in returns, may wish to consider this portfolio.

CalPERS Board may change the list of approved asset classes, in composition as well as targeted allocation percentages and ranges at any time.

Assets Under Management

As of the specified reporting month-end, the aggregate total of assets under management for all CERBT Strategies was

\$4,450,822,790.

Composition

Asset Class Allocations and Benchmarks

The CERBT Strategy 1 portfolio consists of the following asset classes and corresponding benchmarks:

Asset Class	Target Allocation ¹	Target Range	Benchmark
Global Equity	57%	± 2%	MSCI All Country World Index IMI (net)
Fixed Income	27%	± 2%	Barclays Capital Long Liability Index
Treasury Inflation-Protected Securities ("TIPS")	5%	± 2%	Barclays Capital Global: US TIPS Index
Real Estate Investment Trusts ("REITs")	8%	± 2%	FTSE EPRA/NAREIT Developed Liquid Index (net)
Commodities	3%	± 2%	S&P GSCI Total Return Index

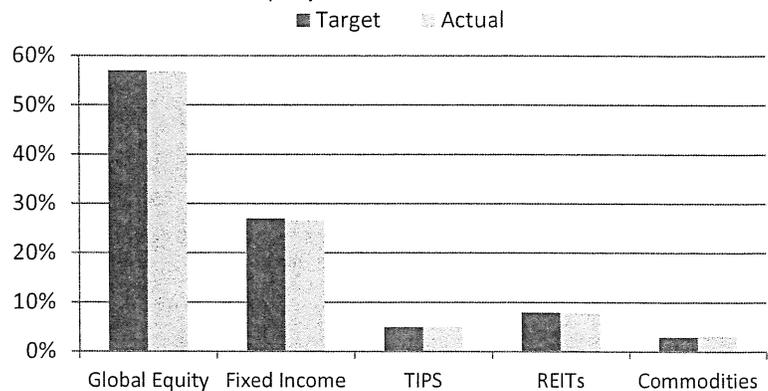
¹ Allocations approved by the Board at the October 2014 Investment Committee meeting

Portfolio Benchmark

The CERBT Strategy 1 benchmark is a composite of underlying asset class market indices, each assigned the target weight for the asset class it represents.

Target vs. Actual Asset Class Allocations

The following chart shows policy target allocations compared with actual asset allocations as of the specified reporting month-end. CalPERS may overweight or underweight an allocation to a particular asset class based on market, economic, or CalPERS policy considerations.



CERBT Strategy 1 Performance as of April 30, 2015

	1 Month	3 Months	Fiscal YTD	1 Year	3 Years*	5 Years*	Since Inception* (June 1, 2007)
Returns before expenses ¹	1.58%	3.62%	2.42%	6.24%	9.80%	9.14%	4.61%
Benchmark returns	1.57%	3.45%	2.08%	5.84%	9.51%	9.07%	4.16%

*Returns for periods greater than one year are annualized.

¹ See the Expense section of this document.



April 30, 2015

General Information

Information Accessibility

The CERBT Strategy 1 portfolio consists of assets managed internally by CalPERS and/or external advisors. Since it is not a mutual fund, a prospectus is not available nor is information available from a newspaper source. This summary is designed to provide descriptive information. CalPERS provides a quarterly statement of the employer's account and other information about the CERBT. For total market value, detailed asset allocation, investment policy and current performance information, including performance to the most recent month-end, please visit our website at: www.calpers.ca.gov.

Portfolio Manager Information

The CalPERS Investment Committee and Board of Administration directs the investment strategy and investments of the CERBT. Under that direction, CalPERS Investment staff manages fixed income, treasury inflation-protected securities and commodities assets; and State Street Global Advisors (SSgA) manages the global equity and real estate investment trust assets.

Custodian and Record Keeper

State Street Bank serves as custodian for the CERBT. Northeast Retirement Services serves as record keeper.

Expenses

CERBT is a self-funded trust in which participating employers pay for all administrative and investment expenses. Expenses reduce the gross investment return by the fee amount. The larger the fee, the greater the reduction of investment return. Currently, CERBT expenses are 0.10% which consist of administrative expenses borne by CalPERS to administer and oversee the Trust assets, investment management and administrative fees paid to SSgA to manage the global equity and real estate trust assets, and recordkeeping fees paid to Northeast Retirement Services to administer individual employer accounts. The expenses described herein are reflected in the net asset value per share. CERBT's actual expenses may differ from the amount currently being accrued due to factors such as changes in average fund assets or market conditions. The expense accrual rate may change without notice in order to reflect changes in average portfolio assets or in expense amounts. The CalPERS Board annually reviews the operating expenses and changes may be made as appropriate. Even if the portfolio loses money during a period, the fee is still charged.

What Employers Own

Each employer choosing CERBT Strategy 1 owns a percentage of this portfolio, which invests in pooled asset classes managed by CalPERS and/or external advisors. Employers do not have direct ownership of the securities in the portfolio.

Price

The value of the portfolio changes daily, based upon the market value of the underlying securities. Just as prices of individual securities fluctuate, the portfolio's value also changes with market conditions.

Principal Risks of the Portfolio

The CalPERS CERBT Fund provides California government employers with a trust through which they may prefund retiree medical costs and other post-employment benefits. CERBT is not, however, a defined benefit plan. There is no guarantee that the portfolio will achieve its investment objectives nor provide sufficient funding to meet these employer obligations. Further, CalPERS will not make up the difference between actual health care premiums for payment of future benefits provided to retirees should CERBT assets not be sufficient to cover future obligations.

An investment in the portfolio is not a bank deposit, and it is not insured nor guaranteed by the Federal Deposit Insurance Corporation (FDIC), CalPERS, the State of California or any other government agency.

There are risks associated with investing, including possible loss of principal. The portfolio's risk depends in part on the portfolio's asset class allocations and the selection, weighting and risks of the underlying investments. For more information about investment risks, please see the document entitled "CERBT Principal Investment Risks" located at www.calpers.ca.gov.

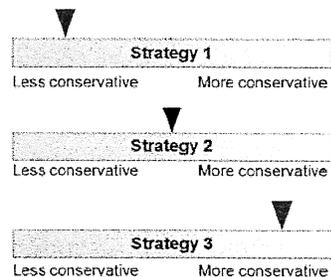
Fund Performance

Performance data shown on page 1 represents past performance and is no guarantee of future results. The investment return and principal value of an investment will fluctuate so that an employer's units, when redeemed, may be worth more or less than their original cost. Current performance may be higher or lower than historical performance data shown. For current performance information, please visit www.calpers.ca.gov and follow the links to California Employer Retirees' Benefit Trust.

CERBT Strategy Risk Levels

CalPERS offers employers the choice of one of three investment strategies. Risk levels among strategies vary, depending upon the target asset class allocations. Generally, equities carry more risk than fixed income securities.

Asset Class Target Allocations	Strategy 1	Strategy 2	Strategy 3
Global Equity	57%	40%	24%
Fixed Income	27%	39%	39%
Treasury Inflation-Protected Securities	5%	10%	26%
Real Estate Investment Trusts	8%	8%	8%
Commodities	3%	3%	3%



California Employers' Retiree Benefit Trust (CERBT) CERBT Strategy 2



April 30, 2015

Objective

The objective of the CERBT Strategy 2 portfolio is to seek returns that reflect the broad investment performance of the financial markets through capital appreciation and investment income. There is no guarantee that the portfolio will achieve its investment objective.

Strategy

The CERBT Strategy 2 portfolio is invested in various asset classes in percentages approved by the CalPERS Board. The specific percentages of portfolio assets allocated to each asset class are shown under "Composition". Generally, equities are intended to help build the value of the employer's portfolio over the long term while bonds are intended to help provide income and stability of principal. Also, strategies invested in a higher percentage of equities seek higher investment returns (but assume more risk) compared with strategies invested in a higher percentage of bonds.

Compared with CERBT Strategy 1 and Strategy 3, this portfolio consists of a moderate allocation of equities, bonds, and other assets. Historically, equities have displayed greater price volatility and therefore, this portfolio may experience comparatively less fluctuation of value compared to CERBT Strategy 1 but more fluctuation of value compared to CERBT Strategy 3. Employers that seek a moderate approach to investing may wish to consider this portfolio.

CalPERS Board may change the list of approved asset classes, in composition as well as targeted allocation percentages and ranges at any time.

Assets Under Management

As of the specified reporting month-end, the aggregate total of assets under management for all CERBT Strategies was **\$4,450,822,790**.

Composition

Asset Class Allocations and Benchmarks

The CERBT Strategy 2 portfolio consists of the following asset classes and corresponding benchmarks:

Asset Class	Target Allocation ¹	Target Range	Benchmark
Global Equity	40%	± 2%	MSCI All Country World Index IMI (net)
Fixed Income	39%	± 2%	Barclays Capital Long Liability Index
Treasury Inflation-Protected Securities ("TIPS")	10%	± 2%	Barclays Capital Global: US TIPS Index
Real Estate Investment Trusts ("REITs")	8%	± 2%	FTSE EPRA/NAREIT Developed Liquid Index (net)
Commodities	3%	± 2%	S&P GSCI Total Return Index

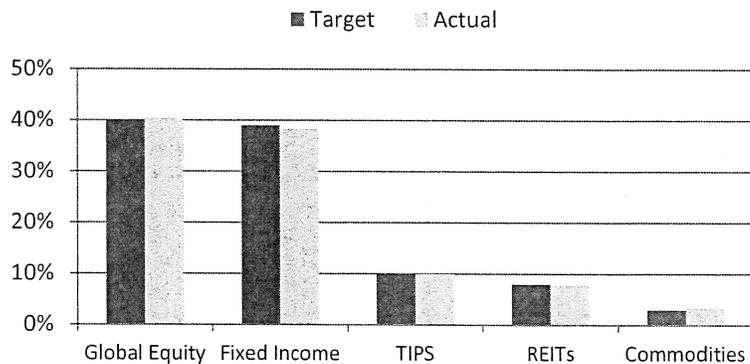
¹ Allocations approved by the Board at the October 2014 Investment Committee meeting

Portfolio Benchmark

The CERBT Strategy 2 benchmark is a composite of underlying asset class market indices, each assigned the target weight for the asset class it represents.

Target vs. Actual Asset Class Allocations

The following chart shows policy target allocations compared with actual asset allocations as of the specified reporting month-end. CalPERS may overweight or underweight an allocation to a particular asset class based on market, economic, or CalPERS policy considerations.



CERBT Strategy 2 Performance as of April 30, 2015							
	1 Month	3 Months	Fiscal YTD	1 Year	3 Years*	5 Years*	Since Inception* (October 1, 2011)
Returns before expenses ¹	1.06%	2.18%	2.27%	5.79%	8.14%	-	10.42%
Benchmark returns	1.04%	1.93%	1.99%	5.44%	7.81%	-	10.20%

*Returns for periods greater than one year are annualized.

¹ See the Expense section of this document.



April 30, 2015

General Information

Information Accessibility

The CERBT Strategy 1 portfolio consists of assets managed internally by CalPERS and/or external advisors. Since it is not a mutual fund, a prospectus is not available nor is information available from a newspaper source. This summary is designed to provide descriptive information. CalPERS provides a quarterly statement of the employer's account and other information about the CERBT. For total market value, detailed asset allocation, investment policy and current performance information, including performance to the most recent month-end, please visit our website at: www.calpers.ca.gov.

Portfolio Manager Information

The CalPERS Investment Committee and Board of Administration directs the investment strategy and investments of the CERBT. Under that direction, CalPERS Investment staff manages fixed income, treasury inflation-protected securities and commodities assets; and State Street Global Advisors (SSgA) manages the global equity and real estate investment trust assets.

Custodian and Record Keeper

State Street Bank serves as custodian for the CERBT. Northeast Retirement Services serves as record keeper.

Expenses

CERBT is a self-funded trust in which participating employers pay for all administrative and investment expenses. Expenses reduce the gross investment return by the fee amount. The larger the fee, the greater the reduction of investment return. Currently, CERBT expenses are 0.10% which consist of administrative expenses borne by CalPERS to administer and oversee the Trust assets, investment management and administrative fees paid to SSgA to manage the global equity and real estate trust assets, and recordkeeping fees paid to Northeast Retirement Services to administer individual employer accounts. The expenses described herein are reflected in the net asset value per share. CERBT's actual expenses may differ from the amount currently being accrued due to factors such as changes in average fund assets or market conditions. The expense accrual rate may change without notice in order to reflect changes in average portfolio assets or in expense amounts. The CalPERS Board annually reviews the operating expenses and changes may be made as appropriate. Even if the portfolio loses money during a period, the fee is still charged.

What Employers Own

Each employer choosing CERBT Strategy 2 owns a percentage of this portfolio, which invests in pooled asset classes managed by CalPERS and/or external advisors. Employers do not have direct ownership of the securities in the portfolio.

Price

The value of the portfolio changes daily, based upon the market value of the underlying securities. Just as prices of individual securities fluctuate, the portfolio's value also changes with market conditions.

Principal Risks of the Portfolio

The CalPERS CERBT Fund provides California government employers with a trust through which they may prefund retiree medical costs and other post-employment benefits. CERBT is not, however, a defined benefit plan. There is no guarantee that the portfolio will achieve its investment objectives nor provide sufficient funding to meet these employer obligations. Further, CalPERS will not make up the difference between actual health care premiums for payment of future benefits provided to retirees should CERBT assets not be sufficient to cover future obligations.

An investment in the portfolio is not a bank deposit, and it is not insured nor guaranteed by the Federal Deposit Insurance Corporation (FDIC), CalPERS, the State of California or any other government agency.

There are risks associated with investing, including possible loss of principal. The portfolio's risk depends in part on the portfolio's asset class allocations and the selection, weighting and risks of the underlying investments. For more information about investment risks, please see the document entitled "CERBT Principal Investment Risks" located at www.calpers.ca.gov.

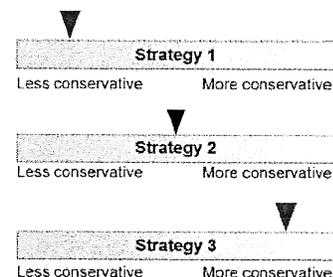
Fund Performance

Performance data shown on page 1 represents past performance and is no guarantee of future results. The investment return and principal value of an investment will fluctuate so that an employer's units, when redeemed, may be worth more or less than their original cost. Current performance may be higher or lower than historical performance data shown. For current performance information, please visit www.calpers.ca.gov and follow the links to California Employer Retirees' Benefit Trust.

CERBT Strategy Risk Levels

CalPERS offers employers the choice of one of three investment strategies. Risk levels among strategies vary, depending upon the target asset class allocations. Generally, equities carry more risk than fixed income securities.

Asset Class Target Allocations	Strategy 1	Strategy 2	Strategy 3
Global Equity	57%	40%	24%
Fixed Income	27%	39%	39%
Treasury Inflation-Protected Securities	5%	10%	26%
Real Estate Investment Trusts	8%	8%	8%
Commodities	3%	3%	3%



April 30, 2015

Objective

The objective of the CERBT Strategy 3 portfolio is to seek returns that reflect the broad investment performance of the financial markets through capital appreciation and investment income. There is no guarantee that the portfolio will achieve its investment objective.

Strategy

The CERBT Strategy 3 portfolio is invested in various asset classes in percentages approved by the CalPERS Board. The specific percentages of portfolio assets allocated to each asset class are shown under "Composition". Generally, equities are intended to help build the value of the employer's portfolio over the long term while bonds are intended to help provide income and stability of principal. Also, strategies invested in a higher percentage of equities seek higher investment returns (but assume more risk) compared with strategies invested in a higher percentage of bonds.

Compared with CERBT Strategy 1 and Strategy 2, this portfolio consists of a lower percentage of equities than bonds, and other assets. Historically, funds with a lower percentage of equities have displayed less price volatility and therefore, this portfolio may experience less fluctuation of value. Employers that seek greater stability of value, in exchange for possible lower investment returns, may wish to consider this portfolio.

CalPERS Board may change the list of approved asset classes, in composition as well as targeted allocation percentages and ranges at any time.

Assets Under Management

As of the specified reporting month-end, the aggregate total of assets under management for all CERBT Strategies was

\$4,450,822,790.

Composition

Asset Class Allocations and Benchmarks

The CERBT Strategy 3 portfolio consists of the following asset classes and corresponding benchmarks:

Asset Class	Target Allocation ¹	Target Range	Benchmark
Global Equity	24%	± 2%	MSCI All Country World Index IMI (net)
Fixed Income	39%	± 2%	Barclays Capital Long Liability Index
Treasury Inflation-Protected Securities ("TIPS")	26%	± 2%	Barclays Capital Global: US TIPS Index
Real Estate Investment Trusts ("REITs")	8%	± 2%	FTSE EPRA/NAREIT Developed Liquid Index (net)
Commodities	3%	± 2%	S&P GSCI Total Return Index

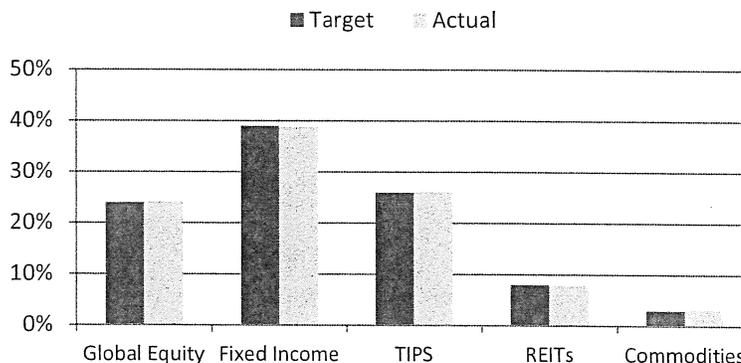
¹ Allocations approved by the Board at the October 2014 Investment Committee meeting

Portfolio Benchmark

The CERBT Strategy 3 benchmark is a composite of underlying asset class market indices, each assigned the target weight for the asset class it represents.

Target vs. Actual Asset Class Allocations

The following chart shows policy target allocations compared with actual asset allocations as of the specified reporting month-end. CalPERS may overweight or underweight an allocation to a particular asset class based on market, economic, or CalPERS policy considerations.



CERBT Strategy 3 Performance as of April 30, 2015

	1 Month	3 Months	Fiscal YTD	1 Year	3 Years*	5 Years*	Since Inception* January 1, 2012)
Returns before expenses ¹	0.72%	0.94%	2.54%	5.67%	6.53%	-	7.65%
Benchmark returns	0.72%	0.65%	2.09%	5.17%	6.10%	-	7.29%

*Returns for periods greater than one year are annualized.

¹ See the Expense section of this document.

California Employers' Retiree Benefit Trust (CERBT)

CERBT Strategy 3



April 30, 2015

General Information

Information Accessibility

The CERBT Strategy 3 portfolio consists of assets managed internally by CalPERS and/or external advisors. Since it is not a mutual fund, a prospectus is not available nor is information available from a newspaper source. This summary is designed to provide descriptive information. CalPERS provides a quarterly statement of the employer's account and other information about the CERBT. For total market value, detailed asset allocation, investment policy and current performance information, including performance to the most recent month-end, please visit our website at: www.calpers.ca.gov.

Portfolio Manager Information

The CalPERS Investment Committee and Board of Administration directs the investment strategy and investments of the CERBT. Under that direction, CalPERS Investment staff manages fixed income, treasury inflation-protected securities and commodities assets; and State Street Global Advisors (SSgA) manages the global equity and real estate investment trust assets.

Custodian and Record Keeper

State Street Bank serves as custodian for the CERBT. Northeast Retirement Services serves as record keeper.

Expenses

CERBT is a self-funded trust in which participating employers pay for all administrative and investment expenses. Expenses reduce the gross investment return by the fee amount. The larger the fee, the greater the reduction of investment return. Currently, CERBT expenses are 0.10% which consist of administrative expenses borne by CalPERS to administer and oversee the Trust assets, investment management and administrative fees paid to SSgA to manage the global equity and real estate trust assets, and recordkeeping fees paid to Northeast Retirement Services to administer individual employer accounts. The expenses described herein are reflected in the net asset value per share. CERBT's actual expenses may differ from the amount currently being accrued due to factors such as changes in average fund assets or market conditions. The expense accrual rate may change without notice in order to reflect changes in average portfolio assets or in expense amounts. The CalPERS Board annually reviews the operating expenses and changes may be made as appropriate. Even if the portfolio loses money during a period, the fee is still charged.

What Employers Own

Each employer choosing CERBT Strategy 3 owns a percentage of this portfolio, which invests in pooled asset classes managed by CalPERS and/or external advisors. Employers do not have direct ownership of the securities in the portfolio.

Price

The value of the portfolio changes daily, based upon the market value of the underlying securities. Just as prices of individual securities fluctuate, the portfolio's value also changes with market conditions.

Principal Risks of the Portfolio

The CalPERS CERBT Fund provides California government employers with a trust through which they may prefund retiree medical costs and other post-employment benefits. CERBT is not, however, a defined benefit plan. There is no guarantee that the portfolio will achieve its investment objectives nor provide sufficient funding to meet these employer obligations. Further, CalPERS will not make up the difference between actual health care premiums for payment of future benefits provided to retirees should CERBT assets not be sufficient to cover future obligations.

An investment in the portfolio is not a bank deposit, and it is not insured nor guaranteed by the Federal Deposit Insurance Corporation (FDIC), CalPERS, the State of California or any other government agency.

There are risks associated with investing, including possible loss of principal. The portfolio's risk depends in part on the portfolio's asset class allocations and the selection, weighting and risks of the underlying investments. For more information about investment risks, please see the document entitled "CERBT Principal Investment Risks" located at www.calpers.ca.gov.

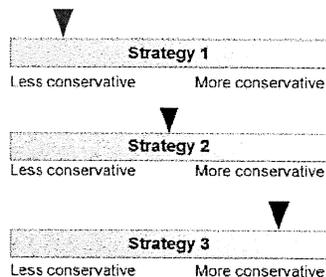
Fund Performance

Performance data shown on page 1 represents past performance and is no guarantee of future results. The investment return and principal value of an investment will fluctuate so that an employer's units, when redeemed, may be worth more or less than their original cost. Current performance may be higher or lower than historical performance data shown. For current performance information, please visit www.calpers.ca.gov and follow the links to California Employer Retirees' Benefit Trust.

CERBT Strategy Risk Levels

CalPERS offers employers the choice of one of three investment strategies. Risk levels among strategies vary, depending upon the target asset class allocations. Generally, equities carry more risk than fixed income securities.

Asset Class Target Allocations	Strategy 1	Strategy 2	Strategy 3
Global Equity	57%	40%	24%
Fixed Income	27%	39%	39%
Treasury Inflation-Protected Securities	5%	10%	26%
Real Estate Investment Trusts	8%	8%	8%
Commodities	3%	3%	3%



C/CAG AGENDA REPORT

Date: June 11, 2014

TO: C/CAG Board of Directors

From: Sandy Wong, Executive Director - C/CAG

Subject: Review and approval of Resolution 15-19 approving the C/CAG 2015-16 Program Budget and Fees (Special Voting procedures apply)

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

RECOMMENDATION:

That the C/CAG Board review and approve Resolution 15-19 approving the C/CAG 2015-16 Program Budget and Fees. Special voting procedures apply.

FISCAL IMPACT:

In accordance with the proposed C/CAG 2015-16 Program Budget.

REVENUE SOURCES:

Funding sources for C/CAG include member assessments; cost reimbursement from partners; private and public grants; regional, State, and Federal transportation and other funds; special assessments; Department of Motor Vehicle fees; and interest.

BACKGROUND:

On May 14, 2015, the C/CAG Board reviewed the initial draft and assumptions for the C/CAG 2015-16 Program Budget and Fees. For fiscal year 2015-16, the proposed total C/CAG Member Assessments will be the same as FY 2014-15. However, individual member agency's share is recalculated based on new population data.

Additionally, on May 14, 2015, the C/CAG Board approved Resolution 15-14 reauthorizing the San Mateo County Congestion Relief Plan (CRP) for four years from July 1, 2015 to June 30, 2019. While the countywide total CRP fund for the next four years is the same as the last four years, the new CRP member assessment for each jurisdiction is based on new population and auto trips generated by jurisdictions. Hence, the assessment amount for each jurisdiction would be different from past years.

At the May 14, 2015 C/CAG Board meeting, the Board received a presentation on the Draft Budget. The Board also made a suggestion to consider the establishment of a 5-year fund for Smart Corridor maintenance.

Budget Assumption Highlights (as reported on May 14, 2015):

The following are some highlights on assumptions and issues:

1. Overall member assessments for FY 2015-16 will stay the same as last year.
2. For both FY 2014-15 and FY 2015-16, the ending funding balance has a decrease from the beginning fund balance, largely due to draw down from Smart Corridor and programs funded by the \$4 Vehicle Registration Fee.
3. Administration Service expenses are related to C/CAG Executive Director and Administrative Assistant only.
4. Professional Services expenses are related to all other C/CAG staff and contract staff. C/CAG contracts with many of its member agencies to provide Professional Services including Program Managers, Financial Services, and Legal Counsel Support.
5. Smart Corridor - Segments 2 and 3 construction is largely completed during fiscal year 2014-15. System integration, communication, implementation, maintenance, and training will continue in FY 2015-16.
6. San Mateo Congestion Relief Program assumes \$200,000 in funding for climate action planning. This includes cost for climate action partnerships to assist the cities and County as was done in the past budget cycles.
7. AB 1546 DMV Fee (\$4 Vehicle Registration Fee) Program sunset on January 1, 2013. Cash balance in this fund will continue to be drawn down in accordance with C/CAG Board allocations.
8. San Mateo Energy Watch - Requires \$200,000 transfer from San Mateo County Congestion Relief Fund for Climate Action Planning, (See item 6 above).
9. NPDES (Fund C007) – Part of the revenue and expenditures for Stormwater are shown in Measure M (C010) Fund. In FY 2015-16, it is anticipated the cash balance in this fund will be drawn down significantly. This program will not be able to sustain its current level of service starting in FY 2016-17 without additional sources of revenue.
10. General Fund – Using the same allocation formula as past years, the overhead expenses in General Fund are shared by other funds. The shared costs include: professional services, supplies, conferences and meetings, printing/ postage, publications, bank fee and audit services. The share is based on the proportion of the sum of the administration and professional services to the total for all the funds. The funds that share these General Fund cost are General Fund, Transportation Programs, San Mateo Congestion Relief Program (SMCRP), LGP Energy Watch, Transportation Fund for Clean Air (TFCA), National Pollutant Elimination Discharge System, NPDES, DMV Fee Program, and Measure M.
11. TFCA - Programmed Projects are 100% reimbursed in current and budget year.
12. AVA – The Abandon Vehicle Abatement (AVA) program is practically closed out.
13. During FY 2014-15, one full time position was kept vacant. Hence, Professional Services expenditure was lower in that year.
14. For FY 2015-16, in the NPDES Stormwater program, it is proposed to add one full time staff position by reducing an equivalent amount from consulting services.
15. As discussed with the C/CAG Finance Committee in February 2015, the Reserve Funds in budget year FY 2015-16 have been updated. The total reserve (all funds combined) is proposed to be increased from \$676,112 to \$800,000. The total \$800,000 in reserve is allocated to the individual funds based on the proportion of staffing expenditures. The Smart Corridor, LGP Energy, TFCA, AVA, and \$4 DMV Fee funds have no reserve funds either because revenues are on a reimbursable basis, or granting agency restriction, or the fund is being closed out.

ATTACHMENTS

- Attachment 1 - Resolution 15-19
 - Attachment 2 – Key Budget Definitions/Acronyms
 - Attachment 3 -- FY 2015-16 C/CAG Member Fee, Assessment, and Revenue.
 - Attachment 4 -- C/CAG Projected Statement of Revenues, Expenditures, and Changes in Fund Balance for FY 2014-15 and FY 2015-16.
-
- Detail C/CAG Fiscal Year 2015-16 Program Budget (Provided to members and alternate members. Also available at: <http://ccag.ca.gov/committees/board-of-directors/>)

RESOLUTION 15-19

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
(C/CAG) ADOPTING THE C/CAG 2015-16 PROGRAM BUDGET AND MEMBER FEES**

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

WHEREAS, C/CAG is authorized as a Joint Powers Agency to provide services for member agencies; and

WHEREAS, C/CAG is required to adopt a program budget and establish fees annually; and

WHEREAS, on February 12, 2015, C/CAG has adopted Resolution 15-07 approving the 1/1/2014 State of California population data to be used by C/CAG programs; and

WHEREAS, a C/CAG 2015-16 Program Budget and fees has been proposed at the May 14, 2015 C/CAG Board meeting;

NOW, THEREFORE, BE IT RESOLVED that the City/County Association of Governments of San Mateo County (C/CAG) Board of Directors adopts the C/CAG 2015-16 Program Budget and Member Fees, subject to special voting procedures.

PASSED, APPROVED, AND ADOPTED, THIS 11TH DAY OF JUNE 2015.

Mary Ann Nihart, Chair

Key Budget Definitions/ Acronyms

AB 434 - Transportation Fund for Clean Air Program
AB 1546 Program - San Mateo County Environmental/ Transportation Pilot Program
AVA - Abandoned Vehicle Abatement
BAAQMD - Bay Area Air Quality Management District
BPAC - Bicycle and Pedestrian Advisory Committee
Cal PUC - California Public Utilities Commission
C/CAG - City/ County Association of Governments
CMAQ - Congestion Mitigation and Air Quality
CMP - Congestion Management Program
DMV - Department of Motor Vehicles
ECR - El Camino Real
ISTEA - Intermodal Surface Transportation Equity Act (or Federal Transportation Act)
ITS - Intelligent Transportation Study
LGP - Local Government Partnership with PG&E and Cal PUC
Measure A - San Mateo County Sales Tax for Transportation
Measure M - C/CAG \$10 Motor Vehicle Fee
MTC - Metropolitan Transportation Commission
Normalized - Years in a multi-year analysis all referred to a base year.
NPDES - National Pollutant Discharge Elimination System
Peninsula 2020 Gateway Study - San Mateo and Santa Clara County study on Highway 101 and access to the Dumbarton Bridge.
PPM - Planning Programming and Monitoring
PSR - Project Study Report
RWQCB - San Francisco Bay Area Regional Water Quality Control Board
SFIA - San Francisco International Airport
SMCRP - San Mateo Congestion Relief Plan Program
SMCEW - San Mateo County Energy Watch
STIP - State Transportation Improvement Program (State and Federal Transportation Funds)
STOPPP - Storm-water Pollution Prevention Program
STP - Surface Transportation Program (Federal Funds)
TA - San Mateo County Transportation Authority
TAC - Congestion Management Technical Advisory Committee
TDA - Transportation Development Act Article III Funding
TFCA - Transportation Fund for Clean Air (Also known as AB 434)
TLSP - Traffic Light Synchronization Program - Part of Proposition 1B Infrastructure Bond
VTA - Santa Clara Valley Transportation Authority

**Final 2015-2016 C/CAG Member Fee and Assessment -
(Date: June 11, 2015)**

		C/CAG Member Fee FY 2015-2016				CONGESTION RELIEF PROGRAM (CRP) ASSESSMENT FY 2015-16		
Agency	% Population (as of 1/1/14)	General Fund Fee	Gas Tax Fee	Total Fee	Agency	Population	% of Trip Generation	Congestion Relief
Atherton	0.93%	\$262,525	\$410,452	\$672,978	Atherton	0.928%	0.89%	\$16,831
Belmont	3.56%	\$2,437	\$3,810	\$6,247	Belmont	3.564%	3.08%	\$61,473
Brisbane	0.59%	\$9,357	\$14,629	\$23,985	Brisbane	0.595%	0.77%	\$12,626
Burlingame	3.98%	\$1,561	\$2,441	\$4,002	Burlingame	3.984%	5.49%	\$87,639
Colma	0.20%	\$10,458	\$16,350	\$26,808	Colma	0.197%	0.83%	\$9,546
Daly City	14.10%	\$318	\$810	\$1,128	Daly City	14.101%	10.15%	\$224,309
East Palo Alto	3.88%	\$37,017	\$57,876	\$94,893	East Palo Alto	3.883%	2.16%	\$55,876
Foster City	4.32%	\$10,193	\$15,937	\$26,130	Foster City	4.317%	3.99%	\$76,848
Half Moon Bay	1.57%	\$11,333	\$17,718	\$29,051	Half Moon Bay	1.573%	1.77%	\$30,903
Hillsborough	1.51%	\$4,129	\$6,456	\$10,585	Hillsborough	1.511%	1.08%	\$23,994
Menlo Park	4.41%	\$3,967	\$6,202	\$10,169	Menlo Park	4.414%	5.43%	\$91,041
Millbrae	3.03%	\$11,589	\$18,119	\$29,708	Millbrae	3.033%	2.91%	\$54,972
Pacifica	5.14%	\$7,964	\$12,451	\$20,414	Pacifica	5.139%	4.07%	\$85,143
Portola Valley	0.60%	\$13,490	\$21,091	\$34,581	Portola Valley	0.601%	0.58%	\$10,968
Redwood City	10.84%	\$1,578	\$2,468	\$4,046	Redwood City	10.839%	12.62%	\$216,987
San Bruno	5.80%	\$28,454	\$44,487	\$72,941	San Bruno	5.800%	5.80%	\$107,342
San Carlos	3.92%	\$15,227	\$23,807	\$39,034	San Carlos	3.921%	4.19%	\$75,022
San Mateo	13.43%	\$10,294	\$16,094	\$26,387	San Mateo	13.434%	15.47%	\$267,368
South San Francisco	8.82%	\$35,266	\$55,138	\$90,405	South San Francisco	8.818%	8.72%	\$162,255
Woodside	0.74%	\$23,149	\$36,193	\$59,342	Woodside	0.738%	0.77%	\$13,942
San Mateo County	8.61%	\$1,936	\$3,027	\$4,963	San Mateo County	8.612%	9.22%	\$164,916
TOTAL	100	\$22,609	\$35,349	\$57,958	TOTAL	100.000%	100.0%	\$1,850,000
		\$262,525	\$410,452	\$672,978				

NOTES:
1. For FY 2015-16, C/CAG member fees (countywide total) is proposed to be the same as FY 14-16: \$262,525 for General Fund and \$410,452 for Gas Tax.
2. Individual jurisdiction's share will be based on new population data from Department of Finance, 1/1/2014, and adopted by C/CAG Board.

1- Total CRP (countywide total) is the same as prior years at \$1,850,000.
However, individual agency fees have changed due to new population and trip generation data.
2- 50% based on trips generated from jurisdiction, 50% based on population.

06/03/15 C/CAG PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE											
FY 2014-15											
	Administrative Program (General Fund)	Transportation Programs	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA	NPDES	AVA	DMV Fee Program	Measure M (DMV Fee)	Total
BEGINNING BALANCE	30,153	1,538,313	3,141,280	1,779,453	70,711	96,938	1,337,624	18,709	4,053,615	6,016,391	18,083,187
PROJECTED REVENUES											
Interest Earnings	154	5,977	16,000	0	0	1,270	6,338	100	18,315	25,944	74,097
Member Contribution	262,525	410,452	1,850,000	0	0	0	118,658	0	0	0	2,641,635
Cost Reimbursements-SFIA	0	0	0	0	0	0	0	0	0	0	0
ATC/ Federal Funding	0	750,000	0	0	0	0	0	0	0	635,000	1,385,000
Grants	90,931	0	0	0	523,600	0	0	0	0	0	614,531
DMV Fee	0	0	0	0	0	1,092,837	0	3,816	4,800	6,700,000	7,801,453
NPDES Fee	0	0	0	0	0	0	1,348,891	0	0	0	1,348,891
FA Cost Share	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous/ SFIA	0	0	0	0	0	0	0	0	0	0	0
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PM-STIP	0	413,908	0	740,687	0	0	0	0	0	0	1,154,595
Assessment	0	0	0	0	0	0	0	0	0	0	0
LSP	0	0	0	617,924	0	0	0	0	0	0	617,924
Total Revenues	353,610	1,580,337	1,866,000	1,358,611	523,600	1,094,107	1,473,887	3,916	23,115	7,360,944	15,638,126
TOTAL SOURCES OF FUNDS	383,763	3,118,650	5,007,280	3,138,064	594,311	1,191,045	2,811,511	22,625	4,076,730	13,377,335	33,721,313
PROJECTED EXPENDITURES											
Administration Services	65,281	133,962	45,881	26,187	7,739	2,259	26,512	0	7,391	35,196	350,408
Professional Services	180,700	706,285	40,139	160,000	368,117	21,449	106,782	0	7,000	152,782	1,743,254
Consulting Services	163,834	134,896	949,930	2,128,125	267,750	0	1,333,374	0	192,639	2,359,179	7,529,727
Supplies	2,493	500	0	0	0	0	0	0	0	0	2,993
Prof. Dues & Memberships	143	0	0	0	0	0	45,120	0	0	0	45,263
Conferences & Meetings	8,156	2,000	0	477	10,500	0	5,000	0	0	0	26,133
Printing/ Postage	14,583	0	0	0	0	0	2,500	0	0	0	17,083
Publications	1,748	1,812	0	0	0	0	0	0	0	0	3,560
Distributions	0	70,000	395,074	0	0	1,039,500	20,000	20,586	1,234,801	4,264,250	7,044,211
PEB Trust	185,000	0	0	0	0	0	0	0	0	0	185,000
Miscellaneous	2,731	0	0	4,000	0	0	150	0	0	0	6,881
Bank Fee	2,932	0	0	0	0	0	0	0	0	0	2,932
Audit Services	22,500	0	0	0	0	0	0	0	0	0	22,500
Project Management	0	0	0	52,880	0	0	0	0	0	0	52,880
Total Expenditures	650,101	1,049,455	1,431,024	2,371,669	654,106	1,063,208	1,539,438	20,586	1,441,831	6,811,407	17,032,825
TRANSFERS											
Transfers In	0	0	0	200,000	200,000	0	0	0	0	0	400,000
Transfers Out	0	0	200,000	0	0	0	0	0	0	200,000	400,000
Administrative Allocation	(328,135)	165,944	16,988	0	74,229	4,682	26,325	0	2,842	37,124	(1)
Total Transfers	(328,135)	165,944	216,988	(200,000)	(125,771)	4,682	26,325	0	2,842	237,124	(1)
NET CHANGE	31,644	364,938	217,988	(813,058)	(4,735)	26,217	(91,876)	(16,670)	(1,421,558)	312,413	(1,394,698)
TRANSFER TO RESERVES	0	0	50,000	0	0	0	0	0	0	50,000	100,000
TOTAL USE OF FUNDS	321,966	1,215,399	1,698,012	2,171,669	528,335	1,067,890	1,565,763	20,586	1,444,673	7,098,531	17,132,824
ENDING FUND BALANCE	61,797	1,903,251	3,309,268	966,395	65,976	123,155	1,245,748	2,039	2,632,057	6,278,804	16,588,489
RESERVE FUND											
Beginning Reserve Balance	43,346	131,863	50,000	0	0	0	200,903	0	50,000	50,000	526,112
Reserve Transfers In	0	50,000	50,000	0	0	0	0	0	0	50,000	150,000
Reserve Transfers Out	0	0	0	0	0	0	0	0	0	0	0
Ending Reserve Balance	43,346	181,863	100,000	0	0	0	200,903	0	50,000	100,000	676,112

ote: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

2- See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.

3- SMCRP - San Mateo Congestion Relief Program; TFCA - Transportation Fund For Clean Air; NPDES - National Pollutant Discharge Elimination System; Abatement.

AVA - Abandoned Vehicle Abatement; DMV - Department of Motor Vehicles.

5/03/15

C/CAG PROGRAM BUDGET: REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE

FY 2015-16											
	Administrative Program (General Fund)	Transportation Programs	SMCRP Program	Smart Corridor	LGP Energy Watch	TFCA	NPDES	AVA	DMV Fee Program	Measure M (DMV Fee)	Total
BEGINNING BALANCE	61,797	1,903,251	3,309,268	966,395	65,976	123,155	1,245,748	2,039	2,632,057	6,278,804	16,588,489
REJECTED REVENUES											
Interest Earnings	3,260	4,890	13,040	0	0	4,075	10,148	0	13,040	27,710	76,163
Member Contribution	262,525	410,452	1,850,000	0	0	0	121,662	0	0	0	2,644,639
Cost Reimbursements-SFIA	0	0	0	0	0	0	0	0	0	0	0
TC/ Federal Funding	0	750,000	0	0	0	0	0	0	0	635,000	1,385,000
Grants	56,000	0	0	0	605,000	0	0	0	0	0	661,000
MV Fee	0	0	0	0	0	1,128,241	0	0	2,000	6,700,000	7,830,241
PDES Fee	0	0	0	0	0	0	1,363,877	0	0	0	1,363,877
AV Cost Share	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous/ SFIA	0	0	0	0	0	0	0	0	0	0	0
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PM-STIP	0	353,000	0	381,272	0	0	0	0	0	0	734,272
Assessment	0	0	0	0	0	0	0	0	0	0	0
SP	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
Total Revenues	321,785	1,518,342	1,863,040	381,272	605,000	1,132,316	1,495,687	0	15,040	7,362,710	14,695,192
TOTAL SOURCES OF FUNDS	383,582	3,421,593	5,172,308	1,347,667	670,976	1,255,471	2,741,435	2,039	2,647,097	13,641,514	31,283,681
REJECTED EXPENDITURES											
Administration Services	76,000	155,000	50,000	20,000	10,000	7,000	35,000	0	1,500	30,000	384,500
Professional Services	230,430	940,000	60,000	60,000	530,000	35,000	258,918	0	3,000	158,917	2,276,265
Consulting Services	97,900	530,000	1,556,810	800,000	182,500	0	2,016,665	0	0	2,262,000	7,445,875
Supplies	4,000	2,000	0	0	0	0	0	0	0	0	6,000
Conf. Dues & Memberships	1,750	1,000	0	0	0	0	48,099	0	0	0	50,849
Conferences & Meetings	11,000	5,000	1,000	0	4,000	0	5,000	0	0	0	26,000
Printing/ Postage	15,000	6,000	0	0	0	0	2,500	0	0	0	23,500
Publications	6,000	3,000	0	0	0	0	0	0	0	0	9,000
Distributions	0	70,000	1,010,000	0	0	1,073,300	31,000	0	1,968,609	4,264,250	8,417,159
PEB Trust	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous	7,000	1,000	1,000	10,000	0	0	1,000	0	0	0	20,000
Bank Fee	3,000	0	0	0	0	0	0	0	0	0	3,000
Audit Services	29,000	0	0	0	0	0	0	2,039	0	0	31,039
Project Management	0	0	0	0	0	0	0	0	0	0	0
Total Expenditures	481,080	1,713,000	2,678,810	890,000	726,500	1,115,300	2,398,182	2,039	1,973,109	6,715,167	18,693,187
TRANSFERS											
Transfers In	0	0	0	200,000	200,000	0	0	0	0	0	400,000
Transfers Out	0	0	200,000	0	0	0	0	0	0	200,000	400,000
Administrative Allocation	-194,858	93,816	9,424	0	46,265	3,598	25,182	0	386	16,186	0
Total Transfers	-194,858	93,816	209,424	-200,000	-153,735	3,598	25,182	0	386	216,186	0
NET CHANGE	35,563	-288,474	-1,025,194	-308,728	32,235	13,418	-927,677	-2,039	-1,958,455	431,357	-3,997,994
TRANSFER TO RESERVES	-3,346	218,137	20,000	0	0	0	-80,903	0	-50,000	20,000	123,888
TOTAL USE OF FUNDS	282,876	2,024,953	2,908,234	690,000	572,765	1,118,898	2,342,461	2,039	1,923,495	6,951,353	18,817,075
ENDING FUND BALANCE	100,705	1,396,640	2,264,074	657,667	98,211	136,573	398,974	0	723,602	6,690,161	12,466,606
RESERVE FUND											
Beginning Reserve Balance	43,346	181,863	100,000	0	0	0	200,903	0	50,000	100,000	676,112
Reserve Transfers In	0	218,137	20,000	0	0	0	0	0	0	20,000	258,137
Reserve Transfers Out	3,346	0	0	0	0	0	80,903	0	50,000	0	134,249
Ending Reserve Balance	40,000	400,000	120,000	0	0	0	120,000	0	0	120,000	800,000

Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.
 2- See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.
 3- SMCRP - San Mateo Congestion Relief Program; TFCA - Transportation Fund For Clean Air; NPDES - National Pollutant Discharge Elimination System; Abatement.
 AVA - Abandoned Vehicle Abatement; DMV - Department of Motor Vehicles.

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

May 18, 2015

The Honorable Kevin Mullin
P.O. Box 942849, Room 3160
Sacramento, CA 94249-0030

RE: **SUPPORT** for Assembly Bill 464 (Mullin)

Dear Assembly Member Mullin:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of AB 464, as written on May 14, 2015. This bill would increase the maximum combined rate of all taxes imposed in a county under the Transaction and Use Tax Law from 2% to 3%.

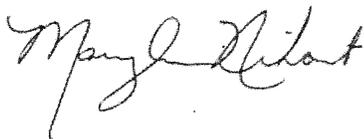
Currently, cities and counties are authorized to levy a transactions and use tax for general purposes, provided the combined rate of all taxes imposed in the county, in accordance with the Transaction and Use Tax Law, does not exceed 2%. Many cities and counties across the state are currently at, or approaching, the existing limit. In San Mateo County, the City of Half Moon Bay and City of San Mateo are at or near the cap. In recent years, the Legislature has created a string of exceptions to this rule by raising the cap for certain jurisdictions through the passage, and subsequent enactment, of jurisdiction-specific bills.

We support this bill because it would create uniformity in the application of the Transaction and Use Tax Law and provide the opportunity for local jurisdictions to add additional voter-approved transaction and use taxes. In doing so, this bill would provide additional flexibility for cities and counties to invest in critical services, like transportation.

We **SUPPORT** AB 464 and appreciate your efforts to provide local agencies with additional flexibility as they determine how to fund their infrastructure needs.

Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,



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

Cc: Senator Jerry Hill
Assembly Member Richard Gordon

C/CAG

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

May 18, 2015

The Honorable Jim Beall
Chair, Senate Transportation and Housing Committee
State Capitol, Room 5066
Sacramento, CA 94249-0030

RE: **SUPPORT** for SB 321 (Beall)

Dear Senator Beall:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of SB 321, as written on May 14, 2015. This bill would help smooth the volatility of gasoline tax revenue by altering the administrative process utilized by the Board of Equalization (BOE) to adjust the excise tax on gasoline.

Specifically, this bill would require BOE to base its projected gas price estimate on an average of the previous four years' actual prices and the estimated price for the current year; allow BOE to spread any large adjustment across up to three years (instead of one); and allow BOE to adjust the excise tax rate more frequently than annually in cases where fuel prices will clearly affect projected versus actual revenue.

Currently, BOE plans to impose a six-cent reduction in the gasoline excise tax beginning on July 1, 2015, lowering the excise tax rate from 18 cents to 12 cents. This action is projected to result in the loss of almost \$1 billion in transportation funds. Of this amount, approximately \$440 million is directed to cities and counties. San Mateo County, like most jurisdictions throughout the state, is facing a significant funding shortfall in maintaining our local street and road network. If the BOE's planned reduction takes affect, over \$7 million would not flow to San Mateo County in 2015-16, exacerbating our already existing deficit. This legislation is necessary because it would lessen the impact felt by local agencies as we strive to secure critical transportation funding.

We **SUPPORT** SB 321 and appreciate your efforts to lessen the impacts of the BOE's action. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,



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

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

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

May 18, 2015

The Honorable Jim Beall
Chair, Senate Transportation and Housing Committee
State Capitol, Room 5066
Sacramento, CA 94249-0030

RE: **SUPPORT** for SB 16 (Beall)

Dear Senator Beall:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of SB 16, as written on May 14, 2015. This bill would phase in a multi-faceted transportation funding package, resulting in an approximately \$3 billion annual increase in transportation funding.

San Mateo County faces significant funding shortfalls to maintain our local streets & roads and improve the state highway system in our county. To fully address our local street and road funding shortfall, San Mateo County would need almost \$1.6 billion over the next 10 years. This bill, through a combination of fuel tax, vehicle registration fee, and vehicle license fee increases, would provide billions of dollars over that same timeframe to cities and counties. Of the new revenue generated, 47.5 percent would be distributed to cities and counties, resulting in an estimated \$26-\$32 million annually in new funding flowing to San Mateo County for transportation projects. Similarly, this bill would provide approximately \$1.3-\$1.7 billion annually for projects on the state highway system, which faces similar funding shortfalls in our county.

We **SUPPORT** SB 16 and appreciate your efforts to provide both state and local agencies the additional resources necessary to address our transportation infrastructure needs. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,



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

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

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS 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

May 18, 2015

The Honorable Jim Frazier
Chair, Assembly Transportation Committee
P.O. Box 942849, Room 3091
Sacramento, CA 94249-0030

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

Dear Assembly Member Frazier:

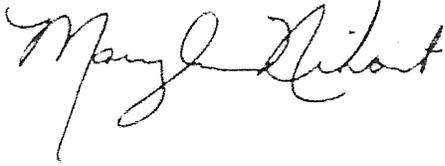
The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of AB 194, as written on May 14, 2015. This bill would authorize regional transportation agencies to apply to the California Transportation Commission for the establishment of a high-occupancy toll (HOT) lane on a highway in California.

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

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

We **SUPPORT** AB 194 and appreciate your efforts to provide local agencies the authority to address congestion on the regional highway system. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,



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

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

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS 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

May 18, 2015

The Honorable Jim Frazier
Chair, Assembly Transportation Committee
P.O. Box 942849, Room 3091
Sacramento, CA 94249-0030

RE: **SUPPORT** for Assembly Constitutional Amendment 4 (Frazier)

Dear Assembly Member Frazier:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, would like to thank you for introducing ACA 4, and to voice our **SUPPORT** for this much-needed constitutional amendment, as written on May 14, 2015, which would lower the voter-threshold for the imposition, extension, or increase of a special tax for the purpose of funding local transportation projects, from two-thirds to 55 percent.

As you know, the California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters of the city, county, or special district voting on that tax. In recent years, this supermajority requirement has resulted in several major local transportation sales tax proposals narrowly failing passage. For example, Measure J (2012) in Los Angeles County received 66.1 percent approval and Measure B1 (2012) in Alameda County received 66.53 percent approval, just short of the 66.7 percent voter-threshold. Both measures would have passed decisively under the revised voter-threshold proposed by this constitutional amendment. San Mateo County, through Measure A, voted to assess a half-cent sales tax to fund transportation improvements in the County and may be looking to invest more local funding in transportation in the coming years.

By lowering the voter-threshold for the imposition, extension, or increase of a special tax for the purpose of funding local transportation projects from two-thirds to 55%, this constitutional amendment would provide a city, county or special district with a renewed ability to generate new revenue to fund much-needed local transportation projects that increase access to jobs and schools, reduce traffic congestion and improve air quality.

We **SUPPORT** ACA 4 and appreciate your efforts to make it easier for local agencies to access additional transportation funding as the state and local agencies continue to face significant shortfalls.

Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,



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

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

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

May 28, 2015

California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Re: Redwood City 2020 Sustainable Transportation Encouragement Program (STEP)

Dear Members of the California Transportation Commission:

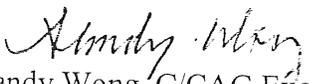
I would like to express my support for the County of San Mateo Office of Sustainability grant proposal: *Redwood City 2020 Sustainable Transportation Encouragement Program (STEP)*. STEP aims to increase the safety of children and all residents walking and bicycling in the Redwood City/North Fair Oaks community while increasing the number of people who walk and cycle for daily trips.

This is a particularly appropriate time for the Redwood City School District and San Mateo County to address the need for more residents, students, and shoppers to feel comfortable, safe, and supported in their choice to use active transportation. Traffic demands will increase dramatically in this project area as more than 1,700 new housing units and more than 1 million square feet of new offices are completed.

The expanded education, enforcement, and encouragement programs in STEP are urgently needed to reduce traffic and increase safety for children walking to school and for all residents and visitors traveling through the Redwood City/North Fair Oaks project area.

We look forward to increasing traffic safety for all roadway users by collaborating with the Office of Sustainability and Redwood City 2020 on the STEP project.

Regards,


Sandy Wong, C/CAG Executive Director

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

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

May 27, 2015

Teresa McWilliam, Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

Ms. McWilliam,

I would like to offer my support for the City of East Palo Alto's University Avenue Complete Streets Pilot Project Active Transportation Program (ATP) grant application.

This pilot project and associated pedestrian and bikeway improvements would address long-standing travel safety and access issues that result from heavy regional commuter use of University Avenue between Highway 101 and Bayfront Expressway (State Route 84). Discontinuous sidewalks and a narrow bike lane on University Avenue are inadequate for such a well-traveled arterial in the City (a stretch of almost two miles).

Establishing a Class II green bike lane, connecting the sidewalks, installing flashing beacons for mid-block crossings, among other improvements – will enhance public safety, promote walking and bicycling, and reduce vehicular trips on University Avenue and other congested roadways. The project will also improve community health by providing recreational opportunities and linkages to the Bay Trail and City of Palo Alto; will promote safer and more direct walking and biking routes; and will result in a commitment to active transportation that will shape future investments and travel patterns in the City. Efforts that promote multi modal transportation in San Mateo County are core values that C/CAG supports.

East Palo Alto is a historically underserved community, with a legacy of disinvestment before the city incorporated in 1983. That legacy persists today, with significantly lower household incomes and rates of high school graduation than the county at-large. More than half of households in East Palo Alto have children, which is true for only one-third of households countywide. This suggests that opportunities to provide facilities and activities for youth – starting with this trail overcrossing – are especially important in East Palo Alto.

It is clear that this project will deliver the primary objectives of the Active Transportation Program. I encourage you to fund this project and help make this long-standing City vision become a reality.

Sincerely,


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

