

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

C/CAG BOARD MEETING NOTICE

Meeting No. 296

- DATE:** Thursday, February 9, 2017
- TIME:** **6:30 P.M.**
- PLACE:** San Mateo County Transit District Office
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, CA
- PARKING:** Available adjacent to and behind building.
Please note the underground parking garage is no longer open.
- PUBLIC TRANSIT:** SamTrans
Caltrain: San Carlos Station.
Trip Planner: <http://transit.511.org>

- 1.0 CALL TO ORDER/ ROLL CALL
- 2.0 **PLEDGE OF ALLEGIANCE**
- 3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA
Note: Public comment is limited to two minutes per speaker.
- 4.0 PRESENTATIONS/ ANNOUNCEMENTS
- 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. 295 dated January 12, 2016. ACTION p. 1
- 5.2 Review and approval of the appointment of Catherine Mahanpour, Councilmember from the City of Foster City to the Legislative Committee. ACTION p. 5

- 5.3 Review and approve the appointments of Sean Rose from the Town of Woodside and Ray Razavi from the City of Half Moon Bay to the Congestion Management Program Technical Advisory Committee (CMP TAC). ACTION p. 8
- 5.4 Review and approve the appointments of Marty Hanneman, City Engineer, and Denice Hutten, Associate Engineer, to C/CAG's Stormwater Committee on behalf of the Town of Atherton and City of Half Moon Bay, respectively. ACTION p. 13
- 5.5 Review and approval of Resolution 17-03 adopting the formal voting roles of members on the Congestion Management and Environmental Quality (CMEQ) Committee. ACTION p. 17
- 6.0 REGULAR AGENDA
- 6.1 Review and approval of appointments of elected officials from San Mateo County jurisdictions to fill the five seats for the C/CAG San Mateo Countywide Water Coordination Committee. ACTION p. 21
- 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). ACTION p. 31
- 6.3 Review and approval of Resolution 17-04 adopting the San Mateo County Stormwater Resource Plan. *Special Voting Procedures Apply* ACTION p. 49
- 6.4 Receive the State Highway System Congestion and Safety Performance Assessment for San Mateo County Report. INFORMATION p. 83
- 6.5 Review and approval of Resolution 17-05 adopting the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040). *Special Voting Procedures Apply* ACTION p. 104
- 6.6 Presentation on member agency progress toward meeting trash load reduction requirements in the Municipal Regional Permit. INFORMATION p. 144
- 6.7 Receive information on potential Bay Area Regional Measure 3. INFORMATION p. 145
- 6.8 Nominations for C/CAG Chair and Vice Chair for March Election of Officers. ACTION p. 153
- 7.0 COMMITTEE REPORTS
- 7.1 Committee Reports (oral reports)
- 7.2 Chairperson's Report
- 7.3 Board Members Report/ Communication
- 8.0 EXECUTIVE DIRECTOR'S REPORT
- 9.0 COMMUNICATIONS - Information Only

10.0 CLOSED SESSION

10.1 CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (Subdivision (a) of Section 54956.9)

Name of case: W. Bradley Electric, Inc., for the benefit of MP Nexlevel of California, Inc., and MP Nexlevel of California, Inc., in its own capacity and as assignee of W. Bradley Electric, Inc. v. County of San Mateo

11.0 RECONVENE IN OPEN SESSION

11.1 Report out on Closed Session.

12.0 ADJOURNMENT

Next scheduled meeting March 9, 2017

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

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

NOTE: Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Mima Guilles at 650 599-1406, five working days prior to the meeting date. *If you have any questions about the C/CAG Board Agenda, please contact C/CAG Staff:*

Executive Director: Sandy Wong 650 599-1409

Administrative Assistant: Mima Guilles 650 599-1406

MEETINGS

February 9, 2017	C/CAG Board – SamTrans, 2nd Flr Auditorium – 6:30 p.m.
February 9, 2017	Legislative Committee - SamTrans 2nd Floor Auditorium – 5:30 p.m.
February 15, 2016	RMCP Committee – 155 Bovet Rd, 1st Flr Conference Rm, San Mateo – 2 p.m – 4 p.m.
February 16, 2017	CMP Technical Advisory Committee – SamTrans, 2nd Floor Auditorium – 1:15 p.m. – 3 p.m.
February 16, 2016	Stormwater Committee – SamTrans, 2nd Flr Auditorium – 2:30 p.m.
February 21, 2017	Administrators’ Advisory Committee – 555 County Center, 5th Flr, Redwood City – 12 p.m.
February 23, 2017	Airport Land Use Committee – 501 Primrose Road, Burlingame, CA – Council Chambers 4p.m.
February 23, 2017	BPAC Committee - San Mateo City Hall – Conference Room – 7:00 p.m.
February 27, 2017	CMEQ Committee – San Mateo City Hall – Conference Rm C – 3 p.m. – 5 p.m.

C/CAG

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BOARD MEETING MINUTES

Meeting No. 295

January 12, 2017

1.0 CALL TO ORDER/ROLL CALL

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

Cary Wiest – Atherton
 Doug Kim – Belmont
 Lori Liu - Brisbane
 Ricardo Ortiz – Burlingame
 Diana Colvin – Colma (arrive 6:52 p.m.)
 Judith Christensen – Daly City (arrive 6:32 p.m.)
 Lisa Gauthier - East Palo Alto
 Catherine Carlton – Menlo Park
 Gina Papan – Milbrae
 Mike O’Neill – Pacifica
 Maryann Moise Derwin – Portola Valley
 Irene O’Connell – San Bruno
 Diane Papan – San Mateo
 David Canepa – San Mateo County
 Karyl Matsumoto – South San Francisco and SamTrans
 Deborah Gordon - Woodside

Absent:

Foster City
 Half Moon Bay
 Hillsborough
 Redwood City
 San Carlos

Others:

Sandy Wong –C/CAG Executive Director
 Nirit Eriksson – C/CAG Legal Counsel
 Mima Guilles – C/CAG Staff
 Jean Higaki – C/CAG Staff
 Matt Fabry – C/CAG Staff
 John Hoang – C/CAG Staff
 Jeff Lacap – C/CAG Staff
 Eliza Yu – C/CAG Staff
 Reid Bogert – C/CAG Staff
 Steve Raney – Joint Venture Silicon Valley

Adina Levin – Friends of CalTrain
Diane Baily – Menlo Spark
Sue Vaterlaus – City of Pacifica

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

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

Adina Levin of Friends of CalTrain, and Diane Bailey of Menlo Spark, commented on Draft San Mateo Countywide Transportation Plan (SMCTP 2040) relative to the goals of mode shift.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

4.1 Steve Raney of Joint Venture Silicon Valley presented on the Smart Mobility Project

Adina Levin commented on solutions to transportation.

4.2 Overview of C/CAG Programs (and New Member Orientation)

Sandy Wong presented an overview of C/CAG programs

5.0 CONSENT AGENDA

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

Board Member Gordon MOVED approval of Items 5.1, 5.2, 5.3, 5.4, 5.5, 5.6 and 5.7. Board Member Ortiz SECONDED. **MOTION CARRIED 16-0-0**

5.1 Approval of the minutes of regular business meeting No. 294 dated December 8, 2016. APPROVED

5.2 Review and accept the 2016 Attendance Report for the C/CAG Board and Committees meetings. APPROVED

5.3 Review and accept the C/CAG Basic Financial Statements (Audit) for the Year Ended June 30, 2016. APPROVED

5.4 Review and accept the AB 1546 Financial Statements (Audit) for the Year Ended June 30, 2016 APPROVED

5.5 Review and accept the Measure M Fund Financial Statements (Audit) for the Year Ended June 30, 2016. APPROVED

5.6 Review and accept the C/CAG State Transportation Improvement Program (STIP) PPM Final Project Expenditure Audit Report from July 1, 2014 through October 1, 2015. APPROVED

5.7 Review and accept the C/CAG Single Audit Report for the Year Ended June 30, 2016 APPROVED

6.0 REGULAR AGENDA

6.1 Review and approval of C/CAG legislative policies, priorities, positions, and legislative update (A

position may be taken on any legislation, including legislation not previously identified).

NO ACTION

- 6.2 Review and approval of the C/CAG Annual Legislative Policies for 2017. APPROVED

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

- 6.3 Action on Compensation Adjustment for Executive Director and review and approval of Resolution 17-01 authorizing the C/CAG Chair to execute Amendment No. 1 to the agreement between C/CAG and Executive Director. APPROVED

Nirit Eriksson, C/CAG legal counsel, provided the background information from a prior discussion in the December 2016 closed session of the Board. A recommended compensation adjustment for the Executive Director was presented to the Board for consideration, which included a three-year extension in contract term, increase in salary compensation of either 4% or 5%, a bonus for last year's performance of 3%, eligible for Performance bonus of up to 5% for the upcoming year.

Per Senate Bill 1436, legal counsel verbally summarized the motion put on the table by Board Member Matsumoto as listed below prior to board members casting their votes:

Three-year extension of the contract term.

5% increase in salary compensation for the first year of that contract term, which works out to be \$191,283, rounded to the nearest dollar.

A performance bonus for the prior year, from December 17, 2015 to December 16, 2016 equal to 3% of that year's salary, which works out to be \$5,465.22.

All other terms in the current contract will remain in effect.

Board Member Matsumoto MOVED approval of resolution 17-1 authorizing the C/CAG Chair to execute amendment No. 1 to the agreement between C/CAG and Executive Director, as summarized by legal counsel shown above. Board Member O'Connell SECONDED, Board members Ortiz and Wiest OPPOSED. **MOTION CARRIED 14-0-2.**

7.0 COMMITTEE REPORTS

7.1 Committee Reports (oral reports)

7.2 Chairperson's Report

7.3 Board Members Report/ Communication

Matsumoto commented that the San Mateo County Transportation Authority approved contingency funding for the CalTrain Modernization project. It is the last piece of funding which will enable the project to move ahead in March

8.0 EXECUTIVE DIRECTOR'S REPORT

Sandy Wong announced that the deadline to submit a letter of interest to serve on the new C/CAG's San Mateo Countywide Water Coordination Committee is on January 18, 2017.

9.0 COMMUNICATIONS - Information Only

9.1 Letter from Alicia C. Aguirre, Chair, City/County Association of Governments, to Council Members from San Mateo County Cities and Towns, and Members of the San Mateo County Board of Supervisors, All City/County Managers, dated 12/9/16. RE: Solicitation of Elected Officials to Serve on C/CAG's Bicycle and Pedestrian Advisory Committee and Legislative Committee

9.2 Letter from Alicia C. Aguirre, Chair, City/County Association of Governments, to Council Members from San Mateo County Cities and Towns, and Members of the San Mateo County Board of Supervisors, dated 11/30/16. RE: Solicitation of Interested Parties to Serve on C/CAG's San Mateo Countywide Water Coordination Committee

9.3 Letter from Alicia C. Aguirre, Chair, City/County Association of Governments, to The Honorable Jim Frazier, Chair, Assembly Transportation Committee, dated 12/9/16. RE: SUPPORT for 28 (Frazier)

10.0 CLOSED SESSION

10.1 CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (Subdivision (a) of Section 54956.9)

Name of case: W. Bradley Electric, Inc., for the benefit of MP Nexlevel of California, Inc., and MP Nexlevel of California, Inc., in its own capacity and as assignee of W. Bradley Electric, Inc. v. County of San Mateo

There was no Closed Session convened.

11.0 RECONVENE IN OPEN SESSION

11.1 None

12.0 ADJOURNMENT – 7:47 p.m.

C/CAG AGENDA REPORT

Date: February 9, 2017

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

From: Sandy Wong, Executive Director

Subject: Review and approval of the appointment of Catherine Mahanpour, Councilmember from the City of Foster City to the Legislative Committee.

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

RECOMMENDATION

That the C/CAG Board review and approve the appointment of Catherine Mahanpour, Councilmember from the City of Foster City to the Legislative Committee

FISCAL IMPACT

Unknown

SOURCE OF FUNDS

N/A

BACKGROUND

Two elected seats on the Legislative Committee were vacated by former committee members Mary Ann Nihart of Pacifica and Karen Ervin of Pacifica. Recruitment letters were issued on December 12, 2016 to all elected officials in San Mateo County. One letter of interest was received from Foster City councilmember Catherine Mahanpour by the January 20, 2017 deadline.

At this time, staff is continuing the recruitment effort. Another recruitment letter was issued on January 27, 2017 for the remaining vacancy. The deadline for letters of interest is February 24, 2017. This deadline would be extended to April 21, 2017 if seat remains vacant after the February deadline.

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

ATTACHMENTS

1. Roster for the Legislative Committee
2. Letter from Councilmember Catherine Mahanpour

Legislative Committee 2017 Roster

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

Name	Representing
Irene O’Connell	City of San Bruno
Richard Garbarino	City of South San Francisco
Deborah Gordon	Town of Woodside
Catherine Carlton	City of Menlo Park
Gina Papan	City of Millbrae
Maryann Moise Derwin (C/CAG Vice Chair)	Town of Portola Valley
Alicia Aguirre (C/CAG Chair)	City of Redwood City
Vacant	
Vacant	

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



City of Foster City

ESTERO MUNICIPAL IMPROVEMENT DISTRICT

610 FOSTER CITY BOULEVARD
FOSTER CITY, CA 94404-2222

December 15, 2016

Re: City/County Association of Governments (C/CAG) Appointment to the Legislative Committee

Dear Members of the Board:

I am writing to express my interest in serving on the C/CAG Legislative Committee. I believe many of the issues facing the city I represent are regional issues affecting not only Foster City, but the entire Bay Area and beyond. We must work together as a unit to determine the appropriate solutions, and I believe this can be accomplished, at least partially, through the C/CAG Legislative Committee.

I was elected in 2015 to represent the interests of Foster City. Over the past year, I have come to learn just how much our cities are affected by legislation, both Federal and State, sometimes to our detriment. I would like to be a part of a team that works on finding solutions to some of the issues facing the Bay Area.

I am an attorney and Adjunct Professor of Law at Golden Gate University School of Law with a legal background in environmental and business law. With my diverse background, I can offer an informed perspective on the issues facing our cities and county. My legal experience spans over 16 years as an environmental and corporate law attorney. My environmental experience includes almost ten years of working with the U.S. EPA, assisting the Agency with building cases against polluters of identified Superfund sites under CERCLA. I am well-versed in other environmental regulations, as well, such as the Clean Air Act and CEQA/NEPA, which I have taught at several Bay Area universities. Most recently, my practice has included business consulting. Therefore, I am very aware of the business issues in our region, from traffic and housing to tax laws and rental challenges.

I appreciate your consideration of my appointment to the Legislative Committee. Please do not hesitate to contact me at (650)286-3501 or at cmahanpour@fostercity.org if you have any questions or need additional information.

Respectfully,

Catherine Mahanpour
Councilmember, City of Foster City

cc: Sandy Wong, C/CAG Executive Director
City Council, City of Foster City –
Charlie Bronitsky, Mayor
Sam Hindi, Vice Mayor
Herb Perez, Councilmember
Gary Pollard, Councilmember
Kevin M. Miller, City Manager, City of Foster City

C/CAG AGENDA REPORT

Date: February 9, 2017

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

From: Sandy Wong, Executive Director

Subject: Review and approve the appointments of Sean Rose from the Town of Woodside and Ray Razavi from the City of Half Moon Bay to the Congestion Management Program Technical Advisory Committee (CMP TAC).

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

RECOMMENDATION

Review and approve the appointments of Sean Rose from the Town of Woodside and Ray Razavi from the City of Half Moon Bay to the Congestion Management Program Technical Advisory Committee (CMP TAC).

FISCAL IMPACT

None

SOURCE OF FUNDS

N/A

BACKGROUND

The Congestion Management Program Technical Advisory Committee (CMP TAC), provide technical expertise for the Congestion Management and Environmental Quality (CMEQ) Committee and the C/CAG Board. The TAC is made up of engineers and planners from local jurisdictions in addition to one representative each from Caltrans, SMCTA/Peninsula Corridor JPB/Caltrain, MTC, and C/CAG.

As approved by the C/CAG Board, the maximum number of TAC members is 25 and the total varies depending on vacancies and/or interest from the city staff. Currently there are 23 members. To fill vacant city positions, staff typically solicits C/CAG member agencies that are not currently represented on the Committee. Cities/Towns interested in being represented on the TAC are asked to submit a letter of interest to C/CAG for appointment consideration.

C/CAG received a letter from the Town of Woodside requesting the appointment of Sean Rose, Town Engineer/Director of Public Works, to the CMP TAC. C/CAG also received a letter from the City of Half Moon Bay requesting the appointment of Ray Razavi to the CMP TAC.

With the appointments, there will be a total of 25 members on the CMP TAC.

ATTACHMENTS

1. Current CMP TAC Roster - 2017
2. Letter from Town of Woodside
3. Letter from City of Half Moon Bay

Current CMP TAC Roster – 2017

No.	Member	Agency
1	Jim Porter (Co-Chair)	San Mateo County Engineering
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain
3	Afshin Oskoui	Belmont Engineering
4	Randy Breault	Brisbane Engineering
5	Syed Murtuza	Burlingame Engineering
6	Bill Meeker	Burlingame Planning
7	Sandy Wong	C/CAG
8	Brad Donohue	Colma Engineering
9	John Fuller	Daly City Engineering
10	Tatum Mothershead	Daly City Planning
11	Jeff Moneda	Foster City Engineering
12	Paul Willis	Hillsborough Engineering
13	Justin Murphy	Menlo Park Engineering
14	Ray Chan	Millbrae Engineering
15	Van Ocampo	Pacifica Engineering
16	Jessica Manzi	Redwood City Engineering
17	Jimmy Tan	San Bruno Engineering
18	Jay Walter	San Carlos Engineering
19	Brad Underwood	San Mateo Engineering
20	Ray Towne	South San Francisco Engineering
21	Billy Gross	South San Francisco Planning
22	vacant	MTC
23	vacant	Caltrans

- Note:
- 16 out of 21 jurisdictions are currently represented (16 Engineers, 3 Planners)
 - One representative each for Caltrans, MTC, SMCTA/JBP/Caltrain, and C/CAG
 - Not currently represented (Atherton, East Palo Alto, Portola Valley, Half Moon Bay, Woodside)



The Town of
Woodside

January 25, 2017

Sandy Wong
C/CAG of San Mateo County
555 County Center, 4th Floor
Redwood City, CA 94063-1665

**Re: C/CAG TAC (Technical Advisory Committee) and Storm Water
Committee Member**

Dear Ms. Wong,

With this letter, I am requesting that Town Engineer/Director of Public
Works Sean Rose be appointed to the C/CAG TAC and Storm Water
Committee.

P.O. Box 620005
2955 Woodside Road
Woodside, CA 94062

If you have any questions, please contact me at (650) 851-6790

Sincerely,

Kevin Bryant
Town Manager

650-851-6790
Fax: 650-851-2195
townhall@woodsidetown.org



CITY OF HALF MOON BAY

City Hall • 501 Main Street • Half Moon Bay • 94019

January 24, 2017

Sandy Wong
C/CAG of San Mateo County
555 County Center, 4th Floor
Redwood City, CA 94063-1665

RE: C/CAG Technical Advisory Committee (TAC) and Storm Water Committee (SWC)

Dear Ms. Wong,

The City of Half Moon Bay is requesting to replace Peykan Abbassi on the C/CAG TAC and SWC. I would like to make the following appointments:

Storm Water Committee:

Denice Hutten, Associate Engineer
Telephone Number: (650) 726-8270
Email Address: dhutten@hmbcity.com

C/CAG TAC:

Ray Razavi, Engineering Consultant
Telephone Number: (650) 726-8260
Email Address: rrayavi@hmbcity.com

Alternate:

Denice Hutten, Associate Engineer
Telephone Number: (650) 726-8270
Email Address: dhutten@hmbcity.com

If you have any questions, please feel free to contact me at: (650) 726-8785

Sincerely,

Magda Gonzalez
City Manager

C/CAG AGENDA REPORT

Date: February 9, 2017

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

From: Sandy Wong, Executive Director

Subject: Review and approve the appointments of Marty Hanneman, City Engineer, and Denice Hutten, Associate Engineer, to C/CAG's Stormwater Committee on behalf of the Town of Atherton and City of Half Moon Bay, respectively.

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

RECOMMENDATION

Review and approve the appointments of Marty Hanneman, City Engineer, and Denice Hutten, Associate Engineer, to C/CAG's Stormwater Committee on behalf of the Town of Atherton and City of Half Moon Bay, respectively

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

Due to staff turnover, the Town of Atherton and City of Half Moon Bay are recommending new appointments to C/CAG's Stormwater Committee. The Stormwater Committee has designated seats for each of C/CAG's member agencies, and one non-voting seat for the Regional Water Quality Control Board (current roster attached). The recommended appointees are Marty Hanneman, City Engineer, and Denice Hutten, Associate Engineer (Atherton and Half Moon Bay, respectively), as detailed in the attached letters from the City Managers for Atherton and Half Moon Bay.

ATTACHMENTS

1. Current Stormwater Committee Roster
2. February 1, 2017 Letter to C/CAG from City Manager George Rodericks (Atherton)
3. January 24, 2017 Letter to C/CAG from City Manager Magda Gonzalez (Half Moon Bay)

2017 Stormwater Committee Roster		
Agency	Representative	Position
Atherton	Vacant	Vacant
Belmont	Afshin Oskoui	Public Works Director
Brisbane	Randy Breault	Public Works Director/City Engineer
Burlingame	Syed Murtuza	Public Works Director
Colma	Brad Donohue	Director of Public Works and Planning
Daly City	Patrick Sweetland	Director of Water & Wastewater
East Palo Alto	Kamal Fallaha	City Engineer
Foster City	Jeff Moneda	Public Works Director
Half Moon Bay	Vacant	Vacant
Hillsborough	Paul Willis	Public Works Director
Menlo Park	Justin Murphy	Public Works Director
Millbrae	Ray Chan	Public Works Director
Pacifica	Van Ocampo	Public Works Director/City Engineer
Portola Valley	Howard Young	Public Works Director
Redwood City	Saber Sarwary	Supervising Civil Engineer
San Bruno	Jimmy Tan	City Engineer
San Carlos	Jay Walter	Public Works Director
San Mateo	Brad Underwood	Public Works Director
South San Francisco	Ray Towne	Public Works Director
Woodside	Sean Rose	Public Works Director
San Mateo County	Jim Porter	Public Works Director
Regional Water Quality Control Board	Tom Mumley	Assistant Executive Officer



February 1, 2017

Sandy Wong
Executive Director
C/CAG of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Re: Town of Atherton C/CAG Stormwater Committee Membership

Dear Ms. Wong,

As one of the 21 agencies in San Mateo County with a seat on the C/CAG Stormwater Committee responsible, I would like to recommend Marty Hanneman P.E., City Engineer to represent the Town of Atherton on this committee. Mr. Hanneman is the person with overall compliance responsibility under the Municipal Regional Permit for the Town of Atherton.

Please let me know if you have any questions.

Sincerely,

George Rodericks, City Manager
Town of Atherton

Cc: Mike Kashiwagi, Community Services Director
Marty Hanneman, P.E., City Engineer
Matt Fabry, P.E., Manager - San Mateo Countywide Water Pollution Prevention Program



CITY OF HALF MOON BAY

City Hall • 501 Main Street • Half Moon Bay • 94019

January 24, 2017

Sandy Wong
C/CAG of San Mateo County
555 County Center, 4th Floor
Redwood City, CA 94063-1665

RE: C/CAG Technical Advisory Committee (TAC) and Storm Water Committee (SWC)

Dear Ms. Wong,

The City of Half Moon Bay is requesting to replace Peykan Abbassi on the C/CAG TAC and SWC. I would like to make the following appointments:

Storm Water Committee:

Denice Hutten, Associate Engineer
Telephone Number: (650) 726-8270
Email Address: dhutten@hmbcity.com

C/CAG TAC:

Ray Razavi, Engineering Consultant
Telephone Number: (650) 726-8260
Email Address: rrayavi@hmbcity.com

Alternate:

Denice Hutten, Associate Engineer
Telephone Number: (650) 726-8270
Email Address: dhutten@hmbcity.com

If you have any questions, please feel free to contact me at: (650) 726-8785

Sincerely,

Magda Gonzalez
City Manager

C/CAG AGENDA REPORT

Date: February 9, 2017

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 17-03 adopting the formal voting roles of members on the Congestion Management and Environmental Quality (CMEQ) Committee.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 17-03 adopting the formal voting roles of members on the Congestion Management and Environmental Quality (CMEQ) Committee.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

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

The CMEQ committee is composed of 9 elected seats, plus one seat each from the following: business community; environmental community; agencies with transportation interests; San Mateo County Transit District (SamTrans); Joint Powers Board (Caltrain); Metropolitan Transportation Commission; and one general public member.

Based on past practice and verbal instructions from long-time C/CAG former staff, it was understood that the SamTrans and Caltrain seats are non-voting seats. As a basis for this staff recommendation, C/CAG staff reviewed past staff reports and appointments letters and found that these two seats were designated as non-voting seats as early as 2001. However, staff is unable to locate any official documents reflecting such Board decision.

As the congestion management agency, C/CAG often partners with SamTrans and Caltrain on transportation improvement programs and projects. It is valuable to have members on CMEQ with these two agencies' perspectives, similar to the makeup of the C/CAG Board of Directors with SamTrans and SMCTA as ex-officio members.

Staff recommends the adoption of the formal voting roles of the members of CMEQ including the two non-voting seats as stated in Resolution 17-03.

ATTACHMENTS

- CMEQ Roster – February 2017
- Resolution 17-03

CMEQ Roster – February 2017

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

Name	Representing
Alicia Aguirre	Metropolitan Transportation Commission (MTC)
Emily Beach	City of Burlingame
Charles Stone	City of Belmont
Elizabeth Lewis	City of Atherton
Irene O’Connell	City of San Bruno
Linda Koelling	Business Community
John Keener	City of Pacifica
Lennie Roberts	Environmental Community
Mike O’Neill	City of Pacifica
Adina Levin	Agencies with Transportation Interests
Rich Garbarino	City of South San Francisco
Rick Bonilla	City of San Mateo
Josh Powell	Public Member
Wayne Lee	City of Millbrae
Douglas Kim	San Mateo County Transit District (SamTrans)
Elizabeth Scanlon	Peninsula Corridor Joint Powers Board (Caltrain)

RESOLUTION 17-03

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ADOPTING THE FORMAL VOTING ROLES OF MEMBERS OF THE CONGESTION MANAGEMENT AND ENVIRONMENTAL QUALITY COMMITTEE.

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

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

WHEREAS, C/CAG's existing bylaws designate a Congestion Management and Environmental Quality (CMEQ) Committee; and

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

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County hereby adopts the formal voting roles of members of the CMEQ Committee. The Committee shall have the following characteristics:

- Membership shall consist of:
 - Nine (9) voting seats occupied by elected officials from any jurisdiction within San Mateo County;
 - One (1) voting seat representing Metropolitan Transportation Commission (MTC);
 - One (1) voting seat representing the business community;
 - One (1) voting seat representing the environmental community;
 - One (1) voting seat representing agencies with transportation interests;
 - One (1) voting seat representing the general public;
 - One (1) non-voting seat representing San Mateo County Transit District (Sam Trans); and
 - One (1) non-voting seat representing Peninsula Corridor Joint Powers Board (Caltrain).
- Quorum shall consist of a majority of the filled voting seats.
- There is no term limits on any of the seats.

PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF FEBRUARY 2017.

Alicia C. Aguirre, Chair

C/CAG AGENDA REPORT

Date: February 9, 2017

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

From: Sandy Wong, Executive Director

Subject: Review and approval of appointments of elected officials from San Mateo County jurisdictions to fill the five seats for the C/CAG San Mateo Countywide Water Coordination Committee.

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

Recommendation:

That the C/CAG Board of Directors review and approve appointments of elected officials from San Mateo County jurisdictions to fill the five seats on the C/CAG San Mateo Countywide Water Coordination Committee:

- North region of the county – one seat
- Central region of the county – one seat
- South region of the county – one seat
- Coastside region of the county – one seat
- Board of Supervisors – one seat

Fiscal Impact:

Implementation of the recommendation will require additional staff and/or consultant support. Funding will be sought from C/CAG and the County based on a budget to be determined.

Background:

At the November 10, 2016 meeting, the C/CAG Board approved the formation of a San Mateo Countywide Coordination Committee as a C/CAG committee to improve countywide coordination, communication, and collaboration in connection with water related activities in San Mateo County. Further, this committee will focus on areas of sea level rise, stormwater pollution prevention, and flood control in San Mateo county.

On November 30, 2016, C/CAG issued a solicitation letter to all council members from San Mateo County cities and towns, and member of the Board of Supervisors, with the due date of January 18, 2017.

In response to the solicitation, staff received letters of interest from the following elected officials. Letters are attached.

Coastside:	Sue Vaterlaus – City of Pacifica John Keener – City of Pacifica
North:	Mark A. Addiego – South San Francisco
Central:	Dian Papan – City of San Mateo
South:	Lisa Gauthier – City of East Palo Alto
Board of Supervisors:	Dave Pine – County of San Mateo

All of the above letters were received on or before January 18, 2017, except for the one from South San Francisco which was received on January 19, 2017. Given that there was no letter of interest received from the North region of the county, staff recommend accepting the letter of interest from Councilmember Addiego of South San Francisco for consideration of the North seat.

The San Mateo Countywide Water Coordination Committee will promote and increase cross-jurisdictional communication, provide leadership, develop partnerships, and reduce redundancy between current and future efforts related to stormwater, flood control, and sea level rise. However, each of the cities and the county will continue to manage, and retain all decision making authority for their respective projects and initiatives. The overarching objective is to protect infrastructures, assets, and the environment; improve safety; secure broad public support for programs/projects; and meet regulatory mandates.

It is anticipated the committee will meet quarterly, at a time and location to be determined by consensus.

Attachments:

- Attachment 1 – Letter from Sue Vaterlaus, City of Pacifica
- Attachment 2 – Letter from John Keener, City of Pacifica
- Attachment 3 – Letter from Mark A. Addiego, City of South San Francisco
- Attachment 4 – Letter from Diane Papan, City of San Mateo
- Attachment 5 – Letter from Lisa Gauthier, City of East Palo Alto
- Attachment 6 – Letter from Dave Pine, County of San Mateo

January 10,2016

City / County Association of Governments

555 County Center 5th Floor

Redwood City, CA 94063

Attn: Sandy Wong, C/CAG Executive Director

Dear Colleagues

I am Sue Vaterlaus, Pacifica City Council member and I am asking for your support to serve as the Coastal Representative to the City/ County Association of Governments San Mateo Countywide Water Coordination Committee to assure and continue our countywide efforts to coordinate projects, effectively share resources, and work together to address flooding, storm water management, and sea level rise.

I have been meeting with Mary Ann Nihart concerning sea level rise, coastal erosion, coastal flooding, and storm water management. I have learned a great deal from her and I offer my extensive knowledge of property, flood risks and insurance resources.

I have served on the Pacifica Planning Commission, Economic Development, and Financing City Services so I am well aware of how the committee structures work and I am very knowledgeable in land use issues as I have been a REALTOR for the past 27 years.

I am ready to work together across San Mateo County as I did when I was the President of the San Mateo County Association of REALTORS

I will work with the residents in Pacifica to develop a unified coastal erosion plan, protecting property and environmental resources in Pacifica and the rest of the coast of San Mateo County. I will work with citizens to coordinate funding from multiple sources to replace the seawall in Sharp Park, and have studied and I am prepared to respond to the limitations of the Golden Gate Littoral Cell report.

So much of what we do in one city or the county impacts others, I look forward to working on a countywide coordinated effort to preserve our resources and protect our infrastructure. San Mateo County has a long history of working collaboratively and I would like to continue those efforts.

Respectively,

A handwritten signature in cursive script that reads "Sue Vaterlaus". The signature is written in black ink and is positioned above the printed name.

Sue Vaterlaus

John Keener
Pacifica City Council Member
1211 Galvez Dr.
Pacifica, CA 94044
Jan. 18, 2017

Sandy Wong, C/CAG Executive Director
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Sandy, and C/CAG Board Members,

I'm writing to apply for the San Mateo County Water Coordination Committee of the City and County Association of Governments (C/CAG), representing the Coastside.

I'm applying because of my interest in our response to sea level rise, and my desire to see continued progress in the county's efforts on this issue and the related topics of flood control and stormwater management.

Pacifica has an obvious problem with the ocean, though sea level rise is only about 8 inches at present. The same can be said of the general Half Moon Bay area. The bluff erosion and inundation that we see now only promise to get worse over time. Homes are threatened, and even more importantly, infrastructure, especially sanitary sewage pipes, pumps, and treatment plants. I am well-versed in the situation we face, but eager to learn more about adaptations to sea level rise, as well as stormwater quality and flood control.

As Chairperson of the San Francisco Littoral Cell Coordinating Network, I've facilitated a gathering of agencies and individuals interested in preserving beaches from the Golden Gate to Pedro Point (just south of Pacifica). The Network is meant to coordinate with multiple agencies in furtherance of its goals. The final report for the littoral cell, sponsored by the Army Corps of Engineers and the California Natural Resources Agency, is due to be released shortly, within a month or two. We are currently evaluating ideas for a grant from the California Natural Resources Agency that will probably be used to conduct EIRs. At this point, it looks like the EIRs will consider offshore reefs, in support of potential bluff stabilization efforts to be undertaken by other agencies, including the Army Corps of Engineers.

I am familiar with the Colma and San Bruno Creeks flood plan, having attended as an alternate to Sue Digre on that committee.

An ad hoc committee, of which I'm a member, has formed to examine stormwater

issues relating to San Pedro Creek. Most of the storm sewers of the Linda Mar section Pacifica drain into the creek before making their way to the ocean. This creek has the only steelhead run between the Golden Gate and Pescadero, so we are looking for ways to clean up the stormwater.

I've been at virtually all of the workshops on sea level rise led by Dave Pine and the San Mateo County Office of Sustainability, including the technical meetings. I also attended an event last May regarding bluff and beach erosion at Surfer's Beach and Miramonte. I've even had my own presentation on Pacifica's bluff erosion and sea level rise issues. The number of people in attendance at these events illustrate the public's consciousness about the seriousness of the problem. We must search for solutions.

My perspective is not limited to the coast; many of the coastside residents earn their living on the bayside, which is facing an equally daunting future due to sea level rise and flooding. San Mateo County has the most to lose of any county in California. If appointed, I will represent all of the county in our efforts to meet this important challenge.

Sincerely,

John Keener
Pacifica



CITY COUNCIL 2017

PRADEEP GUPTA, PH.D., MAYOR
LIZA NORMANDY, VICE MAYOR
MARK ADDIEGO, COUNCILMEMBER
RICHARD A. GARBARINO, COUNCILMEMBER
KARYL MATSUMOTO, COUNCILMEMBER

MIKE FUTRELL, CITY MANAGER

OFFICE OF THE CITY COUNCIL

January 19, 2017

Sent via email to slwong@smcgov.org

Sandy Wong, C/CAG Executive Director
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Sandy:

I have an interest in serving on the *San Mateo Countywide Water Coordination Committee*. As a current member of the BCDC Commission, I am very familiar with current and upcoming initiatives concerning sea level rise and other coastal issues, and can bring that knowledge and experience to the table. I am highly motivated to continue collaborative study of sea level rise in San Mateo County, and the entire region; and for moving our County from the study phase to the action phase where real work is conducted to combat the impact of sea level rise.

I also understand and embrace the fact that sea level rise is just one component of the water issues facing San Mateo County, which also include multi-jurisdictional flooding issues, land subsidence issues and coastal erosion issues, to name a few.

Please accept this letter of interest to serve on the San Mateo Countywide Water Coordination Committee representing the Northern Region of San Mateo County.

Thank you,

A handwritten signature in blue ink that reads "Mark A. Addiego".

Mark A. Addiego
Councilmember, City of South San Francisco



January 17, 2017

Ms. Sandy Wong
C/CAG Executive Director
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Ms. Wong:

I write seeking an appointment to serve on C/CAG's San Mateo Countywide Water Coordination Committee for the Central Region of San Mateo County.

I am thrilled about the creation of this Committee and the opportunity to establish comprehensive water policies among the cities in our County. Infrastructure efficiency and advancement are some of the most important goals of municipal government. As water movement is not necessarily restricted by city boundaries, it is imperative that we work together regionally.

As an attorney, I worked on many public works projects and became very familiar with the implementation of public infrastructure contracts and resource policies. Infrastructure improvements, particularly those related to water are what compelled me to run for office. I believed that my background could be put to good use creating policy and pursuing funding to implement said policy.

As a councilmember, my philosophy has been one of listening and consensus-building. Given the regional focus of this Committee, I welcome the opportunity to use my skills to serve in a collaborative capacity to address the challenges of the important issues of regional stormwater capture sites, flood control and the effects of sea level rise. I would be honored to work to create comprehensive policies and enhance funding opportunities for water infrastructure improvements.

I look forward to the possibility of working on the Water Coordination Committee and will bring the same attention to detail and thoroughness to this role as I do to my role on the San Mateo City Council. Should you have any questions or need additional information, please contact me at 415-377-4462.

With my best regards,


Diane Papan
San Mateo City Councilmember



CITY OF EAST PALO ALTO
2415 University Avenue
East Palo Alto, CA 94303

Larry Moody, Mayor
Ruben Abrica, Vice
Mayor

Council Members
Lisa Gauthier
Carlos Romero
Donna Rutherford

January 17, 2017

Attention: Sandy Wong, C/CAG Executive Director
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

Re: San Mateo Countywide Water Coordination Committee

Dear Directors of the C/CAG Board:

It was great enthusiasm that I ask you to consider me for the appointment to the San Mateo Countywide Water Coordination Committee.

As Mayor and City Councilmember, I have had the privilege to represent my constituents on water issues such as groundwater and water transfer at the San Francisquito Creek JPA meetings and San Francisco Public Utilities Commission. I have been involved with flood projects and flood mapping that affect the cities of East Palo Alto, Menlo Park, and Palo Alto. I have worked and will continue my commitment in working with regional stakeholders to ensure that all communities have their fair share of water resources necessary for their livelihood. Furthermore, I understand San Mateo County's water needs and look forward to forming many partnerships with those serving on this Committee.

Again, I kindly ask that the C/CAG Board of Directors consider me in serving on this important Committee.

Sincerely,

Lisa Gauthier,
Council Member, City of East Palo Alto

Cc: Honorable Mayor and City Council members



DAVE PINE
SUPERVISOR, FIRST DISTRICT
SAN MATEO COUNTY

January 18, 2016

Ms. Alicia Aguirre
Chair, City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

**Re: Letter of Interest to Serve on the San Mateo Countywide Water
Coordination Committee**

Dear Alicia:

I am keenly interested in serving on the newly created San Mateo Countywide Water Coordination Committee. Since joining the Board of Supervisors in May 2011, I have focused on a wide range of water related issues. I would bring to the new committee considerable expertise in the subject area and a passion for finding ways for the cities and the County of San Mateo to collaborate in the years ahead to address the many water related issues that confront us.

My work to date on water related issues includes the following:

- I have led the County's effort to begin addressing sea level rise (SLR). This SLR initiative, known as *Sea Change San Mateo County*, has resulted in the County:
 - Holding multiple public forums to raise awareness of SLR and solicit input from cities and other stakeholders.
 - Hiring a Climate Resiliency Specialist to coordinate SLR planning and outreach efforts.
 - Partnering with the California Coastal Conservancy to conduct a sea level rise vulnerability assessment study of the San Mateo County bayshore and coastline from Half Moon Bay north that we anticipate will be completed in February or March of this year.
 - Collaborating with the cities of San Bruno, South San Francisco, Colma, and the San Francisco International Airport, to complete a detailed SLR study of the shoreline area northwest of the airport where the San Bruno and Colma creeks enter the San Francisco Bay.

- Installing two virtual reality “OWL” viewers in Coyote Point Park that showed what the Coyote Point Park area looks like with near term and longer term flooding from sea level rise.
- Together with the County’s Department of Public Works and Arcadis (consultant), I authored a report entitled “*Improving Flood Control in San Mateo County’s Areas of Responsibility*.” This report resulted in the County appropriating funds to begin the work outlined in the report and the hiring of the County’s first full time Flood Control Manager.
- I chair the San Francisco Bay Restoration Authority and played a significant role in the passage of Measure AA, a first of its kind nine county parcel tax that will generate \$500M for tidal wetland restoration over 20 years. I am also a member of the Bay Area Conservation and Development Commission (BCDC).
- I chair the San Francisquito Creek JPA, consisting of three cities and two countywide agencies, which undertakes projects designed to reduce flood risks and address future sea level rise.
- I have been working closely with the County’s Office of Sustainability and Environmental Health Services to prepare a first ever assessment of the San Mateo Plain groundwater sub-basin.
- I served on the C/CAG Ad Hoc Water Committee that met over many months to develop the structure and mission of the San Mateo Countywide Water Coordination Committee.

Water related issues, whether they concern flooding, SLR, or clean water compliance, do not honor jurisdictional boundaries. As we address these issues, we need to find ways for the cities and the County to collaborate and coordinate wherever possible. The San Mateo Countywide Water Coordination Committee is an important step in that direction. As a member of this Committee, I would be particularly interested in facilitating information sharing, developing planning policies and guidelines for consideration by the cities and the County, and focusing on funding and grant opportunities.

Thank you for your consideration of my request to be appointed to the San Mateo Countywide Water Coordination Committee.



Dave Pine
San Mateo County Supervisor, District 1

C/CAG AGENDA REPORT

Date: February 9, 2017

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

From: Sandy Wong, Executive Director

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

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

RECOMMENDATION

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

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

N/A

BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from the C/CAG's State legislative advocates. Important or interesting issues that arise out of that meeting are reported to the Board.

Attached is a summary of the currently proposed transportation funding bills and the listing of Senate committee assignments for the 2017/18 legislative session. Also attached are letters of support for the two recently re-introduced transportation funding bills. The C/CAG Board supported special session versions of these bills in the last legislative session.

ATTACHMENTS

1. February 2017 Legislative update from Shaw/ Yoder/ Antwih, Inc.
2. Summary of proposed Transportation Funding bills
3. Assembly committee assignments for the for the 2017/18 legislative session.
4. Support letters for AB 1 (Frazier) and SB 1 (Beall)
5. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



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

DATE: January 26, 2017
TO: Board Members, City/County Association of Governments, San Mateo County
FROM: Andrew Antwih and Matt Robinson, Shaw / Yoder / Antwih, Inc.
RE: STATE LEGISLATIVE UPDATE – February 2017

Legislative Update

On January 10, Governor Brown released his Proposed State Budget for 2017-18, and we provided the Board with an overview of the Governor’s Budget shortly after the budget was released. The Governor’s Budget again looks to increase transportation funding, calling for \$4.2 billion in new investment (more on this below). The Legislature has begun committee hearings on the Governor’s Budget, which will continue through the budget’s enactment in mid-June. Meanwhile, the policy committees of the Legislature have started hearing legislation introduced in the first year of the 2017-2018 session. **The last day for bills to be introduced is February 17.** While we won’t know the full scope of legislative efforts this year that could affect your programs and projects until after that deadline, some bills of note have already been introduced: we highlight those bills impacting C/CAG under ***Bills of Interest***, below.

Transportation Funding

On January 24, the Governor delivered his State of the State Speech to the Legislature, and in it declared his willingness to work with the Trump Administration on infrastructure, stating, “we can all work together – here in Sacramento and in Washington as well. We have roads and tunnels and railroads and even a dam that the President could help us with. And that will create good-paying American jobs.”

As noted above, the Governor’s Budget emphasizes the need to find a solution to our state’s deteriorating transportation infrastructure, and lays out a **proposal to invest \$43 billion in transportation over the next decade (an increase of approximately \$600 million from his 2016-17 proposal)**. The Governor’s Budget states that “the repair, maintenance, and efficient operation of the state’s transportation system are vital to California’s economic growth.”

The Governor’s package includes:

- A new \$65 fee on all vehicles, including hybrids and electrics;
- Setting the gasoline excise tax at the 2013-14 rate of 21.5 cents, eliminating the current annual adjustments, and adjusting it annually for inflation;
- An 11-cent increase in the diesel excise tax, adjusted annually for inflation;
- \$500 million in one-time Cap and Trade investments;
- \$100 million from Caltrans Efficiencies;
- \$706 million in loan repayments over the next three years.

Along with the Governor’s proposal, both Transportation Committee Chairs introduced bills – SB 1 (Beall) and AB 1 (Frazier) on December 5, representing a \$6 billion funding package for local streets &

roads, state highways, goods movement, mass transportation, and active transportation. Legislative leadership, along with the transportation committee chairs, are working to muster the votes necessary (two-thirds of the legislature in both houses) to pass a new spending package to address the growing shortfall in transportation funding. **SB 1 will be heard in the Senate Transportation and Housing Committee on February 14.**

Please see the attachment for our analysis comparing SB 1, AB 1, and the Governor's proposal.

Bills of Interest

AB 1 (Frazier) – Transportation Funding Package

This bill would increase several taxes and fees to address issues of deferred maintenance on state highways and local streets and roads, as well as provide new funding for public transit. Specifically, this bill would increase both the gasoline and diesel excise taxes by 12 and 20 cents, respectively; increase the vehicle registration fee by \$38; create a new \$165 vehicle registration fee applicable to zero-emission motor vehicles; increase Cap and Trade funding for transit; increase the rate of sales tax on diesel by another 3.5% for the State Transit Assistance Program, limit the borrowing of weight-fee revenues, and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$6 billion per year. ***We recommend the C/CAG Board SUPPORT this bill.***

AB 28 (Frazier) – Caltrans NEPA Delegation

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

SB 1 (Beall) - Transportation Funding Package

This bill would increase several taxes and fees to address issues of deferred maintenance on state highways and local streets and roads, as well as provide new funding for public transit. Specifically, this bill would increase both the gasoline (over three years) and diesel excise taxes by 12 and 20 cents, respectively; increase the vehicle registration fee by \$38; create a new \$100 vehicle registration fee applicable to zero-emission motor vehicles; increase Cap and Trade funding for transit; increase the rate of sales tax on diesel by another 4% for the State Transit Assistance Program and intercity rail, limit the borrowing of weight-fee revenues, and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$6 billion per year ***We recommend the C/CAG Board SUPPORT this bill.***

Transportation Funding Proposals - Comparison Table			
	SB 1 (Beall)	AB 1 (Frazier)	Governor's Proposal
Funding			
Ongoing Sources	<p>*12 cents/gal. tax increase on gas, phased in over 3 years, and establishes swap-based excise tax on gas at 17 cents/gal. <i>(generating approx. \$2.9 billion by year 5; includes end of BOE "true up")</i></p> <p>*20 cents/gal. tax increase on diesel fuel <i>(generating approx. \$600 million)</i></p> <p>*Increasing the incremental diesel sales tax to 5.75% <i>(generating approx. \$300 million)</i></p> <p>*\$38 vehicle registration fee <i>(generating approx. \$1.3 billion)</i></p> <p>*\$100 zero emission vehicle fee <i>(generating approx. \$13 million)</i></p> <p>*15% of Cap and Trade revenues <i>(generating approx. \$300 million)</i></p> <p>*Restoration of truck weight fees (phased in over 5 years) <i>(repurposing approx. \$500 million in year 5)</i></p> <p>*Miscellaneous transportation revenues <i>(generating approx. \$70 million)</i></p>	<p>*12 cents/gal. tax increase on gas, and establishes swap-based excise tax on gas at 17 cents/gal. <i>(generating approx. \$2.9 billion annually; includes end of BOE "true up")</i></p> <p>*20 cents/gal. tax increase on diesel fuel <i>(generating approx. \$600 million)</i></p> <p>*Tripling of incremental diesel sales tax to 5.25% <i>(generating approx. \$263 million)</i></p> <p>*\$38 vehicle registration fee <i>(generating approx. \$1.3 billion)</i></p> <p>*\$165 zero emission vehicle fee <i>(generating approx. \$21 million)</i></p> <p>*15% of Cap and Trade revenues <i>(generating approx. \$300 million)</i></p> <p>*Restoration of truck weight fees (phased in over 5 years) <i>(repurposing approx. \$500 million in year 5)</i></p> <p>*Miscellaneous transportation revenues <i>(generating approx. \$185 million)</i></p>	<p>*Establishes swap-based excise tax on gas at 21.5 cents/gal. <i>(generating approx. \$1.1 billion annually; includes end of BOE "true up")</i></p> <p>*11 cents/gal. tax increase on diesel fuel <i>(generating approx. \$425 million)</i></p> <p>*\$65 road improvement charge <i>(generating approx. \$2.1 billion)</i></p> <p>*\$400 million in Cap and Trade revenues *Caltrans efficiencies <i>(generating approx. \$185 million)</i></p>
One-Time Sources	*\$706 million in loan repayment	*\$706 million in loan repayment	*\$706 million in loan repayment
Estimated Annual Funding Increase	Approx. \$6 billion/year	Approx. \$6 billion/year	Approx. \$4.2 billion/year
Expenditures			
Transit and Intercity Rail	<p>*Additional 10% in Cap and Trade Revenues – TIRCP (approx. \$200 million)</p> <p>*Additional 5% in Cap and Trade Revenues – LCTOP (approx. \$100 million)</p> <p>*\$263 million in Additional State Transit Assistance Program Revenues - STA Recipients</p> <p>*\$37 million in Additional State Transit Assistance Program Revenues - Intercity/Commuter Rail</p>	<p>*Additional 10% in Cap and Trade Revenues – TIRCP (approx. \$200 million)</p> <p>*Additional 5% in Cap and Trade Revenues – LCTOP (approx. \$100 million)</p> <p>*\$263 million in Additional State Transit Assistance Program Revenues - STA Recipients</p>	<p>*\$400 million in Cap and Trade Revenues – TIRCP</p> <p>*\$256 million in Loan Repayment – TIRCP (One-Time)</p>
Price-Based Revenues	\$1.1 billion/year allocated by 44%-44%-12% formula (\$480 million in new STIP)	\$1.1 billion/year allocated by 44%-44%-12% formula (\$480 million in new STIP)	\$1.1 billion/year allocated by unknown formula
Self-Help Incentives	\$200 million/year to counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees (from new gas excise tax)	\$200 million/year to counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees (from new gas excise tax)	N/A
Distribution of Remaining New Gas Excise Tax	<p>*50% for maintenance of state highway system</p> <p>*50% for maintenance of local streets & roads</p>	<p>*50% for maintenance of state highway system</p> <p>*50% for maintenance of local streets & roads</p>	N/A
Goods Movement	\$600 million/year to Trade Corridor Improvement Fund (from diesel excise tax)	\$600 million/year to Trade Corridor Improvement Fund (from diesel excise tax)	\$250 million/year
SB 375 Local Planning Grants	N/A	N/A	\$25 million/year (from road improvement charge)
Active Transportation	\$80 million/year and up to an additional \$70 million/year derived from Caltrans efficiencies	\$80 million/year and up to an additional \$70 million/year derived from Caltrans efficiencies	\$100 million/year
Weight Fees	\$500 million/year allocated by 44%-44%-12% formula (\$220 million in new STIP)	\$500 million/year allocated by 44%-44%-12% formula (\$220 million in new STIP)	N/A
Inflation Adjustment	Excise tax, sales tax and fees adjusted annually	Excise tax, sales tax and fees adjusted annually	Excise tax adjusted annually
Other			
Local Streets and Road Fund Flexibility	"Other transportation priorities" allowed if PCI exceeds 80	"Other transportation priorities" allowed if PCI exceeds 80	N/A
Caltrans Accountability	Require Caltrans to identify savings up to \$70,000,000	Require Caltrans to identify savings up to \$70,000,000	Require Caltrans to identify savings up to \$100,000,000
Local Streets and Road Fund Accountability	CTC develops performance criteria	CTC develops performance criteria	N/A
Transit Accountability	Requires transit agencies to submit proposed project lists to Caltrans and Controller to apportion new STA Program funds to only those agencies reporting	Requires transit agencies to submit proposed project lists to Caltrans and Controller to apportion new STA Program funds to only those agencies reporting	N/A
Complete Streets	Requires Caltrans to update the Highway Design Manual to Incorporate the "Complete Streets" design concept by January 1, 2018	Requires Caltrans to update the Highway Design Manual to Incorporate the "Complete Streets" design concept by July 1, 2017	N/A
Public-Private Partnerships /Alternative Procurement	N/A	N/A	<p>*Extends the statutory authority for public-private partnerships for new transportation projects by 10 years, until 2027</p> <p>*Authorizes a pilot project for job order contracting</p>
CEQA Streamlining and Advanced Mitigation	<p>*Exempts indefinitely a project or activity to repair, maintain, or make minor alterations to an existing roadway or state roadway, from CEQA, if the project or activity is carried out by a city or county with a population of less than 100,000 persons</p> <p>*Establishes an Advanced Mitigation Program designed to provide comprehensive environmental mitigation associated with transportation projects in exchange for streamlined project approvals from federal and state resources agencies</p> <p>*Permanently extends the authority for Caltrans to participate in the federal National Environmental Policy Act delegation pilot program (i.e. NEPA delegation)</p>	<p>*Exempts indefinitely a project or activity to repair, maintain, or make minor alterations to an existing roadway or state roadway, from CEQA, if the project or activity is carried out by a city or county with a population of less than 100,000 persons</p> <p>*Establishes an Advanced Mitigation Program designed to provide comprehensive environmental mitigation associated with transportation projects in exchange for streamlined project approvals from federal and state resources agencies</p> <p>*Permanently extends the authority for Caltrans to participate in the federal National Environmental Policy Act delegation pilot program (i.e. NEPA delegation)</p>	<p>*Exempts a project or activity to repair, maintain, or make minor alterations to an existing roadway or state roadway from CEQA</p> <p>*Establishes an Advanced Mitigation Program designed to provide comprehensive environmental mitigation associated with transportation projects</p> <p>*Permanently extends the authority for Caltrans to participate in the federal National Environmental Policy Act delegation pilot program (i.e. NEPA delegation)</p>
CTC Independence/Authority	Establishes CTC as an independent agency	Establishes CTC as an independent agency	Expands the CTC's oversight to cover each phase of project delivery



ANTHONY RENDON

SPEAKER of the ASSEMBLY
Sixty-Third Assembly District

January 20, 2017

E. Dotson Wilson
Chief Clerk of the Assembly
State Capitol, Room 3196
Sacramento, California

Dear Dotson:

Please be advised that I have made appointments to the following committees for the 2017-18 Regular Session:

Accountability and Administrative Review

Assemblymember Susan Eggman, Chair
Assemblymember Tom Lackey, Vice Chair
Assemblymember Autumn Burke
Assemblymember Heath Flora
Assemblymember Jim Frazier
Assemblymember Jose Medina
Assemblymember Sharon Quirk-Silva

Aging and Long-Term Care

Assemblymember Ash Kalra, Chair
Assemblymember Randy Voepel, Vice Chair
Assemblymember Dante Acosta
Assemblymember Anna Caballero
Assemblymember Mike Gipson
Assemblymember Todd Gloria
Assemblymember Adam Gray

Agriculture

Assemblymember Anna Caballero, Chair
Assemblymember Devon Mathis, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Heath Flora
Assemblymember James Gallagher
Assemblymember Adam Gray
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Assemblymember Rudy Salas, Jr.

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Assemblymember Raul Bocanegra
Assemblymember Rob Bonta
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Assemblymember Vince Fong
Assemblymember Laura Friedman
Assemblymember James Gallagher
Assemblymember Eduardo Garcia
Assemblymember Adam Gray
Assemblymember Al Muratsuchi
Assemblymember Jay Obernolte
Assemblymember Eloise Reyes

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Assemblymember Marie Waldron, Vice Chair
Assemblymember Dante Acosta
Assemblymember David Chiu
Assemblymember Laura Friedman
Assemblymember Jose Medina
Assemblymember Adrin Nazarian

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Assemblymember Sabrina Cervantes
Assemblymember Timothy Grayson
Assemblymember Monique Limón
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Assemblymember Sebastian Ridley-Thomas
Assemblymember Marc Steinorth
Assemblymember Mark Stone
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Assemblymember Jay Obernolte, Vice Chair
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Assemblymember Joaquin Arambula
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Assemblymember Rocky Chávez
Assemblymember David Chiu
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Assemblymember Cristina Garcia
Assemblymember Matthew Harper
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Assemblymember Reginald Jones-Sawyer, Sr.
Assemblymember Tom Lackey
Assemblymember Monique Limón
Assemblymember Devon Mathis
Assemblymember Kevin McCarty
Assemblymember Jose Medina
Assemblymember Melissa Melendez
Assemblymember Kevin Mullin
Assemblymember Patrick O'Donnell
Assemblymember Jim Patterson
Assemblymember Blanca Rubio
Assemblymember Mark Stone
Assemblymember Randy Voepel
Assemblymember Shirley Weber
Assemblymember Jim Wood

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Assemblymember Blanca Rubio
Assemblymember Jim Wood
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Assemblymember Jay Obernolte, Republican Alternate

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Assemblymember Rocky Chávez
Assemblymember Jacqui Irwin
Assemblymember Monique Limón

Budget Subcommittee No. 2 on Education Finance (continued)

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Assemblymember Jay Obernolte, Republican Alternate

Budget Subcommittee No. 3 on Resources and Transportation

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Assemblymember Jay Obernolte, Republican Alternate

Budget Subcommittee No. 4 on State Administration

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Assemblymember Matthew Harper
Assemblymember Ash Kalra
Assemblymember Kevin McCarty
Assemblymember Eloise Reyes

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Assemblymember Marie Waldron, Vice Chair

Local Government (continued)

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Assemblymember Timothy Grayson
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Assemblymember Randy Voepel

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Assemblymember Ken Cooley
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Assemblymember Jordan Cunningham

Public Safety (continued)

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Assemblymember Bill Quirk
Assemblymember Blanca Rubio
Assemblymember Miguel Santiago

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Assemblymember Mike Gipson
Assemblymember Kevin Mullin
Assemblymember Bill Quirk

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Assemblymember Bill Brough
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Assemblymember Laura Friedman
Assemblymember Timothy Grayson
Assemblymember Marc Levine
Assemblymember Adrin Nazarian
Assemblymember Marie Waldron
Assemblymember Jimmy Gomez, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

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Assemblymember Catharine Baker
Assemblymember Marc Berman
Assemblymember Raul Bocanegra
Assemblymember Kansen Chu
Assemblymember Tom Daly
Assemblymember Laura Friedman
Assemblymember Matthew Harper
Assemblymember Devon Mathis
Assemblymember Jose Medina

Transportation (continued)

Assemblymember Adrin Nazarian
Assemblymember Patrick O'Donnell

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Assemblymember Phillip Chen
Assemblymember Brian Dahle
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Assemblymember Eduardo Garcia
Assemblymember Al Muratsuchi
Assemblymember Bill Quirk
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Assemblymember Phil Ting

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Assemblymember Todd Gloria
Assemblymember Devon Mathis
Assemblymember Al Muratsuchi
Assemblymember Sharon Quirk-Silva
Assemblymember Rudy Salas, Jr.
Assemblymember Randy Voepel

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Assemblymember Eduardo Garcia, Chair
Assemblymember James Gallagher, Vice Chair
Assemblymember Frank Bigelow
Assemblymember Steven Choi
Assemblymember Kansen Chu
Assemblymember Laura Friedman
Assemblymember Todd Gloria
Assemblymember Jimmy Gomez
Assemblymember Matthew Harper
Assemblymember Marc Levine
Assemblymember Devon Mathis
Assemblymember Blanca Rubio

Water, Parks, and Wildlife (continued)

Assemblymember Rudy Salas, Jr.
Assemblymember Tony Thurmond
Assemblymember Jim Wood

Joint Legislative Audit

Assemblymember Al Muratsuchi, Chair
Assemblymember Dante Acosta
Assemblymember Catharine Baker
Assemblymember Adrin Nazarian
Assemblymember Jay Obernolte
Assemblymember Blanca Rubio
Assemblymember Jim Wood

Joint Legislative Committee on Emergency Management

Assemblymember Freddie Rodriguez, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Rocky Chávez
Assemblymember Jim Cooper
Assemblymember Heath Flora
Assemblymember Adam Gray
Assemblymember Tom Lackey

Legislative Ethics

Assemblymember Eloise Reyes, Co-Chair
Assemblymember Jim Patterson, Co-Chair
Assemblymember Marc Berman
Assemblymember Heath Flora
Assemblymember Cristina Garcia
Assemblymember Marie Waldron

Sincerely,



ANTHONY RENDON
Speaker of the Assembly

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

February 10, 2017

The Honorable Jim Frazier
Chair, Assembly Transportation Committee
1020 N Street, Room 112
Sacramento, CA 95814

RE: **SUPPORT** for AB 1 (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 1 (Frazier). This bill would establish a multi-faceted transportation funding package, resulting in \$6 billion 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 taxes, vehicle registration fees, Cap and Trade revenues, and revenue protections, would provide billions of dollars over that same timeframe to cities and counties and reestablish the state transportation improvement program (STIP).

Of the new revenue generated, approximately \$2.2 billion would be distributed to cities and counties, including approximately \$19 million for San Mateo County and \$24 million for the cities within the County. As a result, substantial investments would be made in our state highways, local streets & roads, goods movement, and transit. Additionally, this bill returns a portion truck weight fee revenue to the State Highway Account.

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

Sincerely,

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

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

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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February 10, 2017

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

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

Dear Senator Beall:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of SB 1 (Beall). This bill would establish a multi-faceted transportation funding package, resulting in \$6 billion 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 taxes, vehicle registration fees, Cap and Trade revenues, and revenue protections, would provide billions of dollars over that same timeframe to cities and counties and reestablish the state transportation improvement program (STIP).

Of the new revenue generated, approximately \$2.2 billion would be distributed to cities and counties, including approximately \$19 million for San Mateo County and \$24 million for the cities within the County. As a result, substantial investments would be made in our state highways, local streets & roads, goods movement, and transit. Additionally, this bill returns a portion truck weight fee revenue to the State Highway Account.

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

Sincerely,

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

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

C/CAG AGENDA REPORT

Date: February 9, 2017

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 17-04 adopting the San Mateo County Stormwater Resource Plan. **(Special Voting Procedures Apply)**

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

RECOMMENDATION

Review and approve Resolution 17-04 adopting the San Mateo County Stormwater Resource Plan. **(Special Voting Procedures Apply)**

FISCAL IMPACT

Development of the San Mateo County Stormwater Resource Plan cost \$226,183.

SOURCE OF FUNDS

NPDES (Stormwater) Fund

BACKGROUND

State law, as amended by Senate Bill 985 (2014, Pavley), requires public agencies to develop Stormwater Resource Plans (SRPs) in order to be eligible to compete for voter-approved bond funds for stormwater capture projects. SRPs must identify and prioritize, on a watershed basis, stormwater and dry weather runoff capture projects “in a quantitative manner, using a metrics-based and integrated evaluation and analysis of multiple benefits to maximize water supply, water quality, flood management, environmental, and other community benefits within the watershed.” The State Water Resources Control Board (State Board) released guidelines for developing SRPs in August of 2015.

SRPs, although focused on managing stormwater as a resource for the benefit of water supply and drought concerns, are similar to Green Infrastructure (GI) Plans designed to achieve water quality improvement and required of C/CAG’s member agencies by the Municipal Regional Stormwater Permit. To ensure its member agencies remain competitive for state grant funding opportunities and to support GI planning efforts in the county, C/CAG contracted with Larry Walker Associates and Paradigm Environmental for development of a countywide SRP.

The SRP includes six main sections, as well as several technical appendices. The main document includes an executive summary (attached) and introductory material, summary of

existing conditions within the primary county watersheds (Bayside and coastside), details on coordination efforts with local agencies, quantitative methods for identifying and prioritizing stormwater capture opportunities, implementation strategies, and education, outreach, and public engagement activities.

The C/CAG Board accepted an initial draft of the SRP at its December 2016 meeting and authorized its release for public review and comment. On December 14, C/CAG staff provided electronic notice to an extensive stakeholder list of the availability of the draft SRP, dates and locations for three public workshops, and details on how to provide comments on the draft document, which would be accepted through January 13, 2017.

Stakeholder Review

In addition to notifying the stakeholder list of opportunities to comment on the SRP and attend workshops, staff also worked with its stormwater outreach consultant to more broadly announce the draft SRP availability. A press release resulted in several articles being written about the draft SRP and publicizing upcoming workshops. Staff utilized the Countywide Water Pollution Prevention Program's social media feeds to notify county residents regarding the draft plan, along with online advertisements.

Staff hosted three public workshops on the draft SRP: January 5 in Menlo Park, January 9 in Millbrae, and January 10 in Pacifica. In total, 62 people attended the three workshops at which staff gave an overview of the SRP and other stormwater planning efforts in San Mateo County and responded to questions and comments from the audience.

In addition to the public workshops, staff provided multiple ways for interested parties to comment on the draft SRP, including an online form, a downloadable spreadsheet for more extensive comments, and email and mailing addresses. Overall, C/CAG staff received a total of 53 comments from 23 different stakeholders, including agencies and individual members of the public. Staff worked with its consultant to respond to comments, summarized in the attached Response to Comments table, which is also included as an appendix in the final draft SRP. Whenever possible, staff attempted to make revisions to the document in response to comments. Overall, the comments were very constructive and helped make the draft SRP a better document.

One notable change to the document is enhanced language to address concerns raised by the San Mateo County Resource Conservation District that the SRP does not support implementing stormwater capture on private parcels, especially in regard to addressing pollution issues on the coast. The draft SRP screened and prioritized all public parcels and public roadways, and although it is not feasible or appropriate to screen and prioritize private parcels, staff revised the SRP to make it clear that stormwater capture on private parcels may be an important means of achieving water quality improvement throughout the county and is consistent with the overarching goals of the SRP.

Comments from the San Mateo County Environmental Health Department recommended inclusion of depth to groundwater in screening and prioritizing stormwater capture opportunities to ensure protection of groundwater resources from potential contamination in stormwater being infiltrated into the ground. Insufficient data are available to enable screening and prioritization for depth to groundwater on a countywide basis, but the SRP was

revised to emphasize this is an important issue and that protection of groundwater through adequate separation will need to be addressed on a project-by-project basis.

Stormwater Grants

In conjunction with developing the countywide SRP, C/CAG's consultants developed project concepts to support member agencies in pursuing grant opportunities for green infrastructure/stormwater capture projects. Twenty-two project concepts were developed and included in the appendices of the draft SRP. Two of C/CAG's member agencies, the Cities of San Mateo and Redwood City, utilized these project concepts to successfully compete for Proposition 1 Stormwater Grant funds, with the State Board recommending approval of each agency's request for approximately \$600,000 for green street and parking lot projects. In addition, the State Board recommended the City of Daly City receive a \$10 million grant for a project developed outside of the SRP process.

Schedule

These grant announcements occurred on December 1, which is important for finalizing the SRP, as the State Board is allowing 90 days after said announcement for agencies to submit adopted SRPs. As such, C/CAG staff is working under a March 1 deadline to finalize and submit the adopted SRP to the State Board. In addition to submitting the adopted SRP to the State Board, C/CAG must also have the plan adopted into the Bay Area Integrated Regional Water Management Plan (IRWMP). The IRWMP Coordinating Committee is scheduled to consider adoption of the SRP into the overall plan at its February 27, 2017 meeting.

Environmental Review

The SRP is a planning study that identifies and prioritizes possible opportunities for stormwater capture throughout San Mateo County. Although project concepts were developed for 22 of these opportunities, they remain concepts for discretionary consideration for further action by C/CAG member agencies and affected stakeholders. No future actions will be approved, adopted, or funded if the C/CAG Board adopts the SRP and no environmental impacts will occur through adoption of the plan. As such, adoption of the SRP is statutorily exempt from environmental review under the California Environmental Quality Act (CEQA) (Title 14, Chapter 3, Article 18, Section 15262). Future stormwater capture projects that may be developed from the 22 project concepts or other opportunities identified in the SRP would, however, be subject to CEQA review as they move forward through local review and approval processes.

ATTACHMENTS

1. Resolution 17-04
2. Executive Summary – Stormwater Resource Plan
3. Response to Comments table
4. Draft San Mateo County Stormwater Resource Plan (only available online due to document size: <http://ccag.ca.gov/srp/>)

RESOLUTION 17-04

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ADOPTING THE SAN MATEO COUNTY STORMWATER RESOURCE PLAN

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 San Mateo Countywide Water Pollution Prevention Program (Countywide Program) to assist its member agencies in meeting mandated requirements for managing pollution in stormwater runoff; and

WHEREAS, State law mandates stormwater and dry weather runoff capture projects be incorporated in Stormwater Resource Plans to be eligible for voter-approved bond funding; and

WHEREAS, in March 2016, C/CAG authorized task orders with its Countywide Program technical consultants to develop a countywide Stormwater Resource Plan to ensure its member agencies would remain eligible to receive state grant funds for stormwater capture projects; and

WHEREAS, C/CAG accepted an initial draft of the countywide Stormwater Resource Plan in December 2016 and authorized its release for public review and comment; and,

WHEREAS, C/CAG staff held three public workshops in January 2017 and revised the draft countywide Stormwater Resource Plan in response to public comment; and

WHEREAS, State law requires Stormwater Resource Plans be adopted into the relevant Integrated Regional Water Management Plan (IRWMP); and

WHEREAS, State law exempts adoption of planning studies that do not approve, adopt, or fund specific actions from California Environmental Quality Act review;

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

1. The San Mateo County Stormwater Resource Plan is hereby adopted; and
2. C/CAG formally requests the Coordinating Committee for the Bay Area IRWMP adopt the San Mateo County Stormwater Resource Plan into the Bay Area IRWMP; and
3. The San Mateo County Stormwater Resource Plan is a planning study for possible future actions that does not approve, adopt, or fund future actions and therefore statutorily exempt from CEQA.

PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF FEBRUARY, 2017.

Alicia C. Aguirre, Chair

EXECUTIVE SUMMARY

Stormwater resource planning is a relatively new and important component of the watershed management process in California. Extended drought conditions, climate change, and the ongoing need to manage water quality and flooding requires additional planning from municipalities to manage surface water runoff. Through Senate Bill 985, a Stormwater Resource Plan (SRP) is required for municipalities to receive funding for stormwater and dry weather runoff capture projects. Development of the San Mateo County SRP was led by the City/County Association of Governments (C/CAG) of San Mateo County and its Countywide Water Pollution Prevention Program (Countywide Program), representing twenty cities and the County of San Mateo, through a collaborative effort with stakeholders and the public. The purpose of the SRP is to provide detailed analysis of stormwater and dry weather capture projects for the County. These projects aim to reduce flooding and pollution associated with stormwater runoff, improve biological functioning of plants, soils, and other natural infrastructure, and provide community benefits through stakeholder engagement and education.

ES.1 Watershed-Based Approach

The San Mateo County SRP was not based on property boundaries, county lines, or other political boundaries, but was developed through a hydrologically defined watershed-based approach. While stormwater and dry weather projects were identified inside county boundaries, they were defined hydrologically based on watershed characteristics within the County. Using the United States Geological Survey (USGS) Hydrologic Unit designations (HUC), watershed scales and boundaries were used to ultimately prioritize stormwater and dry-weather projects (Figure ES-1). Two major watersheds were assessed in the SRP: San Francisco Bay Watershed and San Francisco Coastal South Watershed. Each watershed contains unique surface water and groundwater characteristics, and through the assessment process, priorities were identified on a watershed-basis. Parameters



Figure ES-1. Major Watersheds Addressed by the SRP.

assessed were: watershed processes, surface and groundwater quality, water usage, land use characteristics, and natural habitats. For example, the San Francisco Bay Watershed has high levels of impervious cover along San Francisco Bay and contains most of the population for San Mateo

County. San Francisco Coastal South Watershed includes the Pacific coastline of San Mateo County and, in its southern reaches, includes large areas of open space and agriculture. The goal of this characterization is to provide an introduction to watershed processes in San Mateo County, give historical context of the watersheds through previous planning efforts, and aid in stormwater project prioritization.

The watershed-based approach also leveraged previous regional and watershed planning efforts. Various agencies and municipalities throughout the county have developed regional plans, local watershed plans, Total Maximum Daily Loads (TMDLs), and other research documents that provide depth to the SRP, allowing it to be tailored to the specific needs of each watershed while maintaining a regional perspective.

ES.2 Project Prioritization Process

The SRP includes an evaluation of project benefits addressing several key metrics: Water Quality, Water Supply, Flood Management, Environmental, and Community benefits. The first steps were to identify suitable public parcels and public rights-of-way. Hydrologic Response Units (HRUs), small spatial units containing unique attributes (i.e. land use cover), were then used to evaluate watershed processes within San Francisco Bay and San Francisco Coastal watersheds and their subwatersheds to prioritize stormwater and dry weather runoff capture projects. HRUs assessed were: land use, impervious cover, hydrologic soil groups, and slope. Based on these key metrics, watershed characteristics, and watershed processes through HRUs, several stormwater projects were identified and prioritized to address water quality impairments, reduce flooding, and provide more natural groundwater recharge throughout the County. A screening and prioritization method was developed to reasonably site stormwater capture projects through a ranking method, with emphasis on projects that offered the greatest opportunity for multiple benefits. Higher prioritization was given to projects that addressed flood-prone streams, those located in PCBs-interest areas, and ones that drain to TMDL waters. Three types of project opportunities for stormwater management were identified throughout the County:

REGIONAL STORMWATER CAPTURE PROJECTS

Regional stormwater capture projects consist of facilities that capture and treat stormwater from off-site. The primary objective of regional projects is often flood attenuation, but many also contain a water quality treatment or infiltration component.

GREEN STREETS

Green streets consist of stormwater capture infrastructure that is implemented in public rights-of-way. Green streets are intended to capture only runoff that is generated from the street and adjacent land that drains to the street (Figure ES-2).



Figure ES-2. Example green street with stormwater planter box (SMCWPPP 2009)

LOW IMPACT DEVELOPMENT RETROFIT

Low Impact Development (LID) is a form of on-site urban infrastructure design that uses a suite of technologies intended to imitate pre-urbanization (natural) hydrologic conditions. One of the most prominent effects of urbanization is the drastic increase in impervious surfaces, and thus, stormwater runoff. LID is meant to capture, remove (through infiltration), and slow runoff to reduce the impacts of the urban landscape.

Separate prioritization scoring processes were developed for each of the three project types. A project's priority score was determined by summing all of the points assigned from the evaluated physical characteristics, proximity to areas of interest, potential for co-locating projects, and the various multiple benefits. All public parcels and streets throughout the county were prioritized and the results were analyzed at the countywide scale, and city-scale. Figure ES-3 provides an example of green street prioritization of Menlo Park. While it is expected that LID will be implemented on private parcels as well, project opportunities were not evaluated at these sites.

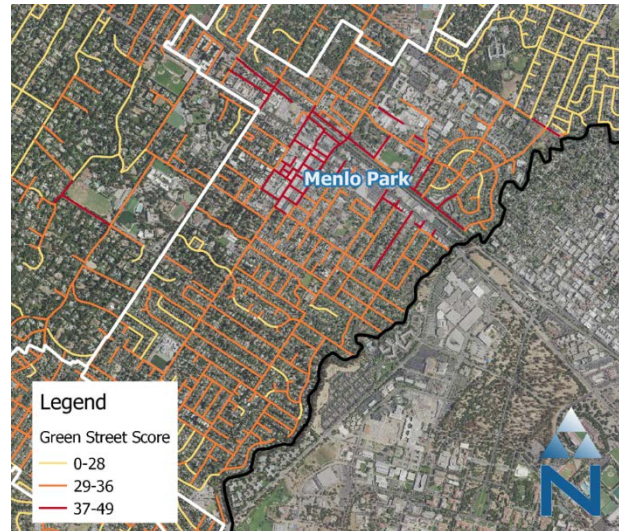


Figure ES-3. Example City Scale for Prioritization of Green Streets.

Twenty-two projects were selected from the prioritized project list for quantitative analysis of stormwater capture potential and preparation of conceptual designs. Modeling of average annual stormwater capture volume and pollutant load reductions provides further quantitative analysis for the highest opportunity projects and acts as a validation of the quantitative, metric-based prioritization process. The conceptual designs provide a platform to discuss project benefits with diverse audiences, including potential funding sources, project beneficiaries, stakeholders, and the community. The concepts provide project details and capital costs that will aid in the future design and implementation and seeking funding. Three projects were selected for regional planning projects, fifteen for green streets, and four for low-impact development. These projects were selected based on distribution across the county for multiple cities, proximity to impairments or flood prone streams, and opportunities for co-location of planned projects.

For example, Twin Pines Park, owned and maintained by the City of Belmont, was identified as a potential location for a regional stormwater capture project. Belmont Creek, which runs through Twin Pines Park, is the primary receiving water for the City and is identified as a flood-prone channel impacting downstream properties, including a pharmaceutical manufacturing facility. A nearby storm drain was identified as the most feasible opportunity for stormwater capture, and contains a drainage area of approximately 30 acres. The first page of the concept is shown in Figure ES-4 and is shown in more detail in Section 4.3.3.

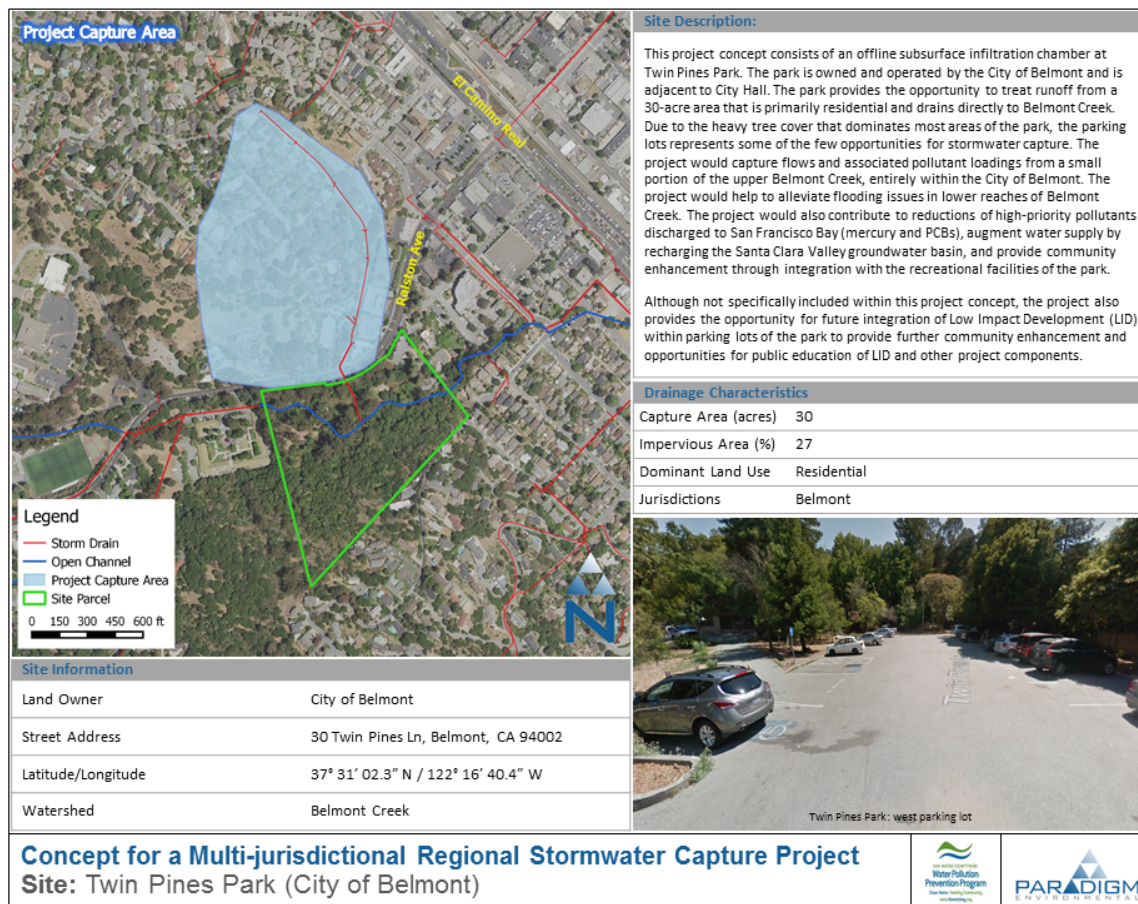


Figure ES-4 Example Concept of Twin Pines Park in the City of Belmont.

ES.3 Implementation and Adaptive Management

For the SRP to be effective, an adaptive management and funding strategy is needed to transition from planning to implementation. TMDL pollutant reduction schedules and requirements of the Municipal Regional Stormwater Permit (MRP) will determine the pace for implementation of projects, timing, and project funding. To address the MRP, a TMDL Implementation Plan will be completed in the coming years for priority pollutants in the watersheds. The TMDL Implementation Plan will determine the amount of green infrastructure and other stormwater capture projects necessary to achieve pollutant reductions to meet interim and final TMDL wasteload allocations.

The SRP will act as a living document that will continue to be updated to incorporate multiple-benefit projects as they are identified. As projects are implemented and lessons are learned through wider scale integration of LID, green streets, and regional stormwater capture projects within traditional infrastructure, the SRP will be periodically revised to update the project implementation plan. This is expected to occur once every five years, coinciding with the five-year cycle for updates to the MRP. Throughout implementation of the SRP and TMDL Implementation Plan, C/CAG, via the Board of Directors, committees, and Countywide Program committees will continue to meet to discuss both planning efforts.

APPENDIX F: RESPONSES TO PUBLIC COMMENTS

Name	Affiliation	Section/ Page Number	Comment	Response
Patrick Sweetland	Daly City		Grande Canal Project - is it fully covered in the SRP?	Yes, the project is referenced in the SRP with the project description included within Appendix D. The project parcels are referenced in the Prioritization Results in Table B-3 in Appendix B. See parcel numbers (APN) "002012050" and "002012060" on pages B-40 and B-50.
Beth Payne	Storm Water Planning Unit, Division of Water Quality, State Water Resources Control Board	Section ES.1 page v	The first sentence states that the Plan was not based on county lines, but this is not accurate. The maps and evaluated areas include only areas that are within the County. If the Plan was based on watershed boundaries, then the evaluated areas and potential projects would extend beyond the County's boundaries.	Projects are only identified within San Mateo County (no projects fall outside of boundary lines), however, they are determined based on hydrologic boundaries and watershed characteristics. This fact was included in ES.1, and we added information to further clarify this point. This section also discusses the ways in which watersheds were used to identify projects and aid in the prioritization process, instead of political boundaries.
Beth Payne	Storm Water Planning Unit, Division of Water Quality, State Water Resources Control Board	Section 4.2 pages 70-71	What are the expected load reductions compared with the required load reductions per the TMDLs? As written, required load reductions for PCBs and Hg are kg units (Tables 2-7, 2-8), while the expected load reductions are in mg units (Table 4-6), which makes it difficult for the reader to compare. We suggest including additional columns in Table 4-6 to include the proportion of load reduction each project would contribute.	Added footnote to Table 4-6 that compares to the load reduction in Table 2-8. The footnote is reported in mg for easy comparison in Table 4-6. Note that aggregate load reductions reported in Table 2-8 are resulting from green infrastructure for all MRP Permittees, and only phased reductions reported in the MRP for 2020 included specific reductions for San Mateo County. For this reason, the 2020 load reductions for the County were included in the Table 4-6 footnote to provide relative comparison.
Beth Payne	Storm Water Planning Unit, Division of Water Quality, State Water Resources Control Board		It's clear that local agencies were consulted with in the Plan's development, but it is not clear if any NGOs were contacted or consulted with, or if there are any plans to do so in the future.	As part of the public engagement process, effort was made to receive input from NGOs on the draft SRP. At the time of the commenter's review of the draft, the public review process was not complete. The final SRP includes additional discussion in Section 3 that summarizes outreach to all stakeholders, including NGOs.

Name	Affiliation	Section/ Page Number	Comment	Response
Beth Payne	Storm Water Planning Unit, Division of Water Quality, State Water Resources Control Board	Sections 5.2, 5.2.5	How will data from Plan and project implementation be accessed by the public?	Section 5.4 discusses a number of database and data visualization tools that were developed through the SRP planning process. These tools will continue to be updated through the adaptive management process discussed in Section 5.3, which includes the parallel/ongoing efforts of the reasonable assurance analysis and green infrastructure planning to meet requirements of the MRP. As these tools are more fully developed, they will be accessible through C/CAG, the Countywide Program, and agency websites.
Beth Payne	Storm Water Planning Unit, Division of Water Quality, State Water Resources Control Board	Section 4.2.1 page 54	Page 54: "Several assumptions were made in determining the representative drainage area:...(2) the estimated drainage area is 250 times the area of the project footprint." How was assumption (2) determined?	Project drainage-to-footprint ratios were determined by taking a sample of other regional capture projects designed in the Los Angeles region. Text was added in Section 4.2.1.1 to explain the determination of that assumption.
Beth Payne	Storm Water Planning Unit, Division of Water Quality, State Water Resources Control Board		It's not entirely clear from the Plan how the subset of projects were selected after they were scored. What were the scores of the selected projects? Also, the projects in Table 5-1 are not easily cross-referenced with the list in Appendix B (Table B-1 has no project names).	Text was added in Section 4.2.2 to explain how projects were selected. Rather than basing selection on scores, projects were selected based on co-location with projects that are already being planned or by request from the jurisdiction. This maximized the value of the concepts by selecting projects that will likely be among the first to be implemented. The scoring system is meant as a tool to aid jurisdictions in planning/selecting projects to implement but does not necessarily reflect the order that projects will be implemented. The Appendix was updated to include names of the selected projects.
Beth Payne	Storm Water Planning Unit, Division of Water Quality, State Water Resources Control Board	Section 5.2.1 page 87	The Plan indicates that the initial projects will be submitted to the IRWM group, but the Water Code requires that any project funded by Prop 1 grant funds be in a Plan that was submitted to the local IRWM group.	The SRP will be submitted to the IRWM group once it is finalized and approved by C/CAG and the State Water Board.

Name	Affiliation	Section/ Page Number	Comment	Response
Beth Payne	Storm Water Planning Unit, Division of Water Quality, State Water Resources Control Board	Section 5.4 page 92	Page 92 of the SWRP identifies a "Database Summary" in Appendix B. However, Appendix B is the "Results of Quantitative Prioritization Projects," and there doesn't appear to be a database summary included in the document.	The tables in Appendix B "Results of the Quantitative Prioritization Method" are only a summary of the Project Database. Parcels and street segments in those tables are the projects that have been identified by the SRP. The Project Database will exist as an online tool that will eventually be available to the public to easily track project information. Text was modified in Section 5.4 for clarification.
Adina Levin	Menlo Park/public		<p>Green Streets suggestions: 1) to create a toolkit for cities to consider green streets features that could be implemented simultaneously with a variety of complete streets/traffic calming initiatives</p> <p>2) to incorporate into funding cycles for complete streets and active transportation projects scoring criteria that add weight and value to projects that incorporate green streets features, and to enrich funding sources for these complete streets/active transportation projects with funding intended to deliver green infrastructure</p> <p>3) to incorporate "green streets" funding in potential upcoming county transportation measures, and to promote the benefits of neighborhood attractiveness, quality of life, and cost savings associated with green streets projects</p> <p>More info: http://www.cityofsanmateo.org/DocumentCenter/View/51272 http://www.cityofsanmateo.org/DocumentCenter/View/51273</p>	We appreciate this input, which will be considered in ongoing/parallel green infrastructure planning efforts. Approaches for addressing green street implementation, incorporation within transportation projects, and funding will be further investigated during green infrastructure planning efforts from 2017-2019. This will result in model plans that can be adopted by each C/CAG member agency. This parallel planning effort is a component of the SRP's adaptive management process discussed in Section 5.3, and will result in additional information that can be incorporated within future updates to the SRP over time. There are additional efforts occurring at the regional level in the Bay Area to explore opportunities for better integration between stormwater and transportation, and successes in those efforts will feed into implementation of local green infrastructure plans.
Kellyx Nelson and Brittani Bohlke	San Mateo County Resource Conservation District	Section 1.3.2 page 6	The Fitzgerald ASBS Pollution Reduction program does not mention that the program included LID projects on private properties. Suggested language: "which implemented stormwater BMPs on public property and private residences in partnership with the RCD". It is also suggested that the ASBS Compliance Plan be included here.	Edited language to reflect BMPs on public property and private residents and mentioned the Compliance Plan.

Name	Affiliation	Section/ Page Number	Comment	Response
Kellyx Nelson and Brittani Bohlke	San Mateo County Resource Conservation District	Section 1.3.3 page 7	Consider mentioning the Pilarcitos Integrated Watershed Management Plan and the Pillar Point Harbor Source Identification Project Final Project Report	Added Pilarcitos Integrated Watershed Management Plan in the overview, and the Pillar Point Harbor Source Identification Project to Section 1.3.3.
Kellyx Nelson and Brittani Bohlke	San Mateo County Resource Conservation District	Section 2.2.2 page 19	At the end of the first paragraph it is suggested that "on both public and private lands" be added to the last sentence.	Made this addition to the paragraph.
Kellyx Nelson and Brittani Bohlke	San Mateo County Resource Conservation District	Section 3.1 page 45	Solicit information about existing programs, planned projects, and project concepts for unincorporated areas of the County from other organizations and agencies instead of just from the County. Or add to the second sentence in the second paragraph: "C/CAG did not solicit GIS information or planned projects for unincorporated areas of the County from any local agencies or organizations for inclusion into the plan".	Used this language to address this section: "For unincorporated areas, GIS data layers and other electronic information on planned public projects were obtained from the County."

Name	Affiliation	Section/ Page Number	Comment	Response
Kellyx Nelson and Brittani Bohlke	San Mateo County Resource Conservation District	Section 4	<p>Private properties should not be screened out during the prioritization process. The types of impairments on the coast (bacteria and sediment) do not lend themselves to stormwater capture projects on public parcels and public rights of way only. These types of impairments require pollution prevention activities throughout the community in addition to green infrastructure and LID on private ranches, residences and agricultural lands. This is particularly true in the residential areas surrounding the Fitzgerald Marine Reserve and Pillar Point Harbor in addition to the several large ranching and agricultural operations in Pescadero. Further, for the On-Site LID Retrofit Project category, slope and hydrologic soil group are used as prioritization metrics and exclude areas with steep slopes and soils with poor infiltration. In combination with exclusion of private properties this excludes what appears to be about 90% of coastal San Mateo County that flow directly to the Monterey Bay National Marine Sanctuary (MBNMS). Given that steep slopes and poor soil infiltration exacerbate stormwater issues it does not seem like these areas should be excluded.</p>	<p>It is understood that stormwater capture projects on private property represent a significant opportunity for stormwater capture. It was not determined feasible to include privately owned parcels in the screening process without consulting with individual owners of those properties. Consideration of privately owned parcels would result in the inclusion of individual privately owned parcels within the project database, which are organized by parcel number. However, additional text was provided within Section 4 that discusses the value of LID on private property, and recognition that any such project identified in the future would meet the overarching goals of the SRP. Note that slope is included in the screening of public parcels (Section 4.1.1) to prevent design challenges for stormwater capture projects. Additional considerations for both slope and hydrologic soil group were included in the prioritization process (Section 4.2.1.1) which did not result in exclusion of project opportunities, but rather provided a scoring and prioritization of opportunities to potentially guide project selection for implementation. All projects resulting from the prioritization process are subject to selection and implementation, regardless of their prioritization score, depending on the interest of agencies or stakeholders.</p>

Name	Affiliation	Section/ Page Number	Comment	Response
Kellyx Nelson and Brittani Bohlke	San Mateo County Resource Conservation District	Section 4.2.1.5 page 57	It is suggested that the title of the section be changed to "303(d) listed waterbodies." This section indicates that priority is not only given to TMDLs rather than 303(d) listed waterbodies in general but that the TMDL prioritization only applies to Bay TMDLs. This automatically lowers the priority of all work in the San Francisco Coastal Watershed even though there are more waterbodies on the 303(d) list than the Bay Watershed and with listings occurring for beaches or creeks that flow directly to the MBNMS and that result in beach closures.	Priority was given to TMDLs, specifically those addressing PCBs and mercury for San Francisco Bay, because associated TMDL implementation requirements in the MRP specifically require green infrastructure to provide a specified portion of the pollutant load reductions over time (Table 2-8). Compliance with the MRP and TMDLs are therefore contingent upon implementation of green infrastructure over time to provide the necessary reductions of PCBs and mercury to the Bay. However, recognizing that stormwater capture projects can benefit water quality improvement for all watersheds and other 303(d) listed waterbodies, project opportunities were identified throughout the county, including the San Francisco Coastal Watershed. As a result, the SRP includes a list of project opportunities within the San Francisco Coastal Watershed that can be further explored for funding opportunities and implementation, which will not be influenced by the number of project opportunities identified for the San Francisco Bay Watershed. Examples include project concepts in Pacifica (Rosita Road green street) and Half Moon Bay (LID for City Hall Parking Lot). Note that the scoring method used in the prioritization is meant to aid jurisdictions in selecting projects to implement but does not necessarily represent the order in which projects will be implemented. All projects included in the SRP are eligible for grant money increasing the likelihood that these projects may be implemented.

Name	Affiliation	Section/ Page Number	Comment	Response
Kellyx Nelson and Brittani Bohlke	San Mateo County Resource Conservation District	Section 5.2.4 page 88	The community participation strategy involves giving tours and demonstrations about projects that would only be funded on public parcels. The community would be informed of these practices when there is no incentive or mechanism for them to participate. In order for the community to really be engaged, understand stormwater issues, and how they can be a part of the solution over the long term, green infrastructure/LID on private property would need to be considered.	Yes, the demonstration projects represent only one mechanism for educating the public on the benefits of stormwater capture projects. We recognize that additional public incentive programs and similar public awareness projects are needed to further public understanding of the purpose and benefits of LID on private land. Additional discussion was added to Section 5.2.4 to describe these types of community engagement projects that include LID incentive programs or pilot projects on privately owned parcels.
James O'Connell	Redwood City, Community Development Department		One of the things that we thought was a potential missed opportunity was smaller retrofit areas with excessive ponding or drainage issues. It seems like it would be good to acknowledge these areas for green infrastructure as a potential fix. This might be a little premature given that they haven't developed the sizing criteria required by the green infrastructure section, but long term we think it would help a lot of jurisdictions on a smaller scale. We think that it would also help by packaging a dozen or so of these types of projects together to go after grant funding, and especially if there are matching contribution requirements where the City had already had some money set aside for the fix.	The data on localized flooding areas is limited and so could not be identified or included in the prioritization. Language was added in the Green Street/LID sections to acknowledge these areas and suggest green infrastructure as a viable solution.

Name	Affiliation	Section/ Page Number	Comment	Response
James O'Connell	Redwood City, Community Development Department		One of the other things that we wouldn't expect to be in the plan but are curious what the County was thinking, is how often do you expect to update the plan and especially with the projects.? Since Redwood City has already received grant funding, we would like to know when we should look to have new projects to include with the next round.	Note that project conceptual designs do not need to be included within the SRP for the projects to be eligible for grant funding. Rather, all project opportunities included within Appendix B are eligible for funding, and can be further developed for inclusion of information within grant applications. These represent all publicly owned parcels and street rights-of-way that were screened for viable opportunities for stormwater capture projects, and subject to the prioritization process. However, if additional project opportunities are later identified that are not included within Appendix B, there are future opportunities through the adaptive management process (discussed in Section 5.3) to include these opportunities within the SRP over time. As discussed in Section 5.3, the anticipated schedule for the next update of the SRP is 2020-2022.

Name	Affiliation	Section/ Page Number	Comment	Response
Charles Ice	San Mateo County Environmental Health (Groundwater Protection)		<p>In the Plan, references are made to infiltration galleries, trenches, chambers, and systems. While most of these may still be dealing with infiltration starting at the surface, there may be some that try to bypass surficial soils that limit the rate of infiltration. Any bypassing of surficial soils could be viewed as a preferential pathway for contaminants, both captured within stormwater or accidentally released at the surface, to reach groundwater sooner than if it had passed through the natural vadose zone soils above groundwater. This issue is exacerbated in areas with very shallow groundwater typically near the Bay where agencies are already dealing with sewer overflows from large quantities of groundwater infiltrating sewer systems. Therefore, an additional screening criteria, either on its own or in conjunction with one of the existing criteria such as soil group, might need to be distance to groundwater from anticipated injection depth of potential projects. This could be seen as aligning any potential project with the Regional Water Quality Control Board's Basin Plan objective of not degrading water quality, specifically groundwater.</p>	<p>Thank you for the input. Because project details, and therefore injection depth, are yet to be developed for most projects, the separation between groundwater and infiltration facilities must be considered on a site-specific basis. Feasibility assessments should be performed before design of infiltration projects to explore risk of potential groundwater contamination. Regional data on groundwater level is limited, making it difficult to consider on a regional level and at the scale of the SRP. Text was added in the "Groundwater Recharge" subsection in Section 4.2.1.6 to explain this as an important consideration that must be addressed as projects are considered for design and implementation.</p>

Name	Affiliation	Section/ Page Number	Comment	Response
Arthur G. Scott, Cindy Sumida-Scott	Property owners at 8 Athlone Way, Menlo Park, CA	Section 4.3.1 pages 74-77	<p>HOLBROOK-PALMER PARK (ATHERTON, CA)-- "high opportunity project for regional stormwater capture...The project would capture a large portion of the upper Atherton Creek watershed and would alleviate downstream flooding issues, as well as reduce pollutant loads to the creek and its receiving water, San Francisco Bay."</p> <p>COMMENT: We rank this project as #1 priority because it will lessen the amount of stormwater that FLOODS the HOMES on Athlone Way in North Fair Oaks (unincorporated area adjacent to Marsh Road and the Atherton Channel). The flooding is NOT minor nuisance flooding. Residents have been flooded OUT OF THEIR HOMES. This flooding is a PUBLIC SAFETY ISSUE.</p>	The Holbrook-Palmer Park stormwater capture project received a score in the "High Priority" category. Note that the scoring method is meant to aid jurisdictions in selecting projects to implement but does not necessarily represent the order in which projects will be implemented. All projects included in the SRP, including this one, are eligible for grant money increasing the likelihood that these projects may be implemented.
Arthur G. Scott, Cindy Sumida-Scott	Property owners at 8 Athlone Way, Menlo Park, CA	Appendix C pages C-7 - C-8	<p>Concept for a Multi-jurisdictional Regional Stormwater Capture Project</p> <p>Site: Holbrook-Palmer Park (Town of Atherton)</p> <p>COMMENT: Please see above comment</p>	See above response.
Arthur G. Scott, Cindy Sumida-Scott	Property owners at 8 Athlone Way, Menlo Park, CA	Section 1.3.2 pages 5	<p>BAYFRONT CANAL / ATHERTON CHANNEL FLOOD IMPROVEMENT PROJECT</p> <p>COMMENT: We rank this project as #2 priority because when implemented, the stormwater that FLOODS the HOMES on Athlone Way in North Fair Oaks (unincorporated area adjacent to Marsh Road and the Atherton Channel) will be absorbed by the improved system.</p> <p>Background: Currently the 35 cfs Athlone Pump at Marsh Manor is inadequate to remove home-flooding stormwater from Athlone Way. Public Works has informed us that a higher-capacity pump would help, but cannot be installed because doing so would cause downstream flooding due to Bayfront Canal's inability to absorb even the current amount of stormwater.</p>	The Bayfront Canal/Atherton Channel Flood Improvement Project received a score in the "Medium Priority" category. Note that the scoring method is meant to aid jurisdictions in selecting projects to implement but does not necessarily represent the order in which projects will be implemented. All projects included in the SRP, including this one, are eligible for grant money increasing the likelihood that these projects may be implemented.

Name	Affiliation	Section/ Page Number	Comment	Response
Arthur G. Scott, Cindy Sumida-Scott	Property owners at 8 Athlone Way, Menlo Park, CA	Appendix D1-4: 12-13	See above comment	See above response.
Arthur G. Scott, Cindy Sumida-Scott	Property owners at 8 Athlone Way, Menlo Park, CA	Appendix D, 1. Paragraph 3 page 1	<p>To the sentence "The proposed project will mitigate the chronic and widespread flooding which occurs in the East Bayshore area of Redwood City, adjacent to the Bayfront Canal"</p> <p>COMMENT: Please ADD: ", and on Athlone Way and other areas of North Fair Oaks (unincorporated San Mateo County) west of the Bayshore freeway and adjacent to Marsh Road and the Atherton Channel."</p> <p>NOTE 1: The purpose of this comment is to have the SRP and its related documents recognize and explicitly state that Athlone Way is severely affected by flooding due to stormwaters draining from surrounding areas.</p> <p>NOTE 2: Probably could also include the Friendly Acres neighborhood in Redwood City west of the Bayshore freeway and areas of Atherton and Menlo Park, but we have personal experience only with home flooding on Athlone Way.</p>	Appendix D is an attachment of a separate report from the SRP and so cannot be modified. Language was added in Section 1.3.2 of the SRP to acknowledge the unincorporated areas that may benefit from this project.

Name	Affiliation	Section/ Page Number	Comment	Response
Arthur G. Scott, Cindy Sumida-Scott	Property owners at 8 Athlone Way, Menlo Park, CA	Appendix D, 3.1/ page 4, paragraph 1	<p>To the sentence: "One of the goals of the Project is to mitigate the chronic and widespread flooding which occurs in the East Bayshore area of Redwood City, adjacent to the Bayfront Canal"</p> <p>COMMENT: Please ADD: ", and on Athlone Way and other areas of North Fair Oaks (unincorporated San Mateo County) west of the Bayshore freeway and adjacent to Marsh Road and the Atherton Channel."</p> <p>NOTE 1: The purpose of this comment is to have the SRP and its related documents recognize and explicitly state that Athlone Way is severely affected by flooding due to stormwaters draining from surrounding areas.</p> <p>NOTE 2: Probably could also include the Friendly Acres neighborhood in Redwood City west of the Bayshore freeway and areas of Atherton and Menlo Park, but we have personal experience only with home flooding on Athlone Way.</p>	Appendix D is an attachment of a separate report from the SRP and so cannot be modified. Language was added in Section 1.3.2 of the SRP to acknowledge the unincorporated areas that may benefit from this project. In addition, the SRP includes projects in these affected areas opening them up to potential grant funding.
Arthur G. Scott, Cindy Sumida-Scott	Property owners at 8 Athlone Way, Menlo Park, CA	Section 4.3.2/ page80 (example)	<p>We propose a "Green Street Retrofit for Stormwater Capture" project for 14th Avenue at Athlone Way in North Fair Oaks (unincorporated San Mateo County, adjacent to Marsh Road and the Atherton Channel), using the existing green curb strip along the Hetch Hetchy right of way.</p> <p>Please see file attachment SCOTT_CCAG SRP Comment #7 detail.jpg for Google Map with details.</p> <p>Benefits: Reduce home flooding by capturing stormwater flow upstream from Athlone Way so that the 35 cfs Athlone Pump Station is not overloaded with stormwater that is cannot handle, reduce pollutant loads to waters flowing to San Francisco Bay, restore groundwater.</p>	The proposed location is included in the prioritization results. See Table B-8 on page B-258, GSID 16250. Because it is included in the SRP, this project would be eligible for grant money.

Name	Affiliation	Section/ Page Number	Comment	Response
Esther Nigenda	Palo Alto		<p>With sea level rise, groundwater levels will rise also. This article says that</p> <p>"Direct marine inundation likely will be the dominant mechanism of inundation in low-lying areas of the California Coast, but areas with coastal aquifers less than 4 m [13 feet] from the ground surface should be considered for their potential to contribute to SLR impacts via groundwater emergence and shoaling, and existing underground infrastructure such as basements, pipes, and tunnels will be increasingly vulnerable to flooding as sea level rises (Bjerkli et al., 2012)."</p> <p>Groundwater levels are not explicitly considered in your matrices. Is this something that would be important enough to include?</p> <p>Land use, yes. What about amount of underground construction? Another factor to consider? I realize you can't add every single variable to the model.</p>	<p>We appreciate this input. Regional data on groundwater depth is limited and so is difficult to implement in the prioritization at the scale required by the SRP. This is something that must be considered on a site-specific basis. Feasibility assessments will need to be performed before infiltration facilities are selected for design. Text was added to Section 4.2.1.6 under "Groundwater Recharge" to explain this as an important consideration that must be evaluated before design.</p>
Jane Stahl	Millbrae	Section 2.8.1 page 40	<p>A simple solution to trash - educate homeowners and business owners of the value to water quality of sweeping sidewalks & gutters, and picking up trash before it becomes part of the sewage system. Encourage through awards for "neatest street," etc. given by cities. I see a lot of trash (and leaves right now) in the gutters that could easily be cleaned up.</p>	<p>This is a good, simple solution. Section 2.8.1 summarizes contributors to pollution and does not necessarily tackle solutions. Note that the purpose of the SRP is to identify and prioritize opportunities for stormwater capture, and does not address many of the separate programmatic needs to control pollutant sources. Separate planning efforts of the Countywide Program includes planning efforts to address trash.</p>

Name	Affiliation	Section/ Page Number	Comment	Response
Sandy Lee	Menlo Park	Section 2, Figure 2-3	<p>The O'Connor Water Tract Co-op is not shown on the Map or discussed. Our Co-op covers about 80 acres, has 343 connections and serves about 3100 customers from two deep private wells since 1921. There is one storm drain near our facility, but I am not aware of further storm drains in other parts of our water Co-op community. Our Co-op is about a block from my house and my street does flood, when the San Francisquito Creek overflows or we have excessive rains (last time was winter 2004.)</p> <p>The Co-op is located in Menlo Park but is a separate water supplier and our plant and customers are located between East Palo Alto Water District and Menlo Park Municipal Water Department. We are one of two private water cos. left. (The other private water co. is Palo Alto Park Mutual Water Co. with 5 wells, located in East Palo Alto and also separate from the East Palo Alto Water District.) Both our Co-op and Palo Alto Park Mutual Water Co. have websites which give our history.</p> <p>Please recognize us and show us on your Map. Our sewer is handled by East Palo Alto Sanitary District. You can see our physical location and that of the Palo Alto Park Mutual Water Co. location on the Menlo Park Municipal Water District website home page which shows all the neighbor water districts and tie-ins for emergency purposes.</p> <p>We periodically flush our mains and provide various required reports on water production, usage, quality, etc. to the State Water Resources Control Board as our water source is 100% groundwater. We are considering treating our water for manganese.</p> <p>I am a member of the O'Connor Water Tract Co-op. I am also interested in understanding how our Co-op activities affect the watershed (and subwatersheds).</p>	Added the O'Connor Water Tract Co-op to the map.

Name	Affiliation	Section/ Page Number	Comment	Response
Sandy Lee	Menlo Park	Section 2.8.2 and 3 pages 41, 45	<p>Please note that this storm water management plan stops at the San Mateo County line and its purpose is to take a global look at storm water rather than the many individual agencies that have done so in the past. However, East Palo Alto Sanitary District (which is addressed in this document and is within the San Francisco watershed) actually sends its waste to the Palo Alto Regional Water Quality Control (which is located in Santa Clara County) for treatment, and it has similar permits for dischargers, etc.. So stormwater and pollutants from activities in SM County going into the storm drains would be transported to Palo Alto in SC County. And there is a definite boundary issue here.</p> <p>Is there any way to mention something about this (e.g., to check with the adjacent Count(ies)) for similar discharge permit requirements? Is there any coordination going on by or planned with Santa Clara County? (For example, our Co-op oversight is provided by the Santa Clara County State Water Resources Control Board). The watersheds and subwatersheds are impacted by how the storm water reaches them - so neighbor County's storm water management practices can counter or negatively impact whatever this document and management plan is trying to do.</p> <p>Another example - the O'Connor Water Tract Co-op would get it's discharge permit from East Palo Alto Sanitary District and the Palo Alto Regional Water Quality Control (the two cities have an agreement).</p>	<p>The Santa Clara Valley Water District was recently awarded a Proposition 1 Storm Water Planning Grant by the State Water Resources Control Board to develop a SRP for the Santa Clara Basin in Santa Clara County. As the District begins development on its SRP, we plan to coordinate and provide advice on the successful planning approaches that were used in the San Mateo SRP. San Mateo County was the first to create a SRP with the awareness that an additional plan would be developed for Santa Clara County soon after. For those watersheds bordering the two counties, there will be a collaborative effort between the county jurisdictions as well as local watershed management groups and water districts. In order to effectively implement stormwater capture projects in each SRP, there will be collaborative efforts irrespective of jurisdictional boundaries.</p>

Name	Affiliation	Section/ Page Number	Comment	Response
Sandy Lee	Menlo Park	Section 3.2 pages 46-47	Suggest also posting in neighborhood blogs such as Nextdoor in the Willows - this blog covers 17 neighborhoods in the Menlo Park area and is widely read. Other cities have similar neighborhood blogs as not everyone has joined Facebook or Twitter. Also, in Menlo Park, Atherton, Palo Alto, etc. The Almanac newspaper is widely read.	Thank you for this suggestion. See the updated discussion for Section 3 and 6 that provide an overview of methods used to engage the public.
Sandy Lee	Menlo Park	See Above	<p>If a large landowner (e.g., construction of a new school) changes the grade (slope, height, etc.) of its field, this can negatively impact all the surrounding neighbors whose property levels run with the original slope of the land. This is currently occurring in MP. Historically, a long-term resident told of flooding waters crossing the (old) school field and water settling in it as it was natural the "low" point. Now, with a new fence surrounding the field, and the grade being changed, no one really knows how this change will impact the overall neighborhood. Is there some way to address construction considerations in connection with storm water management provisions? I think it's just something that had no existing rule or ordinance governing it. I suppose if the drought ever ends, and we should be so lucky to have too much water on the ground again, is when it might become an issue for the neighbors!</p> <p>Also, I have no further comments except to say WELL DONE and something that's been needed for a long time.</p>	Comment is noted, this is an important consideration for project designs and construction. These considerations will be important for the next stages of project feasibility analysis and design, which will be performed on a project-by-project basis by individual C/CAG member agencies.
Tom Mattusch	El Granada		The San Mateo County Harbor District should be on the stakeholder list.	The Harbor District was added to the stakeholder list in Appendix E and will be included in future emails regarding the SRP.

Name	Affiliation	Section/ Page Number	Comment	Response
Tom Mattusch	El Granada		It is extremely important to capture and treat stormwater drain runoff that flows to Pillar point Harbor and to Surfers Beach area.	Thank you for your input. Half Moon Bay and surrounding unincorporated county areas do have project opportunities identified in the project database that could be eligible for grant funding. See Appendix B for all project locations identified throughout the county. Additionally, a concept for a stormwater capture project has been developed for Half Moon Bay in Appendix C.
Tom Mattusch	El Granada		I would like to see Coastside County Water District, Granada Community Services District, the City of Half Moon Bay, Montara Water & Sanitary District, SAM and San Mateo Countywide Water Pollution Prevention Program develop plans to inspect creeks and contribute money to the Resource Conservation District to aid in more specific testing of bacterial contamination and other sources of contaminants. Contribution levels per agency should start at \$50,000, similar to what SMCHD gives to the RCD, along with a boots on the ground plan to examine sources of point pollution.	Thank you for your comment. The SRP is focused on the identification and prioritization of stormwater capture projects, and therefore does not address studies and funding needed for creek inspection/assessment or monitoring. Separate discussions are suggested with C/CAG and individual agencies regarding involvement and partnering on these efforts.
Dona Rossignoli	North Fair Oaks (Menlo Park)		I would definitely endorse this project to ameliorate flooding in North Fair Oaks. It would help create and sustain new marsh land as well as help with street flooding, a win- win situation.	Thank you for your comment.
Dona Rossignoli	North Fair Oaks (Menlo Park)		Again, I think this project would be very helpful in our area to ameliorate flooding, it seems very smart to capture excess water for future use or for aquifers replenishment. I would support it.	Thank you for your comment.
Dona Rossignoli	North Fair Oaks (Menlo Park)		I can't comment on other projects since I'm not familiar with areas of concern, but I would support any of these projects if they, apart from fixing the problem, would also help wildlife in general by creating more habitat for it.	Thank you for your comment. Many of these projects do have auxiliary benefits to wildlife, discussed in Section 4.2.1.6.

Name	Affiliation	Section/ Page Number	Comment	Response
Bayfront Canal project	North Fair Oaks (Menlo Park)		I was dismayed to find the Bayfront Canal Project downgraded to priority #36. This is not acceptable since a lot of work and study has gone into this project in the past, and in fact it was, according to the pamphlet, ready to be started and supposed to be completed by 12/31 2015. This project would complement the Holbrook-Palmer basin project and probably make a real difference in the flooding that occurs in North Fair Oaks, because we receive so much water from Atherton and Redwood City. Also the problem of rising sea level is only going to worsen the situation in the near future and the fact that the current Flood Slough cannot handle the massive amount of water from extreme weather remains the most obvious reason for the Marsh Canal to spill over into our neighborhood. This project needs to be #2 on the list, not #36.	The scoring method is intended as a tool to aid jurisdictions in selection of projects but does not necessarily reflect the order in which they will be implemented. Also note, all projects on the list will be eligible for grant money since it is included in the SRP. While the prioritized list is countywide, selection of projects will still be the responsibility of each jurisdiction. It is possible for a project that is further down on the countywide list to be near the top for a specific jurisdiction.
Marjorie Robinson	San Mateo CCL		I do not know the section, but I found the whole presentation very informative.	Thank you for your comment.
Richard K. and Carol D. Barner	28 Athlone Way, Menlo Park, CA (North Fair Oaks neighborhood)	Appendix B page B-13	We feel that the Bayfront Canal and Atherton channel project should have a much higher priority than "35." In addition to the neighborhoods east of Hwy 101, this project will also positively effect quality of life in the North Fair Oaks neighborhood which has historically experienced street and structure flooding when storm water has no adequate outflow to the bay via the Bayfront Canal and Atherton Channel system. This plan has been in process for years and it would be wonderful to see it finally implemented. In addition, it will offer positive benefit to wetlands environment in and around Bedwell Park.	The scoring method is intended as a tool to aid jurisdictions in selection of projects but does not necessarily reflect the order in which they will be implemented. Also note, all projects on the list will be eligible for grant money since it is included in the SRP. While the prioritized list is countywide, selection of projects will still be the responsibility of each jurisdiction. It is possible for a project that is further down on the countywide list to be selected early for implementation.

Name	Affiliation	Section/ Page Number	Comment	Response
Richard K. and Carol D. Barner	29 Athlone Way, Menlo Park, CA (North Fair Oaks neighborhood)	Appendix D	You mention neighborhoods effected by this project as the East Bayshore area of Redwood but this project will also positively effect North Fair Oaks - Athlone Terrace neighborhood west of Hwy 101, bounded by Middlefield Road and Marsh Road in Menlo Park.	Appendix D is an attachment of a separate report from the SRP and so cannot be modified. Language was added in Section 1.3.2 of the SRP to acknowledge the unincorporated areas that may benefit from this project.
Richard K. and Carol D. BarnerE:EG 61A:F	30 Athlone Way, Menlo Park, CA (North Fair Oaks neighborhood)	Appendix C	Wholeheartedly support this project and its high priority status in the overall plan. Controlling flood waters and diverting water for storage and groundwater replenishment is a win/win situation. The Atherton Channel flood of 1998 was disastrous for many in the North Fair Oaks community.	Thank you for your comment.
Richard K. and Carol D. Barner	31 Athlone Way, Menlo Park, CA (North Fair Oaks neighborhood)	Appendix C	Would like to see Low Impact Retrofit projects in the south end of North Fair Oaks neighborhood of Menlo Park - Standing water and flooding occurs after minor rains. The existing storm drain system is inadequate for more run-off. So, to keep the water and let it filter into permeable curbs would be a great improvement.	All projects on the list (Appendix B) will be eligible for grant money since it is included in the SRP. Sites in Menlo Park and North Fair Oaks are considered in this list.
Rinaldo Veseliza	Alisto Engineering Group/ San Mateo	Appendix A	General description of imperviousness should include roads, streets and parking lots.	Appendix A is an attachment of a separate report from the SRP and so cannot be modified. Language in the SRP, however, acknowledges roads and parking lots as contributing to imperviousness.
Rinaldo Veseliza	Alisto Engineering Group/ San Mateo	Appendix C	There needs to be a larger review of roads, parking lots and opportunities to have pervious surfaces to remove water vs. drains.	Permeable pavement is considered as a possible improvement for green street and LID projects identified by the SRP. The green street prioritization method identified potential street segments that are conducive to green infrastructure retrofits, including permeable pavements. These types of projects will certainly be considered at these project locations.

Name	Affiliation	Section/ Page Number	Comment	Response
Rinaldo Veseliza	Alisto Engineering Group/ San Mateo	Appendix D	use of phytoremediation should be considered as one added option.	Appendix D is an attachment of a separate report from the SRP and so cannot be modified. Text was added to include phytoremediation as a potential improvement of green infrastructure in Section 4.1 under "Green Streets".
Walter Ruzzo	Gilead Sciences, Inc. - Foster City	Section 1.1 page 2	There has been a great deal of research recently on how the water cycle affects climate and subsequently climate change. This work is beginning to show that soil moisture plays important role in maintaining the earth's natural air-conditioning system. We have impacted this relationship between soil moisture and climate through deforestation, intensive agriculture and urbanization. As cities and suburbs have expanded, more and more water is directed off the land through gutters, culverts, pipes and canals and is unable to soak into the ground. By doing so, we are taking away from soil moisture's ability to act as a heat-regulating mechanism. I would point you to a excellent book on the subject entitled "Water for the Recovery of the Climate: A New Water Paradigm." While you reference climate change by name in this section, there is no explanation of how the Stormwater Management Plan by adding to soil moisture can be a significant factor in addressing climate change. To me, this is a very important reason for the implementation of stormwater management measures that put stormwater back into the soil.	On page 2 of the SRP, green infrastructure is discussed as a method of combatting climate change through capture and treatment of stormwater and dry weather runoff. In addition, pages 36 and 37 discuss imperviousness and display maps of impervious cover that portray the negative impacts imperviousness have on local waterways, causing flooding, higher surface runoff volume, erosion and sedimentation...etc. When discussing rainfall patterns, it is also mentioned that climate change scenarios may be looked at in tandem with precipitation modeling.
Margaret Goodale	Pacifica Resident		Need better way to locate properties, more identification on Quantitative prioritization lists. It would be helpful to group a city's acreage together rather than requiring perusal through all 116 pages.	The Appendix is only a summary of the project database. Online tools are under development to facilitate tracking of project information and are discussed in Section 5.4. These tools will eventually be accessible to the public and will be continually updated as the Plan evolves and projects are added, providing an easier way to look up information than the current tables provided.

Name	Affiliation	Section/ Page Number	Comment	Response
Margaret Goodale	Pacifica Resident		The steep watersheds in Pacifica should not disqualify the city from higher prioritization.	The scoring method is intended as a tool to aid jurisdictions in selection of projects but does not necessarily reflect the order in which they will be implemented. Also note, all projects on the list will be eligible for grant money since it is included in the SRP. While the prioritized list is countywide, selection of projects will still be the responsibility of each individual jurisdiction. It is possible for a project that is further down on the countywide list to be selected early for implementation.
Margaret Goodale	Pacifica Resident		We have just been through flooding and sewage spills, but the City has no money to do what are often seen as cosmetic changes. Aid from grants that do not require matching funds would be very helpful.	One of the goals of the SRP is to identify projects so that they may be eligible for the State Proposition 1 grant. This grant, however, does require matching funds. A concept design was developed for Pacifica (Appendix C) that can be used to pursue other funding sources as well. Many project opportunities were identified for Pacifica (Appendix B) in the SRP, and these projects will be eligible for future grant funding.
Jill Bicknell	Santa Clara Valley Urban Runoff Pollution Prevention Program	Page 54	For regional projects, the representative drainage area was assumed to be 250 times the area of the project footprint. Is it supposed to be <u>25</u> times (per the 4% sizing method)? Or if not, what is the rationale for 250 times?	Project drainage-to-footprint ratios were determined by taking a sample of other regional capture projects designed in the Los Angeles region. The ratio for regional projects is much higher than the 4% method prescribed for green infrastructure because they can be built deeper and there is no media in the storage component. Text was added to Section 4.2.1.1 to explain the determination of that assumption.
Jill Bicknell	Santa Clara Valley Urban Runoff Pollution Prevention Program	Pages 60-62	Suggest putting Tables 4-3, 4-4, and 4-5 in order of discussion of project types in the text, i.e., green street project prioritization factors should be in Table 4-4 and onsite LID retrofit project factors should be in Table 4-5.	Corrected.

Name	Affiliation	Section/ Page Number	Comment	Response
Jill Bicknell	Santa Clara Valley Urban Runoff Pollution Prevention Program	Pages 60-62	In Tables 4-3, 4-4, 4-5, for the Imperviousness scoring, shouldn't the criteria for getting 4 points be " $7Q < X < 80$ "?	Corrected.
Jill Bicknell	Santa Clara Valley Urban Runoff Pollution Prevention Program	Pages 60-62	In Tables 4-3, 4-4, 4-5, for the Hydrologic Soil Group scoring, why is "Unknown" worth more points than a "D" soil? This should be explained in the text.	Unknown is assumed to be Group C, since it is the dominant soil group throughout surrounding areas. However, since the type is still Unknown, it was given lower priority than Group C but higher priority than Group D. Text is added in Section 4.2.1.1 to explain this assumption.
Jill Bicknell	Santa Clara Valley Urban Runoff Pollution Prevention Program	Page 80	One page fact sheets on projects are very nice. I am curious as to the source of the unit costs used on the fact sheets. Can this be documented in the report?	The cost estimates were determined through a survey of typical project costs in concept designs across the Los Angeles region. Line item costs were further refined through discussions with various cities in San Mateo County. Total capital costs were compared to cost functions used in Los Angeles project planning efforts as validation. A footnote was added to Table 5-1 to explain the source of cost assumptions.
Jill Bicknell	Santa Clara Valley Urban Runoff Pollution Prevention Program	Page 86	Text can be updated to describe the Prop 1 implementation grants awarded to San Mateo and Redwood City.	Additional text was included to inform about the Prop 1 grants that have been awarded so far as a result of this effort.
Jill Bicknell	Santa Clara Valley Urban Runoff Pollution Prevention Program	Pages 88-89	The cost distributions shown in Table 5-2 are not the same as the cost assumptions on the fact sheets. Shouldn't they be consistent, or some explanation provided? Also, the source of the percentages should be stated (see comment #5).	The cost distributions in Table 5-2 are an example approach referenced from the 5-year CIP for City of Los Angeles. A similar approach was used for the concepts but differ based on input from several cities in San Mateo County. Text was added to page 90 for clarification.

Name	Affiliation	Section/ Page Number	Comment	Response
Keith Mangold	Resident		<p>A major issue with the San Mateo Stormwater Plan is the omission of Pilarcitos Creek, the 3rd largest coastal stream and, arguably, one of the highest health impact streams in the county due to the heavy utilization of State Park Beaches located downstream. The main tributary of Pilarcitos originates south of Montara Mountain, in a pristine area with little pollution, but a high incidence of landslides and erosion, especially during flood stage. Sediment from the erosion travels down the creek, degrading aquatic habitat and threatening the existence of the Pilarcitos Creek steelhead population at the mouth. Steelhead Trout "captured" by sediment at the mouth of Pilarcitos Creek.</p> <p>The creek travels through ag lands along the Highway 92 corridor, where it has been channelized and diverted, but usually with relatively low pollution impact except for drainage from Highway 92. The major risk of future pollution along the Highway 92 corridor is the Ox Mountain Landfill where PCB's, pesticides, toxic metals and other potential pollutants are buried. The containment structure is a clay liner that, if compromised by age, earthquake or groundwater, could become a major, long lasting source of severe pollution for the creek and downstream beaches.</p> <p>From Stone Pine Village through downtown Half Moon Bay the creek picks up significant amounts of surface pollution from runoff, which includes various pollutants including animal waste as highlighted in the annual Snapshot Day monitoring program conducted by the Monterey Bay Marine Sanctuary.</p> <p>Strawflower Shopping Center is another source of polluted storm water which impacts areas of the creek during the low summer flows. The next major impact is the transient population living in the creek corridor along Strawflower. Some of the transient population use the creek as an open sewer to remove human waste, which affects water quality at Kelly State Beach when the creek is flowing at the mouth. Another potential pollution contributor downstream of Highway 1 is the Sewer Authority MidCoast, where a sanitary sewer overflow, though very rare, can have a catastrophic effect on the water quality of our beaches. The solution to managing Pilarcitos storm water is multijurisdictional with private landowners, City of Half Moon Bay, California State Parks, San Mateo County, Sewer Authority MidCoast and even possibly the San Francisco Public Utility Commission having roles in a favorable outcome. Private landowner participation is also a very important factor, as recognized in the Resource Conservation District projects such as the Fitzgerald Marine Reserve Pollution Reduction Project.</p>	<p>Pilarcitos Creek and other waterbodies in the San Francisco Bay South watershed are indeed plagued by large amounts of sedimentation as well as increasing urban runoff from major cities in the watershed. Additional discussion of impacts affecting Pilarcitos Creek has been added to Section 2.7.3 and reference to the Pilarcitos Integrated Watershed Management Plan (IWMP) has been added. The IWMP outlines the range of issues facing the creek and watershed as a whole, in addition to the work that continues to be done to combat the negative effects of stormwater and human activity in the watershed. Pilarcitos Creek provides an important example of point and non-point source pollution impacts within the San Francisco Coastal South Watershed.</p>
Ann Stillman	County of San Mateo	Page 9	"managed"	Changed from "manage" to "managed."

Name	Affiliation	Section/ Page Number	Comment	Response
Ann Stillman	County of San Mateo	Figure 2-3	East Palo Alto Co. Water District no longer a county district	This area will instead be labeled the City of East Palo Alto water system since it is run by the city (and operated by American Water Enterprises). A couple of private companies have now also been listed.
Ann Stillman	County of San Mateo	Page 10	“an” changed to “and”	Corrected.
Ann Stillman	County of San Mateo	Figure 2-4	Take out South Bayside Waste Management Authority	Removed South Bayside.
		Page 19	Fix footer	Corrected.
Ann Stillman	County of San Mateo	Page 20	Take out comma	Corrected.
Ann Stillman	County of San Mateo	Page 21	Is this saying that the airport and marsh use this much water?	Altered the wording to make this clearer. This is the estimated usable groundwater in storage for both the airport and marsh area, not necessarily the amount used per year.
Ann Stillman	County of San Mateo	Page 21	I thought Montera water pumps water from airport property?	Sources of groundwater information come from the CA DWR factsheet. Half Moon Bay information is located here: http://www.water.ca.gov/groundwater/bulletin118/basicdescriptions/2-22.pdf
Ann Stillman	County of San Mateo	Page 24	Change “District and”	Corrected.
Ann Stillman	County of San Mateo	Page 24	nine water districts are in the San Francisco Coastal watersheds, including.... "Is the EPA water district in SF Coastal South?"	No, this is in San Francisco Bay Watershed. Removed from this map.
Ann Stillman	County of San Mateo	Page 26	Why are Coyote Park and Flood Park included in other park descriptions?	Separated two parks into their own section.

Name	Affiliation	Section/ Page Number	Comment	Response
Ann Stillman	County of San Mateo	Page 26	Change "Country" to "County"	Corrected.
Ann Stillman	County of San Mateo	Page 35	"absorb?"	Instances of "sorb" were replaced with "adsorb" to specify that contaminants can attach to the surface of soil particles through the process of adsorption.
Ann Stillman	County of San Mateo	Page 45	add space between "address" and "other"	Corrected.
Ann Stillman	County of San Mateo	Page 51	Move Table 4-1 to the next page	Moved table to next page.
Ann Stillman	County of San Mateo	Page 57	"Projects" to "project"	Corrected.
Ann Stillman	County of San Mateo	Section 4.2.1.8 page 63	"Prioritization scores were categorized...." Need to connect to numbers on maps, i.e. as high (red 38-49), medium (orange - 30-37)...etc	The criteria to establish the score categories, rather than the actual score ranges, were included. This is because the sentence applies to all three project types, which have different score ranges. The score ranges were established using above 90th percentile for high, above 60th percentile for medium, and below 60th percentile for low.
Ann Stillman	County of San Mateo	Figure 4-4	Edit legend top add Low Priority, Medium, and High Priorities	Priority category label was added to the legends of Figures 4-4 through 4-9.
Ann Stillman	County of San Mateo	Page 70, Table 4-6	Hg introduced but where is it defined for the readers? Why not just use the word mercury?	Corrected.
Ann Stillman	County of San Mateo	Page 94	"(stressor/source identification..." Need end parentheses	Corrected.

C/CAG AGENDA REPORT

Date: February 9, 2017

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

From: Sandy Wong, Executive Director

Subject: Receive the State Highway System Congestion and Safety Performance Assessment for San Mateo County Report.

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

RECOMMENDATION

That the C/CAG Board receives the State Highway System Congestion and Safety Performance Assessment for San Mateo County Report.

FISCAL IMPACT

The cost for the study is \$36,000.

SOURCE OF FUNDS

Funding comes from the C/CAG Transportation Fund and San Mateo County Transportation Authority (TA).

BACKGROUND

A study was completed to assess conditions of the current state highway system network in San Mateo County for congestion and safety. Performance measures for congestion included Total Vehicle Hours of Delay, Travel Speed (Percent of Free-Flow Speed), and Travel Time Reliability. Performance measures for safety included total traffic collisions (fatalities and injuries) and traffic collision rate per mile assessments. This performance assessment, which evolved from transportation indicators developed by the Metropolitan Transportation Commission (MTC) for the Bay Area as part of Vital Signs, focuses specifically on San Mateo County and therefore provides more details for countywide consideration.

ATTACHMENT

- State Highway System Congestion and Safety Performance Assessment for San Mateo County

(The document is also available online at the C/CAG website at: <http://ccag.ca.gov/committees/board-of-directors/>)

State Highway System Congestion and Safety Performance Assessment – San Mateo County

January 2017



State Highway System Congestion and Safety Assessment in San Mateo County

Background

This analysis is intended to assess the existing 2015 conditions of the current state highway system network in San Mateo County for congestion and safety. The various performance measures used are detailed in the following sections along with how they should be interpreted with regard to the associated elements considered and their meaning.

Transportation Performance Measures for 2015 in San Mateo County

Determining a Methodology

The method used in this analysis initially evolved from the transportation related work performed by the Metropolitan Transportation Commission (MTC) that is updated annually and referred to as part of Vital Signs, which is an innovative monitoring initiative that tracks trends related to transportation, land and people, the economy and the environment for the nine-county San Francisco Bay Area. In reviewing this large scale document for the region, the various performance measures were assessed to determine a sub-set that would have application to the goals of C/CAG and the Transportation Authority (TA) to better understand countywide congestion and safety. The first initiative taken was to determine the level of detail needed for San Mateo County. MTC focuses more on the big picture of things while a more detailed view is needed for countywide consideration. Therefore, it was determined to define the segmentation based on the availability of operations data. INRIX provides measured speed data to MTC through a contract for the 511 program. This data is then made available to MTC members for free for planning purposes. INRIX utilizes traffic message channel (TMC) segments as the basis for defining road sections on which to report speed. TMC location codes were originally conceived of as points on the road network, typically assigned at significant decision points, interchanges or intersections for the purpose of describing locations of traffic incidents in an unambiguous format, independent of map vendor. INRIX reports traffic flow data by considering the road segments implied by the distance between consecutive TMC location codes, referred to as TMC Segments.

In order to leverage the Congestion Management Process (CMP) work completed by C/CAG, it was decided to make use of the dataset used for the latest update for the 2015 CMP. The period reflected in that analysis was for Tuesdays, Wednesdays, and Thursdays (as typically applied for traffic analysis to avoid Mondays and Fridays that may reflect transitional traffic

San Mateo County Transportation Authority City/County Association of Governments of San Mateo County

patterns closer to the weekends) between March – May 2015. The assessment of the State Highway System Congestion in San Mateo County is based on data from the countywide travel demand model and INRIX travel speeds for 2015.

A short-list of congestion and safety performance measures was identified for application in San Mateo County that could be updated for a more detailed analysis using available data sources. These performance measures included total delay, percent of free-flow speed, travel time reliability, traffic collisions resulting in fatalities and injuries, and traffic collision rates. For Delay, MTC focuses on congestion delay which measures only delay when speeds drop below 35 mph. This is the threshold where the freeways begin to operate inefficiently. Given C/CAG is evaluating all state roadways within the County, the threshold of 35 mph does not necessarily apply to non-controlled access facilities like state routes that have signals or rural routes. Therefore, it was determined to use Total Delay as measured below free-flow speed other than a pre-determined threshold of 35 mph.

Free-flow speed is the unconstrained speed of traffic during off-peak periods taking into account normal friction of each corridor including ramps, signals, driveways, etc. Free-flow speed is specific to each corridor measured down to the segment level since each area will have unique performance characteristics. Another performance measure used is percentage free-flow. This is one in the same range of total delay, but one all drivers can easily relate. This places all roadways in the same range of each other no matter the speed limit or operating characteristics, which makes it easier to compare performance across the network.

In addition to total delay and free-flow speed, a performance measure that is important to drivers is consistency of travel time. Within the transportation industry, this is referred to as travel time reliability. It is a function of the variability of travel time from day to day throughout a period of time. This relates to the unpredictability of traffic conditions, thus variability as compared to everyday delays or bottlenecks.

Defining Performance Measures

Congestion

The performance measure results are summarized for the AM and PM peak periods. For the purpose of the analysis, the supporting figures and tables are based on the worst hour of the respective periods. For the AM peak, that was found to be 8-9 am and for the PM peak, it was 5-6 pm. The represented thresholds in each legend were determined based on the distribution of the results. Each category includes approximately the same percentage of the resulting segments.

Total Delay, as opposed to Congested Delay primarily reported by MTC, accounts for delay compared to free-flow speed measured and reported by INRIX. FHWA defines free-flow speed

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as the measured average speed when there are no constraints placed on a driver by other vehicles on the road. When free-flow speed is measured varies by corridor and segment based on the conditions in the area. It is given that the longer a segment is, the more apt it is to accumulate delay. With that in mind, the units of measure for Total Delay are divided by the segment length which results in a delay value at a unit length level. The delay is further factored by the respective model volume that experienced the measured volume. The resulting units are Vehicle – Hours of Delay per mile (VHD / mile). The source of the volumes for the analysis is the C/CAG – VTA Travel Demand Model for the 2015 year. The results for Total Delay over the region are illustrated in **Figures 1 and 2** for the AM and PM Peak Period, respectively.

Another performance measure reported for consideration is the percentage free-flow speed. The State Highway System Congestion and Safety Assessment include the evaluation of all state roadways in the County. As such, this includes freeways (controlled access facilities) and local state routes that have driveways, traffic signals, and in some instances, stop signs on the rural routes. Therefore, it is more appropriate to compare average speeds to measured free-flow speed instead of average speed to the posted speed limit. Posted speed limit on the local state routes are difficult to maintain given the frequency of driveways, traffic signals, and the quality of the signal timing. Therefore, in order to highlight the conditions due to volume (congestion) and lessen the implications due to traffic signal timing (delay), this assessment compares to free-flow. In this context, speed limits are seen as maximum values vs. averages given the impact of traffic signals, driveways, friction along the corridor, etc. This is especially true along non-control access facilities. The results for percentage free-flow over the region are illustrated in **Figures 3 and 4** for the AM and PM Peak Period, respectively.

A more specific travel time reliability performance measure is referred to as the Buffer Index. Buffer Index in literal terms is the percent of time a driver must add to the average travel time for their trip in order to arrive on time to the destination 95% of the time over a month. A buffer index value of 25% indicates a driver would need to add 25% additional travel time over the average trip time (for an average 40 min trip, the driver would need to add 10 extra minutes) given the variability of the drive time over a typical month. The results for the region are illustrated in **Figures 5 and 6** for the AM and PM Peak Period, respectively.

Figures 7 and 8 highlight the worst performing 25 segments based on the Total Delay performance measure for the AM and PM peak hours, respectively. For the AM peak hour, 18 of the worst 25 segments are in close proximity to the US 101 and SR 92 interchange. In the southbound direction, the segments include the length from Peninsula to Hillsdale while the northbound side is similarly high on the list from Fashion Island Blvd to 3rd Ave. During the PM period, US 101 occupies 6 of the top 7 spots given the high total delays in these 2.99 miles segments between Whipple and Ralson Avenue. Together, these 6 segments contribute over 2,719.5 vehicle-hours of delay / mile during the PM peak hour or 67% of the Total Delay for the worst 10 segments.

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Based on Percentage Free Flow, the corresponding figures for the AM and PM peak hour are illustrated on **Figures 9 and 10**, respectively. Similarly to Total Delay, during the AM peak hour, the southbound direction of US 101 around the SR 92 interchange appears high on the list for low Percentage of Free Flow speed from Peninsula to Hillsdale. Also, during the PM peak period, US 101 appears at the top of the list of worst performers for the Percentage Free Flow performance measure. US 101 between Brittan Avenue and Ralston fill five of the top six positions. Having an average speed between 18-24% of free flow produces a large amount of delay. These performance measure results mean that the average speed on these segments are between 12-16 mph, far below the free flow speed of around 66 mph.

When considering travel time reliability, or inconsistency of travel time, once again, many of the segments stalling the SR 92 and US 101 interchange are high on the worst 25 list for the AM peak hour as shown on **Figure 11**. US 101 holds down three of the top 10 spots during the PM peak period as included in **Figure 12**. These segments for TTR are south of the top ranking segments for the other two performance measures. This means that segments near Ralston are consistently poor performing and thus fall down the list in terms on travel time reliability since there is less variance. CA-92 between Polhemus Road and De Anza Boulevard comes to the top of the worst segments for this performance measure given the resulting Buffer Index of 3.04. This value means that a driver must allow an additional 304% of the average travel time (essentially quadrupling the average travel time) for this segment in order to cover the variance 95% of the time.

Safety

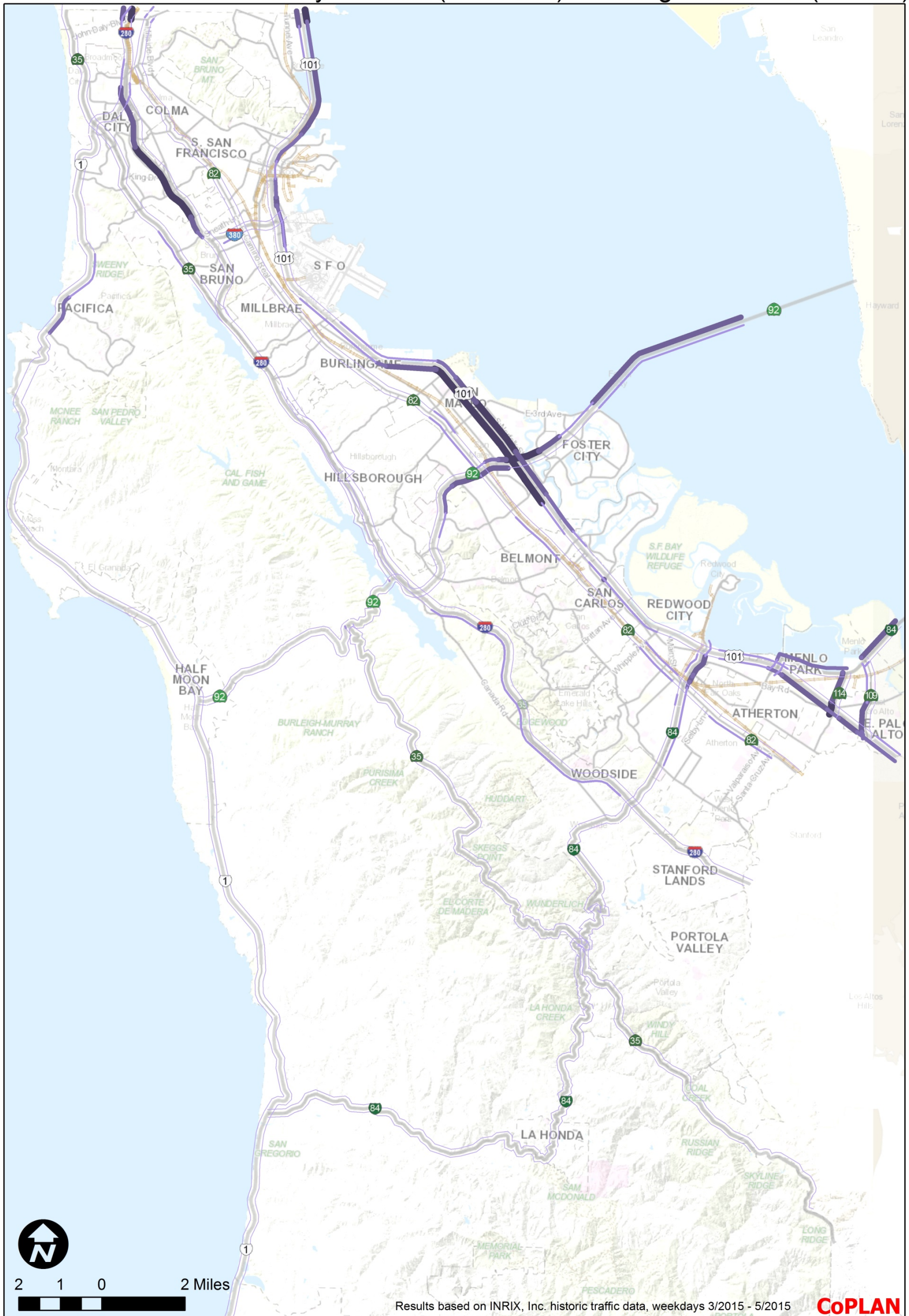
For the assessment of safety performance on the State Highway System in San Mateo County, crash data over a three-year period (2013-2015) was used to identify all fatality and injury collisions as well as crash rates accounting for all traffic collisions. Collision data for the state highway system was obtained from the California Highway Patrol collision data. Data source was the Statewide Integrated Traffic Records System (SWITRS) database and included the following highways: SR 1, SR 35, SR 82, SR 84, SR 92, US 101, SR 109, SR 114, I-280, and I-380. Each record provided detailed information for each collision, including the location (defined by state route and highway postmile), the direction/side of highway, severity (fatality, injury, property damage only), and party type (vehicle, pedestrian, or bicyclist). The crash records were processed so that they could be mapped using GIS database. Each crash record was assigned to the nearest 1/10 postmile and mapped to the Caltrans State Highway Network (SHN) and Postmile System.

For this analysis, the crash rates were calculated based on a network used by INRIX to report traffic data. The links of the network are referred to as TMC segments. Using GIS, the collisions were associated with a TMC segment and aggregated to determine the number of crashes in the three-year study period for each TMC segment.

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Based on average annual collisions, **Figure 13** displays traffic collisions, including injury and fatalities and **Figure 14** displays traffic collision rate per mile.

Total Vehicle Hours of Delay Per Mile (VHD/Mile): Morning Peak Hour (8-9 AM)

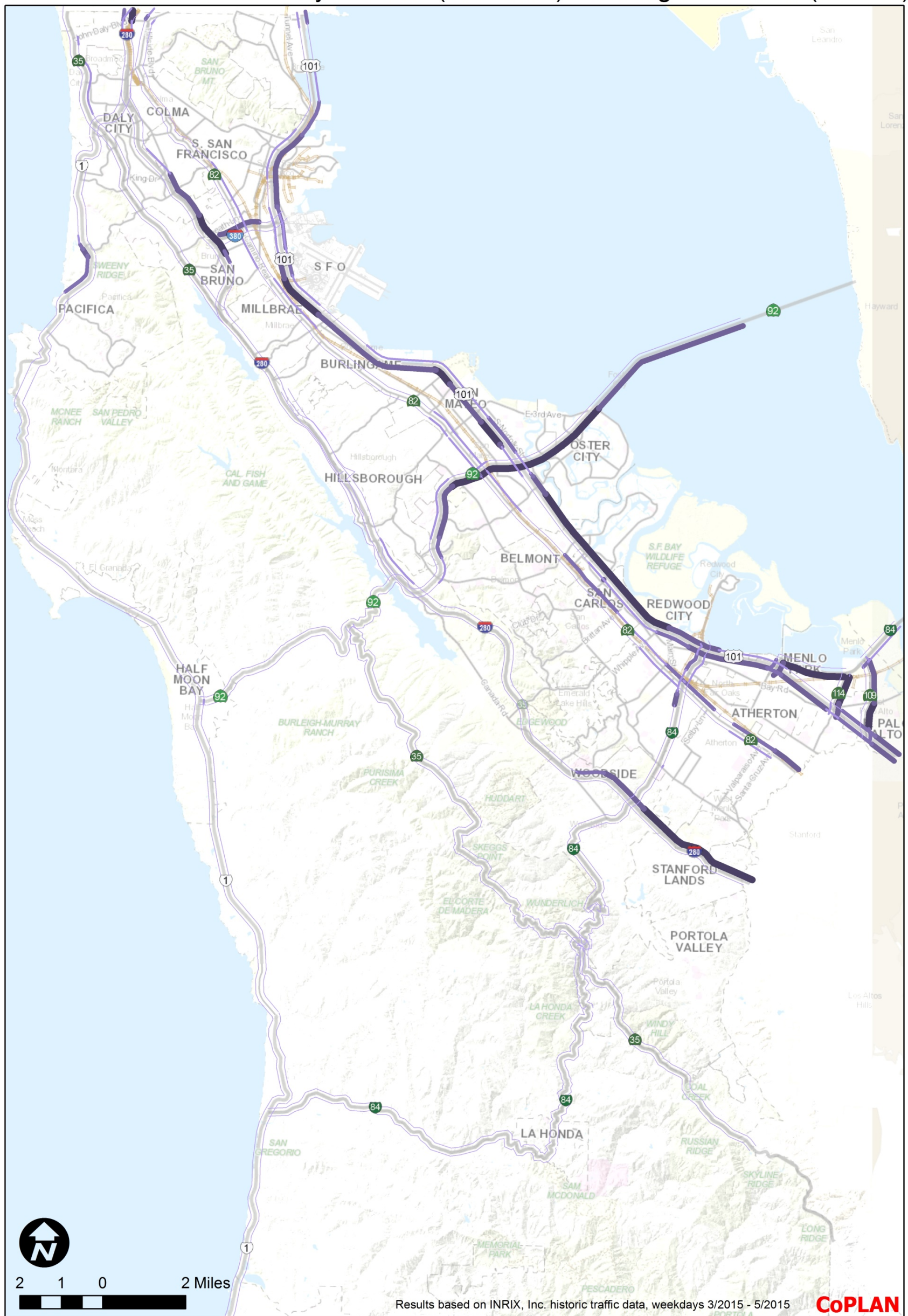


Legend

VHD/Mile — 0 - 25 — 26 - 50 — 51 - 75 — 76 - 150 — 151+

Figure 1: Total Vehicle Hours of Delay per Mile (AM Peak Period 8-9 AM)

Total Vehicle Hours of Delay Per Mile (VHD/Mile): Evening Peak Hour (5-6 PM)

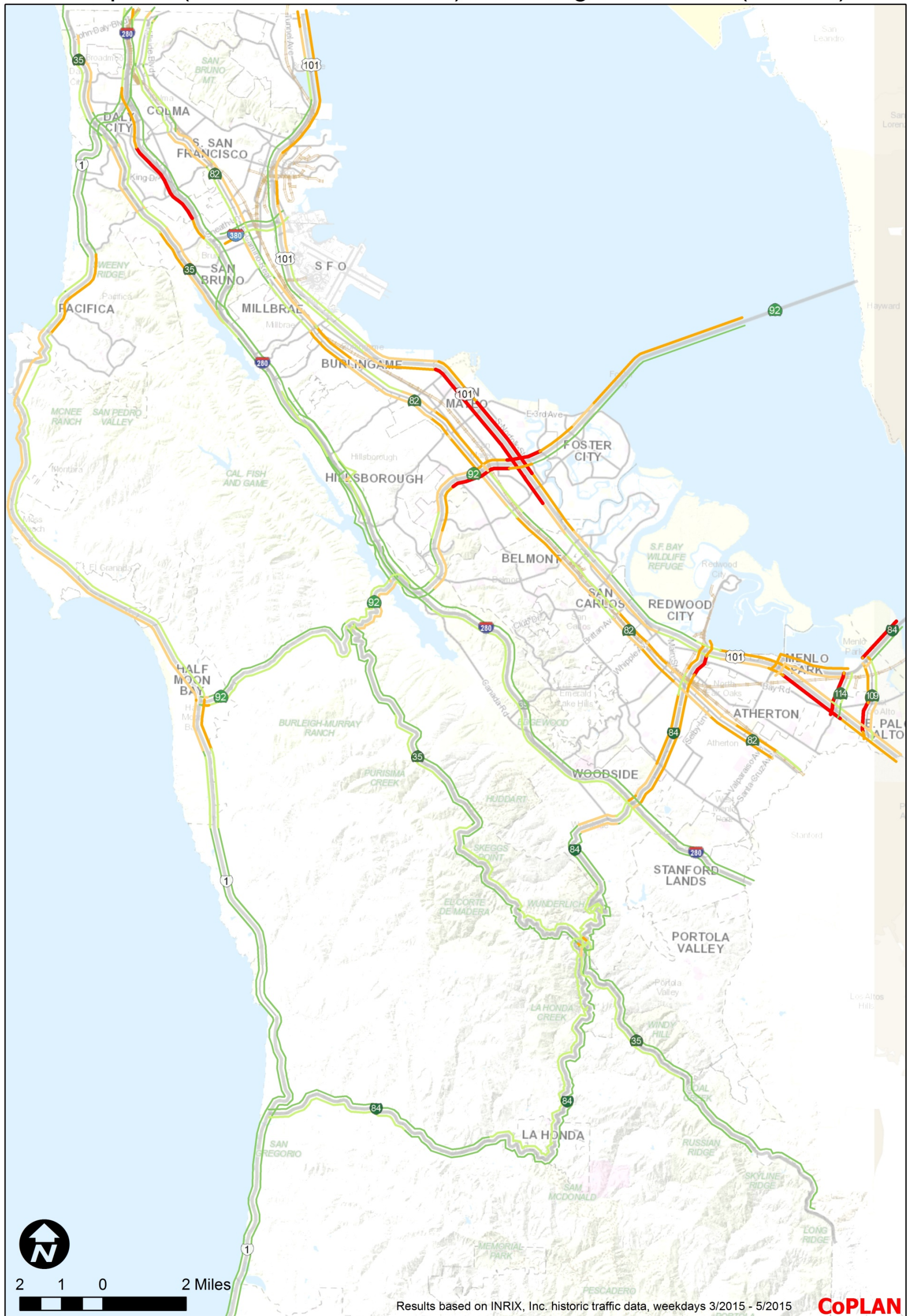


Legend

VHD/Mile — 0 - 25 — 26 - 50 — 51 - 75 — 76 - 150 — 151+

Figure 2: Total Vehicle Hours of Delay per Mile (PM Peak Period 5-6 PM)

Travel Speed (Percent of Free Flow) : Morning Peak Hour (8-9 AM)

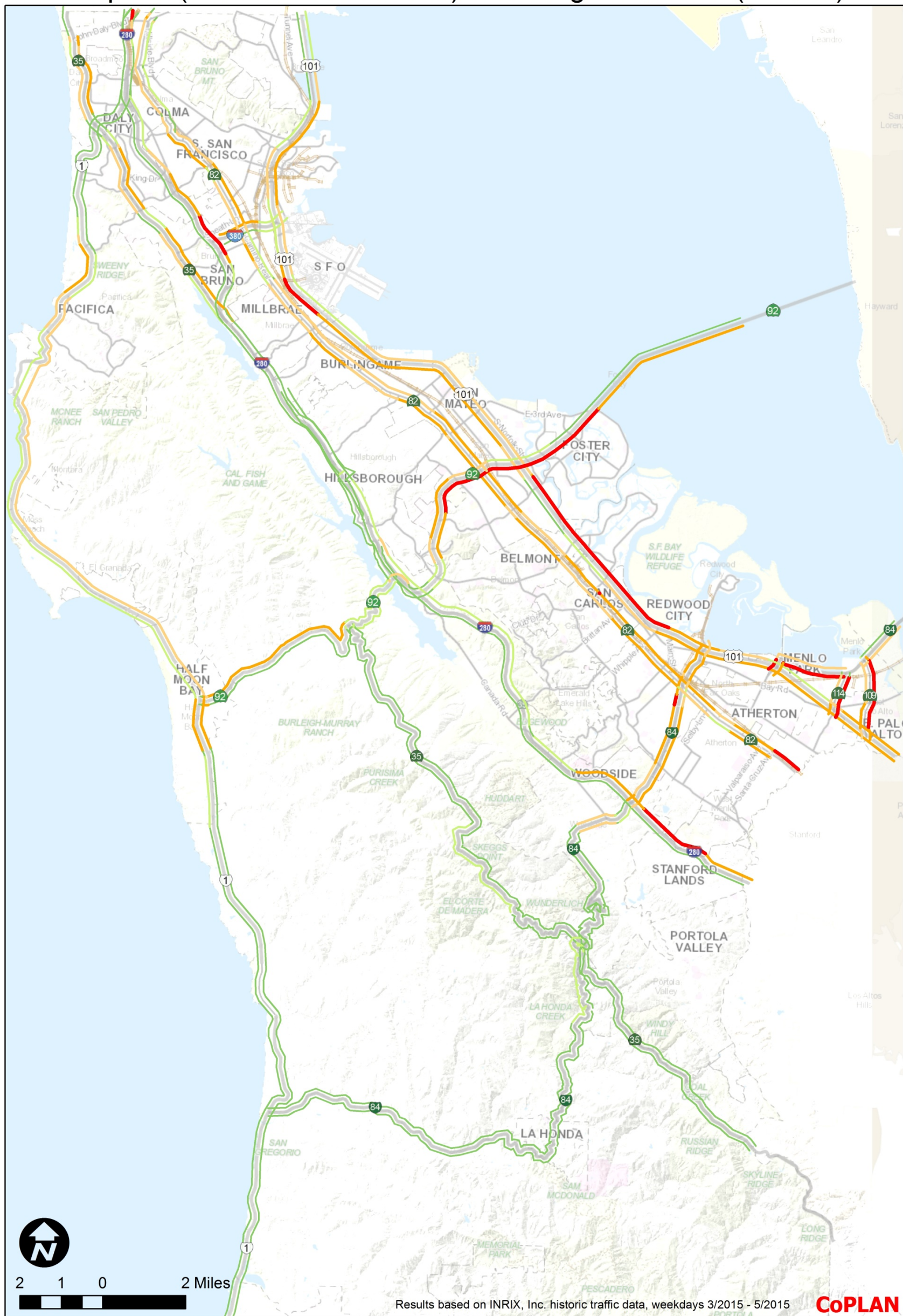


Legend

Percent Free Flow Speed — 0 - 50 % — 51 - 75 % — 76 - 85 % — 86 - 95 % — 96+ %

Figure 3: Percent of Free Flow Speed (AM Peak Period 8-9 AM)

Travel Speed (Percent of Free Flow) : Evening Peak Hour (5-6 PM)

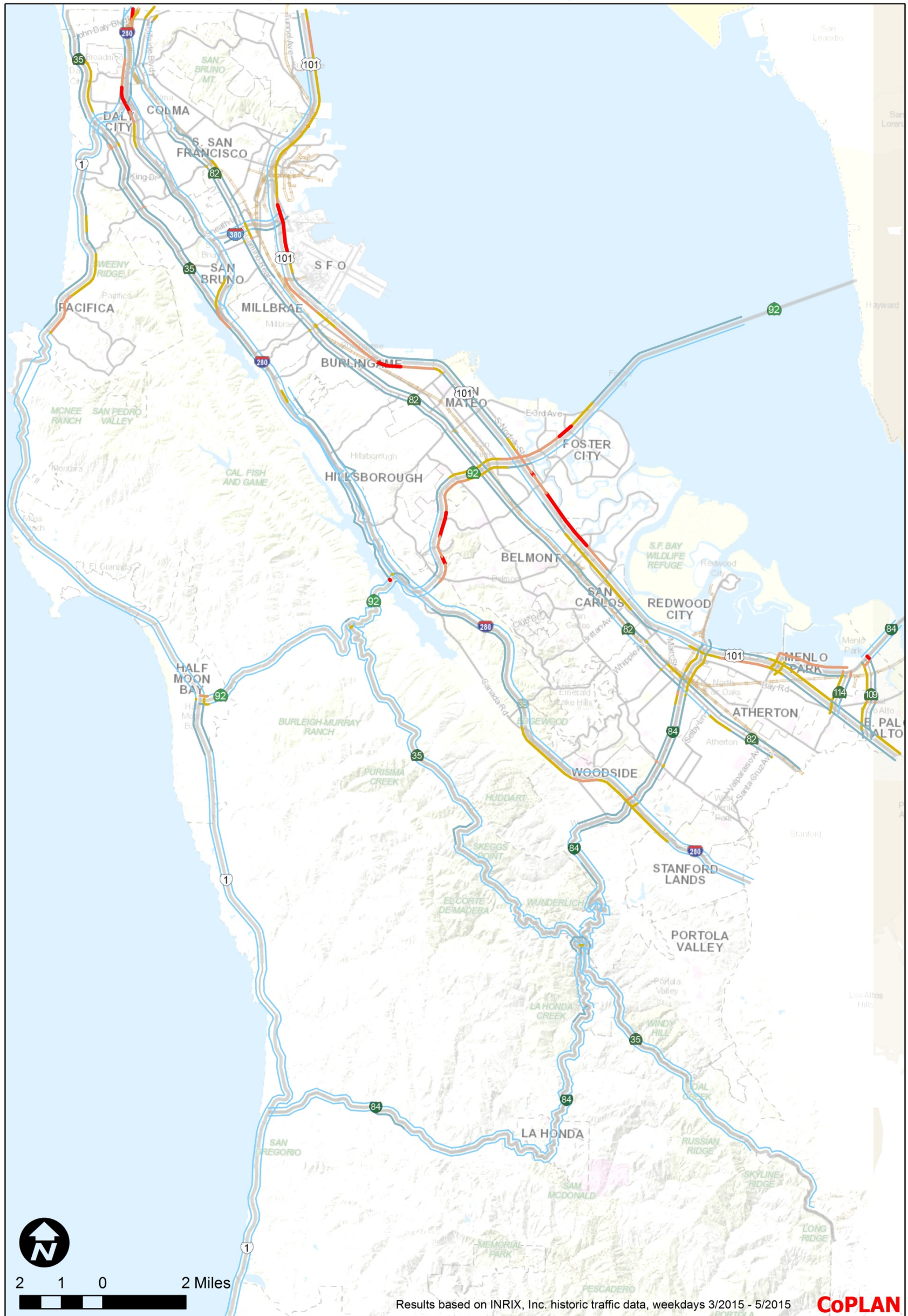


Legend

Percent Free Flow Speed █ 0 - 50 % █ 51 - 75 % █ 76 - 85 % █ 86 - 95 % █ 96+ %

Figure 4: Percent of Free Flow Speed (PM Peak Period 5-6 PM)

Travel Time Reliability (Buffer Index): Morning Peak Hour (8-9 AM)

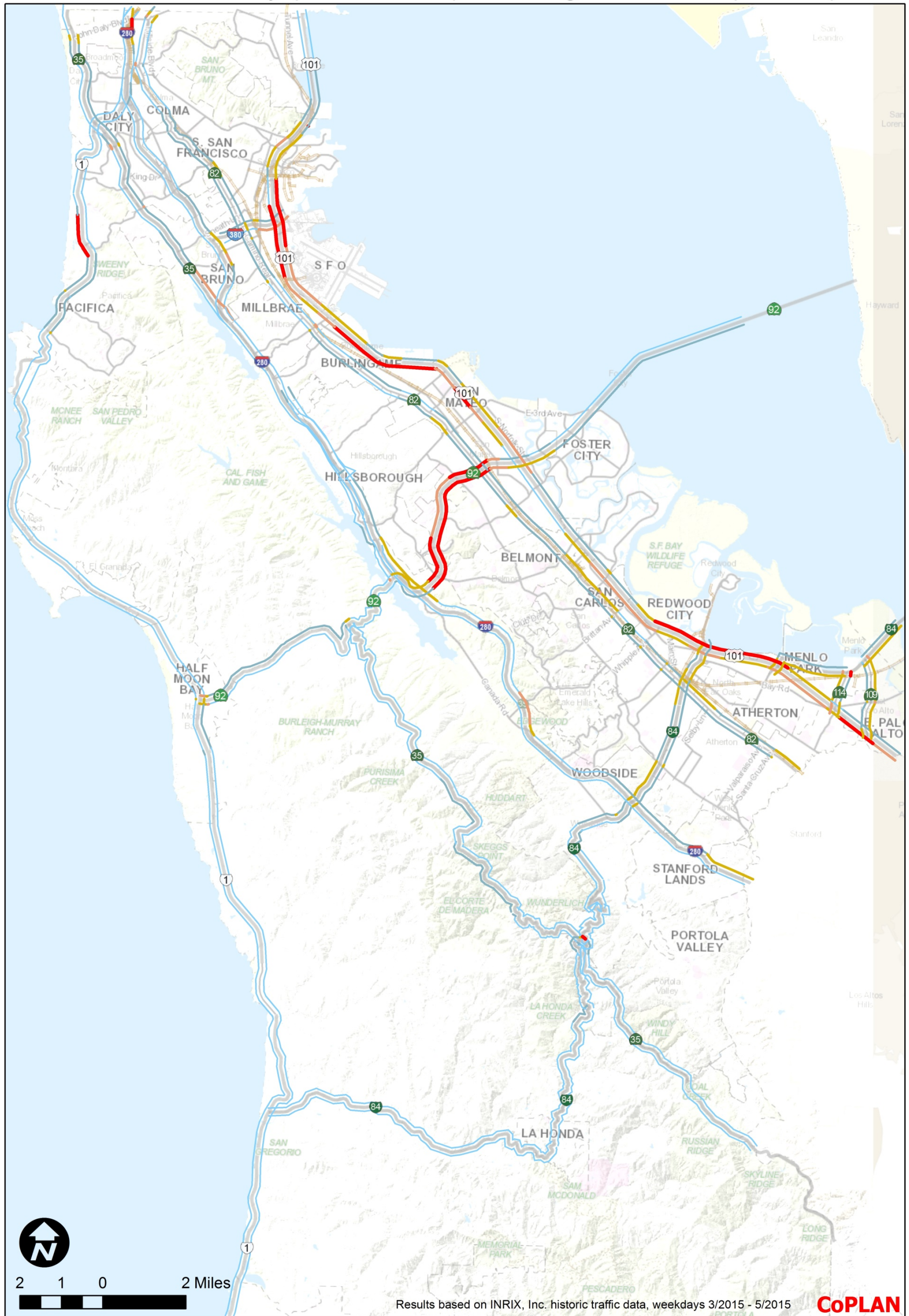


Legend

Buffer Index — 0 - 0.25 (reliable) — 0.26 - 0.50 — 0.51 - 0.75 — 0.76 - 1.00 — 1.01+ (unreliable)

Figure 5: Travel Time Reliability (Buffer Index for AM Peak Period 8-9 AM)

Travel Time Reliability (Buffer Index): Evening Peak Hour (5-6 PM)

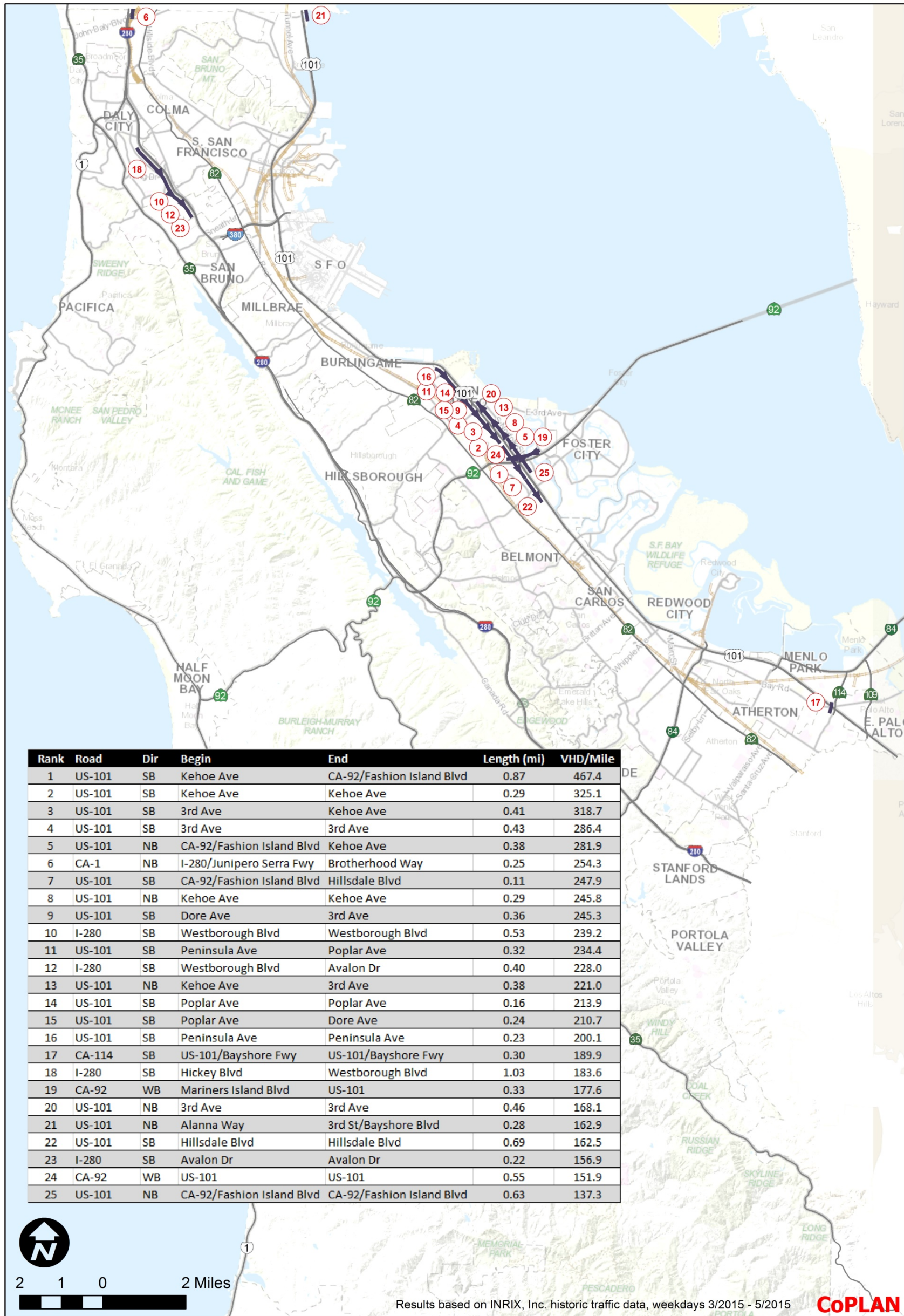


Legend

Buffer Index — 0 - 0.25 (reliable) — 0.26 - 0.50 — 0.51 - 0.75 — 0.76 - 1.00 — 1.01+ (unreliable)

Figure 6: Travel Time Reliability (Buffer Index for PM Peak Period 5-6 PM)

Worst 25 Segments based on Total Delay (VHD/Mile) : Morning Peak Hour (8-9 AM)

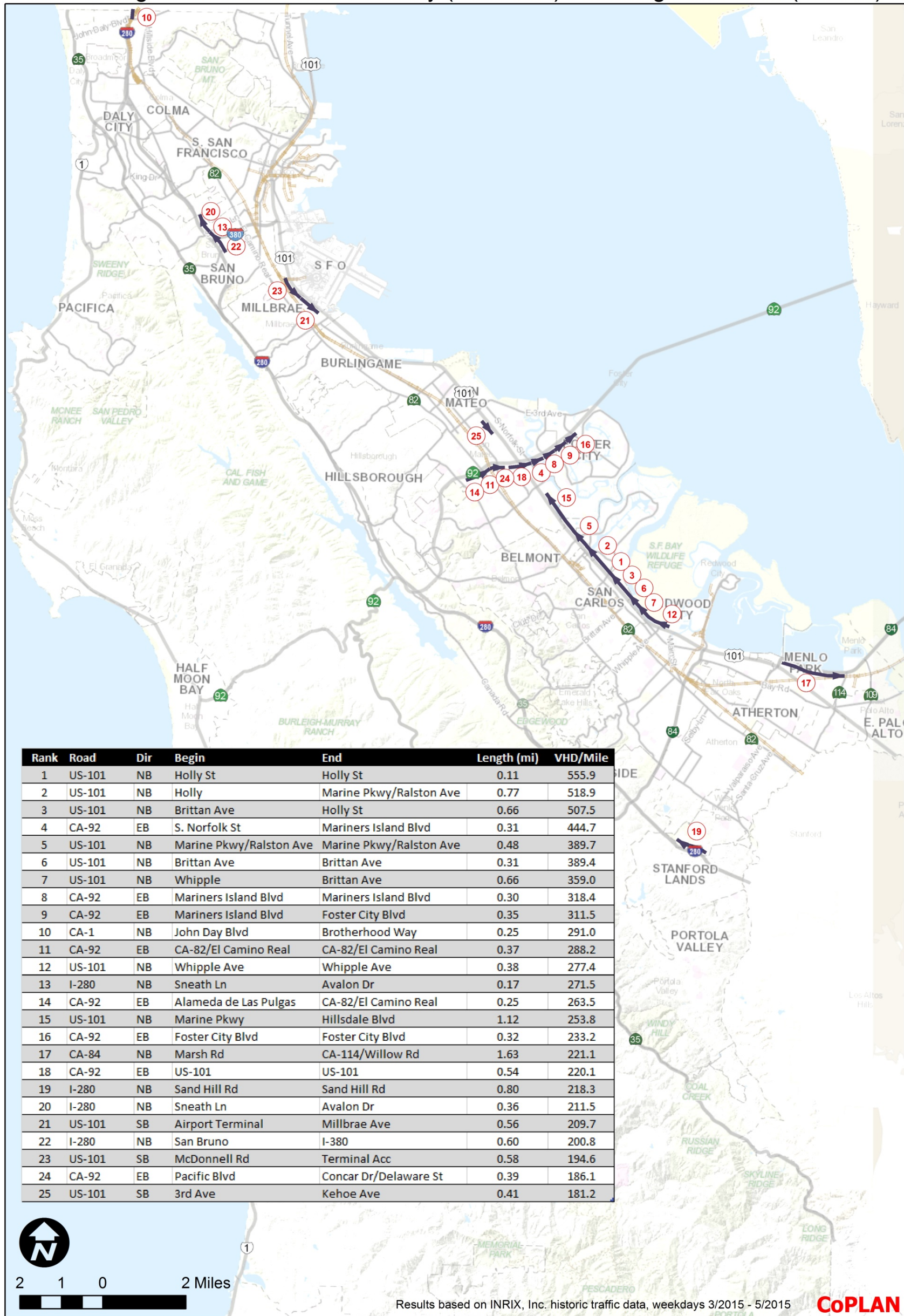


Legend

➔ Worst 25 Segments based on Total Delay Per Mile (8-9 AM)

Figure 7: Worst 25 Segments based on Total Delay (VHD / mile for AM Peak Period 8-9 AM)

Worst 25 Segments based on Total Delay (VHD/Mile) : Evening Peak Hour (5-6 PM)

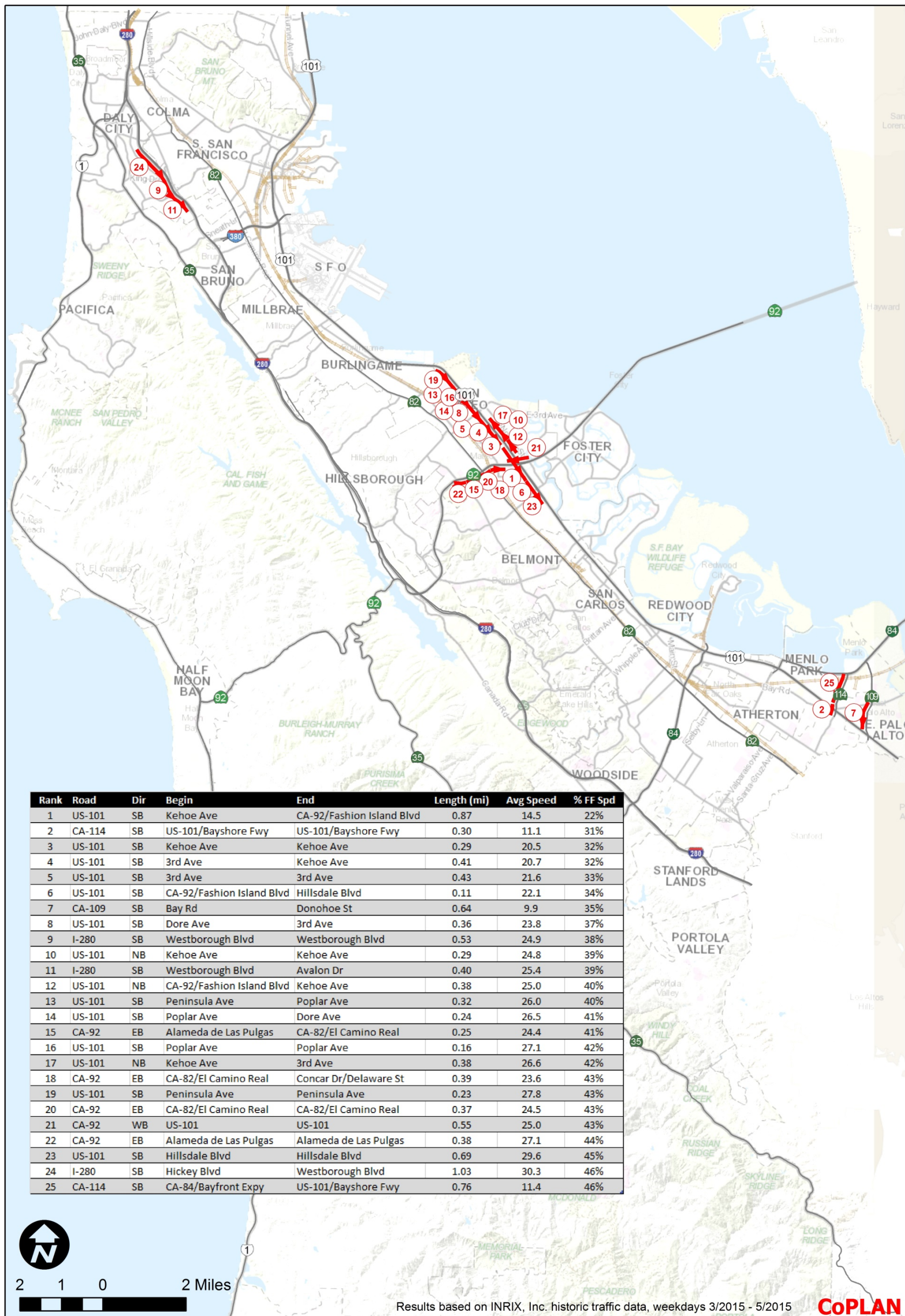


Legend

➔ Worst 25 Segments based on Total Delay Per Mile (5-6 PM)

Figure 8: Worst 25 Segments based on Total Delay (VHD / mile for PM Peak Period 5-6 PM)

Worst 25 Segments based on Travel Speed (Percent of Free Flow) : Morning Peak Hour (8-9 AM)

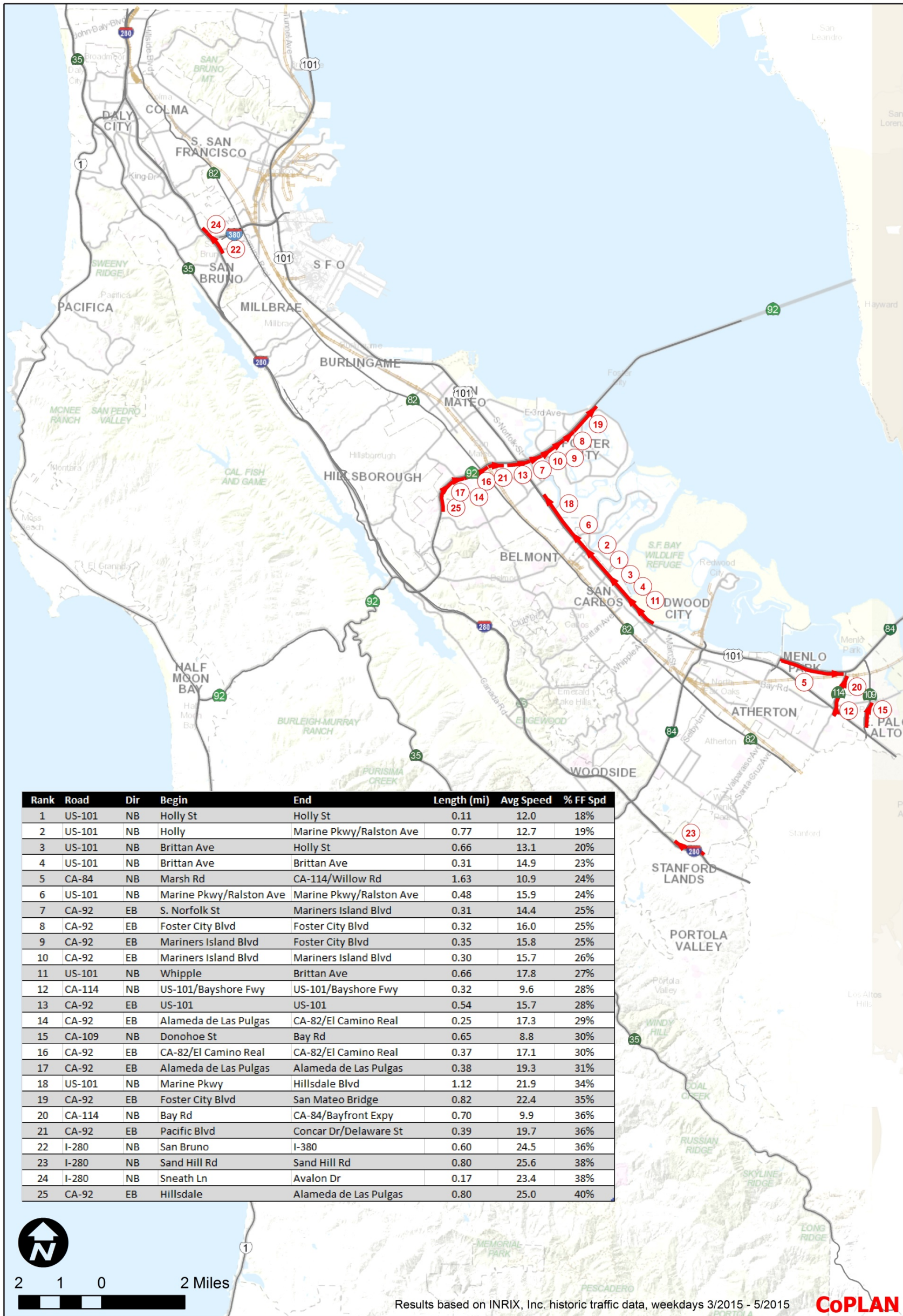


Legend

→ Worst 25 Segments based on % Free Flow Speed (8-9 AM)

Figure 9: Worst 25 Segments based on Travel Speed (% of Free Flow for AM Peak Period 8-9 AM)

Worst 25 Segments based on Travel Speed (Percent of Free Flow) : Evening Peak Hour (5-6 PM)

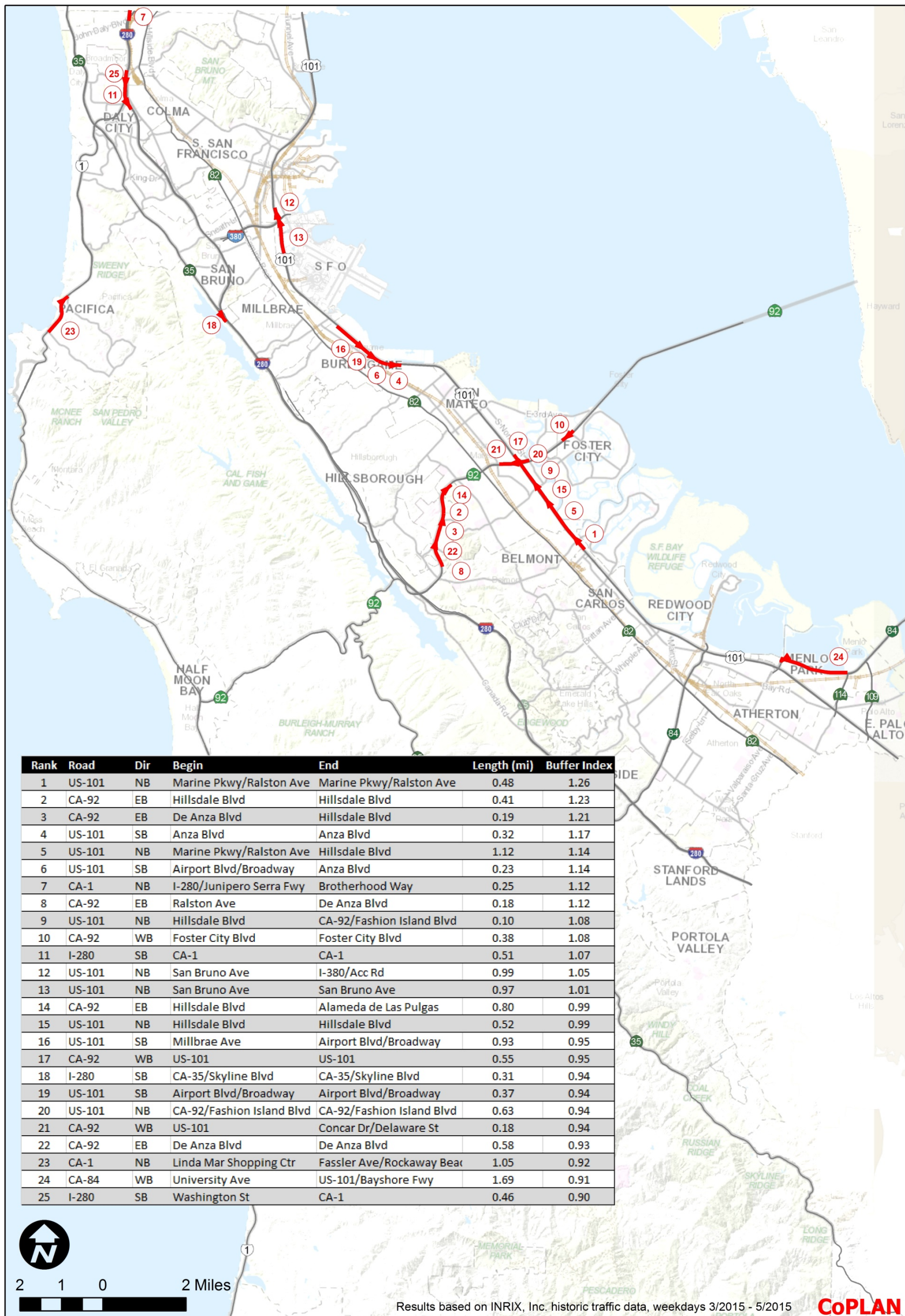


Legend

→ Worst 25 Segments based on % Free Flow Speed (5-6 PM)

Figure 10: Worst 25 Segments based on Travel Speed (% of Free Flow for PM Peak Period 5-6 PM)

Worst 25 Segments based on Travel Time Reliability (Buffer Index) : Morning Peak Hour (8-9 AM)

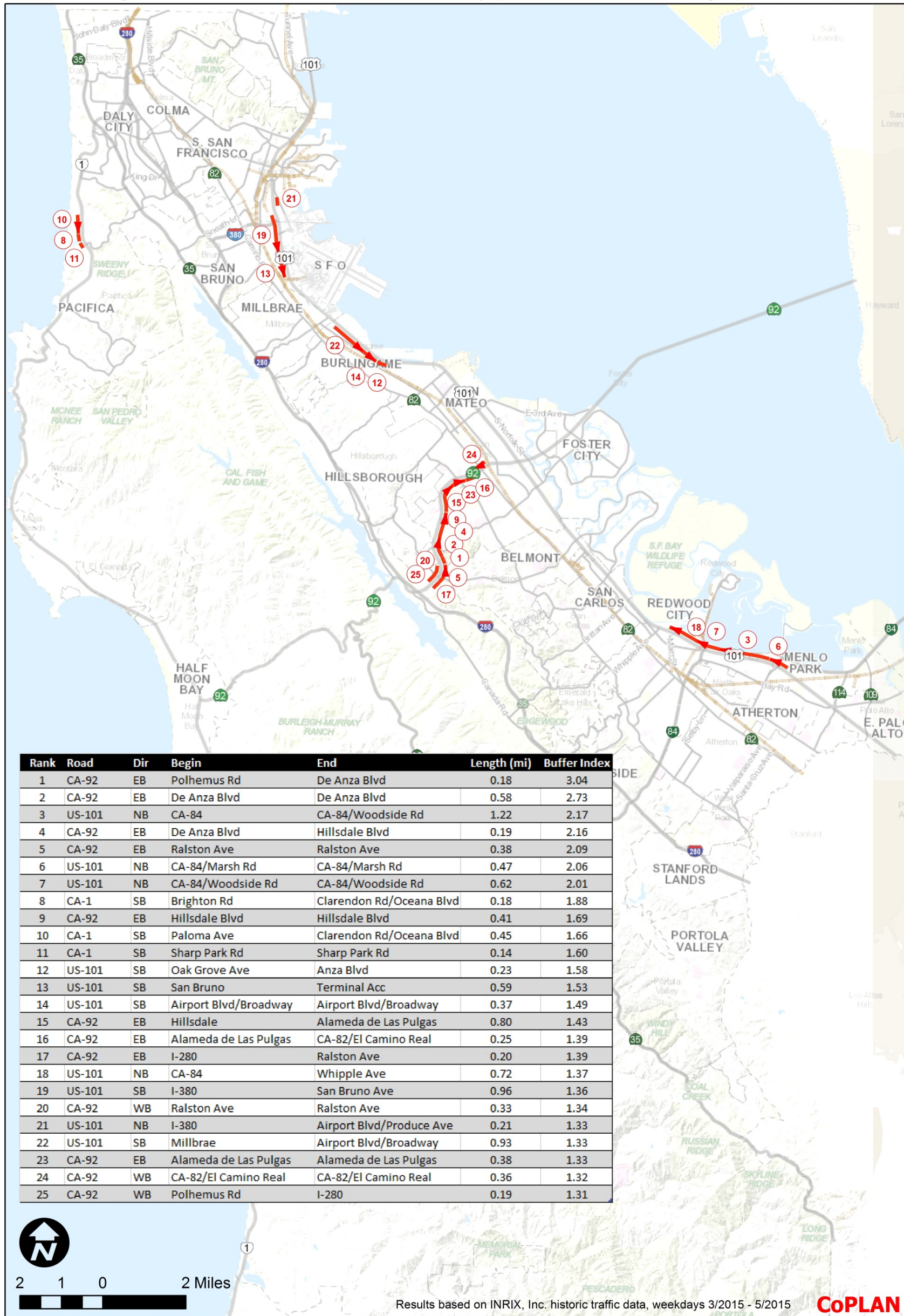


Legend

→ Worst 25 Segments based on Travel Time Reliability (Buffer Index) (8-9 AM)

Figure 11: Worst 25 Segments based on Travel Time Reliability (Buffer Index for AM Peak Period 8-9 AM)

Worst 25 Segments based on Travel Time Reliability (Buffer Index) : Evening Peak Hour (5-6 PM)



Legend

➔ Worst 25 Segments based on Travel Time Reliability (Buffer Index) (5-6 PM)

Figure 12: Worst 25 Segments based on Travel Time Reliability (Buffer Index for PM Peak Period 5-6 PM)

Traffic Collisions: Fatalities and Injuries

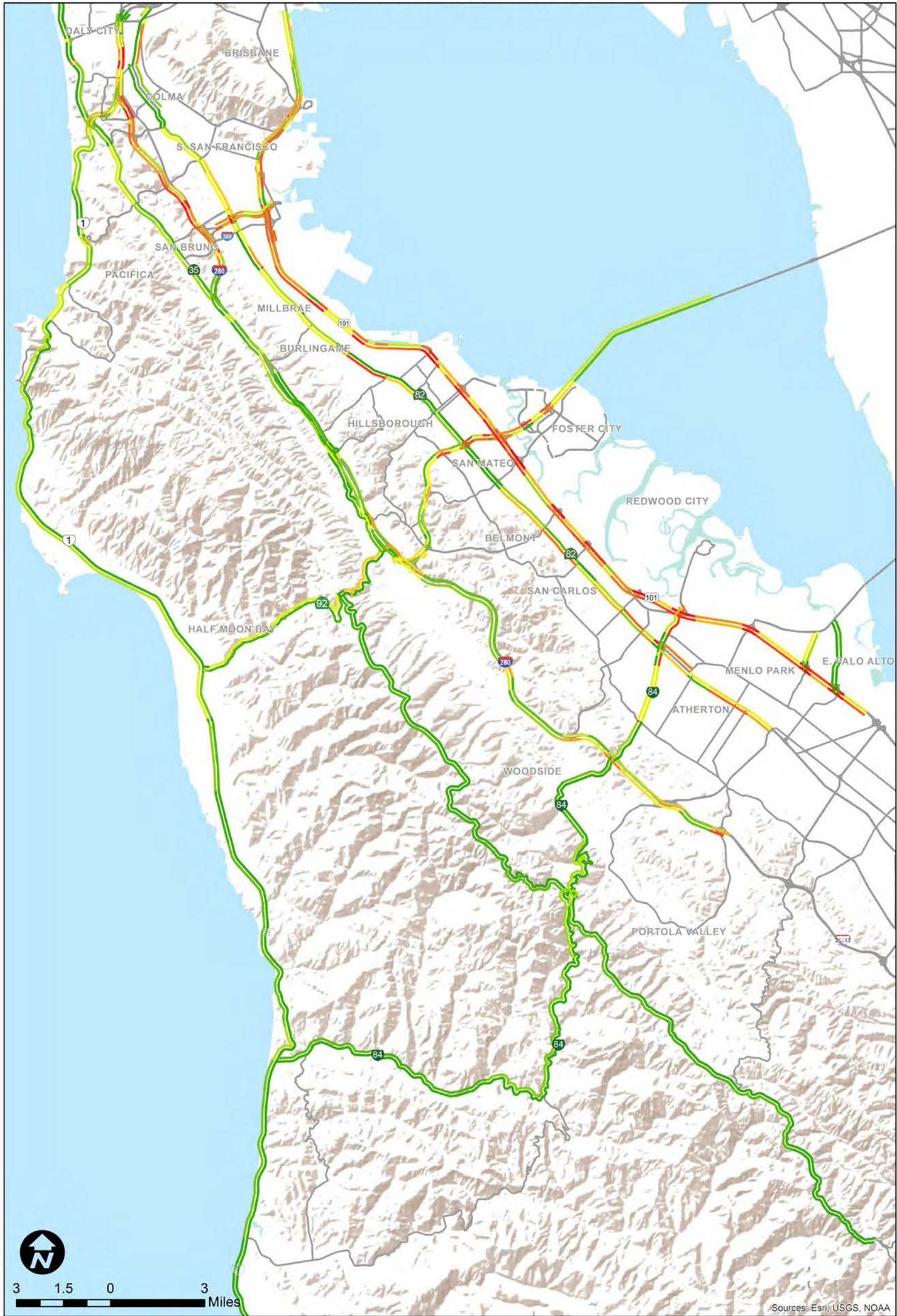


Legend
● Injury
■ Fatality

The following segments may have missing data from the Statewide Integrated Traffic Records Systems (SWITRS):
Bayfront Expressway, El Camino Real in San Mateo and Colma
Results based on reported collisions from calendar year 2013 to 2015

Figure 13: Traffic Collisions: Fatalities and Injuries

Traffic Collision Rates: All Crashes



Legend

20 < collisions/mi	5 < to ≤ 10 collisions/mi	≤ 2 collisions/mi
10 < to ≤ 20 collisions/mi	2 < to ≤ 5 collisions/mi	

The following segments may have missing data from the Statewide Integrated Traffic Records Systems (SWITRS): Bayfront Expressway, El Camino Real in San Mateo and Colma
 Results based on collisions from calendar year 2013 to 2015

Figure 14: Traffic Collisions: All Crashes Per Mile

C/CAG AGENDA REPORT

Date: February 9, 2017

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 17-05 adopting the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040) **(Special Voting Procedures Apply)**

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 17-05 adopting the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040). **(Special Voting Procedures Apply)**

FISCAL IMPACT

The cost to develop the SMCTP 2040 is \$185,000.

SOURCE OF FUNDS

Funding for the preparation of the SMCTP 2040 comes from the C/CAG Transportation Fund, San Mateo County Transportation Authority (TA), and SamTrans.

BACKGROUND

Per State legislation, Bay Area counties are authorized to develop Countywide Transportation Plans (CTPs) on a voluntary basis. C/CAG, as the Congestion Management Agency, chooses to develop the CTP as a policy oriented document that establishes long-range transportation visions and goals for San Mateo County. California Government Codes suggests the content to be included in CTPs, the relationships between the CTP and Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) and between the CTP and the county's Congestion Management Plan (CMP).

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

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

C/CAG developed the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040) following the MTC Guidelines. These guidelines do not require C/CAG to conduct its own environmental analysis for the SMCTP 2040. The SMCTP 2040 focuses on visions, goals, and policies for the transportation system and Appendix B of the document incorporates the RTP project list for San Mateo County. That list of projects was developed through a separate process in partnership with San Mateo County agencies and MTC as part of the Plan Bay Area update. However, the SMCTP 2040 is not an explicit project approval document that directs a specific course of action on a project. As such, the SMCTP 2040 does not propose project approvals and is therefore, according to state statutes and case law, not subject to the California Environmental Quality Act (CEQA). However, individual projects listed in the SMCTP 2040 will independently follow project development processes in accordance to applicable environmental and regulatory approval processes.

Development Oversight

In February 2016, C/CAG executed a Memorandum of Understanding (MOU) with project partners TA and SamTrans to update the San Mateo Countywide Transportation Plan, referred to as the SMCTP 2040. A Project Team, comprised of key staff from C/CAG, TA, SamTrans, and Caltrain, was established to provide overall guidance and direction to the consultant towards the development of the SMCTP 2040. In addition to the Project Team, the Congestion Management and Environmental Quality (CMEQ) Committee, designated as the Policy Advisory Committee (PAC), serves in an advisory role to ensure that the SMCTP 2040 is developed in a comprehensive manner taking into consideration shared goals and varying perspectives.

Project Team meetings and PAC meetings were held throughout the development process in addition to presentations to the C/CAG Congestion Management Program Technical Advisory Committee (TAC) and the C/CAG Board. The Project Team held a total of six meetings in February, March, May, June, October, and November of 2016. The PAC met in April and June of 2016 and January 2017. Presentations were provided to the C/CAG Board and TAC in August and September of 2016.

SMCTP 2040 Elements

The SMCTP 2040 comprises of the following transportation related program areas.

- Land Use and Transportation Linkage
- Roadway System
- Bicycle and Pedestrians
- Public Transportation
- Transportation System Management
- Parking
- Modal Connectivity
- Goods Movement

Each program areas include background descriptions, identification of issues, and a framework that addresses specific vision, goals, policies, and objectives.

Major planning initiatives include consideration for the following:

- Integration of land use and transportation
- Implementing Managed Lanes on US 101
- Integration with BART, Caltrain and High Speed Rail
- Expanding SamTrans express bus and commuter services
- Bus Rapid Transit/Transit Signal Priority

- Arterial management
- Complete Streets
- Technology and shared mobility

SMCTP 2040 Update Process

The C/CAG Board, on August 11, 2016, received a status update of the development process for the San Mateo Countywide Transportation Plan and received general information about the challenges and opportunities, the approach in addressing key strategies, program areas, and major initiatives to be addressed as part of the CTP update. At the September 8, 2016 meeting, the C/CAG Board received a presentation with details on the individual program areas and a summary of key topics that were taken into consideration in the development process and accepted the Preliminary Draft SMCTP 2040 and authorized its release for public review and comment through the public outreach process.

Public Outreach

As part of the public outreach process, a project webpage was created for posting information regarding the SMCTP 2040 project including the draft document for review and receiving comments online. Notices regarding the availability of the draft SMCTP 2040 for review and comment period were also posted in local newspapers. Public workshops were held in South San Francisco (9/27/16), Pacifica (9/28/16), and Menlo Park (9/29/16). Presentations of the Draft SMCTP 2040 were also provided to the San Mateo County Economic Development Association (SAMCEDA) as well as the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) and San Mateo County Bicycle and Pedestrian Advisory Committee (SMCBPAC) in October 2016. Deadline for public comments was October 31, 2016.

C/CAG received comments from individual public members, public agencies, and organizations. Comments were received through the following sources: 1) Project website (Survey Monkey) – 36 responses and 26 written comments; 2) Public workshops – 36 individuals signed in, 62 written comments; and 3) Letters/E-mails – 31 letters and emails were received. To categorize the wide array of comments from the public, themes were developed to group similar comments together. The themes included the following:

- Projects and initiatives in development
- Investment in BART in San Mateo County
- Setting VMT and GHG reduction targets/measures as part of the Plan
- Performance measures
- Public input and approval process
- Projects and funding to achieve modal balance objectives
- Financial analysis
- Safe Routes to School
- Incorporation of shared, electric, connected and automated vehicle technologies
- Information on climate change and sea level rise
- Equity analysis
- Other suggestions, comments and corrections

The comments were compiled, organized, and responses were included in Appendix E of the Draft Final SMCTP 2040. The complete list of comments is also attached to this staff report.

Key changes to the Draft SMCTP 2040 include the following:

- Deletion of the “Congestion and Safety Performance on Regionally Significant Corridors” section (originally a placeholder as Appendix D in the Draft SMCTP 2040). It was determined that this information developed to assess performance of the existing condition for the state highway network was deemed more applicable to be presented as a separate study. Furthermore, this assessment does not impact any policies identified in the SMCTP 2040. However, the SMCTP 2040 draws relevant data upon that assessment and makes reference to it.
- Addition of Appendix F, “Equity Analysis”. This analysis assesses the equity implications of the transportation projects included in the SMCTP 2040 and identify the impact on disadvantaged communities as a result to implementing the plan.
- Addition of Appendix E, “Responses to Public Review Comments”
- Addition of Appendix D, “Abbreviations and Acronyms”

SMCTP 2040 Approval

The CMP Technical Advisory Committee, at its January 19, 2017 meeting, recommended that the C/CAG Board approve and adopt the Final Draft SMCTP 2040. At its January 30, 2017 meeting, the CMEQ Committee recommended that the C/CAG Board approve and adopt the Final Draft SMCTP 2040. In addition, the CMEQ Committee requested that staff, at a future meeting, bring back more information on the assessment of progress made to achieve performance measures identified in the SMCTP 2040.

Staff recommends the C/CAG Board approve Resolution 17-05 adopting the SMCTP 2040.

ATTACHMENTS

1. Resolution 17-05
2. Summary of public comments on the Draft SMCTP 2040
3. SMCTP 2040 Executive Summary
4. Final SMCTP 2040 (*Submitted under a separate cover. Provided for C/CAG Board and Alternate members only as requested.*)

*(The document is also available for download at the C/CAG website at:
<http://ccag.ca.gov/committees/board-of-directors/>)*

RESOLUTION 17-05

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG)
ADOPTING THE
SAN MATEO COUNTYWIDE TRANSPORTATION PLAN 2040 (SMCTP 2040)**

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

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

WHEREAS, on January 18, 2001, C/CAG adopted the San Mateo Countywide Transportation Plan 2010; and

WHEREAS, C/CAG, the Transportation Authority, and the San Mateo County Transit District worked together and participated in jointly funding the cost to complete the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040); and

WHEREAS, the SMCTP 2040 was developed in compliance with the Metropolitan Transportation Commission's (MTC's) 2014 Guidelines for Countywide Transportation Plans.

WHEREAS, C/CAG Board, at the September 8, 2016 meeting, accepted the Preliminary Draft SMCTP 2040 and authorized its release for public review and comment; and

WHEREAS, State statutes exempt the SMCTP 2040 from California Environmental Quality Act review.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County hereby adopts the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040).

PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF FEBRUARY 2017.

Alicia C. Aguirre, Chair

Comments on the Draft CTP 2040_Final
As of 11/30/16

No.	Date	From	Theme	Comment Type	Comment	Response
1	10/31/2016	Val Joseph Menotti, BART	Investment in BART in San Mateo County	Funding Request	Support funding of BART Rehabilitation Projects: BART requests that San Mateo support funding of BART rehabilitation projects over the coming decades, and this should be reflected in the Countywide Transportation Plan.	The projects listed in Appendix B of the CTP are the result of the Regional Transportation Plan (RTP) update process. There were no projects identified for the RTP update specific to rehabilitation of BART facilities in San Mateo County, however, these could be considered in future updates to the CTP and RTP.
				Add content to the document/suggested revisions	Include a new section in Chapter 1 under the subheading of "Challenges and Opportunities" entitled "Core Capacity Transit".	The requested revisions were made to the extent possible.
					Add illustrations to Page 21, " <i>Travel within the county is expected to increase less in percentage terms than travel into and out of the county, a 19% increase in internal trips compared to a 24% increase in trips into and out of the county. One of the areas of highest percentage growth is in transit trips into and out of San Mateo County, a 67% increase.</i> "	The requested revisions were made to the extent possible.
					We recommend the inclusion of Contra Costa County in Tables 11-13 on page 20.	The requested revisions were made to the extent possible.
					On page 8, it should also mention improved bike and pedestrian access, change of land use (TOD), and TNCs as access solutions.	The requested revisions were made to the extent possible.
					Revise TOD language on Page 29. Refer to BART's TOD Policy.	The requested revisions were made to the extent possible.
					Page 29: the plan should stress the importance of locating planned San Mateo job growth within close proximity to regional rail stations to increase the likelihood of employees commuting via public transportation.	The requested revisions were made to the extent possible.
					In Chapter 8, BART's planned capital investments that will allow for improved service should also be mentioned.	The requested revisions were made to the extent possible.
					Page 63: Increased travel times and frequency are on the horizon for both BART and Caltrain. However, we need to do better with establishing customer-focused schedules and integrated fare media. A countywide policy statement on coordinated rail schedules is important.	The requested revisions were made to the extent possible.
Chp 14's "Fix-it-First Policy" paragraph: The first sentence in this paragraph should be changed, "dedicated to roadway and transit rehabilitation." Also add change to last sentence of paragraph," state highway system and support continued funding of the federal formula funds for transit rehabilitation."	The requested revisions were made to the extent possible.					

No.	Date	From	Theme	Comment Type	Comment	Response
					<p>Page 108, proposed RTP Project List: "Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound onramp and resurface intersection of Millbrae Avenue and Rollins Road", the need road widening in this area is questionable and appears to contradict the goals of the Millbrae Station Area Specific Plan Area, by making this intersection more automobile-oriented; BART advises this project be reconsidered.</p> <p>Also on page 108, there should be a BART Program: Public Transit-Preservation/Rehabilitation, similar to the MTC, SamTrans Program.</p>	The projects listed in Appendix B of the CTP are the result of the Regional Transportation Plan (RTP) update process. There were no projects identified for the RTP update specific to rehabilitation of BART facilities in San Mateo County, however, these could be considered in future updates to the CTP and RTP
					Page 117, Transit Capital/Operations, BART should be listed in the first sentence where transit capital projects are listed. Second sentence should include track and guideway where types of projects are listed.	The requested revisions were made to the extent possible.
2	9/16/2016	Mark Bauhaus, Resident of San Carlos	Information on climate change and sea level rise	Add content to the document	Can the plan include projections of risks/adaptions required and funding needed to address [climate change and sea level rise] starting in 2020 and onward?	Information and policies related to climate change and sea level rise can be considered in future updates of the CTP.
			Other suggestions	Add content to the document	Can there be more explicit treatment of recreational bicyclists in the plan who jam the hills and small roads on weekends?	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Other suggestions	Add content to the document	Can the plan explicitly encourage or include best practices for one-way roads, street "furniture", and wide crossings at places like transit malls to encourage even more pedestrian friendly communities?	Thank you for your suggestion. This can be considered in future updates of the CTP.
3	10/31/2016	Jeffrey Heller, President of Heller Manus Architects & Co-Chair of Bay Area Council Transportation Committee	Projects and initiatives in development	Comment on document content	The San Mateo Plan would have the ability to plug into long range regional and peninsula transportation plans which will likely evolve over the next few years. This will include an emphasis on rail and light rail and ferry options in addition to various road related systems.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
4	11/14/2016	Liz Scanlon, Caltrain Planning Manager	Projects and initiatives in development	Add content to the document	Page 62, New Transit Services: add " Caltrain has future plans for capital projects including Caltrain Modernization Phase 2, which consists of conversion to a fully electrified 8-car fleet; platform extensions or modifications to support the 8-car electric fleet; and level boarding at all Caltrain stations".	The requested revisions were made to the extent possible.
			Projects and initiatives in development	Add content to the document	List of Projects Appendix: Include JPB/Caltrain projects, there are several that were submitted to MTC.	The requested revisions were made to the extent possible.
5	10/12/2016	Paul Hernandez, Transportation Electrification Policy Manager				No comment was received
6	10/31/2016	John Ford, Commute.org Executive Director	Corrections	Revisions to the document	Change "Peninsula Traffic Congestion Relief Alliance" to "Commute.org". Similarly, references to the shortened name "Alliance" should be changed to "Commute.org".	The requested revisions were made to the extent possible.

No.	Date	From	Theme	Comment Type	Comment	Response
			Corrections	Revisions to the document	Page 75: Photo of Commute.org shuttle should be updated with the most current shuttle design (contact us if you need photos)	The requested revisions were made to the extent possible.
			Projects and initiatives in development	Revisions to the document	Page 75: TDM section includes a reference/footnote to our Strategic Plan – there is an updated Strategic Plan as of June 2015.	The requested revisions were made to the extent possible.
			Incorporation of shared, electric, connected and automated vehicle technologies	Comment on document content	Technology is at the core of advancements in TDM strategies and Commute.org is embracing that technology and promoting its adoption by employers and commuters in San Mateo County	The CTP is supportive of technologies, policies and initiatives that improve safety and efficiency for all users of the transportation system. Information on new technologies and initiatives can be considered in future updates of the CTP.
			Setting VMT and GHG reduction targets/measures	Comment on document content	We support the increased use of VMT and VMT per capita for determining environmental impact	Goals to reduce to per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
			Other suggestions	Comment on document content	We strongly encourage the use of person throughput as the primary measure of roadway effectiveness rather than vehicle throughput – e.g. a bus carrying 40 passengers is perhaps 40X more effective than a SOV	Thank you for your suggestion. This can be considered in future updates of the CTP.
			Corrections	Add to document	The Bay Area Commuter Benefits Program (BACBP) has recently been signed into law permanently (SB1128).	The requested revisions were made to the extent possible.
			Other suggestions	Comment on document content	San Mateo County should take a leadership role in adopting/accepting the impact of connected and automated vehicles (CV/AV) as it becomes commercially viable and safe	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Incorporation of shared, electric, connected and automated vehicle technologies	Comment on document content	We believe that electric bicycles (EBs) will significantly increase the use of bicycles for commute trips as the technology improves and the pricing for EBs drops.	The CTP is supportive of technologies, policies and initiatives that improve safety and efficiency for all users of the transportation system. Information on new technologies and initiatives can be considered in future updates of the CTP.
			Corrections	Add to document	Shuttle Services: It warrants mentioning that the shuttles also provide first/last mile service to residential neighborhoods that are located near or along the routes that serve employment centers	The requested revisions were made to the extent possible.

No.	Date	From	Theme	Comment Type	Comment	Response
			Other suggestions	Add to document	Page 77: TDM Objectives could include: Support, track and reward commuters who opt for alternatives to driving solo (e.g. implementing rewards based incentives like we are doing with the tools on my.commute.org); Make significant and lasting changes to the percentage of solo occupant vehicle commute trips to, through, or from San Mateo County (important to recognize that our TDM efforts cannot ignore those who commute “through” our county – e.g. SF to Silicon Valley – reaching those commuters and employers is challenging given the limitations of our county specific program)	The requested revisions were made to the extent possible.
7	10/31/2016	Adam Cozzette, Resident of San Bruno	Setting VMT and GHG reduction targets/measures	Comment on document content	The plan seems to justify some projects on the basis of LOS which is an outdated metric. Two problems with it are that it ignores non-automobile modes of transportation and also that it considers only peak traffic.	The need to improve multimodal transportation is a major theme of the CTP. Mode shift targets are not established in the plan, but the forecast growth trips by mode for 2040 (see chapter 2) reflects the transportation investments proposed in the RTP and the CTP.
8	10/31/2016	Adina Levin, Friends of Caltrain & Chris Lepe, Transform	Setting VMT and GHG reduction targets/measures		The plan’s goals lack SMART performance objectives. C/CAG should set measureable goals and objectives, focus its investments to reach those goals and objectives, and report their progress to the public.	The need to improve multimodal transportation is a major theme of the CTP. Mode shift targets are not established in the plan, but the forecast growth trips by mode for 2040 (see chapter 2) reflects the transportation investments proposed in the RTP and the CTP.
			Projects and funding to achieve modal balance objectives		There's a mismatch between the stated vision, CTP goals, and the proposed spending in Chp 14 and Appendix B.	The projects listed in Appendix B of the CTP are the result of the Regional Transportation Plan (RTP) update process. New projects were not developed as part of the CTP, but can be considered in future updates to the RTP and CTP.
			Financial analysis		There is no data or discussion about what the proposed spending allocation and the types of projects proposed will mean for climate, health, safety, or congestion levels in San Mateo County. There are no dollar figures for how much the transportation projects in Appendix B will cost nor any discussion about the cost effectiveness or performance indicators of the selected projects in meeting the vision and goals of the plan. It is difficult to determine what the spending priorities are in regards to mode within the text of the plan. Spending in the plan should be broken down by category, such as transit capital, transit operations and maintenance (O&M), roadway capacity increases, roadway maintenance, TDM, bicycle, and pedestrian funding.	The discussion of transportation funding and finances in the CTP is based on high-level information. Additional financial analysis can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
			Public input and approval process	Comment on public outreach	The public process for obtaining input on the plan was insufficient. The three poorly publicized, poorly attended public input meetings were all held within the same week once the draft plan was already developed. The meetings were announced with only two weeks notice and none of the meetings were held in communities of concern.	In addition to the public meetings, comments were accepted through the C/CAG website and via email to C/CAG staff. The plan will follow a process for adoption through the CMP Technical Advisory Committee and CMEQ Committee, with final approval by the C/CAG Board. These meetings are public and notices of upcoming meetings are posted on the C/CAG website.
			Setting VMT and GHG reduction targets/measures	Add to document	We recommend creating quantitative goals and timelines to reduce VMT and GHGs per capita in order to meet the goals of SB32. Use VMT/GHG reduction as a goal in setting priorities within the budget, ensuring the most return on investments. (see tab 8 for more details)	Goals to reduce to per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
			Performance measures		In order to improve mobility in a space-efficient and climate-friendly way, the plan needs more specific goals and metrics. (see tab 8 for more details)	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.
			Performance measures		To improve access, the plan needs: <ul style="list-style-type: none"> ● Metrics and targets to assess and improve access - e.g jobs accessible within 45 minute transit commute (p. 31) ● Quantitative targets for bringing housing closer to jobs and services (p. 31) ● Quantitative targets for improving jobs/housing fit so that the burden of long-distance commuting falls less disproportionately on low-income residents of the region 	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.
			Equity analysis		The plan should include an equity analysis, equity strategy (include priorities in CBTPs and fully fund them), conduct a more inclusive public engagement process.	An Equity Analysis was developed as a supplement to the CTP.
			Vision Zero		Set a Vision Zero goal and policies, set complete street goals (incorporate green stormwater infrastructure into complete street goals), set specific goals for housing near transit and services	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
9	9/16/2016	Mary Kay Glassman, Resident	Public input and approval process	Questions on document	What is the best way for me to stay aware of developments? This is such an important and impactful plan that will affect all residents.	In addition to the public meetings, comments were accepted through the C/CAG website and via email to C/CAG staff. The plan will follow a process for adoption through the CMP Technical Advisory Committee and CMEQ Committee, with final approval by the C/CAG Board. These meetings are public and notices of upcoming meetings are posted on the C/CAG website.
10	10/31/2016	Jonathan Kass, Office of Nicholas Josefowitz & District 8 BART Director	Investment in BART in San Mateo County	Add to document	Commit to fully funding BART infrastructure, operations and new rail cars (see tab 10 for more details)	The projects listed in Appendix B of the CTP are the result of the Regional Transportation Plan (RTP) update process. There were no projects identified for the RTP update specific to rehabilitation of BART facilities in San Mateo County, however, these could be considered in future updates to the CTP and RTP
			Projects and initiatives in development		Directly address the transbay transit rail crossing constraint (see tab 10 for more details)	The requested revisions were made to the extent possible.
			Projects and initiatives in development		Plan for dedicated bus and shuttle access from the East Bay (see tab 10 for more details)	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Other suggestions		Identify specific policies that will deliver TODs at the County's major transit nodes (see tab 10 for more details)	The requested revisions were made to the extent possible.
			Performance measures		Improve performance metrics around reduced automobile dependence, TOD and sustainable transportation (see tab 10 for more details)	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.
11	9/30/2016	Jen Wolosin, Resident of Menlo Park	SRTS	Add to document	The CTP needs to prioritize SRTS, accommodate for bicyclists and pedestrians on local roads, incorporate multi-jurisdictional cooperation (fix roads in cross multiple jurisdictions ie. Colman Ave), bicycle objectives should be included in SRTS maps for each public school in SMC, pedestrian objectives should include crossing guards at every dangerous intersection near a school, public transportation objectives should include increased busing of children at school, TSM objectives should include SRTS and complete street elements, and set up a grant program that covers crossing guards.	Additional information on Safe Routes to School was added to the discussion of Bicycles and Pedestrians and their policies.
12	10/14/2016	Harold Schapelhouman, Fire	Other suggestions	Add to document	Page 3, 6-7: Include language on public safety and emergency services/response	Thank you for your suggestion. This can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
		Chief of Menlo Park Fire Protection District	Projects and initiatives in development		Page 7-8: Smart growth decisions lacks involvement of public safety first responders (ie. Electrification of Caltrain)	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Projects and initiatives in development		Managed Lanes on the 101: Supports managed lanes but feels that it sacrifices roadway shoulders for motorists to safely pull over in an emergency.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Other suggestions		Bus Rapid Transit or Transit Signal Priority: Traffic pre-emption should be looked at from a public safety benefit. We anticipate spending \$60,000 on pre-emption devices to all traffic signals in Atherton & Menlo Park.	Thank you for your suggestion. This can be considered in future updates of the CTP.
			Other suggestions		Pg 38-39 (Issues - Congestion): Traffic Congestion, as it relates to first responders and the delivery of essential emergency services, that then creates delays that increases critical response times that could threaten public safety and acceptable incident outcomes. This needs to be factored into actual decision making as it applies to our roadways and transportation challenges. Reliability: Reliability is directly related to congestion which is often compounded by vehicle accidents that cause 40 – 50% of the disruptions. Emergency first responders are directly involved with the response to, and mitigation of, these types of incidents, yet they are not mentioned anywhere in this document.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Other suggestions		Pg 54-55 (Pedestrian Environment Vision, Goals & Policies): This section should be expanded to include both the Fire Service and public/private ambulance transportation elements. It should also include strategies on yielding to first responders when driving, bicycle safety and survival and proper and acceptable roadway designs for emergency first responders needed to protect the health and safety of the community.	Thank you for your suggestion. This can be considered in future updates of the CTP.
			Projects and initiatives in development		Complete Streets - Grand Blvd: Lacks emergency first responder partners and lacks participation from public safety professionals (information tool box). (see tab 12 for more details)	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
13	11/4/2016	Anne Olivia, Mayor of Millbrae	Other suggestions	Add to document	The CTP 2040 has failed to properly assess and describe the significance of the Millbrae Intermodal Station ("Station"), nor has it mentioned the significant planning effort the City has made in updating the Millbrae Station Area Specific Plan to provide for increased development density (including housing) adjacent to the Station. the Station and th e development planned adjacent to it is grossly undervalued and understated. There is a single reference to the Station (on page 85 of the draft), but it fails to mention the future arrival of High Speed Rail. Therefore, Millbrae is requesting that C/CAG re-evaluate and reassess the treatment of the Station and the adjacent Millbrae Station Area Specific Plan (MSASP) Area in CTP 2040 in order to properly reflect the importance and value of th e Station to the entire San Mateo County transportation system.	The requested revisions were made to the extent possible.
14	9/26/2016 & 10/31/16	Shawn Karl Mooney, Resident of City of San Mateo	Public input and approval process	Comment on public outreach	Did not like that Appedix D was not included. Requested for the public review period to be extended.	In addition to the public meetings, comments were accepted through the C/CAG website and via email to C/CAG staff. The plan will follow a process for adoption through the CMP Technical Advisory Committee and CMEQ Committee, with final approval by the C/CAG Board. These meetings are public and notices of upcoming meetings are posted on the C/CAG website.
			Other suggestions	Comment on document content	CTP 2040 is inadequate because it does not address the urgent transportation standards needed as described in Government Code Section 66540-66540.9 and 67500.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Other suggestions	Revision to document	The Water Emergency Transportation Authority (WETA) proposed south bay expansion plan of bay ferry service to the Port of Redwood City is not projected the meet WETA minimum ridership models until after 2035.	The requested revisions were made to the extent possible.
			Projects and initiatives in development	Comment on document content	CTP 2040 does not adequately describe existing traffic conditions, building boom nor the projected build out plans on/near the SR 92/101 corridor.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Projects and initiatives in development	Suggestion	The plan does not consider traffic mitigation via Bay Ferry Service at Werder Pier in Foster City, or the urgent need for emergency transportation. Request for a Foster City Ferry Terminal to be included with the Redwood City terminal project and include disaster/safety elements.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
15	11/3/2016	Jessica Manzi, Redwood City's Community Development Director	Other suggestions	Revisions/Additions to document	Change cover photo to display multi-modal transportation more, revise/expand on pages 12, 24, 39, 46, 54, 63, 65, 73, 76, 95, Appendix A & C (see tab 15 for details)	The requested revisions were made to the extent possible.
16	10/31/2016	Rosanne Foust, President of SAMCEDA	Other suggestions	Comment on document content	We strongly encourage you to build on four key areas in the near and long term: TSM and ITS, "Right-Sizing" parking provisions and zoning codes, expanded public and ferry service between SF, the Peninsula and the East Bay, and dedicated funding sources for Caltrain and Samtrans.	Thank you for your suggestions. These can be considered in future updates of the CTP.
			Other suggestions	Suggestion	Make it a priority to collaborate and work with regional partners to work on projects such as bus rapid transit on the 101, connecting BART and Caltrain, etc.	Thank you for your suggestion. This can be considered in future updates of the CTP.
17	10/26/2016	Joseph A LoCoco, Deputy Director of Road Services for SMC	Projects and funding to achieve modal balance objectives	Comments and revisions	Public Works Dept: Individual locations often have unique circumstances and that site specific plans must consider those circumstances in order to ensure that communities are able to retain or develop a dynamic character. Consult with dept for traffic related data within its jurisdictional limits and should be consulted with respect to those sites before local modifications are contemplated to ensure that the overarching goals of community vibrancy are achieved. See specific comments in tab 17.	The requested revisions were made to the extent possible.
		Jessica Garner, Senior Community Health Planner for SMC	Performance measures	Comments and revisions	Health Systems Dept: We encourage your team to build out your central vision statement more directly through the imagery you use and concrete metrics. For example, the cover photo could support the multi-modal vision of connected and healthy neighborhoods identified in the Plan. Also consider providing more specific measures to share how the Plan will be implemented to meet the goals laid out in the vision you describe.	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.
		Joseph A LoCoco, Deputy Director of Road Services for SMC	Setting VMT and GHG reduction targets/measures	Comments and revisions	Planning & Building Dept: The CTP would benefit from a vision related to greenhouse gas reduction and objectives to meet it. The CTP discussed the regional sustainable communities strategy Plan Bay Area (PBA), but not in terms of the County's contribution to meeting greenhouse gas reduction targets in PBA, or whether the CTP is consistent with PBA, in conflict or supportive of initiatives in that regional vision. Since PBA integrates land use and transportation, it seems it would be helpful if we at the county level were working towards the same objective.	Goals to reduce to per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
		Joseph A LoCoco, Deputy Director of Road Services for SMC	Information on climate change and sea level rise	Comments and revisions	Office of Sustainability and other departments: The document is missing the following components: 1. Sea Level Rise (not mentioned at all), 2. Flooding (not mentioned at all), 3. The County (or City) Hazard Mitigation Plan(s) (not mentioned at all), 4. Storm water (mentioned very lightly).	Information and policies related to climate change and sea level rise can be considered in future updates of the CTP.
18	10/30/2016	Gary Heap, Engineering Manager for City of San Mateo	Projects and initiatives in development		There are no specifics related to the goal of, or discussion, supporting any projects that would enhance or improve the county public transportation system. Include info on/refer to the new Hillsdale Train Station in CTP.	The requested revisions were made to the extent possible.

No.	Date	From	Theme	Comment Type	Comment	Response
19	11/23/2016	Tilly Chang, Executive Director of SFCTA	Other suggestions	Revisions & additions to document	Make changes/add revisions to: 1. Highway 101, Managed Lanes & Express Buses, 2. Caltrain & High Speed Rail, 3. Core Capacity/Transbay Corridor, 4. Geneva Harney BRT & Bi-County Transportation, 5. Housing, Affordability & Displacement, 6. Late Night/Early Morning Transit Service, 7. TDM & Performance Goals	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
20	11/1/2016	John Rahaim, Planning Director of City & County of SF and Ed Reiskin, Director of SFMTA	Performance measures	Add to document	<p>The Draft Plan should be strengthened in several ways to reflect these principles in the Plan's implementation components, as well as in the detailed discussion of the specific issues, performance measures and investment opportunities.</p> <ul style="list-style-type: none"> • The Draft Plan should more strongly and explicitly tie transportation investment to performance in production of housing and transit-supportive TOD development. • The Draft Plan should include more substantial and explicit discussion and inclusion of project proposals and studies of mutual bi-county benefit. • The Plan's performance measures and metrics should more closely align the Plan's goals for reducing VMT, facilitating multi-modal mobility (particularly related to transit and non-single occupancy auto), roadway safety for pedestrians and cyclists, and coordinating land use with transportation. • We support a strengthening of the Plan's commitment to improving the efficiency of the highway system over expansion, particularly the conversion of an existing lane on US-101 to a HOV/ T lane. 	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.
			Projects and initiatives in development		The Draft Plan does not include discussion on the Geneva-Harney BRT & multi-modal integration at the Bayshore Caltrain Station	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Projects and initiatives in development		The Draft Plan should recognize capacity enhancements and rail expansion in the Transbay Corridor as one of the lynchpins to improving access to SMC and improving conditions in key corridors of concern to the County (ie. The 101 corridor).	The requested revisions were made to the extent possible.
			Projects and initiatives in development		The 19th Ave Corridor/Daly City BART Connections is a congested corridor that is of major bi-county importance and should be included in the Draft Plan.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
21	10/28/2016	John Bergener, SFO Airport Planning Director	Projects and initiatives in development	Add to document	The SMCTP should recognize and take advantage of the fact that SFO is a major transportation hub and economic driver for both the County and the Greater Bay Area. The Plan addresses the need for better connections including future pedestrian and cycling networks to/from the Airport, it falls short of the deliverables of achieving these connections, which according to the goals should be provided as part of the detailed framework to resolve transportation issues.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
			Information on climate change and sea level rise	Add to document	Future sea level rise will also impact the transportation networks within the County, especially the lower lying Highway 101 Corridor, where most of the existing arterial connections exist. The Plan should review San Mateo County's efforts to address climate change and sea level rise, through the County's Sea Change program.	Information and policies related to climate change and sea level rise can be considered in future updates of the CTP.
22	10/31/2016	Gladwyn d'Souza, Transportation Chair of the Sierra Club's Loma Prieta Chapter	Projects and funding to achieve modal balance objectives	Comment and add to document	The new plan is not reporting and learning from the major failures of the old plan. The new plan does not have solutions to the problems inherent in the old plan- the same old fixes are being implemented with an expectation of different results. There are three areas where the new plan needs to address the outcomes of the goals of the old plan: Congestion, Criteria Pollutants, and Safety. (See tab 22 for more details)	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
23	10/20/2016	Gweneth Buckley, Active Transportation Coordinator for SMC BPAC	Setting mode share targets for bicycles and transit	Add to document	<ul style="list-style-type: none"> Adopt a target modal mix for 2040 reflecting increased bicycle and pedestrian usage and reduced single occupancy automobile usage 	The need to improve multimodal transportation is a major theme of the CTP. Mode shift targets are not established in the plan, but the forecast growth trips by mode for 2040 (see chapter 2) reflects the transportation investments proposed in the RTP and the CTP.
			Other suggestions	Add to document	<ul style="list-style-type: none"> Seek to create bicycle and pedestrian safe facilities for every freeways and major roadways overpass Address challenges of bike access and create bicycle repair and access programs for underserved communities Set specific goals for cities adopting compatible bike share programs Encourage employer-driven walking and biking programs Create an educational "cyclist empathy" program to assist countywide law enforcement in accepting cyclists as legitimate roadway users Educational outreach to general public to promote safety and prevent collisions 	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
24	10/31/2016	Belen Seara, SMC Union Community Alliance	Other suggestions	Suggestions	We are concerned about the lack of an economic prosperity framework and analysis in the CTP. The absence of this analysis may result in transportation investments and land use patterns that exacerbate the growing economic insecurity that low and moderate income workers are experiencing. According to the Economic Policy Institute, San Mateo County has the highest income disparity in California. Given this fact, we would like the CTP to be intentional about furthering economic inclusion in the outline goals, policies, and performance measures.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
25	9/24/2016	Remona Murray, SMC SRTS	SRTS	Questions on document	Didn't see much detail on regulatory changes necessary to improve Engineering options for SR25.	Additional information on Safe Routes to School was added to the discussion of Bicycles and Pedestrians and their policies.
26	11/4/2016	Evelyn Stivers, Executive Director of the Housing Leadership Council of San Mateo County	Financial analysis	Questions on document	Is there someone that can explain the process, timeline, and how this plan interacts (influences?) the planning on bus and rail resources? Also, is this plan the basis for a funding measure? If so, what is the timing for the funding measure?	The discussion of transportation funding and finances in the CTP is based on high-level information. Additional financial analysis can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
27	10/31/2016	Emma Shlaes, Policy Manager for SVBC	Financial analysis	Add to document	Add measurable and timebound goals to each section (ie. Reducing traffic collisions, deaths & major injuries).	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.
				Add to document	Adjust goals and funding policies as there is a disconnect between the stated vision and goals of the plan and the spending priorities.	The discussion of transportation funding and finances in the CTP is based on high-level information. Additional financial analysis can be considered in future updates of the CTP.
			Other suggestions	Add to document	Add Policy regarding Complete Streets for all components of the Roadway System.	Thank you for your suggestion. This can be considered in future updates of the CTP.
			Other suggestions	Additions/revisions to document	Revisions/Additions to Public Engagement, Safety, Bicycles, and Other Sections (see tab 27 for more details)	Thank you for your suggestions. These can be considered in future updates of the CTP.
28	10/5/2016	Bart Thielges, Resident	Projects and initiatives in development	Comment on document content	I am concerned about the enduring impacts on the quality of life and business impacts of this plan. The automotive mode of transportation is inefficient, expensive, and dangerous. Building extra capacity will simply breed more demand and we'll end up the same congestion problems passed on to future generations but at a larger scale. Why not instead invest in more efficient, less expensive, and safer modes of transportation? Those modes not only scale much better by using less space for transportation, but they also create a safer and more healthy community. I realize that this is a harder sell to your customers but hope you realize that it will create a better future for the county.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
29	11/1/2016	Bob Allen, Policy & Advocacy Campaign Director of Urban Habitat	Other suggestions	Comment on document content	We have concerns that the current effort to update SMCTP 2040 is, both in terms of public process and policy, fails to meet the real mobility and access needs of the vast majority of San Mateo County residents and does not contribute to the larger vision of Plan Bay Area and the region's Sustainable Community Strategy.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Other suggestions	Comments to document content & suggestions	Changes would like to be made on the process, equitable investments, climate, land use, & MTC guidelines (see tab 29)	Thank you for your suggestions. These can be considered in future updates of the CTP.
30	10/31/2016	Matt Fabry, Manager of the SMC Water Pollution Prevention Program	Information on stormwater/ pollution prevention	Revisions to document	In response to the Municipal Regional Permit's mandate that permittees incorporate green infrastructure language into relevant planning documents, including transportation plans, enclosed is a marked up version of the draft CTP incorporating comments and suggested edits to help address our needs on the stormwater side. (see tab 30)	The requested revisions were made to the extent possible.
31	09/17/2016	SurveyMonkey	Other suggestions		Expansion of community shuttle hours of service as well as frequency of service so they can be used for medical and dental appointments.	Thank you for your suggestion. This can be considered in future updates of the CTP.
			Other suggestions		The placement of quieter audible pedestrian signals, such as the polara, is an important pedestrian safety measure for people with limited vision. Their placement should be routine on busy roads such as El Camino Real and Woodside Road. Some cities have been uncooperative sense coordination with Caltrans is required.	The requested revisions were made to the extent possible.

No.	Date	From	Theme	Comment Type	Comment	Response
			Other suggestions		The information displayed on public transportation electronic boards should be made available to the blind either with a phone app or with audio. Smart phone apps should be accessible to everyone including the blind.	The requested revisions were made to the extent possible.
32	9/7/2016	Gina Papan - Millbrae resident	Other suggestions	Add to document	The challenges confronting public policy and public leadership in forming the San Mateo Countywide Transportation Plan for 2040 (SMCTP 2040) are daunting in their complexity, urgency, and importance to people's lives. They demand great vision to achieve a well-integrated public transportation system. Consequently, the SMCTP 2040 must do more than just talk about significant investment in public transportation and generally mention the integration of BART, Caltrain, SamTrans, and High Speed Rail and its importance to meeting the projected growth of commuters and travelers in San Mateo County	The requested revisions were made to the extent possible.
				Add to document	I respectfully request the SMCTP 2040 be revised to reflect the vision of Transportation First and Intermodal Transit Stations for all of the County's transit stations and that the Millbrae Station be designated a key to the San Mateo County Transportation Plan for 2040. Thank you so much for your consideration of a coordinated transit future.	The requested revisions were made to the extent possible.
33	09/18/2016	SurveyMonkey	Public input and approval process	Comment on public outreach	wish the workshops were spread across time with more notice. Bad week for some of us.	In addition to the public meetings, comments were accepted through the C/CAG website and via email to C/CAG staff. The plan will follow a process for adoption through the CMP Technical Advisory Committee and CMEQ Committee, with final approval by the C/CAG Board. These meetings are public and notices of upcoming meetings are posted on the C/CAG website.
			Other suggestions		The land use connection is critical. As long as there is a severe housing shortage, we will have horrific traffic problems and bigger demand for transit. C/CAG cannot keep promoting, even allowing, so much jobs growth. It is so high that jobs are being moved from other places to here. The rate is not natural or sustainable. Don't support it. There must be more emphasis on production of TOD housing, and fulfillment of regional allocations. My town Menlo Park is planning to worsen the housing shortage with 50% growth by 2040 and 70% jobs growth by 2040. If typical, the housing growth won't happen so the shortage will worsen. That shouldn't happen. Don't promote TOD development that doesn't reduce the shortage.	Thank you for your suggestion. This can be considered in future updates of the CTP.
			Performance measures		Use of VMT solely as a metric overlooks the human aspects of what happens when there is too much congestion and not enough alternatives (transit, bike/ped facilities). It is important to still monitor congestion with some traditional metrics.	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
34	09/21/2016	SurveyMonkey	Other suggestions		Should have more vision about long-term improvements connecting to the East Bay, particularly via the Transbay corridor.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
35	09/22/2016	SurveyMonkey	Other suggestions		I feel that the document does not talk about specific of what SMC will be do to improve specific roadways.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Other suggestions		I don't see the teeth in the document to force changes on standards necessary to widen streets. Menlo Oaks District has no drainage and heritage trees growing in the easement the conflict of environmental carbon tradeoffs are not discussed in document. Do encourage regrading streets and cutting streets to provide sidewalks and bike lanes only to widen streets and increase speeds, or leave things the way they are without adding to drainage to the bay? Resulting in habitat and native tree loss.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			General comment		Dense buildup of area changes topography of landscape.	Thank you for your comment.
36	09/22/2016	SurveyMonkey	Projects and initiatives in development		Need to address the Dumbarton Rail Corridor.	The requested revisions were made to the extent possible.
			Projects and initiatives in development		Need to address the south connection of Dumbarton bridge to embarcadero/Santa Clara county US 101 to alleviate traffic on University Avenue and Willow Road.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
			Investment in BART in San Mateo County		Need to address extension of BART to San Mateo county.	The projects listed in Appendix B of the CTP are the result of the Regional Transportation Plan (RTP) update process. There were no projects identified for the RTP update specific to rehabilitation of BART facilities in San Mateo County, however, these could be considered in future updates to the CTP and RTP
			Other suggestions		Need to address high speed rail project through San Mateo county.	The requested revisions were made to the extent possible.

No.	Date	From	Theme	Comment Type	Comment	Response
37	09/24/2016	SurveyMonkey	Other suggestions		Werder Pier is an existing, abandoned fishing pier that extends from Foster City into the deep water shipping channel beneath the high-rise section of the San Mateo-Hayward Bridge, and is owned by the County of San Mateo. There are existing plans to expand San Francisco Bay ferry service to Redwood City, and this proposed south bay ferry service does not include ferry service to Werder Pier, thus bi-passing the San Mateo-Hayward Bridge location by a mere 100 feet. This makes absolutely no sense. A Foster City Ferry terminal will help the proposed Redwood City terminal project meet their minimum ridership requirements, and thereby increase the likelihood that the San Francisco Water Transportation Authority will implement this sorely needed service to our community.	Thank you for your suggestion. This can be considered in future updates of the CTP.
38	09/30/2016	SurveyMonkey	SRTS		The plan needs to explicitly prioritize Safe Routes to Schools. The plan should be read and edited with a Safe Routes lens to incorporate child safety in each area. On a global level, any transportation planning within 1/4 mile of every school should consider Safe Routes (39% of pedestrian/bicycle collisions in SM County happen within 1/4 mile of schools, per Jessica Garner at Get Healthy San Mateo). In addition, there should be something in there that discusses the needs of the many vs. the needs of the few. For example, the Menlo Oaks neighborhood (Unincorporated San Mateo County) has approximately 285 homes. There are over 3000 cars that travel down Coleman Avenue every day (not to mention walkers and bikers). The rights of those that use roads should be valued along with those who live near or on roads. There should also be something in the plan that addresses multi-jurisdictional cooperation. My kids' school is in Atherton, my home is in Menlo Park and we have to travel on Coleman Avenue (Unincorporated San Mateo County). There must be protocol for agencies to work together to fix multi-jurisdictional issues. Someone must take ownership of issues. Specifically, the Bicycles objectives should include Safe Routes to School maps for each public school in SM County. These maps should show true Safe Routes. For example, my kids' school, Laurel in Menlo Park, currently shows a route, and then has a warning that says that Coleman isn't really safe. This is unacceptable. The Pedestrian objectives should include crossing guards at each dangerous intersection near a school. Many kids need to cross Willow Road and neither the schools nor the cities will pay for crossing guards (due to the multi-jurisdictional nature of where we live). This is unacceptable. The Public Transportation objectives should include increased busing of children to school. In many communities kids get to school on yellow school buses. There should be funding to put school buses on our local streets. More kids on school buses means fewer cars on the roads and this makes it even safer for others to walk and bike (also bus drivers adhere to very high driving standards). The Transportation Systems and	Additional information on Safe Routes to School was added to the discussion of Bicycles and Pedestrians and their policies.
39	10/02/2016	SurveyMonkey	Other suggestions		It is a good start, but we need to think strategically as funding is so low to avoid duplication of agencies and routes for transportation and to have much more housing closer to jobs-more walkability and transit and far less reliance on automobiles.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
40	10/10/2016	SurveyMonkey	General comment		US 101 must be widened to accommodate overcrowding, reduce the danger, more importantly, reduce Point pollution, and even more importantly reduce that wasting of fuel. A least one lane each direction, though 2 would be better. The only restrictions are cost and lack of willingness. Thank you	Thank you for your comment.
41	10/10/2016	SurveyMonkey	Other suggestions		I was amazed that rail was not mentioned. With the change to electric, greater frequencies are possible.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
42	10/10/2016	SurveyMonkey	Other suggestions		Please invest in eliminating grade crossings for Caltrain. Redwood City, San Mateo City - are examples of places that should eliminate them.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
43	10/10/2016	SurveyMonkey	General comment		All around the Bay Area there are more aptmnts and condos but no matching infrastructure. We need better public transportation. In case you haven't notices, it's a nightmare out there on 101 and 280, etc.	Thank you for your comment.
44	10/10/2016	SurveyMonkey	Other suggestions		We don't need BRT on El Camino, rather we need better east-west bus connections at Caltrain stations.	The requested revisions were made to the extent possible.
45	10/11/2016	SurveyMonkey	Incorporation of shared, electric, connected and automated vehicle technologies		One sentence on bike sharing? This doesn't feel very multi modal to me.	The CTP is supportive of technologies, policies and initiatives that improve safety and efficiency for all users of the transportation system. Information on new technologies and initiatives can be considered in future updates of the CTP.
46	10/11/2016	SurveyMonkey	Other suggestions		I am most concerned about integrating public (and non-public) transport so that the system as a whole is improved. Increasing roadways supports increased vehicle use. Please look at improving train, bus, shuttle bus, biking and using incentives and deterrents so that the population learns to consider alternatives to driving alone.	Thank you for your suggestions. These can be considered in future updates of the CTP.
47	10/13/2016	SurveyMonkey	Other suggestions		The idea of express bus (double decker hopefully) lanes is fabulous. I think the same across the bridges is needed even more. The beauty of the idea is that satellite pick ups and drop offs makes it even better as you don't have everyone piling into just a few locations. I'm not sold on the 'pay lanes' though, but I'll listen. thanks	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
48	10/19/2016	SurveyMonkey	Projects and initiatives in development		As a resident of San Mateo county I am very disappointed in the lack of emphasis given to public transit, bicycle and pedestrian projects. It is not sustainable for a growing region to continuously increase the size of its roadways. This enables more and more people to drive, likely in single-occupancy automobiles and does little to improve the environmental, economical and social sustainability of the county and region. If residents are to truly have multi-modal, practical travel choices as described in the vision statement, a majority of funds SHOULD NOT be put towards increases the size of roads and highways. Transit, bicycle and pedestrian projects need to be prioritized. Create protected bikeways that enable rides of all ages and abilities to ride to their destinations. Support the electrification of Caltrain and further improvements to the corridor to make service more reliable. Collaborate extensively with Bart and Muni to enable additional service into San Mateo County. Consolidate fragmented transit providers in San Mateo County under one department of transportation. These are just a couple of examples of what could be the focus of the plan.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
49	10/22/2016	SurveyMonkey	Setting VMT and GHG reduction targets/measures		Please work towards a truly environmental sustainable and equitable transportation plan. The current drafts and trajectory point towards a "business as usual" approach to more road building which has been proven time and time again as ineffective in solving the regions mobility issues. Set greenhouse gas reduction targets, mode share targets and incentivize land uses which meet the states new VMT CEQA laws. The current draft of the plan essentially states "lots of people drive and continue to drive, therefore we need to plan for more driving." This is not planning.	Goals to reduce to per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
50	10/25/2016	SurveyMonkey	Equity analysis		1) Plan does not meet MTC's revised guidelines for Countywide transportation plans (ex. doesn't show how it will address needs identified in the community based transportation plans).	An Equity Analysis was developed as a supplement to the CTP.
			Setting VMT and GHG reduction targets/measures		2) Doesn't calculate the plan's VMT increases or show how it meets the region's GHG reduction goals through the Sustainable Communities strategy	Goals to reduce to per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
			Other suggestions		3) Doesn't meaningfully address barriers (frequency, reliability, cost) of being transit dependent in San Mateo County.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
51	10/25/2016	SurveyMonkey	Other suggestions		I feel like Caltrain should be a major priority because it seems like the best way to get cars off of 101. Right now, it's extremely overcrowded during commute times, which is a wonderful problem to have because it means there's plenty of demand. Here are the things that I think would make it even more utilized: - An official Caltrain app that tells riders if their trains are running late and why (right now twitter and third party apps are the only way to get information about these things, and they're spotty and often inaccurate). It would be extremely easy and cheap to have GPS units in each train and map their progress on an app. - Never run smaller Caltrains during the rush hour. Most of the trains are already the bigger variety, but it's not infrequent that a smaller train will run during commute hours and be completely packed with no room to even stand. - Run limited/express service later into the evenings. People currently can't really use Caltrain if they're traveling to the city for dinner or evening activities which adds lots of cars to 101.	Thank you for your suggestions. These can be considered in future updates of the CTP.
52	10/25/2016	SurveyMonkey	Other suggestions		I support more spending for bike infrastructure, especially along El Camino. Providing safe alternatives to cars for local users is a key way to cut down on congestion on city streets.	Thank you for your suggestions. These can be considered in future updates of the CTP.
53	10/31/2016	SurveyMonkey	Performance measures		There is a lack of quantifiable performance measures for most of the goals. If we don't measure, we won't know how we are doing. It's also not clear how the funds spent will improve the climate, or other values.	Appendix A includes performance measures for the objectives included in the CTP. Additional measures can be considered in future updates of the CTP.
			Projects and funding to achieve modal balance objectives		The proposed funding massively favors cars, and has hardly anything for bicycles. I really don't see enough detail on how spending the money will reduce our carbon emissions.	The projects listed in Appendix B of the CTP are the result of the Regional Transportation Plan (RTP) update process. New projects were not developed as part of the CTP, but can be considered in future updates to the RTP and CTP.
			Public input and approval process	Comment on public outreach	Were there any public meetings?	In addition to the public meetings, comments were accepted through the C/CAG website and via email to C/CAG staff. The plan will follow a process for adoption through the CMP Technical Advisory Committee and CMEQ Committee, with final approval by the C/CAG Board. These meetings are public and notices of upcoming meetings are posted on the C/CAG website.
54	10/26/2016	SurveyMonkey	Other suggestions		It is ambitious, and all Caltrain road crossings should be grade-separated in San Mateo county.	Thank you for your suggestion. This can be considered in future updates of the CTP.
55	10/27/2016	SurveyMonkey	General comment		Idea of for pay lanes is bad. I moved from the east bay to avoid the havoc caused by the tolls put up near the Altamont	Thank you for your comment.

No.	Date	From	Theme	Comment Type	Comment	Response
56	10/27/2016	SurveyMonkey	Other suggestions	Suggestion	For the large cover photo, please consider a photo that reflects the goals/visions of the Plan and that shows bicyclists, pedestrians, transit users, and motorists, including facilities for all (bikeways, sidewalks, bus stops, lighted crosswalks, etc.) I don't see any sidewalks, pedestrians, bicyclists, or even any people in the main cover photo. Thank you.	Thank you for your suggestion. This can be considered in future updates of the CTP.
57	10/28/2016	SurveyMonkey	Setting VMT and GHG reduction targets/measures		VMT only addresses GHG emissions while traveling, not the multiple impacts of congestion, including idling motors and lost time. Even a significant shift to EVs will not reduce driving and cars on the road.	Goals to reduce to per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
58	9/27/2016	Public Meeting #1	General comment	Public Meeting	Q1: On a general level, yes. Improvements are definitely needed. Streamlining the county's goals is a move in a good direction; no matter if it takes some time.	Thank you for your comment.
			General comment	Public Meeting	Q2: For our community, improving congestion, where there was none or much less. Unfortunately changing infrastructure is a major task. So looking at improving alternative modes to be more efficient and attractive will help. For the county, the above applies, but of course on a larger magnitude.	Thank you for your comment.
			General comment	Public Meeting	Q3: motorist- congestion; bicyclist- availability, safety; pedestrian- safety; transit user- lack of ease, accessibility, time-effectiveness, cost-effectiveness	Thank you for your comment.
			Information on stormwater/ pollution prevention	Public Meeting	Q4: Complete streets- consider drainage improvements/effects and utility coordination and improvements. Something not metioned at the presentation, so curious how much these are considered.	Additional information on Stormwater and Pollution Prevention was added to the discussion of Roadways and is addressed in the Parking policies.
			Other suggestions	Public Meeting	Q5: HOV or managed lanes, where real estate of lanes is lacking. Have you considered time-restraints, i.e., HOV lane during hour only to rush?	Thank you for your suggestion. This can be considered in future updates of the CTP.
59	9/28/2016	Public Meeting #2	General comment	Public Meeting	Q1: I need to study more. I love to see the ITS on the charts!	Thank you for your comment.
			Improved Transit Service/ Multimodal Options	Public Meeting	Q2: ITS to enable vehicles and pedestrains to move at reasonable rates vs. waiting for a light change. Funding to make it "all" happen. All = public transportation that covers our entire city and connections to regional public transit and last mile opportunities.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
			Improved Transit Service/ Multimodal Options	Public Meeting	Q3: Ability to connect to Bart, Caltrain and bus service - last mile. Ability to have bicycle- carry it or have areas where bicycles can be rented.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
			Incorporation of shared, electric, connected and automated vehicle technologies	Public Meeting	Q4: ITS- "full connected car" abilities. I am told even older cars can become "connected."	The CTP is supportive of technologies, policies and initiatives that improve safety and efficiency for all users of the transportation system. Information on new technologies and initiatives can be considered in future updates of the CTP.

No.	Date	From	Theme	Comment Type	Comment	Response
			General comment	Public Meeting	Q5: Funding. Thank you for being here, listening, taking public input throughout. I am sure people are very interested.	Thank you for your comment.
60	9/28/2016	Public Meeting #2	Bicycle and Pedestrian Safety	Public Meeting	Q2: Sidewalks and main street crossing need attention for those with mobility devices to access public transit.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
61	9/28/2016	Public Meeting #2	Bicycle and Pedestrian Safety	Public Meeting	Q2: Pedestrian and cyclist safety.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
62	9/28/2016	Public Meeting #2	Other suggestions	Public Meeting	Q2: Reducing new office space development; we cannot solve the traffic problem until we stop making it worse.	Thank you for your suggestion. This can be considered in future updates of the CTP.
63	9/28/2016	Public Meeting #2	Projects and initiatives in development	Public Meeting	Q4: Burlingame 101 Exchange now adds time to commuters and residents in Lyon Hoag neighborhood to Rollins Ave need 3 signal lights as opposed to 1 to get off freeway and get to Rollins Ave, also signals for left turning onto street before RR tracks isn't signed to train closings	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
64	9/28/2016	Public Meeting #2	Information on stormwater/ pollution prevention	Public Meeting	Q4: Use of green technology: pavers, pervious concrete, porous asphalt on streets or specific lanes on streets (parking lanes, dedicated bike paths).	Additional information on Stormwater and Pollution Prevention was added to the discussion of Roadways and is addressed in the Parking policies.
65	9/28/2016	Public Meeting #2	Other suggestions	Public Meeting	Q4: Convert carpool lanes to mass transit lanes with mass transit 4 or more people per vehicle, this allows lyft and uber to provide door to door service.	Thank you for your suggestion. This can be considered in future updates of the CTP.
66	9/28/2016	Public Meeting #2	Other suggestions	Public Meeting	Q4: Build the 880/580 bridge run Bart across it and connect Milbrae and Castro Valley Bart stations.	Thank you for your suggestion. This can be considered in future updates of the CTP.
67	9/28/2016	Public Meeting #2	Other suggestions	Public Meeting	Q4: Build Expressway from South 101 to Dumbarton Bridge that bypasses downtown East Palo Alto.	Thank you for your suggestion. This can be considered in future updates of the CTP.
68	9/28/2016	Public Meeting #2	Other suggestions	Public Meeting	Q4: Convert Woodside Rd into a freeway from 101 to El Camino; close Bay St intersection; convert Spring St into a 20' wide bike pedestrian overpass.	Thank you for your suggestion. This can be considered in future updates of the CTP.
69	9/28/2016	Public Meeting #2	Other suggestions	Public Meeting	Q5: need more \$ for paratranist especially as County ages; need more options for those who need both paratransit and fixed route transportation depending on weather and disability good or bad days	Thank you for your suggestion. This can be considered in future updates of the CTP.
70	9/28/2016	Public Meeting #2	Other suggestions	Public Meeting	Q5: Since most new housing for SM County will be in the Central Valley, we need high speed mass transit from SMC all the way to the Central Valley.	Thank you for your suggestion. This can be considered in future updates of the CTP.
71	9/28/2016	Public Meeting #2	Incorporation of shared, electric, connected and automated vehicle technologies	Public Meeting	Q5: Encourage lyft/uber to provide last mile mass tranist driver and 3 passenger (car)/5 passenger (minvan) shared rides.	The CTP is supportive of technologies, policies and initiatives that improve safety and efficiency for all users of the transportation system. Information on new technologies and initiatives can be considered in future updates of the CTP.
72	9/28/2016	Public Meeting #2	Improved Transit Service/ Multimodal Options	Public Meeting	Q5: I use bike train bike to commute and I love it; the problem is not enough bike space on the trains, we need to scale bike space on trains with growth of bike train bike ridership.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.

No.	Date	From	Theme	Comment Type	Comment	Response
73	9/29/2016	Public Meeting #3	Vision Zero	Public Meeting	Q1: Yes, please add "Vision Zero" to your policies	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system. Information on vision zero policies can be considered in future updates of the CTP.
			Bicycle and Pedestrian Safety	Public Meeting	Q2: Bicycling, walking, and public transportation.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
			Bicycle and Pedestrian Safety	Public Meeting	Q3: Lack of safety, lack of connectivity, lack of protection and awareness. Almost complete auto dependency for most households, terrible sidewalks.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
			Improved Transit Service/ Multimodal Options	Public Meeting	Q4: (CCAG improvements) Focus on implementing robust bicycle and ped infrastructure improvements and prioritize safe routes to school to set the tone. Collaborate and coordinate with transit agencies. We should have world class public transit systems in the region.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
			Other suggestions	Public Meeting	Q5: Add equity to the "E's". Do a data driven approach to making our environment safer for multimodal options that put people first.	Thank you for your suggestion. This can be considered in future updates of the CTP.
74	9/29/2016	Public Meeting #3	General comment	Public Meeting	Q1: The need to improve and expand public transportation.	Thank you for your comment.
			General comment	Public Meeting	Q2: Increase public transportation options by having more routes available and longer times.	Thank you for your comment.
			Improved Transit Service/ Multimodal Options	Public Meeting	Q3: Not having a smooth public transportation route that connects the peninsula to the east bay (around the bay area).	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
			Other suggestions	Public Meeting	Q4: Need to look at local streets that bottleneck during traffic hours and work with the cities to come up with solutions. They should be required to address traffic issues, i.e., El Camino between Encinal and Middle Ave.	Thank you for your suggestion. This can be considered in future updates of the CTP.
			Other suggestions	Public Meeting	Q5: This is a Bay Area issue- all the counties should be working together to find solutions. Traffic crosses county borders. Ideally Bart should run all around the Bay Area.	Thank you for your suggestion. This can be considered in future updates of the CTP.
75	9/29/2016	Public Meeting #3	General comment	Public Meeting	Q1: Yes, we need a broad, strategic, multi-modal approach.	Thank you for your comment.
			Other suggestions	Public Meeting	Q2: Land-use density near transit. Expand SamTrans toward Last Mile solutions. User-friendly connectivity of transportation services . Integrate lyft/uber, etc., with public transit. Encourage dramatic increase in carpooling. Aggressively pilot implementation of autonomous vehicle network.	Thank you for your suggestion. This can be considered in future updates of the CTP.
			General comment	Public Meeting	Q3: Shortage of the above (Q2).	Thank you for your comment.
			General comment	Public Meeting	Q4: We urgently need ALL of Q2.	Thank you for your comment.
			Improved Transit Service/ Multimodal Options	Public Meeting	Q5: Educate the public about how the real costs of private vehicle usage already far outweigh cost of existing and planned transit options. We don't need to "make transit cost-competitive with private vehicle use"- we need to understand and embrace the fact that it already is. We can't pave our way out of this- don't try to!	The CTP is supportive of policies and initiatives that improve multimodal transportation options.

No.	Date	From	Theme	Comment Type	Comment	Response
76	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q1: Need a more robust focus on active and public transportation modes. Tie climate, health, and active mode goals together with funding.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
77	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q1: Add specific active transportation initiatives. The goal should be to get people out of their cars, not to make driving easier.	Thank you for your suggestion. This can be considered in future updates of the CTP.
78	9/29/2016	Public Meeting #3	Setting VMT and GHG reduction targets/measures	Public Meeting	Q1: Need clear GHG reduction targets and modeshift targets and discrete reduction in SOVs of VMT per capita.	Goals to reduce to per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
79	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q1: Goals for bike share.	Thank you for your suggestion. This can be considered in future updates of the CTP.
80	9/29/2016	Public Meeting #3	Setting mode share targets for bicycles and transit	Public Meeting	Q1: Need goals for climate, mode shift (focused on dense areas).	The need to improve multimodal transportation is a major theme of the CTP. Mode shift targets are not established in the plan, but the forecast growth trips by mode for 2040 (see chapter 2) reflects the transportation investments proposed in the RTP and the CTP.
81	9/29/2016	Public Meeting #3	Projects and initiatives in development	Public Meeting	Q1: 1) San Mateo County cannot develop a transportation plan without including neighboring counties. 2) Restore and activate existing railroad from cities over Dumbarton Bridge IMMEDIATELY.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
82	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q1: Integrate San Mateo's plan into regional efforts in a more meaningful way. County by county approaches are not going to be successful in the long run, especially with housing prices being what they are.	Thank you for your suggestion. This can be considered in future updates of the CTP.
83	9/29/2016	Public Meeting #3	Vision Zero	Public Meeting	Q2: Safety- need Vision Zero for no deaths/serious injuries on roads, driver/ped/bike.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system. Information on vision zero policies can be considered in future updates of the CTP.
84	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q2: Improving mobility and reducing GHGs.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.

No.	Date	From	Theme	Comment Type	Comment	Response
85	9/29/2016	Public Meeting #3	Vision Zero	Public Meeting	Q2: Regional integration of public and active transportation modes. Safe routes to school and Vision Zero top priority.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system. Information on vision zero policies can be considered in future updates of the CTP.
86	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q2: Make El Camino real safe for bicycling and walking. Set a % goal for bicycle increase.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
87	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q2: 1) Appropriate signals for Willow Rd between 101 and 84. 2) DO NOT change 101/Willow interchange. A decades old plan will only make the situation worse.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
88	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q2: (Above comment) This is right about the planned change to Willow/101. \$70M to make things worse is a misallocation of resources.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
89	9/29/2016	Public Meeting #3	Setting mode share targets for bicycles and transit	Public Meeting	Q2: Set specific bike mode shift targets, as in the ped objectives. The bike objectives now read like a means to an end rather than a true objective.	The need to improve multimodal transportation is a major theme of the CTP. Mode shift targets are not established in the plan, but the forecast growth trips by mode for 2040 (see chapter 2) reflects the transportation investments proposed in the RTP and the CTP.
90	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q2: Improve public transit options for seniors. Reduce the need to drive our cars.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
91	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q2: Walk/bike/transit with carpool bikeshare/rideshare supplement.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
92	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q2: Housing to reduce need to commute.	Thank you for your suggestion. This can be considered in future updates of the CTP.
93	9/29/2016	Public Meeting #3	Vision Zero	Public Meeting	Q3: Adopt Vision Zero as part of the roadway system goals.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system. Information on vision zero policies can be considered in future updates of the CTP.
94	9/29/2016	Public Meeting #3	General comment	Public Meeting	Q3: No bike swarms. Bikers need to respect rules of road. Use Alameda as alternative to El Camino no left turns.	Thank you for your comment.

No.	Date	From	Theme	Comment Type	Comment	Response
95	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q3: More protection needed for bicyclists and peds. Start with El Camino!	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
96	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q3: More frequent Caltrain service, integrated transit fares and schedules.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
97	9/29/2016	Public Meeting #3	General comment	Public Meeting	Q3: Mandate work hours to off peak. Bart, Bart, Bart.	Thank you for your comment.
98	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q3: Bike safety- need for protected intersections, more traffic-separated bike lanes and green paint for bike/car conflict zones.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
99	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q3: No SAFE routes identified. 1)Children need additional signage for their safety. 2)Pedestrians need safe walking area not shared with hi-speed cyclists. 3)Transit stops must be more frequent. 4) Willow and University need overpasses to 84.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
100	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q3: El Camino is not safe for bicycles. This needs to change.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
101	9/29/2016	Public Meeting #3	General comment	Public Meeting	Q3: Public transportation options are soul crushing. Those running the agencies need to use the services and actually ride bikes to experience.	Thank you for your comment.
102	9/29/2016	Public Meeting #3	Vision Zero	Public Meeting	Q4: Protected bike lanes on ECR as the GBI project. Vision Zero. Nimble, electric fleet of bus routes.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system. Information on vision zero policies can be considered in future updates of the CTP.
103	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q4: Menlo Park: reconstruct US 101 Willow interchange.	Thank you for your suggestion. This can be considered in future updates of the CTP.
104	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q4: Mobility as a Service (MaaS) and transportation alternatives (to SOVs).	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
105	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q4: We need BRT orthogonal to Caltrain stations, not parallel. People select travel route based upon how much time it takes to get from A to B.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
106	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q4: Protected bike lanes on ECR.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
107	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q4: More grade separations/Caltrain corridor. Caltrain capacity increase.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
108	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q4: Railroad.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.

No.	Date	From	Theme	Comment Type	Comment	Response
109	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q4: Dumbarton Rail.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
110	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q4: Make ECR safe for pedestrians and bicyclists.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
111	9/29/2016	Public Meeting #3	General comment	Public Meeting	Q4: Less road widening-> induced demand-> more traffic and pollution/GHG.	Thank you for your comment.
112	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q4: Increase the number of grade separation between vehicle and road.	Thank you for your suggestion. This can be considered in future updates of the CTP.
113	9/29/2016	Public Meeting #3	Projects and funding to achieve modal balance objectives	Public Meeting	Q5: The planned projects are mostly around roadway expansion, which is out of step with the goals to increase alternatives to driving.	The projects listed in Appendix B of the CTP are the result of the Regional Transportation Plan (RTP) update process. New projects were not developed as part of the CTP, but can be considered in future updates to the RTP and CTP.
114	9/29/2016	Public Meeting #3	Setting VMT and GHG reduction targets/measures	Public Meeting	Q5: Please adopt a GHG reduction goal for County transportation.	Goals to reduce to per-capita VMT and CO2 emissions are part of the Regional Transportation Plan (RTP) and calculated on a regional basis. The CTP does not set specific reduction targets for the county or analyze individual projects. The projects listed in Appendix B of the CTP were submitted to MTC for inclusion in the RTP update.
115	9/29/2016	Public Meeting #3	Bicycle and Pedestrian Safety	Public Meeting	Q5: Please have CCAG fund robust, systematic SRTs in SMC and work with cities to make it comprehensive and consistent.	The CTP is supportive of policies and initiatives that improve safety for all users of the transportation system.
116	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q5: 101 and 280 cannot be easily widened. For N-S travel, improving Caltrain is the only physical improvement. Encouraging more shuttles on 101 and 280 is a time efficient solution to improving throughput.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
117	9/29/2016	Public Meeting #3	Public input and approval process	Public Meeting	Q5: Next time, please give a presentation on this information before you ask feedback from people. Havin gto ask officials individually for clarity is a poor way to effectively distribute information.	In addition to the public meetings, comments were accepted through the C/CAG website and via email to C/CAG staff. The plan will follow a process for adoption through the CMP Technical Advisory Committee and CMEQ Committee, with final approval by the C/CAG Board. These meetings are public and notices of upcoming meetings are posted on the C/CAG website.

No.	Date	From	Theme	Comment Type	Comment	Response
118	9/29/2016	Public Meeting #3	Financial analysis	Public Meeting	Q5: On revenue: please distinguish between \$ for new projects vs. maintenance.	The discussion of transportation funding and finances in the CTP is based on high-level information. Additional financial analysis can be considered in future updates of the CTP.
119	9/29/2016	Public Meeting #3	Improved Transit Service/ Multimodal Options	Public Meeting	Q5: All developments should consider LOS traffic impacts and be assessed TIFs sufficient to pay for mitigations. Expand park and ride lots, transit parking lots for cars and bikes and encourage carpooling.	The CTP is supportive of policies and initiatives that improve multimodal transportation options.
120	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q5: Menlo park, like many others, is allowing traffic congestion to worsen without attempting to mitigate it. It can and should. 81% of commuters drive. This can be done without harming biking and public transit.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.
121	9/29/2016	Public Meeting #3	Other suggestions	Public Meeting	Q5: TDM should be for resident not just employment (see Bay Meadows City of San Mateo).	Thank you for your suggestion. This can be considered in future updates of the CTP.
122	12/19/2016	David Small, Executive Director, BAY MARINAS, LLC	Projects and initiatives in development	Suggestions	USAREI has formed Bay Marinas, LLC to pursue the development of mixed-use marinas including public ferry service on two of its sites, the first in Burlingame at 101/Broadway, the other to follow in Foster City at the base of the San Mateo Bridge. Burlingame Pier is a privately sponsored \$2.5b public benefit project, where such public benefits include economic (Commerce), transportation (Navigation) and environmental (Fisheries). Its location adjacent SFO and proximate Millbrae Station allows linking expanded ferry service to rail and air so one can access the region and the world without the need of a car, thereby promising to remove 20m cars or more from the Peninsula each year benefitting the environment and the economy with the public gathering place that is Burlingame Pier.	The CTP establishes a coordinated transportation planning framework for the county over the next 20+ years. Additional information on specific projects, corridor improvements, and new initiatives can be considered in future updates of the CTP.

EXECUTIVE SUMMARY

Vision and Goals

The San Mateo Countywide Transportation Plan for 2040 (SMCTP 2040) was conceived by San Mateo County leaders as a way to provide the county with a long-range, comprehensive transportation planning document that sets forth a coordinated planning framework and establishes a systematic transportation planning process for identifying and resolving transportation issues. SMCTP 2040 is intended to articulate clear transportation planning objectives and policies and to promote consistency and compatibility among all transportation plans and programs within the county. By doing so, SMCTP 2040 supports an integrated, system-wide approach to transportation planning that gives proper consideration to the countywide transportation network as a whole, not just in its constituent parts.

The central vision statement for the SMCTP 2040 is the following:

"Provide an economically, environmentally, and socially sustainable transportation system that offers practical travel choices, enhances public health through changes in the built environment, and fosters inter-jurisdictional cooperation."

The central vision is supported by more specific vision statements and goals for each element of the plan as indicated in **Table 1** and **Table 2**. These statements of vision and goals provide a framework for decision making that will guide countywide transportation investment, operation and management for the next two decades. The central theme of the statements is that a coordinated, multimodal approach that relies on advanced technologies and management practices will be required to meet the growing and changing transportation needs of San Mateo County.

Table 1: Countywide Transportation Plan 2040 Statements of Vision and Goals

Category	Vision	Goal
Land Use & Transportation	A San Mateo County transportation system that is safe and convenient for all people whether travelling on foot, by bicycle, via public transportation, or in an automobile, to reach places they wish to go.	Integrate transportation and land use plans and decisions in support of a more livable and sustainable San Mateo County.
Roadway System	A multimodal transportation network that contributes to the socio-economic and environmental health and safety of San Mateo County.	Enhance safety and efficiency on the countywide roadway system to foster comfortable, convenient, and multimodal mobility.
Bicycles	A San Mateo County in which bicycling for both transportation and recreation is safe, comfortable, and convenient.	Provide people with viable travel choices and encourage use of healthy, active transportation through a safe, continuous, convenient and comprehensive bicycling network that reduces reliance on the automobile for short trips.

Table 2: Countywide Transportation Plan 2040 Statements of Vision and Goals - Continued

Category	Vision	Goal
Pedestrians	A San Mateo County in which walking for both active transportation and recreation is safe, comfortable, and convenient.	Promote safe, convenient, and attractive pedestrian travel that promotes healthy, active communities while reducing reliance on the automobile for short trips.
Public Transportation	A public transportation system in San Mateo County that provides essential mobility for all, offers a competitive alternative to the automobile, and contributes to environmental and socio-economic well-being.	Develop and maintain a seamless, safe and convenient public transportation system in San Mateo County.
Transportation System Management and Intelligent Transportation System (ITS)	A San Mateo County in which the transportation system is safe, efficient, cost-effective, and environmentally responsible.	Manage travel efficiently through supply-side measures, including low-cost traffic operations improvements and use of technologies that reduce or eliminate the need for increases in physical capacity.
Transportation Demand Management (TDM)	A San Mateo County in which reliance on solo occupant motor vehicle travel is minimized.	Reduce and manage travel efficiently through demand-side measures, including land use planning and transportation demand management efforts at work sites.
Parking	Parking in San Mateo County that is a “right-sized” balance of supply and demand, supportive of Transit Oriented Development and Sustainable Communities Strategies, intuitive to use, and environmentally responsible.	Encourage innovations in parking policy and programs, including incentives for reduced parking requirements, and a comprehensive approach to parking management and pricing.
Modal Connectivity	Seamless travel within San Mateo County using different modes of transportation.	Integrate the roadway, public transit, and non-motorized transportation networks to advance system efficiency, effectiveness, and convenience.
Goods Movement	Goods movement that supports an economically and environmentally sustainable San Mateo County.	Foster safe and efficient goods movement on the San Mateo County transportation network compatible with countywide economic development and environmental policies.
Finance	Sustainable funding sources to maintain, operate, optimize, and expand all modes of the transportation networks in San Mateo County.	Seek and protect transportation revenues to maintain existing transportation infrastructure and investments, and to improve all modes of transportation systems within San Mateo County in a balanced fashion.

Challenges and Opportunities

As San Mateo County undertakes the adoption of SMCTP 2040, it faces a number of challenges and opportunities that influence and shape the plan's content. A summary of the most significant challenges is provided below.

Rapidly Growing Economy – Booming Technology Sector

One of San Mateo County's greatest challenges for the future is also one of its greatest strengths. San Mateo County is fortunate to have one of the most robust economies for technology research, development and production. Even during the difficult economic times of the recession of 2008-2010, San Mateo County fared better than the Bay Area as a whole and better than the rest of California. Unemployment in San Mateo County reached a high of 8.8% in January 2010, which was the second lowest of any county in California and well below the statewide unemployment rate of 12.6%. By February 2016, the unemployment rate in San Mateo County had fallen to 3.0% and was the lowest of any county in the state. The statewide unemployment rate in California was 5.7% in February 2016 and nationwide was 5.2%². With the expected growth of the technology sector in the county, it will be a major challenge for the transportation agencies of the county and the region to provide transportation services that keep up with the needs of these industries and their employees.

Trips into and out of the county – Requires Regional Approach

The combination of a robust economy and a limited housing supply has resulted in significant amount of commuting across county lines for San Mateo County residents and employees. In 2015, approximately 60 percent of home-based work trips crossed the county borders. The number of daily work trips into and out of the county is forecast to increase by 107,500, or 24 percent, between 2015 and 2040. Not only does the high level of cross-county commuting involve long commutes, but also serving the trips requires close coordination with the surrounding counties of San Francisco, Santa Clara and Alameda and the regional transportation agencies serving those counties.

Limited Right of Way for Major Freeway Corridors

The long commutes coupled with the highly dispersed employment locations within San Mateo County make commuting by private automobile a choice for many who live or work in the county. Growth in jobs within the region and particularly the counties along the peninsula will only increase the demand for private automobile use. For a largely built out urban county like San Mateo County, expanding freeways and other roadways to meet the growth demand is difficult because of limited right of way. Most heavily used roadways in the county are built out to the limits of the right of way with houses, businesses or other existing land uses bordering the state right of way. Expansion of the most congested roadways would require relocation of residences or businesses and produce potentially significant social or environmental impacts.

Aging Population – Large Increase in Working and Retired Seniors

Like in most urban counties in the U.S., the population in San Mateo County is aging. In 2040, there will be a significantly larger share of the population over 65 years old and a larger share of the population over 65

²Bureau of Labor Statistics, http://www.bls.gov/regions/west/news-release/unemployment_bayarea.htm.

still working. This will have an effect on the transportation needs of the county's residents and the behavior of the travelers. As the aging of the population occurs, many people will be unwilling or unable to drive themselves and become more reliant on public transportation or being driven by others. Because a larger share of the senior population will continue to work, this increasing demand for public transportation and ridesharing services will affect commute and non-commute travel.

Emerging Trends in Transportation Technology and Shared Mobility Options

Recent advancements in technology have already produced significant changes in how transportation services are being provided in the Bay Area, and many more advancements appear to be on the not-too-distant horizon. Significant advances have occurred in sensor-based infrastructure, communications, traveler information, shared mobility, connected and automated vehicles, urban automation, and electric vehicles. Many of these promising technologies have the potential to increase traveler safety, increase mobility, reduce congestion and provide transportation services more efficiently as well as reduce greenhouse gas and other pollutant emissions.

Increases in the availability of real-time information about transit services, shared-use services, parking availability and traffic conditions has significantly increased the level of information of transportation options for travelers and the geographic nature of transportation needs for service providers. These improvements have resulted from advances in Global Positioning System (GPS) and sensor-based technologies as well as advanced communications systems.

Communication technologies and smartphone apps have already made possible shared mobility options, such as Uber and Lyft, which allow private individuals to offer a variety of door-to-door and group-ride services using their private vehicles. This has produced a more ubiquitous mobility service in areas not easily served by public transportation and at a lower cost than conventional taxi service. These options are expected to reduce the demand for privately-owned vehicles by making more options available. Smart parking technologies, including variable and demand-responsive pricing, have the potential to reduce congestion and greenhouse gas (GHG) emissions by increasing the turnover and productivity of parking spaces.

Connected and Automated Vehicles (CV/AV) have the potential to almost immediately improve traveler safety by introducing collision-avoidance features and reducing congestion by reducing delay caused by collisions. Ultimately, the CV/AV technologies will produce efficiency in the use of street space once there is widespread adoption and thus reduce overall congestion. New cars with CV/AV technologies may also improve mobility for travelers with special needs if the CV/AV features allow drivers to overcome disabilities by using automation features.

Fully automated vehicles, though probably some years away in terms of high level of private or public use on public streets, will ultimately make possible driverless operations that will allow commuters to make more efficient use of their commute time. Driverless cars may also reduce parking needs by dropping off passengers and returning to a home location or proceeding with other pick-ups or drop-offs. If deployed for shared-use, automated transit vehicles have the potential for long-term cost savings. The rapidly increasing use of all-electric vehicles will also change the relationship between transportation and GHGs. Electric vehicles have the potential to significantly reduce GHG emissions and therefore reduce the impact of transportation on global climate change.

Increased Emphasis on Reducing Vehicle Miles Traveled and Greenhouse Gas Emissions and Less Emphasis on Traffic Delay

Over the past ten years, concern for global climate change has led to some transformative legislation in California. In 2008, Senate Bill (SB) 375, the “Sustainable Communities Act” was passed to ensure closer integration of land use and transportation planning with the aim of reducing greenhouse gas emissions in California. As instructed by the Act, the California Air Resources Board (CARB) set regional targets for greenhouse gas emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the State’s metropolitan planning organizations (MPOs). In 2013, the Metropolitan Transportation Commission (MTC) adopted Plan Bay Area which identified how the Bay Area would meet its GHG emission reduction targets.

Senate Bill 743, adopted in September 2013, included elements designed to encourage the type of land-use development encouraged by SB 375 and MTC’s Plan Bay Area. The act had three primary objectives:

1. No longer consider roadway Level of Service (LOS) as an environmental impact under California Environmental Quality Act (CEQA) – keep LOS concerns from discouraging efficient land use patterns and multimodal transportation services
2. Introduce changes in Vehicle Miles Traveled (VMT) or VMT per capita as a determinant of environmental impact
3. Use the consideration of VMT as an impact in CEQA as a mechanism for achieving state and regional GHG reduction goals

Under SB 743, vehicle delay-based measures will no longer be considered a significant impact under the CEQA; changes in VMT will be considered an environmental impact under CEQA if the increase in VMT exceeds a pre-specified threshold level.

On January 20, 2016 the Governor’s Office of Planning and Research issued a revised proposal on updates to the CEQA Guidelines on evaluating transportation impacts in CEQA, and these guidelines will ultimately define how SB 743 will affect transportation planning in California. Initially, the updated Guidelines will be implemented in Transit Priority Areas (TPAs) only, or locations within a half mile of a transit station or along a high-quality transit corridor. Within two years after the Guidelines are formally adopted, LOS will no longer serve as a CEQA threshold, regardless of proximity to transit, and changes in VMT in excess of the threshold will be considered an environmental impact. Local jurisdictions, subarea agencies like the Regional Transportation Planning Committees (RTPCs), county agencies, regional agencies and state agencies will continue to have the option of evaluating consistency with formally stated policies regarding LOS, but the impact of a project exceeding the policy standard will not be considered an environmental impact. Furthermore, capacity-increasing measures that might be proposed to mitigate the exceedance of an LOS standard may themselves produce significant environmental impacts if they result in an increase in VMT in excess of an established threshold.

Approach

There is no single simple solution available to address current and future congestion, environmental, and energy issues that arise from the San Mateo County transportation system. Instead, a combination of multimodal transportation investments, application of advances in electronics and communications, enhanced participation of employers in transportation demand management, transportation facilities

pricing policy, local land use policy, and individual actions by those who live and/or work in San Mateo County will be necessary to create more beneficial outcomes from the San Mateo County transportation system.

Enhancing Transit Capacity, Service Frequency and Connectivity

A variety of coordinated programs designed to provide multimodal choices for travel for most trips will decrease reliance on the private automobile by 2040. Although a majority of trips in San Mateo County in 2040 are still expected to be by private automobile, public transit investment will carry a significantly increasing share of travel. Significant investment in public transportation will be required to ensure that there is adequate capacity to absorb this increasing share and to ensure that the transit services are connecting the appropriate origins and destinations with a competitive travel time. The most important markets for improved transit service will be commuters because of the potential to reduce peak period congestion and residents who have limited options because of age, disability or income. Both of these markets are expected to increase significantly by 2040. San Mateo County is one of the most dramatic growth markets for jobs because of the success of high technology industries in the county and in adjacent counties. Like all of the counties in the Bay Area, the population in San Mateo County is also aging. The Baby Boomer generation is approaching retirement age, and by 2040, this will result in a higher number of residents needing mobility options other than driving alone.

Getting the Most out of Existing Roadway Infrastructure – Managed Lanes, Intelligent Transportation Systems (ITS) and Transportation Systems Management (TSM)

Significant increases in roadway capacity are not feasible in San Mateo County because of funding limitations, constrained rights of way in many locations, and environmental concerns, including greenhouse gas emissions effects. Investments in advanced electronics and communications on the roadway system, such as managed lanes, ITS and TSM, can, however, improve motor vehicle traffic operations and moderate the effects of increased congestion. Automated collection and processing of traffic flow data is making possible new methods for optimizing traffic flow management and for informing travelers of traffic conditions that will allow them to make smarter choices for route, mode of travel or time of travel.



Managing Demand through Employer-Based Trip Reduction Programs, Parking Policy and Pricing

There is great scope for private action to reduce congestion, including increased availability of telecommuting and teleconferencing alternatives for workers, optimized travel route choice through use of on-board GPS navigation systems and smart phones, and transportation demand management efforts by employers. Changes to parking policies, such as reduced parking requirements for new development, is another potential tool for reducing drive-alone trips. There is also scope for wider application of pricing mechanisms, including congestion pricing on freeways and variable parking pricing in cities, as a means to moderate the growth of automobile travel within San Mateo County.

Improving Safety for Pedestrians and Bicyclists

Interest in walking and bicycling, whether as a mode of travel, as a means to get to transit, as a recreational activity or for health reasons, has increased dramatically in the past decade in San Mateo County as it has elsewhere in the Bay Area. Many more residents are walking and bicycling, but often on or along roads that were designed for automobile travel and not necessarily for pedestrians or bicyclists. Significant investments in pedestrian and bicycle facilities will enhance safety for non-motorized travel as well as contribute to healthier, more active communities.

Major Initiatives

Land Use and Transportation Integration

Local land use policy can be effective in fostering transit-oriented development and mixed-use urban and suburban villages, areas in which walking, cycling, and transit use are more convenient and more practical. Most of San Mateo County is characterized by comparatively low density and by separation of land use types. This low-density development pattern tends to support dependence on automobile use. Policies by local jurisdictions can promote development at higher densities in proximity to downtowns, public rail stations and along major bus transit service corridors. Local policies can also encourage greater mix of uses bringing housing, jobs and retail in closer proximity so that walking and bicycling becomes feasible travel options. These initiatives by jurisdictions within

San Mateo County are consistent with the regional Sustainable Communities Strategy developed by the Metropolitan Transportation Commission and the Association of Bay Area Governments (ABAG) in response to SB 375 and incorporated in Plan Bay Area (the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area 2013–2040, adopted July 18, 2013). The Sustainable Communities Strategy encourages the concentration of future development in the Priority Development Areas (PDAs), which have been identified as the best locations



to increase densities and mix of uses near transit and existing urban services. Locations of particular importance are the PDAs at the Millbrae Intermodal Station, near other Caltrain and Bay Area Rapid Transit (BART) stations and along El Camino Real, where the Grand Boulevard Initiative is being implemented to increase mixed-use development and densities along the densest bus transit services in the county.

Implementing Managed Lanes on US 101

Implementing managed lanes on US 101 through the county will provide a significant new opportunity to enhance mobility through an increase in capacity and management of travel demand. By providing a travel-time advantage for higher occupancy vehicles, completion of the US 101 managed lanes will encourage commuters to carpool or to use the transit services that will make use of the lanes. In addition, managed lanes may be developed as Express Lanes to allow for pricing mechanisms to manage the performance of the lanes, including time periods outside the peak commuting times, and provide revenues for further improvement of the corridor.

Integration with BART, Caltrain and High Speed Rail

BART, Caltrain and ultimately High Speed Rail will provide high-capacity transit service to, from and within San Mateo County. These three services will be essential to meeting the projected growth of inter-county commuting by people living or working in San Mateo County. While these services will provide high capacity for moving commuters during the peak periods, they will not directly serve the locations where many of the commuters live or work. Effective use of BART, Caltrain and High Speed Rail will require an increase in local bus services or shuttles that link the stations on these services with trip origins and/or final destinations in the county. Improvements in bicycle and pedestrian access, integration of land use around transit stations and effective management of pick-up and drop-off activity will also enhance the first and last mile connections to transit stations.

Millbrae Intermodal Station is of particular importance in integrating transit modes and station access. The station has direct connections between BART, Caltrain, SamTrans, shuttles and San Francisco International Airport, is connected to bicycle and pedestrian networks, and is a planned High Speed Rail station.

Expanding SamTrans Express Bus and Commuter Services

With the significant growth of employment expected in San Mateo County by 2040, much of it in locations not directly served by BART, Caltrain and High Speed Rail, additional bus services with routing flexibility will be needed to capture some of the growth in commute trips. Continued growth in the number of commuter-oriented shuttle services as well as new or expanded express bus services will be needed to supplement the high-capacity rail services and the local bus services in the county.

Bus Rapid Transit or Transit Signal Priority

Continued travel growth in San Mateo County is expected, bringing with it additional congestion on the roadway system. Efficient and effective operation of bus and shuttle services within the county will become more difficult unless steps are taken to give priority to transit vehicles on the roadway system. This will include priority at traffic signals and priority use of special lanes where necessary to avoid congestion. These methods for giving priority to transit vehicles will save operating costs, increase the reliability of service and provide a greater travel-time advantage to transit with which to entice new riders. Full implementation of bus rapid transit, with frequent service, dedicated travel lanes and enhanced stations, has the potential to provide travel time savings of up to 25%.

Arterial Management

While the freeways in San Mateo County will be the backbone of the roadway system and will carry the greatest share of regional trips, the arterial system will also serve a critical role in regional mobility for movement of people and goods. The arterial system will continue to be the connection between the freeway system and local origins and destinations and will be the primary routes for bus transit services, goods pick up and deliveries and local travel within the county. Keeping all modes functioning efficiently and effectively will require management of the traffic flow on arterials through ITS elements for vehicle surveillance and advanced traffic signal systems that allow adaptation to changing conditions and priority to emergency or transit vehicles when appropriate.

Complete Streets

The Complete Streets Act of 2007 created by California Assembly Bill 1358 amended Government Code Sections related to General Plans and General Plan Guidelines. It required that commencing January 1, 2011, cities and counties modifying the Circulation Element of their General Plan must evaluate improvements that would provide a “balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the General Plan.” Each new update of the Circulation Element of a General Plan must document how this has been achieved in the plan update. MTC has developed guidance designed to ensure that all Bay Area projects that get federal funds through MTC are giving adequate attention to the needs of bicyclists and pedestrians. The guidance was designed to ensure that projects are consistent with area-wide bicycle and pedestrian master plans and will not adversely impact mobility for bicyclists and pedestrians. MTC and the ABAG have also required that local jurisdictions wishing to apply for grants under the One Bay Area Grant Program have an adopted Complete Streets section in the Circulation Element of their General Plan or have a Complete Streets Policy adopted by the governing body of the jurisdiction. All local jurisdictions in San Mateo County have met the MTC requirements of adopting Complete Streets Resolutions or policies in their General Plan, and as the jurisdictions implement the Complete Street policies, countywide coordination and funding of regional elements of the system will be necessary.

Implementation Process

The process for implementing the 2040 Countywide Transportation Plan for San Mateo County will require a continuing process of consensus building among the numerous local jurisdictions and regional agencies that have responsibility for planning or implementing transportation, housing and land use policy in the county. SMCTP 2040 has identified Statements of Vision, Goals, Policies and Objectives to cover the land use-transportation interactions and all modes of local and regional travel. The SMCTP 2040 also identifies major initiatives, the most significant of which are described in this Executive Summary. SMCTP 2040 provides a framework for establishing coherent and consistent policies that will affect transportation in the county, but it does not define the projects and programs needed to achieve those policies. The process of consensus building that follows adoption of the SMCTP will include achieving agreement on the initiatives that have been identified and programming of funds to implement the projects and programs of those initiatives.

C/CAG AGENDA REPORT

Date: February 9, 2017

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

From: Sandy Wong, Executive Director

Subject: Presentation on member agency progress toward meeting trash load reduction requirements in the Municipal Regional Permit.

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

RECOMMENDATION

Receive a presentation on member agency progress toward meeting trash load reduction requirements in the Municipal Regional Permit.

BACKGROUND

The Municipal Regional Permit (MRP) regulates discharge of pollutants in urban runoff from all municipalities in San Mateo County (as well as those in Santa Clara, Alameda, and Contra Costa Counties). The MRP is issued and enforced by the San Francisco Bay Regional Water Quality Control Board (Water Board). Provision C.10 of the MRP requires permittees to implement controls to reduce trash discharging from storm drain systems by specific amounts within specified timeframes, with the end goal of 100% trash load reduction or no adverse impact to receiving waters from trash by July 1, 2022.

Measures to reduce trash loading can include a large variety of possible controls, including product bans (such as the plastic bag and polystyrene foodware bans enacted throughout the county), street sweeping, public education, on-land cleanups, creek and shoreline cleanups, better management of solid waste disposal, pickup, and transport processes, abatement of illegal dumping, and installing filtering systems called “full-capture” devices within storm drain systems that remove everything over 5 mm in diameter.

Municipalities are required to implement an effective combination of controls to achieve mandated reduction limits, and verify compliance through on-land and water body assessments. Under the previous five-year term of the MRP (the MRP was reissued for its second term in November 2015), municipalities developed baseline trash loading estimates and trash load reduction plans and were required to reduce those baseline loads by 40% by July 1, 2014.

The current term of the MRP includes two enforceable limits: 70% reduction by July 1, 2017 and 90% by July 1, 2019. It also specifies a goal for reaching 60% by July 1, 2016. The March 8 Water Board meeting will include an informational item summarizing permittees’ progress toward meeting the 60% reduction goal and efforts to meet the 70% compliance milestone this July.

C/CAG staff and consultants will summarize efforts by C/CAG’s member agencies to meet the MRP trash load reduction requirements.

C/CAG AGENDA REPORT

Date: February 9, 2017

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive information on potential Bay Area Regional Measure 3

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

Recommendation:

That the Congestion Management & Environmental Quality (CMEQ) Committee receive information and conduct discussion regarding a potential Regional Measure 3.

Fiscal Impact:

None.

Background:

At the December 14, 2016 Commission Workshop, the Metropolitan Transportation Commission (MTC) conducted a discussion on potential Regional Measure 3 (RM 3) policy related issues. Draft principles, key policy considerations, and bridge toll facts are included in the attached MTC staff report (attached). RM3 would require State Legislation before a ballot measure can be placed before the voters to raise the Bay Area Bridge tolls, except for the Golden Gate Bridge, for transportation improvements related to those bridges.

Attachment:

- Metropolitan Transportation Commission (MTC) staff report on Regional Measure 3



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: December 8, 2016

FR: Executive Director

RE: Regional Measure 3

Background

Included in the Commission's Draft Advocacy Program for 2017 is a recommendation that the Commission sponsor legislation authorizing MTC to place on the ballot a measure asking Bay Area voters to approve a bridge toll increase to fund congestion relief projects for improved mobility in the bridge corridors. This memo and the attachments include information for your discussion and policy direction as we seek to pass legislation in 2017 to achieve this goal.

Attached to this memo are the following documents.

- A map showing the major investments included in Regional Measures 1 and 2 – RM1 and RM2 (Attachment A)
- Key Policy Considerations (Attachment B)
- Charts that include data on the county of origin of the toll payers, the relative size of the toll collections at each of the toll bridges and registered voter information (Attachment C)

Process


Unlike local sales tax measures where the Legislature has provided a general grant of authority to a county to create an expenditure plan to be placed on the ballot, RM1 and RM2 included an expenditure plan written and adopted by the Legislature as part of its normal bill passage process. The toll program is also unique in that it is regional in nature and the tolls are pooled together to fund projects throughout the bridge system. The toll revenue provides a benefit to those paying the fees (i.e. toll bridge users) or mitigates for the activity associated with the fees. As fees, toll increases are subject to a simple majority vote, rather than two-thirds. In the case of RM1 and RM2, and MTC's regional gas tax authorization statute, the vote is tallied region-wide, rather than county-by-county.

In 2003, when RM 2 was under consideration by the Legislature, then Senate Pro Tem Don Perata created a special Select Committee that held a number of public hearings to solicit public input on the expenditure plan. Concurrently, MTC hosted a Technical Advisory Committee that met monthly to provide interested parties — transit operators, CMA's and other stakeholders — an opportunity to propose projects and discuss the attributes of proposals as they emerged in an open public forum.

We expect a similar process to begin in earnest when the Legislature convenes in January 2017, with a goal of passing a bill in 2017 so that a measure can be placed on the ballot in 2018.

Workshop Focus

At your December workshop, staff hopes to solicit your guidance on the key policy considerations and draft principles outlined in Attachment B as well as any other related issues of concern to the Commission. We would expect to return to the Legislation Committee at regular intervals in 2017 to review further details about the Regional Measure 3 bill as it develops, including specific projects proposed for potential funding.



Steve Heminger

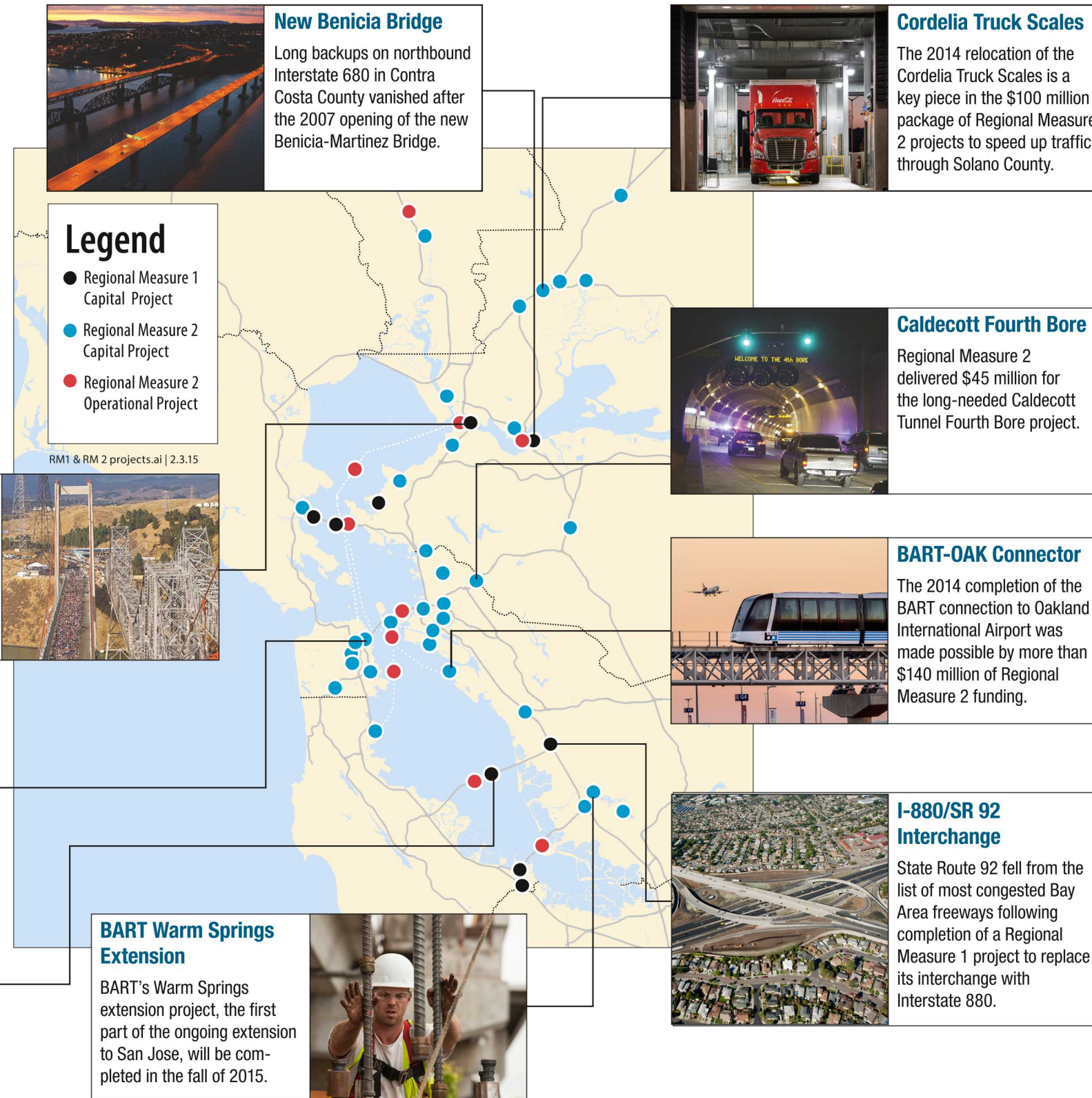
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Attachments



Voter Approved Toll Bridge Measures Deliver Big Returns

Year after year, in good economic times and bad, Bay Area residents rank transportation as one of their highest priorities. Voters have proved this time and again at the ballot box, including through the passage of Regional Measure 1 in 1988 and Regional Measure 2 in 2004. These measures raised tolls on the Bay Area's seven state-owned toll bridges — and delivered dozens of the most important transportation investments of the past generation.

With these projects now completed or under construction, it's time for voters to consider a third regional measure for the Bay Area's next generation of improvements.



REGIONAL MEASURE 1	Amount (\$ millions)
New Benicia-Martinez Bridge	\$1,200
Carquinez Bridge Replacement	\$518
Richmond-San Rafael Bridge Rehabilitation	\$117
San Mateo-Hayward Bridge Widening	\$210
I-880/SR 92 Interchange Replacement	\$235
Bayfront Expressway Widening	\$36
Richmond Parkway	\$6
US 101/University Avenue Interchange Improvements	\$4

REGIONAL MEASURE 2	Amount (\$ millions)
Transbay Transit Center ¹	\$353
e-BART/Hwy 4 Widening ²	\$269
BART to Warm Springs ^{1,2}	\$304
BART Oakland Airport Connector ¹	\$146
Solano Co. I-80 HOV Lanes & Cordelia Truck Scales ¹	\$123
SMART Rail	\$82
AC Transit Bus Rapid Transit ²	\$78
Transit Center Upgrades and New Buses (Regionwide)	\$65
I-580 HOV Lanes	\$53
Ferry Vessels ²	\$46
Caldecott Tunnel Fourth Bore	\$45
Transit Technology (Clipper®, 511®, Signals)	\$42
Contra Costa I-80 HOV Lanes	\$37
BART Tube Seismic Retrofit ²	\$34
San Francisco Third Street Light Rail	\$30
BART Central Contra Costa Crossover	\$25
Safe Routes to Transit Projects	\$23
Other Regional Projects	\$356
Transit Operations Support (Annual)	\$41

¹ Amount shown includes other toll revenue in addition to RM2
² Under construction

Draft Principles for Regional Measure 3

Bridge Nexus

Ensure all projects benefit toll payers in the vicinity of the San Francisco Bay Area’s seven state-owned toll bridges

Regional Prosperity

Invest in projects that will sustain the region’s strong economy by enhancing travel options and improving mobility in bridge corridors

Sustainability

Ensure all projects are consistent with Plan Bay Area 2040’s focused growth and greenhouse gas reduction strategy

State of Good Repair

Invest in projects that help restore bridges and transportation infrastructure in the bridge corridors

Demand Management

Utilize technology and pricing to optimize roadway capacity

Freight

Improve the mobility, safety and environmental impact of freight

Resiliency

Invest in resilient bridges and approaches, including addressing sea level rise

Regional Measure 3 – Key Policy Considerations



When should the vote take place?

We recommend either the primary or general election in 2018. This will require the Legislature to pass the enabling legislation no later than the end of August 2017.

How large of a toll hike should we seek?

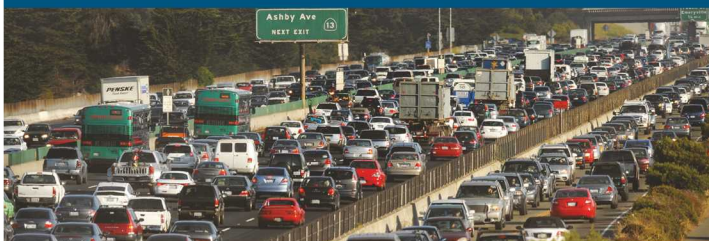
A comparison of the revenue yield from a \$1–\$3 toll surcharge as well as a comparison of toll rates on other bridges are shown in the tables below. A multi-dollar toll surcharge could be phased in over a period of years.

Toll Surcharge Amount	Annual Revenue	Capital Funding Available (25-year bond)
\$1	\$127 million	\$1.7 billion
\$2	\$254 million	\$3.3 billion
\$3	\$381 million	\$5.0 billion

Toll Rate Comparisons

Facility	Standard Auto Toll	Carpool Toll
BATA Bridges	\$5.00	\$2.50
Golden Gate Bridge	\$7.50/\$6.50 Plate/FasTrak	\$4.50
MTA Verrazano Narrows Bridge	\$11.08 ¹ /\$16.00 EZ-Pass/Cash	\$3.08 ^{1,2}
Port Authority of New York/New Jersey (Bridges and Tunnels)	\$10.50/\$12.50/\$15.00 Off-Peak/Peak/Cash	\$6.50

¹Results from EZ-Pass discount rate average rate, based on 24 trips





Which counties should vote on the toll increase?

Regional Measure 1 (1988) and Regional Measure 2 (2004) were placed on the ballot in only seven of the nine Bay Area counties; Napa and Sonoma were excluded. We propose that all nine counties be included in Regional Measure 3.

Should toll revenue be used for operating purposes?

If a portion of toll revenue is reserved for operating funding (such as to subsidize transit service), the capital funding shown in the table on the prior page would be reduced. For example, for every 10% of total revenue reserved for operating purposes under a \$2 toll scenario, the capital yield from toll revenue bonds would be reduced by approximately \$300 million. Accordingly, we recommend restricting operating funding to the smallest possible amount. If an operating program is created, we recommend establishing performance standards similar to those in Regional Measure 2 as a condition of funding eligibility.

Should congestion pricing be expanded?

The \$6 peak/\$4 off-peak weekday toll on the San Francisco-Bay Bridge has successfully reduced congestion on that span by encouraging some commuters to change their time or mode of travel. The \$6/\$4 differential toll also raises about the same amount of revenue as would a flat \$5 toll on that span. To further reduce congestion, we suggest consideration of a greater discount between the peak and off-peak rate for the Bay Bridge in Regional Measure 3.

Should a FasTrak® discount be authorized?

The Golden Gate Bridge district offers FasTrak Discounts to incentivize more drivers to sign up for FasTrak, since electronic toll collection significantly speeds up traffic throughput on the bridge. RM 3 is an opportunity to remove a statutory restriction that currently prohibits BATA from offering similar FasTrak discounts. We recommend pursuing this change to help reduce delays and associated emissions.

Should trucks pay an additional toll?

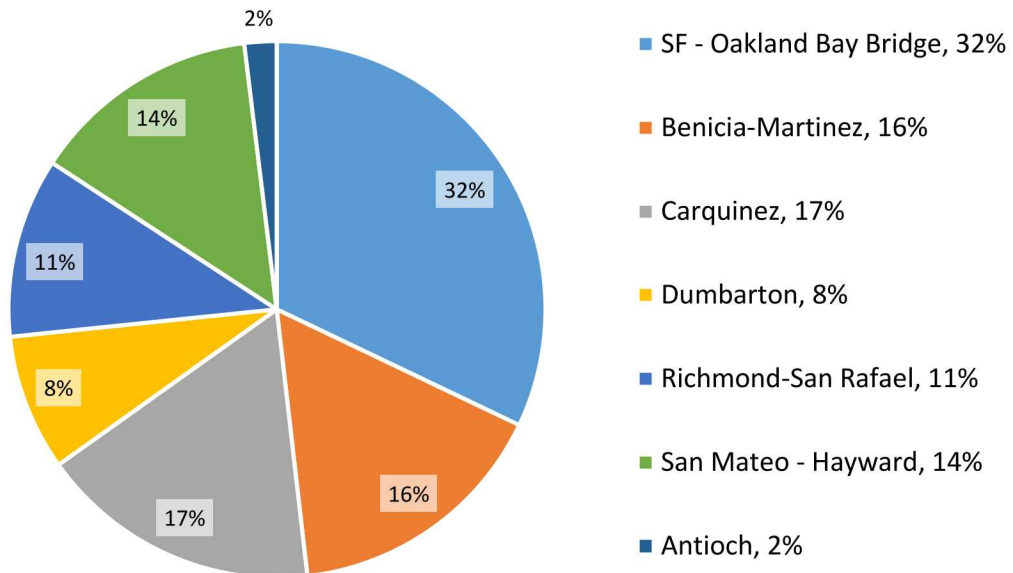
The last toll hike approved by the Bay Area Toll Authority (BATA) in 2010 included a substantial increase in the axle-based rate paid by commercial vehicles and trucks. As a result, we recommend that Regional Measure 3 be a flat surcharge added to all vehicles crossing the seven state-owned bridges.

What kind of projects should be considered for funding?

Since bridge tolls are fees and not taxes, the use of toll revenue should benefit the payers of the fee. In other words, the projects funded by Regional Measure 3 should provide safety, mobility, access, or other related benefits in the toll bridge corridors. Regional Measure 1 funded primarily a small set of bridge replacement and expansion projects. By contrast, Regional Measure 2 funded a much larger set of both bridge, highway, and transit projects in the bridge corridors. Given the region's significant needs on all modes, we expect that Regional Measure 3 will resemble its immediate predecessor in the breadth and modal mix of projects.

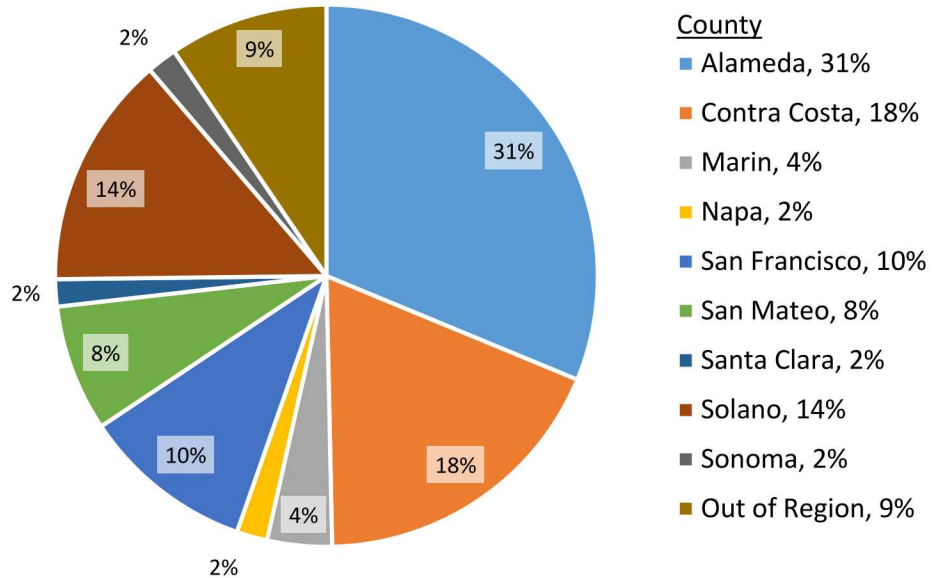


Share of Bridge Toll Revenue by Bridge



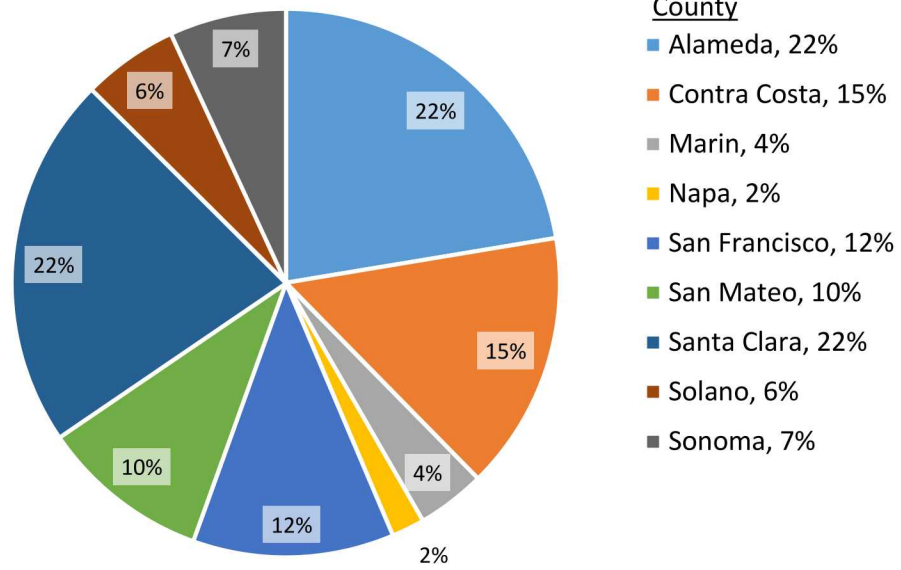
Source: FY16 Toll Revenues Collected by Bridge, MTC Comprehensive Annual Financial Report, June 30, 2016

Share of Toll Revenue by County of Residence



Source: 2015 MTC FasTrak Data - Average Typical Weekday Transactions by County of Billing Address

Share of Voters by County



Source: 2016 California Secretary of State Report of Registration (registered voters by county as of 10/24/2016)

C/CAG AGENDA REPORT

DATE: February 12, 2017

TO: C/CAG Board of Directors

FROM: Sandy Wong, Executive Director

SUBJECT: Nominations for C/CAG Chair and Vice Chair for the March Election of Officers

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

RECOMMENDATION:

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

FISCAL IMPACT:

None.

REVENUE SOURCE:

None.

BACKGROUND/DISCUSSION:

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

All candidates should provide background information in advance of the March Board meeting such that the material can be included in the packet for the Board's consideration. For those candidates nominated, please provide the background information to Mima Guilles (mguilles@smcgov.org) by February 24, 2016.

CURRENT OFFICERS:

Alicia Aguirre has served one term as Chair and is eligible to serve another term as Chair.

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

ATTACHMENTS:

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

ARTICLE IV. OFFICERS

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

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

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

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

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

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

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

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

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

Section 9. All officers shall serve without compensation.

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

If nominated, please attach candidate background material and return a copy to:

C/CAG

Attn: Mima Guilles

555 County Center, 5th Floor

Redwood City, CA 94063

By: February 24, 2017