

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. 297

- DATE:** Thursday, March 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. 296 dated February 9, 2017. ACTION p. 1
- 5.2 Receive copy of agreement(s) executed by the C/CAG Chair or Executive Director consistent with C/CAG Procurement Policy:

- 5.2.1 Receive a copy of agreement between C/CAG and Alexis Putru executed by Executive Director for consulting services for the San Mateo County Energy Watch Program in an amount not to exceed \$20,000. ACTION p. 7
- 5.2.2 Receive a copy of the executed agreement with Iteris for development of the Project Study Report Equivalent for the San Mateo County Smart Corridor Expansion - South San Francisco Segment in an amount not to exceed \$45,547.12, as executed by the C/CAG Chair consistent with the C/CAG Procurement Policy. ACTION p. 13
- 5.2.3 Receive a copy of the executed agreement with Baird + Driskell Community Planning for the update of the Priority Development Area (PDA) Investment and Growth Strategy in an amount not to exceed \$23,400, as executed by the Executive Director consistent with the C/CAG Procurement Policy. ACTION p. 25
- 5.3 Review and approval of the Finance Committee's recommendation to the C/CAG investment portfolio and accept the Quarterly Investment Report as of December 30, 2016. ACTION p. 37
- 5.4 Review and approval of Resolution 17-06 authorizing the C/CAG Chair to execute Amendment No.2 to the Agreement with the Santa Clara Valley Transportation Authority for Countywide Transportation Model. ACTION p. 43
- 5.5 Review and approval of Resolution 17-07 authorizing the C/CAG Chair to execute an agreement with CoPLAN to provide traffic monitoring service for the 2017 Congestion Management Program (CMP) update in an amount not to exceed \$57,257. ACTION p. 50
- 5.6 Review and approval of Resolution 17-08 authorizing the C/CAG Chair to execute an agreement with Iteris to develop a Project Approval and Environmental Document (PA&ED) for the San Mateo County Smart Corridor - South San Francisco Segment in an amount not to exceed \$94,505. ACTION p. 63
- 5.7 Review and approve the appointment of Eunejune Kim from the City of South San Francisco to the Congestion Management Program Technical Advisory Committee (CMP TAC) and Stormwater Committee. ACTION p. 66
- 5.8 Review and approval of Councilmember Ann Wengert (Portola Valley) and Council Member Dierdre Martin (Pacifica) to be appointed to the Bicycle and Pedestrian Advisory Committee (BPAC) to fill two vacant seats for elected officials. ACTION p. 68
- 5.9 Review and approve the appointment of John Fuller, Public Works Director, to C/CAG's Stormwater Committee on behalf of the City of Daly City. ACTION p. 74
- 6.0 REGULAR AGENDA
- 6.1 Review and approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified). ACTION p. 76

- 6.2 Review and approval of Resolutions 17-09 and 17-10 approving the One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) and Bicycle Pedestrian Improvement Program (BPIP) list of projects for submission to Metropolitan Transportation Commission (MTC). ACTION p.83
- 6.3 Review and approval of Resolution 17-02, authorizing the C/CAG Chair to execute a two-year agreement with the Bay Area Stormwater Management Agencies Association (BASMAA) in an amount not to exceed \$282,426 for implementing regional stormwater projects in accordance with Municipal Regional Permit requirements for fiscal years 2016/17 and 2017/18, subject to C/CAG annual budget approval. ACTION p. 90
- 6.4 Presentation on member agency progress toward meeting trash load reduction requirements in the Municipal Regional Permit. INFORMATION p. 101
- 6.5 Receive information on potential Bay Area Regional Measure 3. INFORMATION p. 103
- 6.6 Receive a list of “next-steps” items post-adoption of the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040). INFORMATION p. 111
- 6.7 Election of a C/CAG Chairperson and a C/CAG Vice Chairperson. ACTION p. 120
- 7.0 COMMITTEE REPORTS
- 7.1 Committee Reports (oral reports)
- 7.2 Chairperson’s Report
- 7.3 Board Members Report/ Communication
- 8.0 EXECUTIVE DIRECTOR’S REPORT
- 9.0 COMMUNICATIONS - Information Only
- 9.1 Letter from Alicia Aguirre, Chair, City/County Association of Governments, to The Honorable Jim Beall, Chair, Senate Transportation and Housing Committee, dated 2/10/17. RE: SUPPORT for SB 1 (Beall). p. 124
- 9.2 Letter from Alicia Aguirre, Chair, City/County Association of Governments, to The Honorable Jim Frazier, Chair, Assembly Transportation Committee, dated 2/10/17. RE: SUPPORT for AB 1 (Frazier). p. 125
- 9.3 Letter from Alicia Aguirre, Chair, City/County Association of Governments, to Valarie Smith, Caltrans District 4, dated 2/23/17. RE: Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities Grant Program – Taxi Voucher/Subsidy Pilot Program. p. 126
- 10.0 ADJOURNMENT

Next scheduled meeting April 13, 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

March 9, 2017	C/CAG Board – SamTrans, 2nd Flr Auditorium – 6:30 p.m.
March 9, 2017	Legislative Committee - SamTrans 2nd Floor Auditorium – 5:30 p.m.
March 15, 2017	RMCP Committee – 155 Bovet Rd, 1st Flr Conference Rm, San Mateo – 2 p.m – 4 p.m.
March 16, 2017	CMP Technical Advisory Committee – SamTrans, 2nd Floor Auditorium – 1:15 p.m. – 3 p.m.
March 16, 2016	Stormwater Committee – SamTrans, 2nd Flr Auditorium – 2:30 p.m.
March 23, 2017	Airport Land Use Committee – 501 Primrose Road, Burlingame, CA – Council Chambers 4p.m.
March 27, 2017	Administrators’ Advisory Committee – 555 County Center, 5th Flr, Redwood City – 12 p.m.
March 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. 296

February 9, 2017

1.0 CALL TO ORDER/ROLL CALL

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

Elizabeth Lewis – Atherton

Cliff Lentz – Brisbane

Ricardo Ortiz - Burlingame

Diana Colvin - Colma

Glenn Sylvester – Daly City

Herb Perez – Foster City (arrive 6:50 p.m.)

Debbie Ruddock – Half Moon Bay

Marie Chuang - Hillsborough

Catherine Carlton – Menlo Park

Gina Papan – Milbrae

Mike O’Neill – Pacifica

Maryann Moise Derwin – Portola Valley

Alicia Aguirre – Redwood City

Irene O’Connell – San Bruno

Mark Olbert – San Carlos

Diane Papan – San Mateo

Dave Pine – San Mateo County (arrive 6:40 p.m.)

Karyl Matsumoto – South San Francisco, SMCTA and SamTrans

Deborah Gordon – Woodside (depart 7:00 p.m.)

Absent:

Belmont

East Palo Alto

Others:

Sandy Wong –C/CAG Executive Director

Nirit Eriksson – C/CAG Legal Counsel

Mima Guilles – C/CAG Staff

Jean Higaki – C/CAG Staff

Matt Fabry – C/CAG Staff

John Hoang – C/CAG Staff

Tom Madelena – C/CAG Staff

Jeff Lacap – C/CAG Staff

Eliza Yu – C/CAG Staff
Reid Bogert – C/CAG Staff
Matt Robinson – Shaw Yoder Antwih
Sue Vaterlaus – City of Pacifica
John Keene – City of Pacifica
Chris Lepe – TranForm
Emma Shlaes – Silicon Valley Bike Coalition
Adrienne Etherton – Sustainable San Mateo County
Diane Bailey – Menlo Spark
Adina Levin – Friends of Caltrain
Jen Wolosin – Parents for Safe Routes
Jessica Garner – San Mateo County Health System
Paul Krupka – Krupka Consulting
Theresa Vallez-Kelly – SMCOE
Mark Leach – SMCUCA
Lennie Roberts – Green Foothills
Mark Stechbart - Public

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.

Board Member O’Connell MOVED approval of Items 5.1, 5.2, 5.3, 5.4 and 5.5. Board Member Lewis SECONDED. **MOTION CARRIED 19-0-0**

- 5.1 Approval of the minutes of regular business meeting No. 295 dated January 12, 2017. APPROVED
- 5.2 Review and approval of the appointment of Catherine Mahanpour, Councilmember from the City of Foster City to the Legislative Committee. APPROVED
- 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). APPROVED
- 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. APPROVED
- 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. APPROVED

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. APPROVED

The Board received letters of interests from the following candidates as included in the meeting packet. In addition, letters of support for Mr. Keener and Ms. Vaterlaus were handed out at the meeting. Mr. Keener and Ms. Vaterlaus made in-person presentations regarding their respective interest in serving on the C/CAG San Mateo Countywide Water Coordination Committee for the Coast region of the county.

- | | |
|----------------------------|--|
| Coastside | - John Keener – City of Pacifica |
| | - Sue Vaterlaus – City of Pacifica |
| North | - Mark Addiego – South San Francisco |
| Central | - Diane Papan – City of San Mateo |
| South | - Lisa Gauthier – City of East Palo Alto |
| Board of Supervisor | - Dave Pine – Board of Supervisors |

Board members conducted balloted votes for the Coastside seat. Results were announced at the meeting as follows. Sue Vaterlaus of City of Pacifica got the most votes.

John Keener – City of Pacifica (8 Votes)

Elizabeth Lewis – Atherton
Cliff Lentz – Brisbane
Ricardo Ortiz – Burlingame
Glenn Sylvester – Daly City
Herb Perez – Foster City
Deborah Ruddock – Half Moon Bay
Catherine Carlton – Menlo Park
Dave Pine – San Mateo County

Sue Vaterlaus – City of Pacifica (11 Votes)

Diana Colvin – Colma
Marie Chuang – Hillsborough
Gina Papan – Millbrae
Mike O’Neill – Pacifica
Maryann Moise Derwin – Portola Valley
Alicia Aguirre – Redwood City
Irene O’Connell – San Bruno
Mark Olbert – San Carlos
Diane Papan – San Mateo
Karyl Matsumoto – South San Francisco
Deborah Gordon – Woodside

Board Member Papan (Millbrae) MOVED to appoint Sue Vaterlaus to fill the Coastside seat, as well as appoint the four candidates to fill the uncontested seats. Board Member Ortiz SECONDED.
MOTION CARRIED 19-0-0.

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

Board Member O’Connell MOVED approval of Item 6.2. Board Member Carlton SECONDED.
MOTION CARRIED 18-1-0. Matsumoto Opposed.

Public comments were received from the members of the public:

Chris Lepe – TransForm
Adina Levin – Friends of Caltrain

- 6.3 Review and approval of Resolution 17-04 adopting the San Mateo County Stormwater Resource Plan.
Special Voting Procedures Apply APPROVED

Matt Fabry presented a brief overview on the San Mateo County Stormwater Resource Plan.

Board Member Lewis MOVED approval of Item 6.3. Board Member Olbert SECONDED.

A Special Voting Procedure was taken by roll call. **MOTION CARRIED UNANIMOUSLY 18-0-0.**
Results: 18 Agencies approving. This represents 86% of the Agencies representing 92% of the population.

APPROVED

Elizabeth Lewis - Atherton
Cliff Lentz - Brisbane
Ricardo Ortiz – Burlingame
Diane Colvin – Colma
Glenn Sylvester – Daly City
Herb Perez – Foster City
Debbie Ruddock – Half Moon Bay
Marie Chuang – Hillsborough
Catherine Carlton – Menlo Park
Gina Papan – Millbrae
Mike O’Neill – Pacifica
Maryann Moise Derwin – Portola Valley
Alicia Aguirre – Redwood City
Irene O’Connell – San Bruno
Mark Olbert – San Carlos
Diane Papan – San Mateo
Karyl Matsumoto – South San Francisco
Dave Pine – San Mateo County

ABSENT – Belmont, East Palo Alto, Woodside

- 6.4 Receive the State Highway System Congestion and Safety Performance Assessment for San Mateo County Report. INFORMATION

John Hoang presented a brief overview on the State Highway System Congestion and Safety Performance Assessment for San Mateo County Report. Member Matsumoto commented on the need to have fair share of transportation improvement projects in the northern part of the county.

Public comments were received from the members of the public:

Adina Levin – Friends of Caltrain

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

Sandy Wong, Executive Director provided background information regarding the update of the Countywide Transportation Plan. John Hoang presented the process taken that culminated in the final document being recommended to the C/CAG Board for adoption, as well as recommended follow-up action. Board member discussion ensued.

Public Comments were received from the members of the public:

Paul Krupka - - Krupka Consultants
Adina Levin – Friends of Caltrains
Jessica Garner – San Mateo County Health System
Jen Wolosin – Parents for Safe Routes
Chris Lepe – TransForm

Diane Bailey – Menlo Spark
Adrienne Etherton – Sustainable San Mateo County
Emma Shlaes – Silicon Valley Bike Coalition

Board Member Perez MOVED to defer the adoption of the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040) for six months and direct staff to bring back recommended changes to the document. Board Member Olbert SECONDED

A Special Voting Procedure was taken by roll call. **MOTION FAILED 8-10-0**
Results: 8 Agencies approving. 10 Agencies opposing. This represents 38% of the Agencies representing 35% of the population

APPROVED

Elizabeth Lewis – Atherton
Cliff Lentz – Brisbane
Glenn Sylvester – Daly City
Herb Perez – Foster City
Debbie Ruddock – Half Moon Bay
Maryann Moise Derwin – Portola Valley
Mark Olbert – San Carlos
Dave Pine – San Mateo County

OPPOSED

Ricardo Ortiz – Burlingame
Diana Colvin – Colma
Marie Chuang – Hillsborough
Catherine Carlton – Menlo Park
Gina Papan – Millbrae
Mike O’Neill – Pacifica
Alicia Aguirre – Redwood City
Irene O’Connell – San Bruno
Diane Papan – San Mateo
Karyl Matsumoto – South San Francisco

ABSENT – Belmont, East Palo Alto, Woodside

Board Member O’Connell MOVED to approval of Resolution 17-05 adopting the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040) and also directed staff to develop a list of items along with a schedule for consideration by the next meeting. Board Member G. Papan (Millbrae) SECONDED

A Special Voting Procedure was taken by roll call. **MOTION CARRIED 11-7-0.**
Results: 11 Agencies approving. 7 Agencies opposed. This represents 52% of the Agencies representing 58% of the population.

APPROVED

Cliff Lentz – Brisbane
Ricardo Ortiz – Burlingame
Diane Colvin – Colma
Marie Chuang – Hillsborough
Catherine Carlton – Menlo Park
Gina Papan – Millbrae
Mike O’Neill – Pacifica
Alicia Aguirre – Redwood City
Irene O’Connell – San Bruno
Diane Papan – San Mateo
Karyl Matsumoto – South San Francisco

OPPOSED

Elizabeth Lewis – Atherton
Glenn Sylvester – Daly City
Herb Perez – Foster City
Debbie Ruddock – Half Moon Bay
Maryann Moise Derwin – Portola Valley
Mark Olbert – San Carlos
Dave Pine – San Mateo County

ABSENT – Belmont, East Palo Alto, Woodside

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

Item 6.6 has been tabled until March.

6.7 Receive information on potential Bay Area Regional Measure 3. INFORMATION

Item 6.7 has been tabled until March.

6.8 Nominations for C/CAG Chair and Vice Chair for March Election of Officers. APPROVED

Board Member Lewis nominated Alicia Aguirre for C/CAG Chair
Board Member Lewis nominated Maryann Moise Derwin for C/CAG Vice Chair

7.0 **COMMITTEE REPORTS**

7.1 Committee Reports (oral reports)

Board member Carlton announced the May 3rd 2017 C/CAG State Legislative Advocacy Day.

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

There was no Closed Session convened.

11.0 **RECONVENE IN OPEN SESSION**

11.1 Report out on Closed Session.

12.0 **ADJOURNMENT** – 9:15 p.m.

C/CAG AGENDA REPORT

Date: March 9, 2017

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

From: Sandy Wong, Executive Director

Subject: Receive a copy of agreement between C/CAG and Alexis Petru executed by Executive Director for consulting services for the San Mateo County Energy Watch Program in an amount not to exceed \$20,000 in accordance with C/CAG policy.

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

RECOMMENDATION

Receive a copy of agreement between C/CAG and Alexis Petru executed by Executive Director for consulting services for the San Mateo County Energy Watch Program in an amount not to exceed \$20,000 in accordance with C/CAG policy.

FISCAL IMPACT

The \$20,000 is funded by the San Mateo County Energy Watch, PG&E Local Government Partnership (LGP).

BACKGROUND/DISCUSSION

The San Mateo County Energy Watch (SMCEW) is a LGP between C/CAG and PG&E. The program is staffed by the County Office of Sustainability per a separate agreement with C/CAG.

For the last few years the SMCEW program has published newsletters for specific audiences such as municipalities, schools, and general audiences interested in learning more about available programs, events and training opportunities related to energy efficiency and water conservation.

Since 2014, C/CAG has contracted with consultant, Alexis Petru, to work with SMCEW staff to develop content and write the newsletters. That agreement expired January 2017. County Office of Sustainability staff solicited proposals from potential content writers for calendar years 2017 and 2018, consistent with C/CAG procurement policy. Staff received and vetted 14 proposals, and selected Alexis Petru based on cost and experience.

Attachment

- Executed agreement between C/CAG and Alexis Petru for consulting services for the SMCEW program.

AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND ALEXIS PETRU FOR CONSULTING SERVICES FOR THE
SAN MATEO COUNTY ENERGY WATCH PROGRAM

This Agreement is entered this 24th day of January, 2017, by and between the City/County Association of Governments of San Mateo County, a joint powers agency, hereinafter called "C/CAG" and Alexis Petru, an individual, hereinafter called "Contractor."

W I T N E S S E T H

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

WHEREAS, C/CAG is prepared to award funding for contracted staff time to support ongoing work on the San Mateo County Energy Watch and related marketing efforts; and,

WHEREAS, C/CAG has reviewed proposals consistent with C/CAG's procurement policy, and has determined that Contractor has the requisite qualifications to perform this work.

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

1. Services to be provided by Contractor. In consideration of the payments hereinafter set forth, Contractor agrees to perform the services described in Exhibit A, attached hereto (the "Services"). All Services are to be performed and completed by December 31, 2018.
2. Payments. In consideration of Contractor providing the Services, C/CAG shall reimburse Contractor based on the cost rates set forth in Exhibit A for an amount not to exceed Twenty Thousand dollars (\$20,000) for Services provided during the Contract Term as set forth below. Payments shall be made to Contractor based on an invoice submitted by Contractor that identifies expenditures and describes services performed in accordance with the agreement. C/CAG shall have the right to receive, upon request, documentation substantiating charges billed to C/CAG.
3. Relationship of the Parties. It is understood that Contractor is an Independent Contractor and this Agreement is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of Independent Contractor.
4. Contract Term. This Agreement shall be in effect as of January 20, 2017 and shall terminate on December 31, 2018; provided, however, C/CAG may terminate this Agreement at any time for any reason by providing 30 days' notice to Contractor. Termination is to be effective on the date specified in the notice. In the event of

termination under this paragraph, Contractor shall be paid for all Services provided through the date of termination.

5. Hold Harmless/ Indemnity: Contractor shall indemnify and save harmless C/CAG, its agents, officers and employees from all claims, suits or actions to the extent caused by the negligence, errors, acts or omissions of the Contractor, its agents, officers or employees related to or resulting from performance or non-performance under this Agreement.

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

6. Compliance with PG&E Contracts. The Contractor has been provided a copy of the C/CAG Local Government Partnership Agreement between C/CAG and PG&E, and agrees to comply with all contract requirements contained therein with regard to requirements for contractors and subcontractors, specifically including Data Security, Background Checks, Confidentiality and Data Security, Customer Satisfaction, and Escalation of Complaints and Safety.
7. Sole Property of C/CAG. Work products of Contractor which are delivered under this Agreement or which are developed, produced and paid for under this Agreement, shall be and become the property of C/CAG. Contractor shall not be liable for C/CAG's use, modification or re-use of products without Contractor's participation or for purpose other than those specifically intended pursuant to this Agreement.
8. Governing Law. This Agreement shall be governed by the laws of the State of California and any suit or action initiated by either party shall be brought in the County of San Mateo, California.
9. Notices. All notices hereby required under this agreement shall be in writing and delivered in person or sent by certified mail, postage prepaid and addressed as follows:

City/County Association of Governments of San Mateo County
455 County Center, 4th Floor
Redwood City, CA 94063
Attention: Kim Springer

Notices required to be given to Contractor shall be addressed as follows:
3500 Crestmoor Drive
San Bruno, CA 94066
Attention: Alexis Petru

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

Alexis Petru (Contractor)

By  4/29/17
Date

City/County Association of Governments (C/CAG)

By  2-9-17
Sandy Wong, C/CAG Executive Director Date

C/CAG Legal Counsel

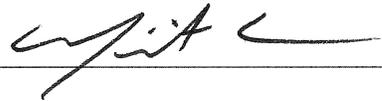
By 

EXHIBIT A

SCOPE OF SERVICES

Task 1: San Mateo County Energy Watch – Three versions of email newsletters

The Contractor shall publish three versions of the SMCEW email newsletter monthly – municipal, schools and general – using the existing Constant Contact template. The SMCEW coordinator (Coordinator) will forward content ideas to the Contractor between issues. The Contractor shall compile these ideas and suggest additional content to fill issues (in particular the general newsletter). The Contractor shall participate in a brief phone conversation (not to exceed one hour) with the Coordinator each month to discuss the proposed content for each newsletter and strategies for improvements based on quantitative (Constant Contact data) and qualitative feedback.

All three versions of the newsletter shall go out on the same day near the end of each calendar month. Many content items may be the same between the three newsletters (see examples below). The number of items varies each issue, but trends at three to six items in each section (news, training, and webinars). In general the items are short introductions to existing content to be linked from the newsletters. The Coordinator will provide the Contractor with article concepts for the Contractor to refine and on which to base articles.

Before sending out newsletters, the Contractor shall send each version to the Coordinator for final input and approval. The Coordinator will send out the final newsletters on the 3rd Thursday of the month, or other regular and mutually agreed upon schedule.

The Contractor shall post content from the newsletters on the SMCEW website and link content from the newsletters to the site. The Contractor shall keep the SMCEW calendar updated with additional events, trainings, and classes related to energy efficiency and climate action planning. The content shall come from the newsletters, plus additional events forwarded to the Contractor by email.

Task 2: Analytics

The Contractor shall update the SMCEW tracking spreadsheet with website and newsletter analytics monthly (unique page views, time spent per page, newsletter opens and click throughs) and make adjustments and improvements to future newsletters based on the findings.

Task 3: “Success story” articles

Contractor shall produce one “success story” highlighting a project or initiative relating to the SMCEW program every other month. (Coordinator will provide story ideas and contact information.) The content should be published in the email newsletter and posted on the SMCEW website.

Task 4: Additional writing as requested

Contractor shall write additional short articles for the website or other content to be distributed through other email newsletters (e.g. San Mateo County Office of Education and/or individual realtors).

Payment:

Contractor shall invoice C/CAG \$600 monthly upon completion of the deliverables listed in Tasks 1, 2, and 3 above.

Contractor shall invoice C/CAG for hours of work performed under Task 4 at a rate of \$50 per hour. Total payments for work under this Agreement shall not exceed Twenty Thousand dollars (\$20,000).

C/CAG AGENDA REPORT

Date: March 9, 2017

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

From: Sandy Wong, Executive Director

Subject: Receive a copy of the executed agreement with Iteris for development of the Project Study Report Equivalent for the San Mateo County Smart Corridor Expansion - South San Francisco Segment in an amount not to exceed \$45,547.12, as executed by the C/CAG Chair consistent with the C/CAG Procurement Policy.

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

RECOMMENDATION

That the C/CAG Board receive a copy of the executed agreement with Iteris for development of the Project Study Report Equivalent for the San Mateo County Smart Corridor Expansion - South San Francisco Segment in an amount not to exceed \$45,547.12, as executed by the C/CAG Chair consistent with the C/CAG Procurement Policy.

FISCAL IMPACT

The cost to develop the Project Study Report Equivalent is not exceed \$45,547.12

SOURCE OF FUNDS

Funding for the preparation of the Project Study Report Equivalent comes from the Transportation Fund for Clean Air (TFCA) County Program Manager Funds - Fiscal Year 2016-17

BACKGROUND

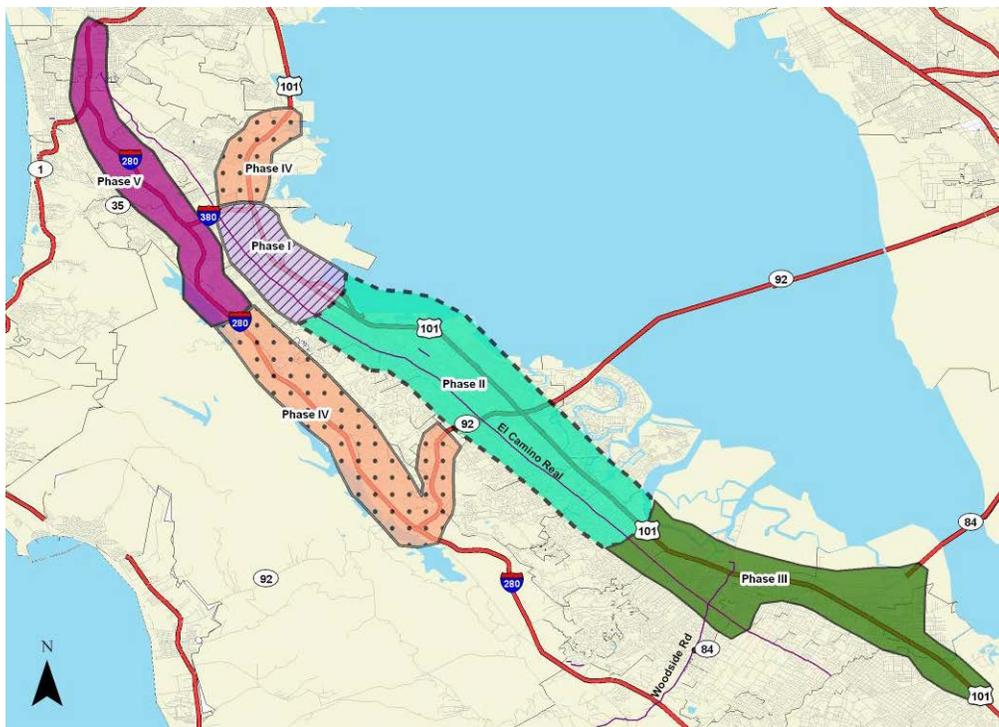
San Mateo County Smart Corridor

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

As defined in the Concept of Operations (2008), the Smart Corridor project is divided into multiple phases along the freeways located in the county, as indicated below:

- Phase I – US 101 (I-380 to 3rd Ave.);
- Phase II – US 101 (3rd Ave. to Holly St.);

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



Construction of Phases I, II, and III is completed and equipment are deployed and online with the exception of the southernmost segment of Phase III (construction led by Caltrans) which will be completed within the next few months. Progressing ahead, work to begin development of Phase IV is proposed with the first segment being the expansion into the City of South San Francisco. The City of South San Francisco was selected as a starting point for Phase IV was due to the fact that key infrastructure such as fiber optics lines are already in place. As additional funding becomes available, other segments within Phase IV as well as Phase V will be initiated.

As proposed, the Smart Corridor South San Francisco Expansion project will implement ITS strategies including upgraded signal controllers, installation of new signal system software, and installation of CCTV cameras and trailblazer signage along designated Smart Corridor routes including the Airport Boulevard and Gateway Boulevard corridors to provide improved coordinated operation of the arterial systems. C/CAG staff has been in communication with city and Caltrans staff over the past several months to coordinate development of the project.

Funding and Programming

In 2016, per Resolution 16-01 (Amended), the C/CAG Board approved allocating up to \$267,012 of TFCA County Program Managers towards developing the Smart Corridor South San Francisco expansion project. Similar to the earlier Smart Corridor projects, the South San Francisco Expansion project will undertake a project development process which includes generating the following sequential documents leading to the construction phase:

- Project Study Report (PSR)
- Project Approval and Environmental Document (PA&ED)
- Plans, Specifications, and Estimates (PS&E) & Right-of-Way (R/W)

It is intended that the PSR, PA&ED, and PS&E and R/W documents will be developed using funding from the TFCA County Program Managers. It is anticipated that additional TFCA funds will be programmed in the next fiscal year (FY 2017-18) for the development of PS&E and R/W clearance documents. Furthermore, C/CAG has reserved \$4.298 million of State Transportation Improvement Program (STIP) funds for ITS/Smart Corridor projects since 2006, with the objective to spend the grant funds first. It is proposed STIP funding be used for the construction phase of the project.

For the South San Francisco Expansion project, a PSR Equivalent, which is a streamlined version of the initiating document required for projects programmed in the STIP, will be developed to meet programming requirements established by Caltrans. Caltrans required that the STIP programming submission be provided by middle of March; therefore, the PSR Equivalent document needs to be completed by March 10, 2017.

Due to an expedited timeframe, C/CAG entered into contract with Iteris on February 9, 2017, to develop the PSR Equivalent for the Smart Corridor South San Francisco Extension project.

Procurement Policy

Iteris, previously selected through a competitive process, has performed work associated with the Smart Corridor project including design, construction support, and system integration support. Iteris is currently under contract with C/CAG for Smart Corridor ITS Network Monitoring and Maintenance Support. Taking into consideration Iteris' experience and knowledge of the Smart Corridor as well as positive performance from past C/CAG projects, staff determined that Iteris had the unique qualifications and experience to develop the Smart Corridor South San Francisco Expansion PSR Equivalent.

The executed agreement is in accordance with the C/CAG Procurement Policy (2010), Section 7, which states, in part:

“The Chair of the C/CAG Board shall be authorized to execute contracts \$49,999 and below without the prior approval of the Board. The Board shall be notified of such contracts executed at the next scheduled board meeting following such execution.”

ATTACHMENTS

1. Executed Agreement between C/CAG and Iteris

AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
ITERIS, INC.

This Agreement entered this 9 day of February, 2017, by and between the City/County Association of Governments of San Mateo County, a joint powers agency, hereinafter called "C/CAG" and Iteris, Inc., hereinafter called "Contractor."

W I T N E S S E T H

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

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

WHEREAS, C/CAG and the City of South San Francisco desire to expand the San Mateo County Smart Corridor Project limit to include the City of South San Francisco; and

WHEREAS, Contractor was previously selected through a competitive process and performed work for the Project which included design, construction support, and system integration support; and

WHEREAS, Contractor is currently under contract with C/CAG for Smart Corridor ITS Network Monitoring and Maintenance Support; and

WHEREAS, based on Contractor's past performance, C/CAG is prepared to enter into agreement with Contractor to provide services to prepare the Project Study Report (PSR) Equivalent for the South San Francisco Segment of the San Mateo County Smart Corridor; and

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

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

1. Services to be provided by Contractor. In consideration of the payments hereinafter set forth, Contractor agrees to perform the services described in Exhibit A, attached hereto (the "Services"). All Services are to be performed and completed by March 10, 2017.

2. Payments. In consideration of Contractor providing the Services, C/CAG shall reimburse Contractor based on the project budget set forth in Exhibit B up to a maximum amount of forty five thousand five hundred forty seven dollars and twelve cents (\$45,547.12) for Services provided during the Contract Term as set forth below. The hours stated in Exhibit B are intended to be an estimate of the amount of time Contractor expects to spend on each task. Payments shall be made to Contractor monthly based on an invoice submitted by Contractor that identifies expenditures and describes services performed in accordance with the agreement. C/CAG shall have the right to receive, upon request, documentation substantiating charges billed to C/CAG.
3. Relationship of the Parties. It is understood that Contractor is an Independent Contractor and this Agreement is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of Independent Contractor.
4. Non-Assignability. Contractor shall not assign this Agreement or any portion thereof to a third party.
5. Contract Term. This Agreement shall be in effect as of 2/9/17 and shall terminate on June 30, 2017; provided, however, C/CAG may terminate this Agreement at any time for any reason by providing 30 days' notice to Contractor. Termination shall be effective on the date specified in the notice. In the event of termination under this paragraph, Contractor shall be paid for all Services provided to the date of termination.
6. Hold Harmless/ Indemnity: Contractor shall indemnify and save harmless C/CAG, its agents, officers, and employees from all claims, suits or actions to the extent caused by the negligence, errors, acts or omissions of the Contractor, its agents, subcontractors, officers or employees related to or resulting from performance, or non-performance, under this Agreement.

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

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

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

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

Required insurance shall include:

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

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

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

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

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

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

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

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

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

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

Iteris, Inc.
1700 Carnegie Avenue, Suite 100
Santa Ana, CA 92705
Attention: Scott Carlson

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

Iteris (Contractor)

By  _____ 2/8/17
Scott CARLSON _____ Date

City/County Association of Governments (C/CAG)

By  _____ 2/9/17
Alicia Aguirre, C/CAG Chair _____ Date

C/CAG Legal Counsel

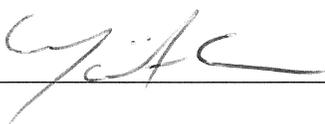
By  _____

EXHIBIT A

SCOPE OF WORK

Development of Project Study Report Equivalent (PSRE) For South San Francisco Smart Corridor

Introduction

The San Mateo County Smart Corridor project is an Intelligent Transportation System (ITS) project. The Smart Corridor project provides a countywide traffic management system infrastructure that enables local agencies and Caltrans to proactively manage day to day traffic on local streets and also facilitate local traffic impacts due to major incidents on the freeway.

The Smart Corridor Project deploys new signal system software that integrates Caltrans and city-owned signals along El Camino Real and major local arterials. The Project also involves the installation of a fiber-optic communication system, deployment of trailblazer and arterial dynamic message signs, and integration of Traffic Operation Systems (TOS) items such as vehicle detection systems, and closed-circuit television cameras (CCTV). Integration of the Smart Corridor equipment enable local cities and Caltrans to cooperatively monitor traffic operations, obtain traffic data, and implement traffic management strategies remotely.

Construction is mostly completed on the first phases of the countywide project, extending approximately 20 miles along El Camino Real (State Route 82) from the Santa Clara County line (City of East Palo Alto) to I-380 (City of San Bruno) and includes major local streets connecting to US-101.

Project Description

C/CAG, in partnership with the California Department of Transportation (Caltrans) District 4 and the City of South San Francisco, is initiating an effort to expand the Smart Corridor into the City of South San Francisco utilizing alternative routes previously identified by the Alternative Route for Traffic Incident (ARTI) Guide. The project would implement ITS strategies along Airport Boulevard and Gateway Boulevard corridors to provide improved coordinated operation of the arterial system during major incidents on US-101.

A Project Study Report (PSR) is a document that contains a report of preliminary engineering efforts, a detailed alternatives analysis, a cost, schedule, and scope information including estimated schedule and cost of environmental mitigation (if applicable) and permit compliance (if applicable). A PSR must include known environmental issues and constraints, detailing as appropriate: a description of hazardous materials or waste in the project area, the type of environmental document anticipated for NEPA and/or CEQA compliance, and potential mitigation measures and their estimated cost. For the purpose of project definition and cost estimation, agencies prepare equivalent documentation commonly known as a Project Study Report Equivalent (PSRE) that contain information similar to a PSR, but with abbreviated Caltrans review.

Proposed Scope of Work

The following steps will be included in the development of a PSR-level equivalent (PSRE) document consistent with Caltrans Preparation Guidelines for Project Study Report. In addition, C/CAG will be relied upon for support in a number of tasks to provide information for the preparation of the study. Those tasks where C/CAG will need to provide available information are indicated with an asterisk (*).

1. Initial Meeting with C/CAG (*Conference Call*)
2. Develop Consensus on the Project Purpose and Need
 - a. Identify deficiencies
 - b. Primary objectives to be fulfilled by project
3. Review of the Project Site in the Field
4. Obtain and review existing reports, studies, mapping or other information from C/CAG*
 - a. Provide Consultants with available reports, studies, mapping or other information
5. Identify additional data requirements for project scoping
6. Prepare PSRE Document (provide available support for the following)
 - a. Cover Sheet and Project Description*
 - i. Vicinity Map, project limits, list of preparers and agencies
 - ii. Problems to be solved
 - iii. Work description
 - iv. Project Limits
 - b. Need and Purpose for the Project*
 - i. Existing conditions
 - ii. Forecast traffic
 - iii. Levels of service
 - iv. Any controversial issues including environmental
 - c. Background and Project History*
 - i. Commitments
 - ii. Mitigate previous conditions
 - iii. Support or opposition
 - iv. Outreach history
 - d. Discussion and Analysis of Alternatives*
 - i. Alternatives that satisfy goals, need and purpose
 - ii. Schematic maps and typical sections
 - iii. Analysis of existing and forecast traffic
 - iv. Estimated costs for alternatives
 - v. Right of way needs
 - vi. Additional work needed to address impacts
 - vii. Cost estimate based on preliminary-level engineering, but accurate for programming needs
 - e. System Planning, Coordination with Agencies and Documents

- i. Coordination and consistency with Statewide, regional and Local planning efforts
 - ii. Information on expected future timing of local development
- f. Inventory of Environmental Resources, Issues and Expected Environmental Document Type*
 - i. Inventory of environmental resources and issues
 - ii. Potential adverse impacts of alternatives
 - iii. Type of environmental clearance and document expected
 - iv. Identify lead agency
 - v. Steps required in FHWA or FTA approval
- g. Potential Hazardous Materials/Waste Problems*
 - i. Identify existing waste sites
 - ii. Effects on alternatives
 - iii. Potential mitigations and costs
- h. Potential of Proposed Sources of Funding
 - i. Identify agencies for source of funding
 - ii. Funding eligibility
 - iii. Proposed implementation steps and delivery milestones including start and finish dates for Environmental Studies, Design, Right of Way Construction and Project Completion
- i. Potential Programming and Funding
 - i. Partial funding, if any
 - ii. Amounts and year of funds
 - iii. Funding tables in Attachment B
- j. Recommendation
 - i. Description of Alternative Recommended
 - ii. Advantages and disadvantages
- k. Attachments
 - i. STIP Fact Sheet
 - ii. Financial Plan
 - iii. Approved Cost Estimate
 - iv. Maps and Backup, Advance Studies, etc.

EXHIBIT B

BUDGET

The proposed cost for these services is provided below in Table 1. The tasks are to be performed on a Time & Materials basis at a not to exceed budget of \$45,547.12. Billing rates for assigned staff will be adjusted as a result of annual salary increases every April without changing the total not to exceed contract amount.

Table 1. Cost Proposal

Staff Classification	Vigen Davidian, PE Principal	Richard Shinn Project Manager	Sean Daly Senior TransportPlanner	Rajat Parashar, PTP Senior Transportation Planner	Sowmay Chandrasekhar, PE Transportation Planner	Total Hours
Contract Rate	\$282.77	\$249.50	\$157.18	\$135.66	\$125.25	
SSF Smart Corridor PSR Equivalent	16	8	60	100	120	304
<i>Sub-Total</i>	\$4,524.32	\$1,996.00	\$9,430.80	\$13,566.00	\$15,030.00	\$44,547.12
	<i>ODC</i>					\$1,000.00
	Total					\$45,547.12

C/CAG AGENDA REPORT

Date: March 9, 2017

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a copy of the executed agreement with Baird + Driskell Community Planning for the update of the Priority Development Area (PDA) Investment and Growth Strategy in an amount not to exceed \$23,400, as executed by the Executive Director consistent with the C/CAG Procurement Policy.

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

RECOMMENDATION

That the C/CAG Board receive a copy of the executed agreement with Baird + Driskell Community Planning for the update of the Priority Development Area (PDA) Investment and Growth Strategy in an amount not to exceed \$23,400, as executed by the Executive Director consistent with the C/CAG Procurement Policy.

FISCAL IMPACT

Up to \$23,400.

SOURCE OF FUNDS

Funding will come from the C/CAG Transportation Fund.

BACKGROUND

The high cost of housing and resulting pressure on Bay Area households is one of the most significant challenges facing the region. Over the past decades, housing production in the region has not kept pace with demand. As part of the adopted Plan Bay Area, and MTC Resolution 4202 adopted on July 27, 2016, congestion management agencies are required to adopt and update Priority Development Area (PDA) Investment and Growth Strategy each year. The next update is due by May 2017.

Due to current shortage of staff and the deadline to complete the update, staff solicited consultant support services. Baird + Driskell has been providing consultant services, via the County of San Mateo Department of Housing (DoH), to the 21-Elements project that is joint-funded by C/CAG and DoH. Baird + Driskell has the background and knowledge of San Mateo County housing related information, including RHNA related data, housing production data, housing and affordable housing policies, and anti-displacement policies. Based on their qualifications and experience, staff negotiated and selected Baird + Driskell to provide consultant services for the update of the San Mateo County Priority Development Area (PDA) Investment and Growth Strategy in an amount not to exceed \$23,400.

The executed agreement is in accordance with the C/CAG Procurement Policy:

“The Executive Director shall be authorized to execute contracts \$25,000 and below without the prior approval of the Board. The Board shall be notified of such contracts executed at the next scheduled board meeting following such execution.”

ATTACHMENT

1. Executed Agreement between C/CAG and Baird + Driskell Community Planning.
2. Additional information regarding Priority Development Area (PDA) Investment and Growth Strategy is available at: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>

**AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO
COUNTY AND BAIRD + DRISKELL COMMUNITY PLANNING FOR THE
UPDATE OF THE PRIORITY DEVELOPMENT AREA (PDA)
INVESTMENT AND GROWTH STRATEGY (IGS)**

This Agreement, effective **February 27, 2017**, by and between CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, a joint powers agency formed for the purpose of preparation, adoption and monitoring of a variety of county-wide state-mandated plans, hereinafter called “C/CAG” and Baird + Driskell Community Planning, a consulting firm, hereinafter called “Consultant”.

W I T N E S S E T H

WHEREAS, it is necessary and desirable that Baird + Driskell Community Planning be engaged by C/CAG for the purpose of performing services hereinafter described:

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

1. **Services to be provided by Consultant.** In consideration of the payments hereinafter set forth, Consultant shall provide services in accordance with the terms, conditions and specifications set forth herein and in Exhibit A attached hereto and by this reference made a part hereof.
2. **Payments.** In consideration of Consultant providing services in accordance with all terms, conditions and specifications set forth herein and in Exhibit A, C/CAG shall reimburse Consultant based on the project budget set forth in Exhibit A up to a maximum amount of twenty-three thousand four hundred dollars (\$23,400). Payments shall be made within 30 days after receipt of acceptable invoice from Consultant that identifies expenditures and describes services performed in accordance with this agreement.
3. **Relationship of the Parties.** It is understood that this is an Agreement by and between Independent Contractor(s) and is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of Independent Contractor.
4. **Non-Assignability.** Consultant shall not assign this Agreement or any portion thereof to a third party without the prior written consent of C/CAG, and any attempted assignment without such prior written consent in violation of this Section automatically shall terminate this Agreement.
5. **Contract Term.** This Agreement shall be in effect as of February 24, 2017 and shall terminate on July 31, 2017; provided, however, C/CAG may terminate this Agreement at any time for any reason by providing 30 days’ notice to Consultant. Termination to be effective on the date specified in the notice. In the event of termination under this paragraph, Consultant shall be paid for all services provided to the date of termination.

6. **Hold Harmless/Indemnity.** Consultant shall indemnify and save harmless C/CAG, its officers, directors, employees, and servants from all claims, suits, damages or actions of every name, kind, and description, arising from Consultant's intentional misconduct, negligent performance, or failure to perform under this Agreement.

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

(b) The obligations set forth in this section shall continue beyond the term of this Agreement as to any act or omission which occurred during or under this Agreement.

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

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

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

Required insurance shall include:

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

C/CAG and its officers, agents, employees and servants shall be named as additional insured on any such policies of insurance, which shall also contain a provision that the

insurance afforded thereby to C/CAG, its officers, agents, employees and servants shall be primary insurance to the full limits of liability of the policy, and that if C/CAG, or its officers and employees have other insurance against a loss covered by such a policy, such other insurance shall be excess insurance only.

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

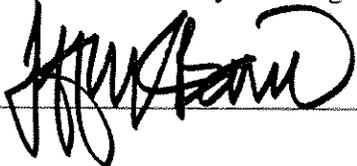
8. **Non-discrimination.** Consultant and its subcontractors performing the services on behalf of Consultant shall not discriminate or permit discrimination against any person or group of persons on the basis of race, color, religion, national origin or ancestry, age, sex, sexual orientation, marital status, pregnancy, childbirth or related conditions, medical condition, mental or physical disability or veteran's status, or in any manner prohibited by federal, state or local laws.
9. **Accessibility of Services to Disabled Persons.** Consultant, not C/CAG, shall be responsible for compliance with all applicable requirements regarding services to disabled persons, including any requirements of Section 504 of the Rehabilitation Act of 1973.
10. **Substitutions.** If particular people are identified in Exhibit A as working on this Agreement, Consultant will not assign others to work in their place without written permission from C/CAG. Any substitution shall be with a person of commensurate experience and knowledge.
11. **Sole Property of C/CAG.** As between C/CAG and Consultant any system or documents developed, produced or provided under this Agreement shall become the sole property of C/CAG.
12. **Access to Records.** C/CAG, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of Consultant which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcriptions.

Consultant shall maintain all required records for three years after C/CAG makes final payments and all other pending matters are closed.
13. **Merger Clause.** This Agreement, including Exhibit A attached hereto and incorporated herein by reference, constitutes the sole agreement of the parties hereto with regard to the matters covered in this Agreement. Any prior agreement, promises, negotiations or representations between the parties not expressly stated in this document are not binding.

14. **Governing Law.** This Agreement shall be governed by the laws of the State of California and any suit or action initiated by either party shall be brought in the County of San Mateo, California.

IN WITNESS WHEREOF, the parties hereto have affixed their hands to this agreement for the Priority Development Area Investment and Growth Strategy on the day and year as indicated below.

Baird + Driskell Community Planning

By  _____

February 27, 2017

Date

Baird + Driskell Community Planning Legal Counsel

By n/a _____

City/County Association of Governments (C/CAG)

By  _____
Sandy Wong,
C/CAG Executive Director

2-27-2017

Date

C/CAG Legal Counsel

By _____
C/CAG Legal Counsel



Scope of Services

City/County Association of Governments (C/CAG)

Update of the Priority Development Area (PDA) Investment and Growth Strategy (IGS)

Submitted by Baird + Driskell Community Planning
February 24, 2017

Overview and Approach

Context and Approach for the Scope of Services

C/CAG's "Priority Development Area (PDA) and Investment and Growth Strategy (IGS)" document is required to be updated by May 2017 consistent with updated MTC Guidelines. This Scope of Services builds upon the work and directions provided by C/CAG staff and the work undertaken as part of the preparation for C/CAG's current PDA IGS. The work tasks described below are necessary to update the PDA IGS. Where possible, the work scope will be supplemented by work conducted under 21 Elements.

By way of background, Baird + Driskell combines a strong technical background in community planning, housing, general plans, environmental planning/CEQA, regulations and design, with a unique strength in public information and participation processes. We believe that the most effective strategies and solutions are developed in close collaboration with those who will be responsible for carrying them out and those who will be affected by them. We provide expert knowledge on state-of-the-art planning and experience from other communities to bring a fresh perspective and approach to difficult community issues, working with staff to develop responsive and responsible strategies.

Our intent with respect to the work will be to coordinate closely with C/CAG staff, essentially functioning as an extension of C/CAG staff, so the product, process and schedule fits exactly with C/CAG's objectives. The 21 Elements-related tasks are not included in this Scope of Services since they are covered under a separate contract for our 21 Elements work.

21 Elements-Related Work Items/Support

- (1) Supplemental housing and other data collected through 21 Elements

Work Items Covered in this Scope of Services

- (1) Update progress in the County's identified PDAs
- (2) Describe the role of the Countywide Home for All effort
- (3) Include information on anti-displacement strategies
- (4) Edit and review sections of the PDA IGS
- (5) Reformat the PDA IGS document at the direction of C/CAG staff
- (6) Attend Public Review Meetings

Overview of the Schedule and Work Effort

All of the work tasks will be completed consistent with C/CAG's schedule and MTC requirements, including review and coordination time with C/CAG staff. We will prepare a more detailed schedule for our work, including major milestones and due dates for draft and final products to enable a sequenced flow of review materials in a timely manner. At this point in time, the important milestones include the following:

- (1) March 15 — First Draft of Complete/Formatted Updated PDA IGS for staff review^{1 2}
- (2) April 20 — Congestion Management Program Technical Advisory Committee (TAC) Review
- (3) April 24 — Congestion Management and Environmental Quality Committee (CMEQ) Review
- (4) May 11 — C/CAG Board of Directors Review and Approval of Updated PDA IGS

Baird + Driskell will work at the direction of C/CAG staff as to the form and content of the documents produced and any other items undertaken as part of this work. And, as stated earlier, the work will also benefit from coordination and use of 21 Elements' background materials. Jeffery Baird will be the primary contact on this project, although Joshua Abrams will also be integrally involved in all aspects of the work.

¹ The timeframe from March 15 until the packet goes out to the TAC on April 12th will be used for back and forth edits between C/CAG staff and consultant.

² Check-ins to review in-progress outlines and first drafts prior to March 15 will also be important to ensure the complete integration of all C/CAG staff directions and edits in a timely manner.

Description of Work Tasks

Task 1

Update PDA Profiles and Progress

Baird + Driskell will survey each of the jurisdictions with PDAs to determine what has changed in the PDAs (growth, infrastructure improvements and development activity) since 2014. A survey instrument will be prepared for review with C/CAG staff to make sure there is an orderly and systematic documentation of the information gathered through the discussion with jurisdiction staff. If possible, other sources of information will also be used to calculate and identify changes. Of the 21 jurisdictions in San Mateo County, 14 have PDAs.

Based on the survey results and information from other sources, the chapter on PDAs (Chapter III — San Mateo County Priority Development Areas) will be updated. The following topics will be covered, in addition to a general review and updating of this chapter of the PDA IGA document.

- (1) Growth may include transportation investments that have been built and other new infrastructure, such as bicycle and pedestrian improvements, Transportation for Livable Communities Improvements (streetscape improvements such as pedestrian scale lighting, benches, art or other amenities that make a transit station or downtown a nicer place to be), and any other improvements that the cities can cite as having occurred inside of the PDAs and areas that support PDAs.
- (2) The growth may also include additional housing stock or employment centers inside of PDAs.
- (3) Any recommendations from jurisdiction staff on ways to facilitate and encourage successes within PDAs. *(Note: This information may not necessarily go into the final document, but it can provide useful feedback from the jurisdictions going forward and a basis for possible changes to consider for the PDA IGS)*

Products — Survey Summary and Chapter Write-Up

Hours and Budget for Task 1

Hours:	40 hours
Hourly Rate:	\$150/Hour
Total Cost:	\$6,000

Task 2

Write Chapter on “Home for All” and Other Countywide Activities Related to PDAs

A write-up on “Home for All” and any other countywide planning efforts that may affect PDAs will be folded into the chapter entitled “Ongoing Countywide Efforts Towards PDA Growth,” or a modified chapter based on directions from C/CAG staff. As part of this description, Baird + Driskell will create a graphic that will display how the different efforts (PDAs, Home for All, 21 Elements, Anti-Displacement efforts, etc.) are integrated.

Products — Chapter on “Home for All” and Other Countywide Efforts Towards PDA Growth

Hours and Budget for Task 2

	
Hours:	8 hours
Hourly Rate:	\$150/Hour
Total Cost:	\$1,200
	

Task 3

Write Chapter on Anti-Displacement

21 Elements has undertaken a significant amount of work on displacement in San Mateo County. Baird + Driskell will draw from this material and provide any further research needed to prepare a chapter in the PDA IGA on anti-displacement. All MTC and other requirements, including adopted C/CAG directions, will be covered in this chapter in close coordination with C/CAG staff.

Products — Chapter on Anti-Displacement

Hours and Budget for Task 3

	
Hours:	8 hours
Hourly Rate:	\$150/Hour
Total Cost:	\$1,200
	

Task 4

Provide Editing and Document Review

Baird + Driskell will provide a review and editing of the document as it evolves from the current PDA IGS to the updated version. Editing and review will cover formatting, content, readability, etc.

Products — Edits and Review (Track Changes) of the Draft PDA IGS

Hours and Budget for Task 4

	
Hours:	14 hours
Hourly Rate:	\$150/Hour
Total Cost:	\$2,100
	

Task 5

Prepare Updated/Reformatted PDA IGS Document

Baird + Driskell will update and reformat (at the direction of C/CAG staff) the Draft PDA IGS document so it responds to the directions determined by C/CAG staff. Baird + Driskell will prepare a checklist of suggested modifications and samples, if needed, for any modifications to be considered.

Products — Updated/Reformatted PDA IGA Draft Document

Hours and Budget for Task 5

	
Hours:	30 hours
Hourly Rate:	\$150/Hour
Total Cost:	\$4,500
	

Optional Task

Attend Public Meetings to Review and Approve the PDA IGS

Baird + Driskell will assist in the preparation of staff reports and presentation materials for the public meetings on the updated PDA IGS and will attend three public meetings to review draft. Changes will then be incorporated into a final version of the adopted PDA IGS. B+D will provide an electronic copy of the document and other files, such as Excel and graphics files (InDesign). Attendance at public meetings will require time to prepare materials, general preparation time, travel and meeting attendance. We are assuming 12 hours in total per meeting (\$1,800/meeting), although this may be reduced depending on the needs of each meeting. Any additional meetings would be handled the same way.

Products — Presentation Materials and Attendance at Three Public Meetings

Hours and Budget for Task 5

	
Hours:	36 hours
Hourly Rate:	\$150/Hour
Total Cost:	\$5,400
	

Budget Summary

The budget is based on an hourly rate of \$150/hour for Jeffery Baird, AICP and Joshua Abrams, AICP. While the budget is itemized to provide a basis for the agreed-upon level of effort to complete this work, it is desirable that the approach to the work tasks enables some flexibility to distribute hours if needed, with the maximum hours not to be exceeded. In addition, the work tasks will be supplemented by our work on 21 Elements products and research materials that are/will be available.

Below is a summary of hours and costs.

TASK DESCRIPTION	HOURLY RATE	TOTAL HOURS	TOTAL COST
Task 1 — Update PDA Profiles and Progress	\$150/hour	40 hours	\$6,000
Task 2 — Write Chapter on “Home for All”/Other Activities	\$150/hour	8 hours	\$1,200
Task 3 — Write Chapter on Anti-Displacement	\$150/hour	8 hours	\$1,200
Task 4 — Provide Editing and Document Review	\$150/hour	14 hours	\$2,100
Task 5 — Prepare Updated/Reformatted PDA IGS Document	\$150/hour	30 hours	\$4,500
Option — Attend Public Meetings (3 Meetings)*	\$150/hour	36 hours	\$5,400
Total for Tasks 1 — 5		100 hours	\$15,000
Optional Task to Attend Public Meetings*		36 hours	\$5,400
Subtotal		136 hours	\$20,400
Contingency (15% of total hours) **		20 Hours	\$3,000
Grand Total		156 hours	\$23,400

* A maximum not to exceed of 12 hours of work per meeting is assumed needed for preparation of meeting materials, meeting preparation, travel and meeting attendance. Depending on the needs for a specific meeting, this number may be reduced in agreement with C/CAG staff. Any additional meetings will be handled the same way.

**Contingency hours will only be used with the approval of C/CAG staff.

C/CAG AGENDA REPORT

Date: March 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 Finance Committee’s recommendation of no change to the C/CAG investment portfolio and accept the Quarterly Investment Report as of December 31, 2016.

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

RECOMMENDATION

That the C/CAG Board review and approve the Finance Committee’s recommendation of no change to the C/CAG investment portfolio and accept the Quarterly Investment Report as of December 31, 2016.

FISCAL IMPACT

Potential for higher or lower yields and risk associated with C/CAG investments.

SOURCE OF FUNDS

The Investment Policy applies to all C/CAG funds held by the C/CAG Financial Agent (City of San Carlos).

BACKGROUND

According to the C/CAG Investment Policy adopted on September 8, 2016:

“The portfolio should be analyzed not less than quarterly by the C/CAG Finance Committee, and modified as appropriate periodically as recommended by the Finance Committee and approved by the C/CAG Board, to respond to changing circumstances in order to achieve the Safety of Principal.”

The Finance Committee will seek to provide a balance between the various investments and maturities in order to give C/CAG the optimum combination of Safety of Principal, necessary liquidity, and optimal yield based on cash flow projections.

A summary of the October, November, and December 2016 earning rates are as follows:

	Local Agency Investment Fund (LAIF)	San Mateo County Investment Pool (COPOOL)
October	0.654%	0.795%
November	0.678%	1.025%
December	0.719%	0.937%

On November 14, 2013 the C/CAG Board approved the C/CAG investment portfolio as follows:

Local Agency Investment Fund (LAIF) 50% to 70%
 San Mateo County Investment Pool (COPOOL) 30% to 50%

At the November 20, 2015 CCAG Finance Committee meeting, the Committee set a goal to keep the investment with the County at 40%-42% of the total pooled investment to earn higher interest.

On December 8, 2016 the C/CAG Board approved of no change to the investment portfolio.

On February 22, 2017 the Finance Committee reviewed the investment portfolio and recommended no change to the investment portfolio at this time.

The investment portfolio as of December 31, 2016 is as follows:

	9/30/2016		12/31/2016	
	Amount	Percent	Amount	Percent
LAIF	\$13,817,524	59%	\$14,186,530	60%
COPOOL	\$9,672,516	41%	\$9,591,037	40%
Total	\$23,490,040	100%	\$23,777,567	100%

ATTACHMENTS

1. Quarterly Investment Report as of December 31, 2016 from San Carlos

C/CAG
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
of San Mateo County

Board of Directors Agenda Report

To: Sandy Wong, Executive Director
From: Carrie Tam, Financial Services Manager
Date: February 22, 2017

SUBJECT: Quarterly Investment Report as of December 31, 2016

RECOMMENDATION:

It is recommended that the C/CAG Board review and accept the Quarterly Investment Report.

ANALYSIS:

The attached investment report indicates that on December 31, 2016, funds in the amount of \$23,777,567 were invested producing a weighted average yield of 0.78%. Of the total investment portfolio, 59.7% of funds were invested in the Local Agency Investment Fund (LAIF) and 40.3% in the San Mateo County Investment Pool (COPOOL). These percentages are within the range specified by the CCAG Board. Accrued interest earnings for this quarter totaled \$46,600. At the CCAG Finance Committee meeting in November 2015, the Committee set a goal to keep the investment with the County at 40%-42% of the total pooled investment to earn higher interest. The portfolio mix reflects the recommended percentage invested in the County Investment Pool.

Below is a summary of the changes from the prior quarter:

	Qtr Ended 12/31/16	Qtr Ended 9/30/16	Increase (Decrease)
Total Portfolio	\$ 23,777,567	\$ 23,490,040	\$ 287,527
Weighted Average Yield	0.78%	0.69%	0.09%
Accrued Interest Earnings	\$ 46,600	\$ 37,527	\$ 9,073

The higher portfolio balance combining with a slightly higher weighted average yield resulted in higher interest earnings for this quarter.

Historical cash flow trends are compared to current cash flow requirements on an ongoing basis to ensure that C/CAG’s investment portfolio will remain sufficiently liquid to meet all reasonably anticipated operating requirements. As of December 31, 2016, the portfolio contains sufficient liquidity to meet the next six months of expected expenditures by C/CAG. All investments are in compliance with the Investment Policy. Attachment 2 shows a historical comparison of the portfolio for the past nine quarters.

The primary objective of the investment policy of the CCAG remains to be the SAFETY OF PRINCIPAL. The permitted investments section of the investment policy also states:

Local Agency Investment Fund (LAIF) which is a State of California managed investment pool, and San Mateo County Investment pool, may be used up to the maximum permitted by California State Law. A review of the pool/fund is required when they are part of the list of authorized investments.

The Investment Advisory Committee has reviewed and approved the attached Investment Report.

Attachments

- 1 – Investment Portfolio Summary for the Quarter Ended December 31, 2016
- 2 – Historical Summary of Investment Portfolio

CITY & COUNTY ASSOCIATION OF GOVERNMENTS

SUMMARY OF ALL INVESTMENTS
For Quarter Ending December 31, 2016

Category	Weighted Average Interest Rate	Historical Book Value	% of Portfolio	GASB 31 ADJ Market Value
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Liquid Investments:

Local Agency Investment Fund (LAIF)	0.68%	14,186,530	59.7%	14,178,356
San Mateo County Investment Pool (COPOOL)	0.92%	9,591,037	40.3%	9,591,037

Agency Securities

none

Total - Investments	0.78%	23,777,567	100%	23,769,393
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GRAND TOTAL OF PORTFOLIO	0.78%	\$ 23,777,567	100%	\$ 23,769,393
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Total Interest Earned This Quarter	46,600
Total Interest Earned (Loss) Fiscal Year-to-Date	84,127

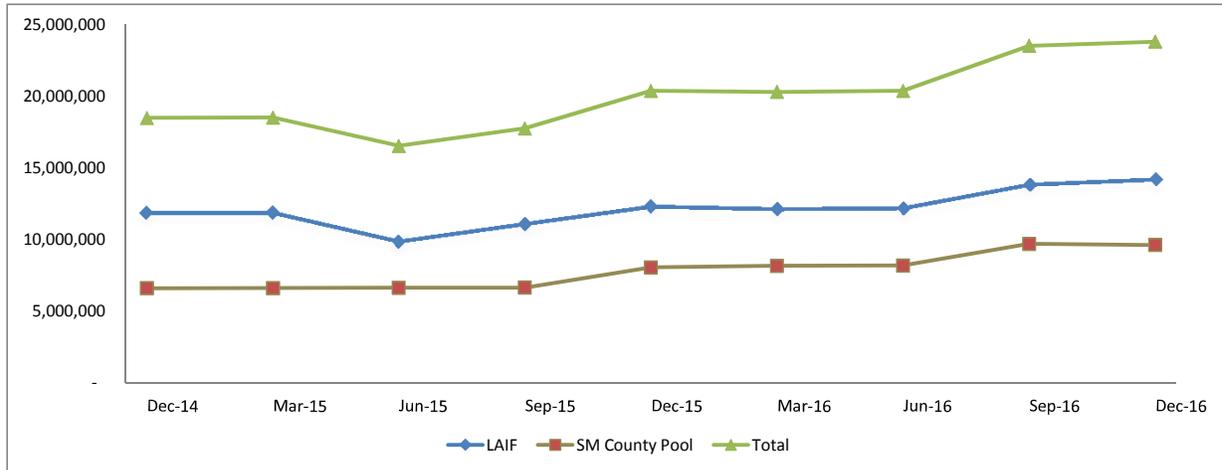
Note: CCAG Board approved the following investment portfolio mix at its November 14, 2013 meeting:

LAIF - 50% to 70%
COPOOL - 30% to 50%

At the CCAG Finance Committee meeting in November, the Committee set a goal to keep the investment with the County at 40%-42% of the total pooled investment to earn higher interest.

*Difference in value between Historical Value and Market Value may be due to timing of purchase. Investments in the investment pools may have been purchased when interest rates were lower or higher than the end date of this report. As interest rates increase or decrease, the value of the investment pools will decrease or increase accordingly. However, interest rate fluctuations does not have any impact to CCAG's balance in the investment pools. The market values are presented as a reference only.

City and County Association of Governments Historical Summary of Investment Portfolio December 31, 2016



Note: The chart type has been changed from Column to Line after receiving feedback from CCAG's Finance Committee

City/County Association of Governments Investment Portfolio

	Dec-14	Mar-15	Jun-15	Sep-15	Dec-15	Mar-16	Jun-16	Sep-16	Dec-16
LAIF	11,893,287	11,900,778	9,908,457	11,116,115	12,324,374	12,136,268	12,200,510	13,817,524	14,186,530
SM County Pool	6,570,236	6,581,700	6,601,123	6,612,375	8,024,431	8,138,072	8,154,442	9,672,516	9,591,037
Total	18,463,523	18,482,478	16,509,580	17,728,490	20,348,805	20,274,340	20,354,953	23,490,040	23,777,567

At the CCAG Finance Committee meeting in November 2015, the Committee set a goal to keep the investment with the County at 40%-42% of the total pooled investment to earn higher interest. As a result, \$1.4 million was transferred to CCAG's County Investment Pool account in the second quarter of FY2015-16. An additional \$100,000 was transferred to the County Pool in third quarter to reach the recommended 40%. There were no additional transfers made in the fourth quarter.

C/CAG AGENDA REPORT

Date: March 9, 2017

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 17-06 authorizing the C/CAG Chair to execute Amendment No.2 to the Agreement with the Santa Clara Valley Transportation Authority for the Countywide Transportation Model.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 17-06 authorizing the C/CAG Chair to execute Amendment No. 2 to the Agreement with the Santa Clara Valley Transportation Authority for the Countywide Transportation Model.

FISCAL IMPACT

None, time extension only.

SOURCE OF FUNDS

N/A.

BACKGROUND

Congestion Management Program legislation requires that C/CAG, as the congestion management agency for San Mateo County, develop and maintain a countywide travel demand model. C/CAG licenses the countywide travel demand model for San Mateo County from the Santa Clara Valley Transportation Authority (VTA), which maintains a travel demand model that is optimized for the counties of Santa Clara and San Mateo and accounts for transportation impacts from neighboring counties and regional commute sheds (the “C/CAG-VTA Model”).

The original agreement with VTA for the countywide model was executed in March 2011. C/CAG paid a one-time \$200,000 fee for the initial license of the Countywide Transportation Model in 2011. The original agreement authorized C/CAG to seek maintenance and update services and on-call modeling services on a task order basis in an amount not to exceed \$375,000 total over the term of the contract. To date, C/CAG has ordered less than \$40,000 of these services, and it is anticipated that these amounts need not be adjusted.

An amendment to extend the agreement for an additional three years was executed in 2014 and will expire this month. This amendment will extend the agreement with VTA for three additional years expiring in 2020 to provide maintenance, update, and on-call modeling services for the C/CAG-VTA Model.

The C/CAG-VTA Model is a four-step travel demand model implemented in Citilabs Cube Voyager software that is based on the BAYCAST-90 travel forecasting system previously used by the Metropolitan Transportation Commission (MTC). The model is currently being updated to be consistent with the most recent land use and socioeconomic projections database of the Association of Bay Area Governments (ABAG) and the incorporation of projects from the latest Regional Transportation Plan.

ATTACHMENTS

- Resolution 17-06
- Draft Amendment No.2 to the Agreement Between the City/County Association of Governments of San Mateo County and the Santa Clara Valley Transportation Authority for the Countywide Transportation Model

RESOLUTION 17-06

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO. 2 TO THE AGREEMENT WITH THE SANTA CLARA TRANSPORTATION AUTHORITY FOR THE COUNTYWIDE TRANSPORTATION MODEL

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

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

WHEREAS, C/CAG has need of a transportation forecasting model in order to develop travel demand analysis for San1 Mateo County; and

WHEREAS, C/CAG and the Santa Clara Valley Transportation Authority (“VTA”) are parties to an agreement originally dated March 18, 2011 (the “C/CAG-VTA Model Agreement”) that allows C/CAG to license from VTA a software forecasting model of the transportation system of the San Francisco Bay Area that is optimized for Santa Clara and San Mateo counties and accounts for transportation impacts from neighboring counties and regional commute sheds (the “C/CAG-VTA Model”); and

WHEREAS, C/CAG approved Resolution 14-06 authorizing a three year extension of the C/CAG-VTA Model Agreement; and

WHEREAS, C/CAG’s agreement with VTA ends of March 31, 2017; and

WHEREAS, C/CAG and VTA desire to extend the option to retain VTA to provide maintenance, update, and on-call services for the C/CAG-VTA Model for three additional years.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute Amendment No. 2 to the agreement with the Santa Clara Valley Transportation Authority and further authorize the C/CAG Executive Director to negotiate final terms, subject to legal counsel approval, prior to execution by the Chair.

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

Alicia C. Aguirre, Chair

**SECOND AMENDMENT TO THE
AGREEMENT
BETWEEN THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY AND THE SANTA CLARA VALLEY
TRANSPORTATION AUTHORITY FOR THE COUNTYWIDE
TRANSPORTATION MODEL**

This second amendment ("**Amendment**") to the existing agreement between the City/County Association of Governments of San Mateo County ("**C/CAG**") and the Santa Clara Valley Transportation Authority ("**VTA**") dated March 18, 2011 (the "**C/CAG-VTA Model Agreement**") shall be deemed retroactively effective as of March 19, 2017 ("**Effective Date**").

RECITALS

WHEREAS, the C/CAG-VTA Model Agreement allows C/CAG to license from VTA a software forecasting model of the transportation system of the San Francisco Bay Area that is optimized for Santa Clara and San Mateo counties and accounts for transportation impacts from neighboring counties and regional commute sheds (the "Model"); and

WHEREAS, C/CAG desires to extend the C/CAG-VTA Model Agreement for three years to provide maintenance, update, and on-call modeling services for the C/CAG-VTA Model; and

WHEREAS, the parties desire to amend the C/CAG-VTA Model Agreement as set forth herein. IT IS HEREBY AGREED by C/CAG and VTA as follows:

I. The first Recital is amended and restated to read as follows:

WHEREAS, for use as an advance transportation planning tool, VTA has developed a software forecasting model of the transportation system of the San Francisco Bay Areas that is centered on Santa Clara County, but accounts for transportation impacts from neighboring counties and regional commute sheds (herein referred to as the "VTA Model" or the "Model");

2. Section Ia of the C/CAG-VTA Model Agreement is amended to add the following at the end of the existing text

For the period beginning March 19, 2017 the license to use the VTA Model, shall include the following:

- Updated base year 2013 Model and datasets;
- Updated forecast year 2020 and 2040 Model and datasets;
- TP+/CUBE scripts;
- Stand-alone programs required to execute the VTA Models;
- Traffic Analysis Zone (TAZ) boundary shape files; and
- Model documentation;

3. Section 1 b is amended to add the following at the end of the existing text.

The supporting documentation to be provided for the period beginning on March 19, 2017 shall be provided no later than December 2017.

4. Section 3 of the C/CAG-VTA Model Agreement is amended and restated to read as follows:

VTA will provide routine updates of the VTA Model. These updates shall include any major updates of input data, VTA Model scripts, and structural changes to the mode choice programs and/or procedures implemented by VTA staff to improve the VTA Model and would be major enhancements over and above minor revisions such as networks and socioeconomic data revisions considered as configuration control identified under Section I f. Routine updates to the VTA Model will, at a minimum, be provided once per year. C/CAG will authorize the maintenance services on a task order basis.

The cost of the routine updates shall be billed to C/CAG and shall be based on the cost rates set forth in an agreed scope of work. The total amount billed shall not exceed \$75,000 through March 19, 2020, unless approved by both parties, in writing. VTA shall invoice C/CAG and C/CAG shall pay VTA for such services in accordance with the terms set forth in Section 4c, below.

5. Section 4b of the C/CAG-VTA Model Agreement shall be renumbered as Section 4c.
6. The new Section 4b of the C/CAG VTA Model Agreement shall be added, which section shall read as follows.

Commencing as of March 19, 2017, VTA staff will provide on-call travel demand modeling services to C/CAG based on a task order basis with a mutually agreed-upon scope of services, budget, and schedule. On-call modeling services will include, but not be limited to, the following activities:

- I. Base year Model calibration and validation Model runs,
- II. Development of general travel demand forecasts to support highway and/or transit corridor studies,
- III. Development of detailed traffic output volumes for site-specific development traffic impacts analysis,
- IV. Development of base and alternative land use scenarios for input into travel demand forecasts,
- V. Calculation of air quality analysis impacts to support greenhouse gas (GHG) emissions reduction strategies, and
- VI. Development of advanced modeling applications for HOV toll modeling and congestion pricing analysis.

The cost of the modeling services set forth in this Section 4b shall be billed to C/CAG and shall be based on the cost rates set forth in the mutually agreed upon task order budget. The amount of work done by VTA pursuant to this Section 4a shall not exceed three hundred thousand dollars (\$300,000), unless approved by both parties, in writing.

7. Section 5 of the C/CAG-VTA Model Agreement is amended and restated as follows:

a.

<u>AGREEMENT SECTION</u>	<u>TASK/ITEM</u>	<u>FEE</u>	<u>PAYMENT DUE DATE</u>
1	Initial License	\$200,000 (one time fee)	45 Days after agreement execution – already paid by C/CAG
2	Set Up Services*	Included in License	
3	Maintenance and update Services	Not to exceed \$75,000 total	Per Task Order
4	On Call Modeling Services	Not to exceed \$300,000 total	Per Task Order

b. As specific services under Section 3 and 4 are identified, C/CAG will present VTA with a proposed scope of work for a specific task and request a cost proposal. VTA will provide C/CAG with a cost proposal for the specific task. The parties will collaborate on creating a task order defining cost and schedule. If the parties can come to agreement, the task order will require signatures of both parties to become effective. The C/CAG Executive Director shall approve and execute the task order before procurement of any expenditure.

c. In consideration of VTA providing services under Section 3 and 4a, C/CAG shall reimburse VTA on a time and material basis on the executed task order and the hourly cost rates set forth in those Sections. Payments shall be made to VTA monthly based on an invoice submitted by VTA that identifies expenditures and describes services performed in accordance with the agreement. C/CAG shall have the right to receive, upon request, documentation substantiating charges billed to C/CAG.

8. Section 9 of the C/CAG-VTA Model Agreement shall be amended and restated to read as follows:

This Agreement shall become effective upon full execution of the Agreement and shall remain in effect through March 19, 2020; provided however this Agreement may be terminated by either party by delivery of a 60-day written notice of termination to the other party. Upon end of the term or termination of this Agreement, C/CAG will retain access to the C/CAG Model as then provided with no further support from the VTA.

9. Section II of the C/CAG-VTA Model Agreement is replaced in its entirety with the following:

The General Manager of VTA or his/her designee is hereby made the representative of VTA for all purposes under this Agreement. The Chairperson of the Board of C/CAG or his/her designee is hereby made the representative of C/CAG for all purposes under this Agreement.

10. Section 13 of the C/CAG-VTA Model Agreement is amended to provide that the notices required to be given to C/CAG shall be addressed as follows:

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

II. Unless specifically defined herein, the capitalized terms used in this First Amendment shall have the meanings defined in the C/CAG-VTA Model Agreement.

12. The C/CAG-VTA Model Agreement as modified by this First Amendment constitutes the entire agreement between the Parties with respect to the subject matter hereof and supersedes any and all prior or contemporaneous agreements whether written or oral. This First Amendment cannot be modified except in writing signed by both Parties.

13. Except as expressly amended herein, all other provisions of the C/CAG-VTA Model Agreement shall remain in full force and effect.

14. This Second Amendment may be executed in one or more counterparts, all of which taken together shall constitute one and the same instrument.

15. This Second Amendment shall take effect immediately upon the execution by all parties hereto.

City/County Association of Governments
(C/CAG)

Santa Clara Valley Transportation Authority
(VTA)

Alicia C. Aguirre, Chair

Nuria I. Fernandez, General Manager

Date: _____

Date: _____

Approved as to form:

Approved as to form:

Nirit S. Eriksson
Legal Counsel for C/CAG

Caroline Kim,
Assistant Counsel

C/CAG AGENDA REPORT

Date: March 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 17-07 authorizing the C/CAG Chair to execute an agreement with CoPLAN to provide traffic monitoring service for the 2017 Congestion Management Program (CMP) update in an amount not to exceed \$57,257.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 17-07 authorizing the C/CAG Chair to execute of an agreement with CoPLAN to provide traffic monitoring service for the 2017 Congestion Management Program (CMP) update in an amount not to exceed \$57,257.

FISCAL IMPACT

Up to \$57,257.

SOURCE OF FUNDS

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

BACKGROUND

Every two years C/CAG, as the Congestion Management Agency for San Mateo County, is required to monitor the performance of the CMP roadway system and conduct other activities to determine compliance with the Congestion Management Program (CMP). The CMP roadway system that is monitored includes 16 intersections and 53 roadway segments throughout the county. The last monitoring update was performed in 2015.

Per the C/CAG adopted Procurement Policy, a formal Request for Proposal (RFP) process was utilized. On January 26, 2017, A RFP was issued to solicit for a consultant to provide monitoring services for the San Mateo County CMP for 2017. The scope of work to be provided by the consultant would include conducting traffic counts and perform level of service calculations on the CMP intersections and roadway segments using approved methodologies, and monitoring travel time performances for the Highway 101 corridor for automobiles and transit. Proposals were due on February 17, 2017.

C/CAG received a total of four (4) proposals. A panel comprised of three staff members reviewed, evaluated, and ranked the proposals based on the consultants' understanding of project objectives and requirements, technical project approach, project management, capabilities and experience. A shortlist of the top three ranking consultants was determined by the panel and each consultant was invited to participate in a phone interview with the scoring panel before a final selection was made.

Based on the results of the evaluation, it is recommended that CoPLAN be selected to provide monitoring services for the 2017 CMP. After negotiating with the consultant, the cost for performing the 2017 CMP monitoring is \$57,257. The CoPLAN team previously performed work for 2009 through 2011 San Mateo County CMP monitoring.

Since this work will be performed on a biennial basis, a provision is included in the agreement to provide C/CAG the option to renew the agreement with the consultant, based on satisfactory performance, for an additional four years (2 additional two-year cycles) that includes services for the 2019 and 2021 CMPs.

In preparation for the implementation of Senate Bill 743 (SB 743), which is legislation that creates a process to change the way that transportation impacts are analyzed under CEQA (California Environmental Quality Act), staff is in the process to evaluate the possibility of selecting a consultant from the shortlist to perform additional analysis outside the CMP LOS Monitoring scope of work such as Multi-modal LOS and/or determining a baseline VMT (vehicle miles traveled) for San Mateo County. Staff will bring forward a formal recommendation with regards to consultant and proposed scope of work at a future meeting for approval.

ATTACHMENTS

- Resolution 17-07
- Agreement between C/CAG and CoPLAN

RESOLUTION 17-07

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT WITH COPLAN,LLC TO PROVIDE TRAFFIC MONITORING SERVICES FOR THE 2017 CONGESTION MANAGEMENT PROGRAM (CMP) IN AN AMOUNT NOT TO EXCEED \$57,257

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

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

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

WHEREAS, C/CAG has determined that outside consulting services are needed for conducting the monitoring of the 2017 Congestion Management Program; and

WHEREAS, C/CAG has selected CoPLAN, LLC through a competitive process to provide these services; and

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an agreement with Jacobs Engineering Group in the amount not to exceed \$57,257. This agreement is attached hereto and is in a form that has been approved by C/CAG Legal Counsel.

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

Alicia C. Aguirre, Chair

AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
COPLAN, LLC

This Agreement entered this ____ day of _____, 2017, by and between the City/County Association of Governments of San Mateo County, a joint powers agency, hereinafter called “C/CAG” and CoPLAN, LLC, hereinafter called “Contractor.”

W I T N E S S E T H

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

WHEREAS, C/CAG is prepared to award funding for conducting the San Mateo County 2017 Congestion Management Program monitoring; and

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

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

1. Services to be provided by Contractor. In consideration of the payments hereinafter set forth, Contractor agrees to perform the services described in Exhibit A, attached hereto (the “Services”).
2. Payments. In consideration of Contractor providing the Services, C/CAG shall reimburse Consultant based on the fee schedule set forth in Exhibit B up to a maximum amount of fifty seven thousand two hundred fifty seven dollars and seventy five cents (\$57,257.75) for Services provided during the Contract Term as set forth below. The hours stated in Exhibit B are intended to be an estimate of the amount of time Contractor expects to spend on each task. Payments shall be made to Contractor monthly based on an acceptable invoice submitted by Contractor that identifies expenditures and describes services performed in accordance with the agreement. C/CAG shall have the right to receive, upon request, documentation substantiating charges billed to C/CAG.
3. Relationship of the Parties. It is understood that Contractor is an Independent Contractor and this Agreement is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of Independent Contractor.
4. Non-Assignability. Contractor shall not assign this Agreement or any portion thereof to a third party.
5. Contract Term. This Agreement shall be in effect as of _____ and shall terminate on December 1, 2017; provided, however, C/CAG may terminate this

Agreement at any time for any reason by providing 30 days' notice to Contractor. Termination shall be effective on the date specified in the notice. In the event of termination under this paragraph, Contractor shall be paid for all Services provided to the date of termination.

6. Hold Harmless/ Indemnity: Contractor shall indemnify and save harmless C/CAG, its agents, officers and employees from all claims, suits or actions to the extent caused by the negligence, errors, acts or omissions of the Consultant, its agents, officers or employees related to or resulting from performance, or non-performance under this Agreement.

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

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

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

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

Required insurance shall include:

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

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

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

8. Non-discrimination. The Contractor and any subcontractors performing the services on behalf of the Contractor shall not discriminate or permit discrimination against any person or group of persons on the basis of race, color, religion, national origin or ancestry, age, sex, sexual orientation, marital status, pregnancy, childbirth or related conditions, medical condition, mental or physical disability or veteran's status, or in any manner prohibited by federal, state or local laws.
9. Compliance with All Laws. Contractor shall at all times comply with all applicable laws and regulations, including without limitation those regarding services to disabled persons, including any requirements of Section 504 of the Rehabilitation Act of 1973.
10. Substitutions: If particular people are identified in this Agreement are providing services under this Agreement, the Contractor will not assign others to work in their place without written permission from C/CAG. Any substitution shall be with a person of commensurate experience and knowledge.
11. Sole Property of C/CAG. Work products of Contractor which are delivered under this Agreement or which are developed, produced and paid for under this Agreement, shall be and become the property of C/CAG. Contractor shall not be liable for C/CAG's use, modification or re-use of products without Contractor's participation or for purpose other than those specifically intended pursuant to this Agreement.
12. Agreement Renewal. This Agreement may be renewed for an additional four years (two 2-year cycles that includes services for the 2019 and 2021 CMPs) upon the mutual agreements and approval by the C/CAG Board and Contractor.
13. Access to Records. C/CAG, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of the Contractor which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcriptions.

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

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

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

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

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

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

CoPLAN, LLC
5508 Sandalwood
McKinney, TX 75070
Attention: Steve Taylor

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

CoPLAN, LLC (Contractor)

By _____

_____ Date

City/County Association of Governments (C/CAG)

By _____

Alicia C. Aguirre, C/CAG Chair

_____ Date

C/CAG Legal Counsel

By _____

EXHIBIT A

SCOPE OF SERVICES

1. Collect Available Data

CONSULTANT, with assistance as needed from C/CAG, shall request performance data currently available for the CMP roadway system and intersections from the California Department of Transportation (Caltrans) and from the Public Works and Planning Departments of C/CAG member agencies to help reduce the data collection effort.

2. Conduct Counts/Surveys

CONSULTANT shall conduct 2015 intersection turning movement counts, including bicycle and pedestrian movements, at the 16 CMP intersections including:

1. Bayshore & Geneva
2. SR 35 & John Daly Blvd.
3. SR 82 & Hillside/John Daly
4. SR 82 & San Bruno Ave.
5. SR 82 & Milbrae Ave.
6. SR 82 & Broadway
7. SR 82 & Park-Peninsula
8. SR 82 & Ralston
9. SR 82 & Holly
10. SR 82 & Whipple Ave.
11. SR 84 & University
12. SR 84 & Willow
13. SR 84 & Marsh Rd.
14. SR 84 & Middlefield
15. SR 92 & SR 1
16. SR 92 & Main St.

2015 three-day (72-hour) machine counts will be conducted at 21 CMP arterial and rural highway segments including:

1. SR 1 - Linda Mar Blvd. to Frenchmans Creek Rd. (south of Etheldore St.)
2. SR 1 - Frenchmans Creek Rd. to Miramontes (between Terrance and Grandview)
3. SR 1 – Miramontes Rd. to Santa Cruz County line (north of SR 84)
4. SR 35 – San Francisco County line to Sneath (north of John Daly)
5. SR 35 – Sneath to I-280 (between San Bruno & I-280)
6. SR 35 – I-280 to SR 92 (between Bunker Hill & SR 92)
7. SR 35 – SR 92 to SR 84 (approx. 2 miles south of SR 92)
8. SR 35 – SR 84 to Santa Clara County line (south of SR 84)

9. SR 82 – between 42nd Street and 3rd Street (2 locations)
10. SR 82 – between 42nd Street and 3rd Street (2 locations)
11. SR 82 – SR 84 to Glenwood Ave. (south of SR 84)
12. SR 82 – Glenwood Ave. to Santa Cruz Ave. (between Glenwood & Oak Grove)
13. SR 82 – Santa Cruz Ave. to Santa Clara County line (between Santa Cruz & Ravenswood)
14. SR 84 – SR 1 to Portola Rd. (east of Skyline/SR 35)
15. SR 84 – Portola Rd. to I-280 (west of Kings Mountain Rd.)
16. SR 84 – I-280 to Alameda de Las Pulgas (east of I-280)
17. SR 84 - Alameda de Las Pulgas to US 101 (east of Middlefield)
18. SR 84 – US 101 to Willow (east of Marsh)
19. SR 84 – Willow to University (east of Willow)
20. SR 84 – University to Alameda County line (east of University)
21. SR 92 – SR 1 to I-280 (east of Main)
22. SR 109 – Kavanaugh to SR 84 (south of SR 84)
23. SR 114 – US 101 to SR 84 (south of SR 84)

Travel time surveys are to be conducted during the AM and PM weekday peak periods for the 83.2 centerline miles of freeways to measure average speeds. A minimum of five (5) complete runs were conducted for each freeway segment in each direction including:

- SR 92 (I-280 to Alameda County line) – 11.5 miles
- US 101 (San Francisco County line to San Clara County line) – 32.9 miles
- I-280 (San Francisco County line to San Clara County line) – 27.8 miles
- I-380 (I-280 to Airport Access Rd.) – 2.0 miles
- SR 1 (San Francisco County line to Linda Mar Blvd.) – 9.0 miles

As a result of the INRIX analysis performed in 2014, the private sector dataset (i.e., commercial speed data) provided by the Metropolitan Transportation Commission (MTC) will be utilized in the 2017 CMP monitoring in place of the freeway travel time runs to evaluate freeway performance. INRIX provides regional data coverage and relatively complete coverage of the full freeway network in San Mateo County. This dataset, which is anticipated to include over 150 million records, will be conflated against the linear reference system and segmentation developed previously. The average speed will be determined as before for the balance of the analysis.

3. Conduct Level of Service (LOS) Calculations

In order to be consistent with previous studies through 2015, the CONSULTANT shall once again calculate the levels of service for the CMP roadway system and intersections utilizing the methods according to the Highway Capacity Manual (2000 HCM).

4. Incorporate Exemptions

CONSULTANT shall re-evaluate locations that are found to exceed their LOS Standard and account for the required exemptions (interregional traffic - trips originating from outside the

County, traffic from low and very low income households, traffic from development within ¼ mile of transit stations, etc.) A link analysis will be conducted using the San Mateo County model to estimate traffic reductions caused by the exemptions. Locations with LOS Standard violations will be forwarded on to C/CAG for deficiency plan notification.

5. Conduct Travel Time Surveys for Single-Occupant Automobiles, Carpools, and Transit on Route 101 Corridor

CONSULTANT shall use the travel times surveys conducted during the Task 2 to represent travel times for single-occupant automobiles. Five (5) travel time surveys for carpools will be conducted in both directions for the HOV lanes on U.S. 101 during both AM and PM peak periods. The length of the runs along US 101 will be from the San Francisco County line to the Santa Clara County line. The HOV lane does not currently extend the full length of US 101 between the counties, so the drivers will utilize the general purpose lanes for the duration of the runs for the full limits.

Transit schedules will be used to estimate travel times via bus and rail. Transit agencies will be contacted to confirm that the schedules are reflective of actual travel times.

6. Evaluate Bicycle and Pedestrian Measure

CONSULTANT shall review the CMP capital improvement projects to ascertain whether pedestrian and bicycle travel is accommodated in new transportation projects.

7. Collect and Analyze Transit Ridership Data

CONSULTANT shall collect available ridership data from SamTrans, BART, and CalTrain. The data will be used to compare ridership among the different transit modes.

8. Analyze Data

CONSULTANT shall coordinate with C/CAG and analyze study data in order to evaluate various potential scenarios including: implemented projects since 2015 study, comparison and trends between 2015 and 2017 data sets, specific bottleneck analysis, corridor analysis, etc.), not to exceed 16 hours. A task budget will be included within the budget and only upon written communication and authorization by C/CAG will the analysis task(s) be performed and these funds be expended.

9. Prepare Documentation

CONSULTANT shall prepare and submit a draft report of the monitoring process including tables and maps. All of the level of service calculations and collected data will be submitted in a Technical Appendix.

Deliverable: electronic draft report for C/CAG review and final report (electronic and five (5) hard copies) reflecting any written comments made by staff; technical appendix including summary tables and intersection analysis.

10. Prepare Access Base Deliverable

In order to maximize the accessibility of the project data, in addition to the hardcopy report and appendix as included in Task 9, the CONSULTANT shall prepare a deliverable that may include GIS shapefiles and/or Microsoft Access Databases. The final deliverable will be coordinated with C/CAG in order to match the deliverable with the staff and planned users. The C/CAG staff will be provided instruction on the use of the deliverable.

Deliverables: GIS databases and all support reference layers used to produce analysis and figures; Microsoft Access database suitable for staff use in addition to GIS files.

11. Attend Meetings

CONSULTANT will hold monthly coordination meetings with C/CAG staff to highlight progress and preliminary results. CONSULTANT shall attend up to one C/CAG Board meeting during the study to present the final results.

The above scope will require an estimated 315 hours and a not-to-exceed budget of \$57,257.75.

Exhibit B - Fee Schedule

Fee proposal for Required Scope of Work City/County Association of Governments (C/CAG) of San Mateo 2017 LOS Monitoring Program Personnel		2017 LOS Monitoring Team					Totals (overhead only applied to staff hours)					
		Project Manager Steve Taylor	Data Management and GIS Brian Hoeschel	72-hour Tube Counts	Intersection Turning Movement Counts (2-people)	Intersection Turning Movement Counts (1-person)	Travel Time Data Collectors	Hours	Base Fee	Overhead	Profit	Total by Task
No.	Task Description	\$85	\$60	\$175	\$350	\$200	\$50			110.00%	10%	
1	Collect Available Data	2	0					2	\$170.00	\$187.00	\$35.70	\$392.70
	Collection Available Data from Caltrans & C/CAG	2						2	\$170.00	\$187.00	\$35.70	\$392.70
2	Conflation of INRIX Data	50	96	23	10	6		146	\$18,735.00	\$11,011.00	\$2,974.60	\$32,720.60
	Conflate INRIX Data for 2017 corridors	24	80					104	\$6,840.00	\$7,524.00	\$1,436.40	\$15,800.40
	Process & QC INRIX Dataset	24	16					40	\$3,000.00	\$3,300.00	\$630.00	\$6,930.00
	Perform & Code Intersection TMC and 72-hour counts	2		23	10	6		2	\$8,895.00	\$187.00	\$908.20	\$9,990.20
3	Conduct Level of Service (LOS) Calculations	24	0					24	\$2,040.00	\$2,244.00	\$428.40	\$4,712.40
	Calc LOS consistent with prev studies for trending analysis	24						24	\$2,040.00	\$2,244.00	\$428.40	\$4,712.40
4	Incorporate Exemptions	8	0					8	\$680.00	\$748.00	\$142.80	\$1,570.80
	Coordinate with C/CAG to determine inter-regional trips from model	4						4	\$340.00	\$374.00	\$71.40	\$785.40
	Reflect reduction in trips in LOS tables for applicable roadway segments	2						2	\$170.00	\$187.00	\$35.70	\$392.70
	Collect and Document transit travel times from providers thru C/CAG	2						2	\$170.00	\$187.00	\$35.70	\$392.70
5	Conduct Carpool Travel Time Surveys	2	0				20	22	\$1,170.00	\$187.00	\$135.70	\$1,492.70
	Perform HOV travel time runs (No GPS just elapsed time)						20	20	\$1,000.00	\$1,100.00	\$210.00	\$2,310.00
	Process HOV travel time runs	1						1	\$85.00	\$93.50	\$17.85	\$196.35
	Produce HOV tabular travel times	1						1	\$85.00	\$93.50	\$17.85	\$196.35
6	Evaluate Bicycle and Pedestrian Measures	1	0					1	\$85.00	\$93.50	\$17.85	\$196.35
	Coordinate with C/CAG to document Bike/Ped programs	1						1	\$85.00	\$93.50	\$17.85	\$196.35
7	Collect and Analyze Transit Ridership Data	2	0					2	\$170.00	\$187.00	\$35.70	\$392.70
	Coordinate with C/CAG to collect & document ridership values from providers	2						2	\$170.00	\$187.00	\$35.70	\$392.70
8	Analyze Data	16	0					16	\$1,360.00	\$1,496.00	\$285.60	\$3,141.60
	Detailed analysis as identified by C/CAG	16						16	\$1,360.00	\$1,496.00	\$285.60	\$3,141.60
9	Prepare Documentation	32	20					52	\$3,920.00	\$4,312.00	\$823.20	\$9,055.20
	Prepare Draft & Final Report	32	20					52	\$3,920.00	\$4,312.00	\$823.20	\$9,055.20
10	Prepare Access Database Deliverable	2	8					10	\$650.00	\$715.00	\$136.50	\$1,501.50
	Prepare Access Database for added flexibility	2	8					10	\$650.00	\$715.00	\$136.50	\$1,501.50
11	Attend Meetings	24	8					32	\$2,520.00	\$2,772.00	\$529.20	\$5,821.20
	Monthly Webex progress meetings	8	8					16	\$1,160.00	\$1,276.00	\$243.60	\$2,679.60
	Two meetings/presentations in San Mateo	16						16	\$1,360.00	\$1,496.00	\$285.60	\$3,141.60
Exp	Expenses								\$0.00			\$0.00
	Base CMP Scope Hrs	163	132	23	10	6	20	315	\$31,500.00	\$20,212.50	\$5,545.25	\$57,257.75

C/CAG AGENDA REPORT

Date: March 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 17-08 authorizing the C/CAG Chair to execute an agreement with Iteris to develop a Project Approval and Environmental Document (PA&ED) for the San Mateo County Smart Corridor Expansion - South San Francisco Segment in an amount not to exceed \$94,505.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 17-08 authorizing the C/CAG Chair to execute an agreement with Iteris to develop a Project Approval and Environmental Document (PA&ED) for the San Mateo County Smart Corridor - South San Francisco Segment in an amount not to exceed \$94,505.

FISCAL IMPACT

The cost to develop the PA&ED is not exceed \$94,505

SOURCE OF FUNDS

Funding for the preparation of the PA&ED comes from the Transportation Fund for Clean Air (TFCA) - Fiscal Year 2016-17

BACKGROUND

San Mateo County Smart Corridor

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

As defined in the Concept of Operations (2008), the Smart Corridor project is divided into multiple phases along the freeways located in the county, as indicated below:

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

- 280 to El Camino Real);
- Phase V – I-280 (S.F. County line to Trousdale Dr.)

Construction of Phases I, II, and III is completed and equipment are deployed and online with the exception of the southernmost segment of Phase III (construction led by Caltrans) which will be completed within the next few months. Progressing ahead, work to begin development of Phase IV is proposed with the first segment being the expansion into the City of South San Francisco.

Project Development

As indicated in the related Agenda Item 5.2.2 staff report, the task of developing a Project Study Report (PSR) Equivalent began on February 9, 2017, and is expected to be completed by March 10, 2017. The next step following completion of the PSR Equivalent is to begin development of the Project Approval and Environmental Document (PA&ED).

For this effort, staff asked Iteris to submit a proposed scope of work and fee estimate to perform the work of developing the PA&ED. Staff reviewed and approved the scope and negotiated the final fee; therefore, recommend that the C/CAG Board approve the execution of an agreement with Iteris to develop the PA&ED for the San Mateo County Smart Corridor Expansion - South San Francisco Segment for an amount not to exceed \$94,505.

Once the PA&ED is approved, planned for December 2017, development of the Plans, Specifications, and Estimates (PS&E) & Right of Way (R/W) will begin with construction to follow in fiscal year 2018/19.

Procurement Policy

Taking into consideration Iteris' experience and knowledge of the Smart Corridor as well as positive performance from past projects, staff has determined that Iteris has the unique qualifications and experience, therefore, would be best fitted to provide services pertaining to network monitoring and maintenance support. Staff requests that C/CAG waive the requirement of a Request for Proposal (RFP) process and recommends that C/CAG enters into agreement with Iteris. This request is consistent with the C/CAG Procurement Policy (2010), Section 9a, which states, in part:

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

ATTACHMENTS

1. Resolution 17-08
2. Agreement with Iteris (*The document is available for download at the C/CAG website at: <http://ccag.ca.gov/committees/board-of-directors/>*)

RESOLUTION 17-08

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO
EXECUTE AN AGREEMENT WITH ITERIS TO DEVELOP A PROJECT APPROVAL AND
ENVIRONMENTAL DOCUMENT (PA&ED) FOR THE SAN MATEO COUNTY SMART
CORRIDOR EXPANSION – SOUTH SAN FRANCISCO SEGMENT
IN AN AMOUNT NOT TO EXCEED \$94,505**

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

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

WHEREAS, the Smart Corridor includes the installation of fiber optic communication network as well as deployment of an interconnected traffic signal system, close circuit video cameras, trailblazer/arterial dynamic message signs, and vehicle detection systems; and

WHEREAS, major construction of the Smart Corridor Phases I, II, and III located along US 101 from I-380 to the Santa Clara County line is mostly completed along with final signal system software deployment and system integration and C/CAG plans to begin development of the Phase IV project located in the City of South San Francisco; and

WHEREAS, C/CAG, through a previous competitive process, contracted with Iteris to perform work on multiple phases of the Smart Corridor Project including design of the South Segment (Ralston Avenue to Willow Road), providing System Integration support, assisting with incident timing plan development, and currently in contract with for Smart Corridor ITS Network Monitoring and Maintenance Support; and

WHEREAS, C/CAG desires to enter into Agreement with Iteris for development of a PA&ED for the San Mateo County Smart Corridor Expansion – South San Francisco Segment.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Chair is authorized to execute the Agreement between C/CAG and Iteris to develop a Project Approval and Environmental Document (PA&ED) for the San Mateo County Smart Corridor Expansion – South San Francisco Segment in an amount not to exceed \$94,505.

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

Alicia C. Aguirre, Chair

C/CAG AGENDA REPORT

Date: March 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 appointment of Eunejune Kim from the City of South San Francisco to the Congestion Management Program Technical Advisory Committee (CMP TAC) and Stormwater Committee.

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

RECOMMENDATION

Review and approve the appointment of Eunejune Kim from the City of South San Francisco to the Congestion Management Program Technical Advisory Committee (CMP TAC) and Stormwater Committee.

FISCAL IMPACT

None

SOURCE OF FUNDS

N/A

BACKGROUND

The City of South San Francisco, as detailed in the attached letter from the City Manager, is recommending the appointment of Eunejune Kim, Public Works Director, to C/CAG's Congestion Management Program Technical Advisory Committee (CMP TAC) and the Stormwater Committee. The recommended appointee will replace previous city representative, Ray Towne, on these committees.

ATTACHMENTS

1. Letter from City of South San Francisco



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 MANAGER

February 17, 2017

Ms. Sandy Wong, Executive Director
City/County Association of Governments
555 County Center, 5th floor
Redwood City, CA 94063

Re: Notification of Duly Authorized Representative for City of South San Francisco

Dear Ms. Wong:

The purpose of this letter is to document that I am authorizing Eunejune Kim to serve as the City of South San Francisco representative on the C/CAG Technical Advisory Committee and Stormwater Committee to fill the seats vacated by Ramon Towne.

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

Sincerely,

A handwritten signature in black ink that reads "for Mike Futrell". The signature is stylized and cursive.

Mike Futrell
City Manager

Cc: Eunejune Kim, Director of Public Works/City Engineer
John Hoang, Transportation Systems Coordinator
Matthew Fabry, Program Coordinator

C/CAG AGENDA REPORT

Date: March 9, 2017

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Councilmember Ann Wengert (Portola Valley) and Council Member Dierdre Martin (Pacifica) to be appointed to the Bicycle and Pedestrian Advisory Committee (BPAC) to fill two vacant seats for elected officials.

(For further information or questions, contact Eliza Yu at 650-599-1453)

RECOMMENDATION

That the C/CAG Board Review and approve Councilmember Ann Wengert (Portola Valley) and Council Member Dierdre Martin (Pacifica) to be appointed to the Bicycle and Pedestrian Advisory Committee (BPAC) to fill two vacant seats for elected officials.

FISCAL IMPACT

None

SOURCE OF FUNDS

Not applicable

BACKGROUND

As of January 2017, the BPAC has three vacant seats for elected officials. In November 2016, December 2016 and January 2017, staff publicized the vacancies through e-mail and letters to the city clerks of every jurisdiction in San Mateo County, and by posting a call for elected officials announcement on the C/CAG website. The deadline to apply from the January 2017 recruitment letter was on February 24, 2017. Following this deadline, two elected officials have applied to serve on the BPAC: Ann Wengert, Councilwoman for Town of Portola Valley; and Deirdre Martin, Councilwoman for City of Pacifica.

The BPAC membership policy (adopted in March 2006) states that no more than two (2) members, either elected or public, should reside in the same jurisdiction. The appointments of Ann Wengert and Dierdre Martin do not conflict with this policy.

For the third vacant seat, the January 2017 recruitment letter stated that if there are still vacancies on the BPAC after the February 24th deadline, the recruitment will be extended to April 21, 2017 for appointments to be considered at the May 11, 2017 C/CAG Board of Directors Meeting. Staff anticipates receiving at least one more letter of interest from elected officials within San Mateo County to fill the last vacant seat by the extended April 2017 deadline.

The current members on the BPAC as of January 2017 are listed below.

Elected Official Members

City of Residence

- Don Horsley County of San Mateo (Unincorporated)
- Ken Ibarra San Bruno
- Karyl Matsumoto South San Francisco
- Ann Schneider Millbrae
- Gary Pollard Foster City
- *Vacant*
- *Vacant*
- *Vacant*

Public Members

City of Residence

- Marge Colapietro Millbrae
- Daina Lujan South San Francisco
- Rob Lawson Burlingame
- Matthew Self Redwood City
- Malcolm Robinson San Bruno
- David Stanek City of San Mateo
- Marina Fraser Half Moon Bay

ATTACHMENTS

Attachment 1: Letters of Interest from Ann Wengert and Deirdre Martin

Attachment 2: Letters of Support for Deirdre Martin



TOWN of PORTOLA VALLEY

Town Hall: 765 Portola Road, Portola Valley, CA 94028 - Tel: (650) 851-1700 Fax: (650) 851-4677

Ann E. Wengert
Councilmember
Portola Valley Town Council
765 Portola Road
Portola Valley, CA 94028
650-851-1700
awengert@portolavalley.net

February 23, 2017

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

Dear Alicia and C/CAG Council Members,

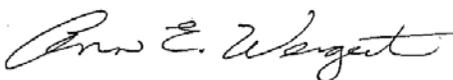
I am writing to request your consideration for my appointment to C/CAG's Bicycle and Pedestrian Advisory Committee (BPAC). I believe that my public service background combined with my experience as a Bay Area bicyclist provide a unique perspective on the challenges associated with the work of the BPAC.

I am in my ninth year of service as a member of the Town Council of Portola Valley and currently serve as a member of the C/CAG Finance Committee. During my tenure on the Council, I have twice served as Mayor and have also acted as Liaison to the Town's Bicycle and Pedestrian Traffic Committee. Portola Valley's location and rural character serve as a regional draw for large numbers of recreational and commuting cyclists in addition to numerous pedestrian users of our trail and road systems. As such, the Town plays an active role in insuring safe roads and trails for all transportation users. The increase in number of cyclists in our community has created a number of challenging issues and we actively solicit input and provide feedback to local bicycling groups. The Town also works closely with local and regional advocacy groups to maximize safe cycling experiences both within and outside our town boundaries. As a long distance cyclist, I am a user of bicycle routes throughout San Mateo County and the greater South Bay region.

I am excited by the opportunity to serve on the BPAC and am committed to promoting safe cycling and pedestrian routes wherever possible in San Mateo County. Through the work of the Bicycle and Pedestrian Advisory Committee, I also look forward to gaining greater understanding of regional bicycling and pedestrian opportunities, issues, and initiatives.

Thank you for your consideration of my appointment to the C/CAG Bicycle and Pedestrian Advisory Committee.

Sincerely,



Ann E. Wengert
Councilmember, Town of Portola Valley

Deirdre Martin
Pacifica City Council Member
1519 Terra Nova Blvd
Pacifica, CA 94044
February 23, 2017

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

Sandy and C/CAG Board Members,

I am writing to express my interest in serving on the Bicycle and Pedestrian Advisory Committee and am asking for your consideration.

My related experience includes serving as a Commissioner with Pacifica's Parks Beaches and Recreation for 5 years prior to my election to City Council in November 2016; past Vice President of Pacifica Beach Coalition; current site captain at Sharp Park monthly beach cleanup; active member of Pacifica's Climate Committee. Each of these roles has educated me and helped shape my desire to work on city and county bicycle and pedestrian mobility strategies.

Behind my passion is the desire to understand how to best utilize and implement our resources across the county for bike and pedestrian mobility. I am committed to working with the county and cities on opportunities and obstacles and to learning to use our connectedness to strengthen our strategy. I believe that it is our responsibility as leaders to encourage and support the health and welfare of our community. I would be honored to be a part of the process that helps achieve the goal of making our cities and county a more walkable, bikeable, and healthier place to live by serving on the BPAC.

While I believe my experience with the City of Pacifica will serve me well in this role, it is my passion for championing matters related to making San Mateo County a more walkable and bikeable place to live that will help drive our success as a committee.

Thank you for your consideration.

Thank you,



Deirdre Martin
Council Member
City of Pacifica

From: Cynthia Knowles [<mailto:cynthiapatagonia@yahoo.com>]
Sent: Thursday, February 23, 2017 1:02 PM
To: Sandy Wong <slwong@smcgov.org>
Subject: For distribution to C/CAG Board Members for consideration of Deirdre Martin for Bicycle & Pedestrian Committee c/o Sandy Wong

Dear Ms. Wong,

Please accept my recommendation for Deirdre Martin for a position on the C/CAG Bicycle & Pedestrian Committee. I fully trust Deirdre to be our advocate on all matters relating to Bike and Pedestrian opportunities and facilities and the planning and selection of projects for state and federal funding. Through our collaboration on transit issues with the Pacifica Climate Committee, I know Deirdre is dedicated to and excels at advancing bike-friendly and walkable streets. She will serve our county very well in this position.

Many thanks for your consideration,

Cynthia Knowles
Pacifica resident
ph. 415.845.2357

From: Mike O'Neill [<mailto:mikethecouncilman@gmail.com>]
Sent: Wednesday, February 22, 2017 9:48 PM
To: Sandy Wong <slwong@smcgov.org>
Cc: Lorie Tinfow <ltinfow@ci.pacifica.ca.us>; Deidre Martin <martind@ci.pacifica.ca.us>
Subject: Deidre Martin Recommendation

I would like to strongly recommend and support Deidre Martin for the current vacancy on the C/Cag Bicycle and Pedestrian Committee. Deidre has extensive involvement in community affairs in Pacifica, serving on the Park Beach and Recreation Commission and Vice President of the Pacifica Beach Coalition.

Deidre is enthusiastic when she makes a commitment and wants to move forward in issues that she feels improve her community. The Bicycle and Pedestrian Committee will support her desire to improve the environment and living standards in the County.

I urge and support the election of Deidre Martin to the C/Cag Bicycle and Pedestrian Committee.

Thank you for your time

Mike O'Neill
Pacifica City Council
650-302-2470

From: Sue Digre <suedigre@gmail.com>
Sent: Monday, February 27, 2017 3:59:42 PM
To: Sandy Wong
Subject: Re the Open Position on the Bicycle/Pedestrian Committee

I am recommending to the C/CAG Board, Pacifica City Council Member Deirdre Martin for the Open Seat on the County Bicycle and Pedestrian Committee.

Deirdre is a diligent, hard worker. She has exemplary work habits on the Pacifica Parks, Beaches And Recreation Committee as well as on the transportation group of the Climate Action Planning Committee.

These successful experiences and team efforts have afforded her a great deal of knowledge that is applicable anywhere.

Cycling and Pedestrian safety and enjoyable experiences are extremely important. These two modes of mobility are becoming much more desired by our populations.

It is important for our Communities to ensure that we keep pace with our resident needs and desires.

Coastal Communities have an added need, as do other outlying areas. It is valuable to have Deirdre's type of knowledge and experience on the C/CAG Bicycle and pedestrian committee.

Thank you very much for considering these thoughts.

Best wishes.
Sue Digre Pacifica CITY Councilmember

C/CAG AGENDA REPORT

Date: March 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 appointment of John Fuller, Public Works Director, to C/CAG’s Stormwater Committee on behalf of the City of Daly City .

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

RECOMMENDATION

Review and approve the appointment of John Fuller, Public Works Director, to C/CAG’s Stormwater Committee on behalf of the City of Daly City

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

To ensure regular attendance due to an ongoing schedule conflict, the City of Daly City is recommending a revised appointment to C/CAG’s Stormwater Committee. The recommended appointee is John Fuller, Public Works Director, replacing Patrick Sweetland, Director of Water and Wastewater Services, as detailed in the attached letter from the City Manager for Daly City.

ATTACHMENTS

1. February 14, 2017 Letter to C/CAG from City Manager Pat Martel (Daly City)



CITY OF DALY CITY

333-90TH Street
DALY CITY, CA 94015-1895
PHONE: (650) 991-8000

February 14, 2017

Matthew Fabry, P.E.
Manager-SMCWPPP
555 County Center, 5th Floor
Redwood City, CA 94063

Subject: Daly City Stormwater Representative

Dear Mr. Fabry:

Effective this date, please be advised that Public Works Director John Fuller is replacing Patrick Sweetland as Daly City's Stormwater Management Representative to C/CAG.

Thank you, Matt, for your attention and assistance in this regard. I am available to answer any questions you might have.

Sincerely,

Patricia E. Martel
City Manager

cc: John Fuller, DPW
Patrick Sweetland, DWWR

C/CAG AGENDA REPORT

Date: March 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.

February 17, 2017 was the last day for bills to be introduced. Another transportation funding proposal from assembly member Vince Fong was added to the existing proposals.

ATTACHMENTS

1. March 2017 Legislative update from Shaw/ Yoder/ Antwih, Inc.
2. Updated transportation funding package proposal table
3. AB 498 transportation funding package proposal
4. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



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

DATE: March 1, 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 – March 2017

Legislative Update

February 17 marked the last day for legislators to introduce bills in the first year of the 2017-18 Legislative Session. In total, 2,495 bills were introduced as between the two Houses, with 1,687 introduced in the Assembly and 808 in the Senate. While we continue to sort through the tranche of bills introduced most recently, we highlight some bills of note impacting C/CAG under ***Bills of Interest***, below. Committee hearings will ramp up in the coming weeks. The Legislature will break for Spring Recess on April 6.

Transportation Funding

Transportation funding remains a priority for the Administration, Senate and Assembly. Recently, the Governor, along with leadership in both Houses, publicly stated their desire to accomplish a deal on transportation funding by April 6. The different funding proposals in print so far remain the same as previously reported, and **we have included with this report an attachment comparing SB 1 (Beall), AB 1 (Frazier), and the proposal made by the Governor in his budget.**

In addition to the proposals earlier released by the two transportation committee chairs – SB 1 and AB 1 – and the Governor’s plan, the Vice Chair of the Assembly Transportation Committee, Assembly Member Vince Fong (R-Bakersfield) recently released the “Republican” transportation funding proposal; this would generate approximately \$5.6 billion in ongoing revenues by *redirecting* a number of existing revenue streams to transportation. This includes shifting sales tax revenues from the sale of vehicles, using truck weight fee revenue, capturing taxes on automobile insurance plans, and using Cap and Trade dollars. **Please see the attached fact sheet from Assembly Member Fong outlining his proposal.**

In terms of process, SB 1 is the furthest along and was heard in the Senate Transportation and Housing Committee on February 14 and passed 8-3. It then passed the Senate Environmental Quality Committee on February 21 by a vote of 4-2. **The bill now moves to the Senate Governance and Finance Committee and will be heard March 8.**

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. ***The C/CAG Board SUPPORTS 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.***

AB 496 (Fong) – Transportation Funding

This bill represents the “Republican” transportation funding plan, which would provide \$7.8 billion (\$5.6 billion in ongoing and \$2.2 billion in one-time revenues) for transportation without raising taxes. This bill largely relies on the redirection of existing revenues, including the sales tax on vehicle sales, truck weight fees, car insurance taxes, and outstanding loan repayments, as well as increased spending from Cap and Trade.

AB 1613 (Mullin) – SamTrans Sales Tax Authority

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

ACA 4 (Aguiar-Curry) – Lower Vote Threshold for Local Infrastructure Taxes

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing, which specifically includes improvements to transit and streets & highways, as well as protection from impacts of sea-level rise. ***We recommend the C/CAG Board SUPPORT this measure.***

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. ***The C/CAG Board SUPPORTS this bill.***

SB 231 (Hertzberg) – Stormwater

The California Constitution (Proposition 218) generally requires that assessments, fees, and charges be submitted to property owners for approval or rejection after the provision of written notice and the holding of a public hearing. The Proposition 218 Omnibus Implementation Act prescribes specific procedures and parameters for local jurisdictions to comply with the California Constitution and defines terms. This bill would define the term “sewer” for these purposes to include outlets for surface or storm waters, and any and all other works, property, or structures necessary or convenient for the collection or disposal of sewage, industrial waste, or surface or storm waters. ***We recommend the C/CAG Board SUPPORT this measure.***

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

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

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



ASSEMBLYMAN VINCE FONG

AB 496: Traffic Relief and Road Improvement Act

The Traffic Relief and Road Improvement Act provides **\$7.8 billion (\$5.6 billion multi-year/\$2.2 billion one-time revenues)** for transportation **without raising taxes**. AB 496 includes reforms to make transportation spending more accountable and efficient, and eliminates regulatory barriers that prevent traffic relief. It provides \$2.2 billion in one-time revenues from repayment of transportation loans.

Reforms

- Repeals the “road diet,” which blocks projects that reduce traffic congestion
- Creates a CEQA exemption for road repair projects
- Creates a Transportation Inspector General
- Requires audits for major transportation projects *
- Increases Caltrans contracting, and extends the sunset for public-private partnerships
- Achieves savings from Caltrans efficiencies
- Provides new oversight for Caltrans spending
- Restores independence for the California Transportation Commission
- Facilitates federal funding for the Trade Corridors Improvement Fund (TCIF) program

Annual Revenues

\$5.6 billion in multi-year additional transportation funding

- \$3 billion from sales and use taxes collected from sale of new and used vehicles
- \$1.1 billion from return of truck weight fees for transportation
- \$550 million from vehicle insurance taxes
- \$270 million in new funding from cap-and-trade for transit [equivalent to amount that would be generated by the 3.5% diesel sales tax increase in AB 1 (Frazier)]
- \$160 million from AB 118 vehicle registration fees (backfilled by cap-and-trade)
- \$140 million from return of miscellaneous transportation revenues *
- \$135 million from diesel sales tax (backfilled by cap-and-trade)
- \$125 million from return of taxes from sale of fuel for non-highway purposes
- \$100 million from Caltrans efficiencies
- \$10 million from return of diverted funds to the Off-Highway Vehicle Trust Fund

Total Funding Distribution (one-time revenues/multi-year revenues)

- **\$2.8 billion** (\$700 million/\$2.1 billion) for **local streets and roads**
- **\$2.4 billion** (\$1.03 billion/\$1.32 billion) for **new capacity/traffic relief**
- **\$1.9 billion** (\$190 million/\$1.7 billion) for **highway maintenance and rehabilitation**
- **\$520 million** (\$250 million/\$270 million) for **transit**
- **\$100 million** (all ongoing) for **active transportation**
- **\$80 million** (all ongoing) for **DMV modernization and CHP funding** *
- **\$10 million** (all ongoing) for **Off-Highway Vehicle Trust Fund**

* Amendments pending

Transportation Plan Comparison

	AB X (Fong)	Governor's Plan	AB 1 (Frazier)	SB 1 (Beall)
Preliminary Revenue Estimate	\$7.8 billion (\$5.6 billion annual/\$2.2 billion one-time revenues)	\$4.3 billion (\$4.2 billion annual/\$0.7 billion one-time revenues)	\$6.8 billion (\$6.1 billion annual/\$0.7 billion one-time revenues)	\$6.8 billion (\$6.1 billion annual/\$0.7 billion one-time revenues)
Gas Tax Increase¹	No Increase	11.7 cents/gallon + annual inflation adjustment	19.5 cents/gallon + annual inflation adjustment	19.5 cents/gallon over 3 years (Y1: 13.5 cents; Y2: 3 cents; Y3: 3 cents) + annual inflation adjustment
Vehicle Registration Tax	None	\$65/year	\$38/year + annual inflation adjustment	\$38/year + annual inflation adjustment
Diesel Excise Tax Increase²	No Increase	11 cents/gallon + annual inflation adjustment	17 cents/gallon + annual inflation adjustment	17 cents/gallon + annual inflation adjustment
Diesel Sales Tax Increase	No Increase	No Increase	3.5% + annual inflation adjustment	4% + annual inflation adjustment
Zero Emission Vehicle Tax	None	None	\$165/year + annual inflation adjustment	\$100/year + annual inflation adjustment
Weight Fee Diversion (~\$1 billion/year)	100% restored Takes effect immediately	No Restoration	Partial Restoration (10% per year over 5 years)	Partial Restoration (10% per year over 5 years)
Loan Repayment	100% repayment in year 1 (\$2.2 billion)	Partial Repayment (32% over 3 years)	Partial Repayment (16% in year 1; 16% in year 2)	Partial Repayment (16% in year 1; 16% in year 2)
Vehicle Sales and Use Taxes	Dedicated to transportation	Diverted to General Fund	Diverted to General Fund	Diverted to General Fund
Vehicle Insurance Taxes	Dedicated to transportation	Diverted to General Fund	Diverted to General Fund	Diverted to General Fund

¹Increase over 2016-17 rate of 27.8 cents/gallon

²Increase over 2016-17 rate of 16 cents/gallon

C/CAG AGENDA REPORT

Date: March 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 Resolutions 17-09 and 17-10 approving the One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) and Bicycle Pedestrian Improvement Program (BPIP) list of projects for submission to Metropolitan Transportation Commission (MTC).

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve of Resolutions 17-09 and 17-10 approving the One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) and Bicycle Pedestrian Improvement Program (BPIP) list of projects for submission to Metropolitan Transportation Commission (MTC).

FISCAL IMPACT

No Direct fiscal impact to C/CAG other than staff time. Upon C/CAG and MTC approval, OBAG funds will be allocated to project sponsors directly.

SOURCE OF FUNDS

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

BACKGROUND

On November 18, 2015, MTC and ABAG adopted Resolution 4202 outlining and approving the OBAG 2 Grant Program. OBAG 2 is composed of two fund sources, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) and covers (five years) FY 2017/18 through FY 2021/22. On May 12, 2016 the C/CAG Board adopted the funding Framework for the One Bay Area Grant 2 (OBAG 2) in San Mateo County. Subsequent to the C/CAG Board's adoption of the framework MTC revised Resolution 4202, in the summer of 2016, to add funds from the Fixing America's Surface Transportation (FAST) Act and to add anti-displacement requirements.

The C/CAG Board adopted a revised framework on August 11, 2016. On September 8, 2016 the Board approved a call for projects for the Transportation for Livable Communities (TLC) Program and Bicycle and Pedestrian Improvement Program (BPIP). The call for projects for both programs was issued on September 12, 2016. The minimum and maximum grant size was set at \$250,000 and \$1,000,000 per project, respectively. A maximum allowable total grant per jurisdiction was set at

\$1,500,000 (for BPIP and TLC combined).

Transportation for Livable Communities (TLC)

\$5,926,000 was made available for competition in the Transportation for Livable Communities Program to fund a wide range of improvements and facilities that support and promote alternative transportation modes rather than the single-occupant automobile.

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

The TLC funding application due date was November, 18, 2016. Staff received seven applications. One project application from Belmont did not meet the minimum screening criteria as it did not include a construction component making it ineligible for the fund source. The program was undersubscribed by \$1,194,000 with a total request of \$4,732,000 from eligible projects.

A Transportation for Livable Communities (TLC) scoring panel comprised of staff from the San Mateo County Transportation Authority, San Mateo County Transit District, the Metropolitan Transportation Commission (MTC), Caltrans, and C/CAG scored and ranked the TLC Program applications. The TLC scoring panel recommended funding all eligible projects at this time.

The recommendation from the scoring panel was presented to the CMP TAC and the CMEQ committees for recommendation. Upon C/CAG Board recommendation to MTC, project sponsors will start the process of programming their projects.

Bicycle Pedestrian Improvement Program (BPIP)

\$5,926,000 was made available for competition in Bicycle and Pedestrian Improvement Program to fund a wide range of bicycle and pedestrian improvements

BPIP project are intended to address air pollution reduction and support bicycle/ pedestrian commuter needs. Projects should not serve exclusively recreational trips. Improvements could include Class I, II and III bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks, ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation.

The BPIP funding application due date was November, 18, 2016. Staff received ten applications. One project application Millbrae did not meet the minimum screening criteria as it did not include a construction component making it ineligible for the fund source. The total amount requested for all of the proposed BPIP projects was \$6,841,000. The program was oversubscribed by \$915,000.

On February 23, 2017 the BPAC scored and ranked the eligible BPIP applications, and recommended to fully fund the seven top ranking projects, to partially fund Woodside’s Woodside Pathway Project at \$634,000, and to not recommend funding Brisbane’s Crocker Trail Commuter Connectivity

Upgrades Project which was ranked last out of the nine projects (see attached project ranking).

Undersubscribed Funds

On February 16, 2017, the TLC list of projects was presented to the CMP TAC. The CMP TAC recommended that the Board approve the six eligible Transportation for Livable Communities (TLC) projects, as shown in Attachment 1 of projects for submission to Metropolitan Transportation Commission (MTC).

The CMP TAC further recommended that the Board make available the undersubscribed TLC funds towards the BPIP program to fund projects based on the BPAC recommendation. The CMP TAC also expressed a desire to have an opportunity to provide further input if the resulting total left over funding from both the TLC and BPIP is greater than \$1,000,000.

On February 23, 2017 the BPAC met to recommend projects for funding under the BPIP program. The BPAC was informed about the CMP TAC recommendation regarding undersubscribed TLC funds however, they recommended to only fund projects within the funding limits of the BPIP (\$5,926,000) framework. The BPAC expressed that the undersubscribed TLC funds could be better spent on other more urgent OBAG 2 programs such as Local Streets and Roads and Safe Routes to School instead of funding the lowest scoring project at this time.

The Town of Woodside had submitted the same project for funding consideration from both the Regional ATP program as well as the BPIP program. On January 25, 2017 MTC released their funding recommendation for the 2017 Regional Active Transportation Program (rATP). Because the Town of Woodside will receive ATP funding in the amount of \$528,000, staff is recommending that The Town of Woodside only receive \$136,000 in BPIP funding, which will fully fund the project. It will also result in \$498,000 funds remaining in the BPIP program.

On February 27, 2017, the CMEQ committee recommended that the Board approve the One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) list of projects for submission to Metropolitan Transportation Commission (MTC).

The CMEQ further recommended that the Board direct undersubscribed funds towards the Local Streets and Roads Rehabilitation Preservation (LS&R) Program.

At this time staff is recommending that the C/CAG Board approve the One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) and Bicycle and Pedestrian Improvement Program (BPIP) list of projects for submission to Metropolitan Transportation Commission (MTC).

Staff will develop a plan to utilize the undersubscribed funds and present it to the C/CAG Board at a later date.

ATTACHMENTS

1. Resolution 17-09 Funding recommendation for the One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC)
2. Resolution 10-10 Funding recommendation for the One Bay Area Grant 2 (OBAG 2) Bicycle and Pedestrian Improvement Program (BPIP)

RESOLUTION 17-09

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY TO ADOPT THE ONE BAY AREA GRANT 2 (OBAG 2) TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) PROGRAM FOR FISCAL YEARS 2017/18 THROUGH 2021/22

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

WHEREAS, the Metropolitan Transportation Commission (MTC) adopted Resolution No. 4202 outlining the OneBayArea2 Grant (OBAG2) Program's policies and procedures to be used in the selection of projects to be funded with Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds; and

WHEREAS, local responsibility for project selection for the OBAG 2 County Programs (Planning and Outreach, Safe Routes to School, Federal Aid Secondary(FAS) Improvements, Transportation for Livable Communities (TLC) Program, Local Streets and Roads Rehabilitation Preservation (LS&R), and Bicycle and Pedestrian Improvement Program (BPIP)) has been assigned to Congestion Management Agencies (CMAs); and

WHEREAS, C/CAG is the Congestion Management Agency for San Mateo County, and

WHEREAS, on May 12, 2016 the C/CAG Board adopted the funding framework for the OBAG 2 County Programs in San Mateo County and further adopted a revised funding framework on August 11, 2016; and

WHEREAS, the C/CAG Board of Directors approved the OBAG 2 TLC Program Call for Projects at the September 8, 2016 C/CAG Board meeting; and

WHEREAS, C/CAG has through a competitive process developed a list of projects to submit for the TLC Program; and

WHEREAS, C/CAG is submitting the San Mateo County TLC projects to the MTC for funding from the OBAG 2 Program, as shown in the Attached Table.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County to adopt the One Bay Area Grant TLC list of projects to be submitted to the Metropolitan Transportation Commission (MTC) and authorize the C/CAG Executive Director to negotiate with the MTC to make minor modifications as necessary.

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

Alicia C. Aguirre, Chair

One Bay Area Grant 2 (OBAG 2) Transportation for Livable Communities (TLC) Project List

Ranking	Agency	Project Name	Requested Funds	Total Recommended for Funding
1	Colma	Mission Rd Bike/Ped Improvements	\$525,000	\$525,000
2	South San Francisco	Grand Boulevard Initiative	\$1,000,000	\$1,000,000
3	San Mateo City	Laurie Meadows Ped/ Bike Safety Improvements	\$987,000	\$987,000
4	Burlingame	Broadway PDA Lighting Improvements	\$720,000	\$720,000
5	Half Moon Bay	Poplar Complete Streets	\$1,000,000	\$1,000,000
6	San Carlos	Ped Enhancements Arroyo/ Cedar and Hemlock/ Orange	\$500,000	\$500,000
7	Belmont	O'Neill Ave. Ped/Bike Undercrossing	\$350,000	\$0
			\$5,082,000	\$4,732,000

Total Available	\$5,926,000
Total Funds Recommended	\$4,732,000
Total Funds Remaining	\$1,194,000

RESOLUTION 17-10

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY TO ADOPT THE ONE BAY AREA GRANT 2 (OBAG 2) BICYCLE AND PEDESTRIAN IMPROVEMENT PROGRAM (BPIP) FOR FISCAL YEARS 2017/18 THROUGH 2021/22

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

WHEREAS, the Metropolitan Transportation Commission (MTC) adopted Resolution No. 4202 outlining the OneBayArea2 Grant (OBAG2) Program's policies and procedures to be used in the selection of projects to be funded with Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds; and

WHEREAS, local responsibility for project selection for the OBAG 2 County Programs (Planning and Outreach, Safe Routes to School, Federal Aid Secondary(FAS) Improvements, Transportation for Livable Communities (TLC) Program, Local Streets and Roads Rehabilitation Preservation (LS&R), and Bicycle and Pedestrian Improvement Program (BPIP)) has been assigned to Congestion Management Agencies (CMAs); and

WHEREAS, C/CAG is the Congestion Management Agency for San Mateo County, and

WHEREAS, on May 12, 2016 the C/CAG Board adopted the funding framework for the OBAG 2 County Programs in San Mateo County and further adopted a revised funding framework on August 11, 2016; and

WHEREAS, the C/CAG Board of Directors approved the OBAG 2 BPIP Program Call for Projects at the September 8, 2016 C/CAG Board meeting; and

WHEREAS, C/CAG has through a competitive process developed a list of projects to submit for the BPIP Program; and

WHEREAS, C/CAG is submitting the San Mateo County BPIP projects to the MTC for funding from the OBAG 2 Program, as shown in the Attached Table.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County to adopt the One Bay Area Grant BPIP list of projects to be submitted to the Metropolitan Transportation Commission (MTC) and authorize the C/CAG Executive Director to negotiate with the MTC to make minor modifications as necessary.

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

Alicia C. Aguirre, Chair

OBAG2 Bicycle and Pedestrian Improvement Program (BPIP) Recommended Project List

Rank	Jurisdiction	Project Name	Requested Amount	Recommended Amount
1	San Bruno	Huntington Transit Corridor Project	\$914,000	\$914,000
2	San Carlos	Holly Street Interchange Bike/Ped Overcrossing Project	\$1,000,000	\$1,000,000
3	Redwood City	101 Woodside Class I Bikeway Project	\$948,000	\$948,000
4	Belmont	Ralston Ave Corridor Project	\$1,000,000	\$1,000,000
5	Pacifica	Palmetto Ave Sidewalk Project	\$330,000	\$330,000
6	Burlingame	Hoover School Area Sidewalk Improvements	\$700,000	\$700,000
7	Pacifica	Citywide Curb Ramp Project	\$400,000	\$400,000
8	Woodside	Woodside Pathway Project	\$664,000	\$136,000*
9	Brisbane	Crocker Trail Commuter Connectivity Upgrades	\$885,000	\$0
Total:			\$6,841,000	\$5,428,000

*\$5,926,000 was available to the BPIP program. The BPAC recommended \$634,000 to the Woodside Pathway Project, however, because the Town of Woodside will receive Regional Active Transportation Program (rATP) funding in the amount of \$528,000 for this project, staff is recommending that The Town of Woodside only receive \$136,000 in BPIP funding, which will fully fund the project. It will also result in \$498,000 funds remaining in the BPIP program.

C/CAG AGENDA REPORT

Date: March 9, 2017

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

From: Sandy Wong, C/CAG Executive Director

Subject: Review and approve Resolution 17-02, authorizing the C/CAG Chair to execute a two-year agreement with the Bay Area Stormwater Management Agencies Association in an amount not to exceed \$282,426 for implementing regional stormwater projects in accordance with Municipal Regional Permit requirements for fiscal years 2016/17 and 2017/18, subject to C/CAG annual budget approval.

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

RECOMMENDATION

Review and approve Resolution 17-02, authorizing the C/CAG Chair to execute a two-year agreement with the Bay Area Stormwater Management Agencies Association (BASMAA) in an amount not to exceed \$282,426 for implementing regional stormwater projects in accordance with Municipal Regional Permit requirements for fiscal years 2016/17 and 2017/18, subject to C/CAG annual budget approval.

FISCAL IMPACT

The overall cost to C/CAG for its share of regional stormwater projects implemented through BASMAA is budgeted at \$282,426, which includes two years of population-based membership dues at approximately \$32,000 per year, \$198,426 in regional projects, and a \$20,000 (10%) project contingency. Sufficient funds are budgeted for the current fiscal year's projects in the approved C/CAG budget for the 2016-17. Staff plans to include sufficient funds in the proposed 2017-18 budget for BASMAA projects scheduled for next fiscal year. The C/CAG Board typically adopts its budget for the coming fiscal year in June.

SOURCE OF FUNDS

Funds for C/CAG's share of BASMAA regional projects are budgeted in the NPDES (Stormwater) and Measure M (Vehicle license fee) accounts as part of the overall Countywide Water Pollution Prevention Program budget.

BACKGROUND

C/CAG's Countywide Water Pollution Prevention Program (Countywide Program) assists C/CAG's member agencies with meeting the requirements of the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Stormwater permit, which it does in three primary ways:

1. Providing technical assistance to member agencies for implementing their own local stormwater control programs;

2. Implementing compliance programs directly on behalf of member agencies when it makes sense for those programs to be implemented on a countywide basis. Examples include countywide water quality monitoring and public outreach and education efforts; and,
3. Collaborating with other countywide stormwater programs to implement compliance projects at the regional level through the Bay Area Stormwater Management Agencies Association, or BASMAA.

The Countywide Program has been a member of BASMAA since it formed in the early 1990s after municipal stormwater regulations were first promulgated. The Countywide Program pays annual population-based member dues to BASMAA along with the other countywide stormwater programs throughout the Bay Area. In previous years, when BASMAA implemented regional stormwater projects, they were generally funded via in-kind consultant services from the member agencies, which in C/CAG's case were provided through C/CAG's stormwater technical consultant contracts.

Upon issuance of the Municipal Regional Permit in 2009, however, BASMAA gradually moved away from in-kind support for regional projects in favor of contracting directly with technical consultants paid through cash contributions from member agencies. This enables BASMAA to implement its own competitive procurement processes consistent with adopted policies and procedures. As such, C/CAG has had to shift from incorporating support for BASMAA regional projects within its own technical consultant contracts to budgeting for its population-based share of such projects in the annual stormwater program budget as a cash contribution. Therefore, staff is recommending the C/CAG Board consider adopting a formal funding agreement with BASMAA to support this approach.

Staff recommends adopting Resolution 17-02, which would authorize the C/CAG Chair to execute a two-year funding agreement with BASMAA for a cost not to exceed \$282,426, which includes:

- \$64,000 for annual population-based membership dues (approximately \$32,000 per year)
- \$81,684 for regional projects in 2016/17
- \$116,742 for regional projects in 2017/18
- \$20,000 (10%) regional project contingency

Details on the scopes and budgets of the regional projects are included in Exhibit A of the proposed funding agreement.

ATTACHMENTS

1. Resolution 17-02
2. Proposed Funding Agreement with BASMAA (note: due to size, the regional project scopes of work, budgets, and details included in Exhibit A are only available online at <http://ccag.ca.gov/committees/board-of-directors/>)

RESOLUTION 17-02

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE A TWO-YEAR FUNDING AGREEMENT WITH THE BAY AREA STORMWATER MANAGEMENT AGENCIES ASSOCIATION IN AN AMOUNT NOT TO EXCEED \$282,426 FOR IMPLEMENTING REGIONAL STORMWATER PROJECTS IN ACCORDANCE WITH MUNICIPAL REGIONAL PERMIT REQUIREMENTS FOR FISCAL YEARS 2016/17 AND 2017/18, SUBJECT TO C/CAG ANNUAL BUDGET APPROVAL

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, C/CAG's member agencies are regulated under the San Francisco Bay Regional Water Quality Control Board Municipal Regional Permit, which mandates control programs for keeping pollution out of stormwater discharges; and

WHEREAS, the Bay Area Stormwater Management Agencies Association (BASMAA) is a non-profit corporation with membership comprising stormwater programs throughout the nine-county Bay Area and is designed to encourage stormwater management information sharing and cooperation, and to develop products and programs that would be more cost-effective when done regionally than could be accomplished locally; and

WHEREAS, C/CAG, via the Countywide Program, has been a member of BASMAA since its inception in the early 1990s; and

WHEREAS, the Countywide Program supports C/CAG's member agencies in part by jointly funding regional stormwater projects through the Bay Area Stormwater Management Agencies Association (BASMAA) when it is more cost-effective than at the countywide level; and

WHEREAS, C/CAG, through the Countywide Program, decides which BASMAA regional projects it chooses to jointly fund with other stormwater programs; and,

WHEREAS, C/CAG desires to have a funding agreement with BASMAA to formalize C/CAG's ongoing financial contributions to BASMAA; and

NOW, THEREFORE BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG) that the C/CAG Chair is authorized to execute a two-year funding agreement with the Bay Area Stormwater Management Agencies Association at a cost not to exceed \$282,426 for implementing regional stormwater projects in accordance with Municipal Regional Permit requirements for fiscal years 2016/17 and 2017/18, subject to C/CAG annual budget approval.

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

Alicia C. Aguirre, Chair

**FUNDING AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
AND THE BAY AREA STORMWATER MANAGEMENT AGENCIES
ASSOCIATION**

This Agreement entered this _____, by and between the CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, a joint powers agency formed for the purpose of preparation, adoption and monitoring of a variety of county-wide state-mandated plans, hereinafter called “C/CAG” and the Bay Area Stormwater Management Agencies Association, a nonprofit public benefit corporation organized under the Nonprofit Public Benefit Corporation Law, hereinafter called “BASMAA.”

W I T N E S S E T H

WHEREAS, C/CAG manages the Countywide Water Pollution Prevention Program (Countywide Program) to provide support to its member agencies in meeting municipal stormwater pollution prevention requirements contained in the Municipal Regional Permit (MRP) issued by the San Francisco Bay Regional Water Quality Control Board; and,

WHEREAS, C/CAG, via the Countywide Program, is a member of BASMAA, a 501(c)(3) not-for-profit corporation designed to encourage stormwater management information sharing and cooperation, and to develop products and programs that would be more cost-effective when done regionally than could be accomplished locally. In addition, BASMAA provides a forum for representing and advocating the common interests of member programs at the regional and state level; and,

WHEREAS, C/CAG’s membership in BASMAA requires payment of population-based pro-rata annual membership dues; and,

WHEREAS, BASMAA’s Board of Directors, which includes a seat for the Countywide Program, annually determines which programs or projects will be done regionally to support local agency compliance efforts with the MRP and what each BASMAA member agency’s cost share will be for those programs or projects; and,

WHEREAS, C/CAG, via the Countywide Program, agrees annually to participate in regional projects or programs through BASMAA; and,

WHEREAS, BASMAA generally requires annual payment in advance by its member agencies to support the organization and fund regional programs or projects; and,

WHEREAS, BASMAA performs its own competitive procurement processes when soliciting BASMAA support for regional programs or projects;

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

1. **Services to be provided by BASMAA.** As needs are identified, C/CAG, via its representation on the BASMAA Board of Directors by the Manager of the Countywide Program, will decide annually which regional programs or projects it will participate in funding through BASMAA to support compliance efforts of C/CAG member agencies. Annually, BASMAA will adopt a budget and list of regional programs or projects to be funded by its member agencies and will invoice its

member agencies for their share of regional costs, including membership costs to fund administration of the BASMAA organization. Invoices will include project profiles for each adopted regional project detailing the scope of work, funding agencies, and timeframe. In consideration of the payments hereinafter set forth, BASMAA shall provide services in accordance with the terms, conditions and specifications set forth herein and in Exhibit A attached hereto and by this reference made a part hereof.

2. **Payments.** C/CAG shall annually pay BASMAA for both membership dues and its population-based share of regional program or project costs, for those programs or projects in which C/CAG commits to participate. For Fiscal Year 2016-17, C/CAG's population-based membership dues in BASMAA are \$31,363 and C/CAG's share of regional project costs is \$81,684. For Fiscal Year 2017-18, membership dues are assumed to be approximately \$32,000 and C/CAG's share of regional project costs is \$116,742. Regional projects and associated costs are as shown in Exhibit A. Given uncertainty associated with membership dues, population changes, and regional project costs, C/CAG is budgeting \$20,000 in contingency funds for its share of BASMAA costs through Fiscal Year 2017/18. As such, payments under this agreement shall not exceed a total of \$282,426. BASMAA shall submit to C/CAG for its approval annual invoices for payment to be made within sixty (60) days of the date of the invoice.
3. **Relationship of the Parties.** It is understood that this is an Agreement by and between Independent Contractor(s) and is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of Independent Contractor.
4. **Non-Assignability.** BASMAA shall not assign this Agreement or any portion thereof to a third party without the prior written consent of C/CAG, and any attempted assignment without such prior written consent in violation of this Section automatically shall terminate this Agreement.
5. **Contract Term.** This Agreement shall be in effect as of _____ and shall terminate on _____; provided, however, C/CAG may terminate this Agreement at any time for any reason by providing 60 days' notice to BASMAA. Termination to be effective on the date specified in the notice. In the event of termination under this paragraph, BASMAA shall be paid for all services provided to the date of termination.
6. **Hold Harmless/ Indemnity:** BASMAA shall indemnify and save harmless C/CAG and its member agencies from all claims, suits or actions resulting from intentional misconduct, negligent acts, errors, or omissions in the performance by BASMAA of its duties under this Agreement. C/CAG shall indemnify and save harmless BASMAA and its member agencies from all claims, suits or actions resulting from intentional misconduct, negligent acts, errors, or omissions in the performance by C/CAG of its duties under this Agreement. The duty of the parties to indemnify and save harmless as set forth herein, shall include the duty to defend as set forth in Section 2778 of the California Civil Code.
7. **Insurance:** BASMAA or its subcontractors performing the services on behalf of BASMAA shall not commence work under this Agreement until all Insurance required under this section has been obtained and such insurance has been approved by the C/CAG Staff. BASMAA shall furnish the C/CAG Staff with Certificates of Insurance evidencing the required coverage and there shall be a specific contractual liability endorsement extending BASMAA's coverage to include the contractual liability assumed by BASMAA pursuant to this Agreement. These Certificates shall

specify or be endorsed to provide that thirty (30) days' notice must be given, in writing, to C/CAG of any pending change in the limits of liability or of non-renewal, cancellation, or modification of the policy.

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

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

Required insurance shall include:

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

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

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

8. **Non-discrimination.** BASMAA and its subcontractors performing the services on behalf of the BASMAA shall not discriminate or permit discrimination against any person or group of persons on the basis or race, color, religion, national origin or ancestry, age, sex, sexual orientation, marital status, pregnancy, childbirth or related conditions, medical condition, mental or physical disability or veteran's status, or in any manner prohibited by federal, state or local laws.
9. **Accessibility of Services to Disabled Persons.** BASMAA, not C/CAG, shall be responsible for compliance with all applicable requirements regarding services to disabled persons, including any requirements of Section 504 of the Rehabilitation Act of 1973.

10. **Substitutions:** If particular people are identified in Exhibit A as working on this Agreement, BASMAA will not assign others to work in their place without written permission from C/CAG. Any substitution shall be with a person of commensurate experience and knowledge.
11. **Property of C/CAG:** Any system or documents developed, produced or provided under this Agreement shall become the sole property of C/CAG, or joint property of C/CAG and BASMAA if jointly funded.
12. **Access to Records.** C/CAG, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of BASMAA which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcriptions. BASMAA shall maintain all required records for three years after C/CAG makes final payments and all other pending matters are closed.
13. **Merger Clause.** This Agreement, including Exhibit A attached hereto and incorporated herein by reference, constitutes the sole agreement of the parties hereto with regard to the matters covered in this Agreement, and correctly states the rights, duties and obligations of each party as of the document's date. Any prior agreement, promises, negotiations or representations between the parties not expressly stated in this document are not binding. All subsequent modifications shall be in writing and signed by the C/CAG Chairperson. In the event of a conflict between the terms, conditions or specifications set forth herein and those in Exhibit A attached hereto, the terms, conditions or specifications set forth herein shall prevail.
14. **Governing Law.** This Agreement shall be governed by the laws of the State of California and any suit or action initiated by either party shall be brought in the County of San Mateo, California. Before any suit or action is initiated, the parties shall attempt to resolve the dispute through mediation. If, notwithstanding good faith efforts, the parties are unable to agree on the selection of a mediator, the matter may be submitted to Court for traditional resolution.
15. **Notices.** All notices hereby required under this agreement shall be in writing and delivered in person or sent by certified mail, postage prepaid and addressed as follows:

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

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

BASMAA
P.O. Box 2385
Menlo Park, CA 94026
Attention: Geoff Brosseau, Executive Director

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

Bay Area Stormwater Management Agencies Association (BASMAA)

By _____ Date _____
Tom Dalziel
BASMAA Chair

By _____
Geoff Brosseau
BASMAA Executive Director

City/County Association of Governments (C/CAG)

By _____ Date _____
Alicia C. Aguirre
C/CAG Chair

By _____
Nirit Erikson, C/CAG Legal Counsel

Exhibit A

BASMAA Annual Regional Program and Project Costs, Scopes, and Timeframes

BASMAA Projects – FY 16-17

	BASMAA Project	Project Budget	SMCWPPP Share
	Board of Directors		
1	EPA Grant Application	\$32,500	\$4,436
2	Pesticides Toxicity - Regulatory Modernization (C.9.f)	\$32,000	\$4,014
	Development Committee		
3	Alternative GI Facility Sizing Analysis (C.3.j.i.(2)(g))	\$30,000	\$4,095
	Monitoring / POCs Committee		
4	Infrastructure caulk study Sampling & Analysis Plan (C.12.e)	\$20,000	\$2,730
5	CW4CB Project Management and Related Tasks	\$53,194	\$7,261
6	POC Monitoring for Management Action Planning Support (C.8.f)	\$45,000	\$6,143
7	On-Call Services for Maintenance of RMC Monitoring Database (C.8.b/h)	\$10,000	\$1,365
8	Reasonable Assurance Analysis (RAA) Approach Support (C.11/12.c; C.11/12.d)	\$80,000	\$10,920
9	Managing PCBs-Containing Materials and Wastes during Building Demolition - Phase I: Developing an Implementation Framework, Guidance Materials, and Tools for Permittees (C.12.f)	\$100,000	\$13,650
	Public Information/Participation Committee		
10	IPM Partnership Program XVIII (OWOW) (C.9.e.ii.(1) / E.7.a)	\$40,000	\$3,764
	Trash Committee		
11	Receiving Water Trash Monitoring Program Plan (C.10.b.v)	\$149,887	\$23,305
	Totals	\$592,581	\$81,684

BASMAA Projects – FY 17-18

	BASMAA Project	Project Budget ~	SMCWPPP Share ^
	Board of Directors		
1	Pesticides Toxicity - Regulatory Modernization (C.9.f)	\$32,000	\$4,014
	Monitoring / POCs Committee		
2	POC Monitoring for Source Identification and Management Action Effectiveness (C.8.f / C.12.e)	\$280,000	\$66,595
3	On-Call Services for Maintenance of RMC Monitoring Database (C.8.b/h)	\$10,000	\$1,365
4	Regional Monitoring Coalition (RMC) 5-year Bioassessment Report (C.8.h)	\$50,000	\$6,825
5	Managing PCBs-Containing Materials and Wastes during Building Demolition - Phase I: Developing an Implementation Framework, Guidance Materials, and Tools for Permittees (C.12.f)	\$241,200*	\$32,924
	Public Information/Participation Committee		
6	IPM Partnership Program XIX (OWOW) (C.9.e.ii.(1) / E.7.a)	\$50,000	\$5,018
	Totals	\$677,200	\$116,742

~ Tentatively adopted project list / budget subject to final approval in April 2017.

^ Tentative amounts subject to relatively small adjustments based on State Department of Finance E.1 Report released May 1 each year and changes in other factors (see ~ and *).

* Pending or Placeholder budget subject to revision based on results of FY 16-17 work.

C/CAG AGENDA REPORT

Date: March 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.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

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 and feedback from the March 8 Water Board meeting.

C/CAG AGENDA REPORT

Date: March 9, 2017

To: City/County Association of Governments of San Mateo County 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 C/CAG Board of Directors receive information 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

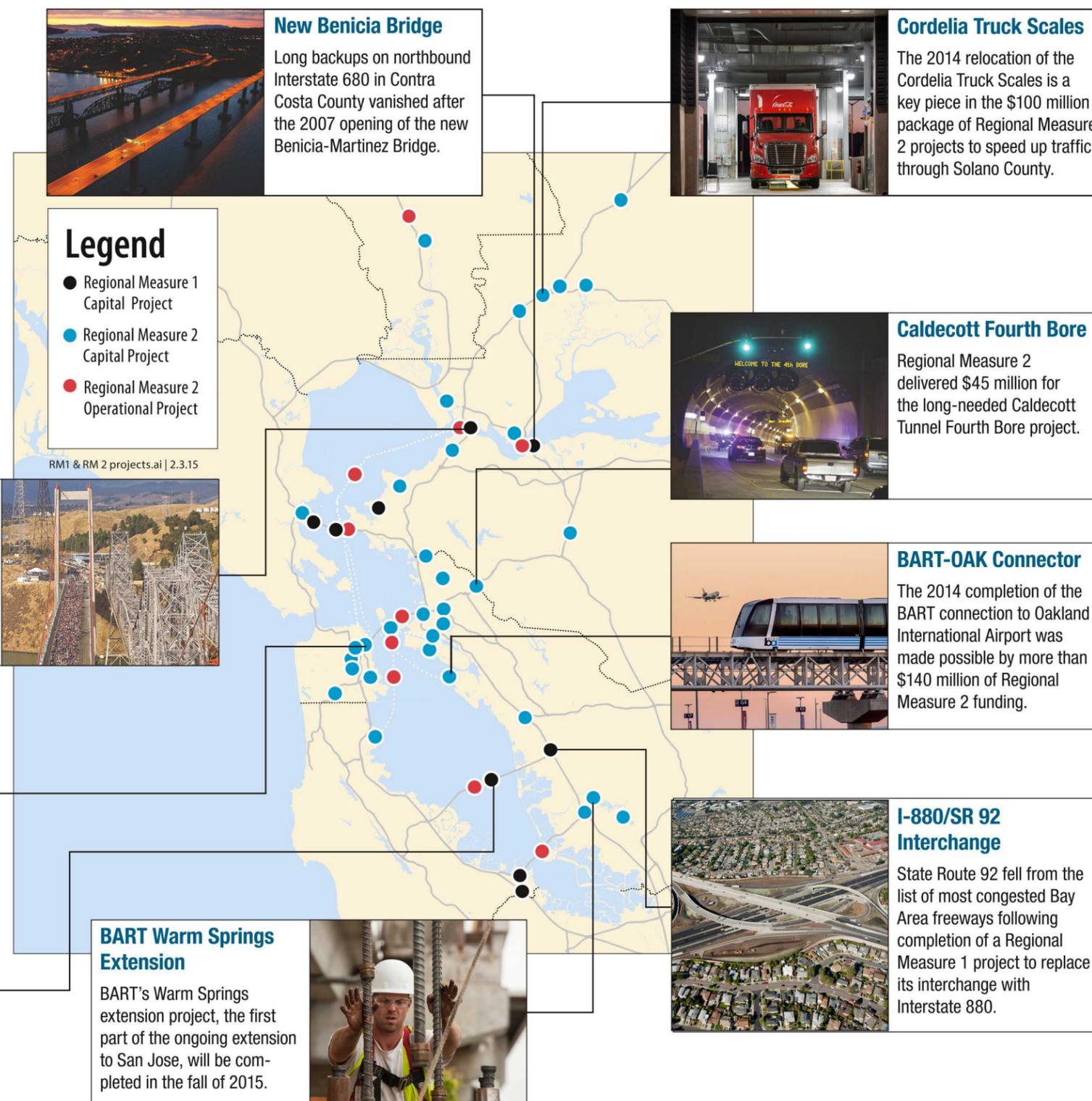
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Attachments



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.



New Benicia Bridge
Long backups on northbound Interstate 680 in Contra Costa County vanished after the 2007 opening of the new Benicia-Martinez Bridge.

Cordelia Truck Scales
The 2014 relocation of the Cordelia Truck Scales is a key piece in the \$100 million package of Regional Measure 2 projects to speed up traffic through Solano County.

Caldecott Fourth Bore
Regional Measure 2 delivered \$45 million for the long-needed Caldecott Tunnel Fourth Bore project.

BART-OAK Connector
The 2014 completion of the BART connection to Oakland International Airport was made possible by more than \$140 million of Regional Measure 2 funding.

I-880/SR 92 Interchange
State Route 92 fell from the list of most congested Bay Area freeways following completion of a Regional Measure 1 project to replace its interchange with Interstate 880.

Legend
● Regional Measure 1 Capital Project
● Regional Measure 2 Capital Project
● Regional Measure 2 Operational Project

New Carquinez Bridge
Thousands of people turned out in late 2003 to celebrate the opening of the Al Zampa Bridge linking Solano and Contra Costa counties.

Third Street Light Rail
San Francisco's T-Third light-rail project provided faster and more reliable connections between downtown and the city's southeastern neighborhoods.

San Mateo Bridge Widening
The late Congressman Tom Lantos was on hand in 2003 to cut the ribbon for the newly widened San Mateo-Hayward Bridge.

BART Warm Springs Extension
BART's Warm Springs extension project, the first part of the ongoing extension to San Jose, will be completed in the fall of 2015.

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
²Average 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?

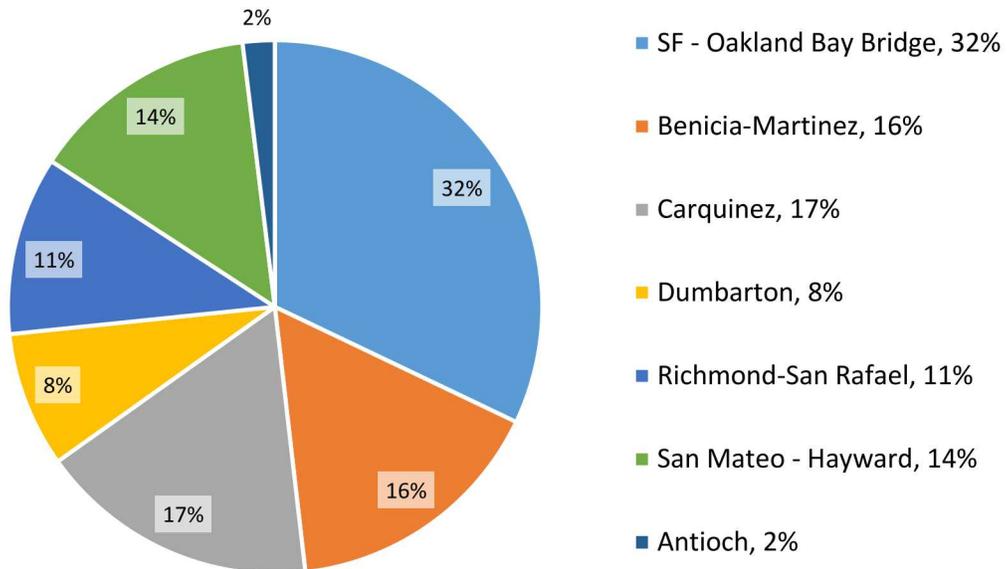
The last toll hike approved by the Bay Area Toll Authority (BATA) in 2010 included a substantial increase in the axle-based rate paid by commercial vehicles and trucks. As a result, we recommend that Regional Measure 3 be a flat surcharge added to all vehicles crossing the seven state-owned bridges.

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.

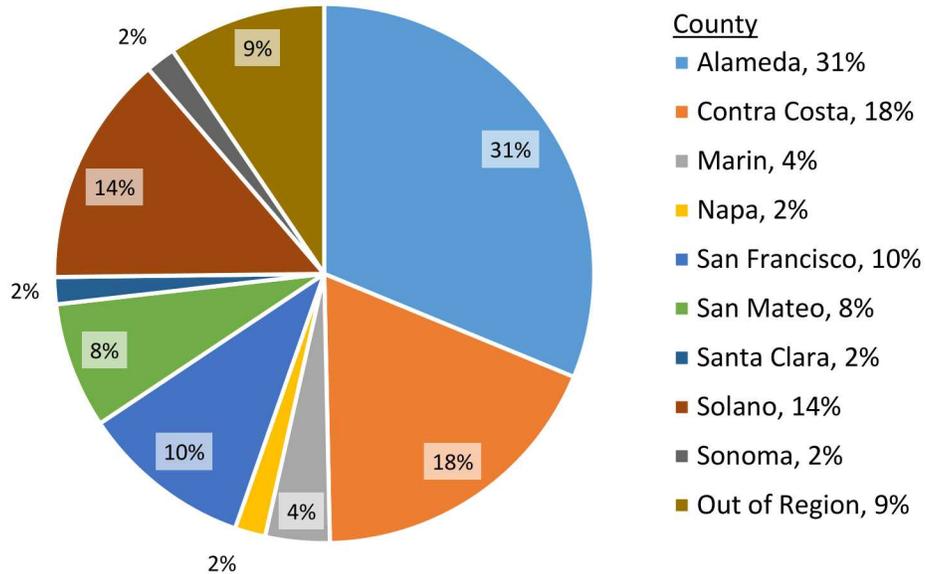


Share of Bridge Toll Revenue by Bridge



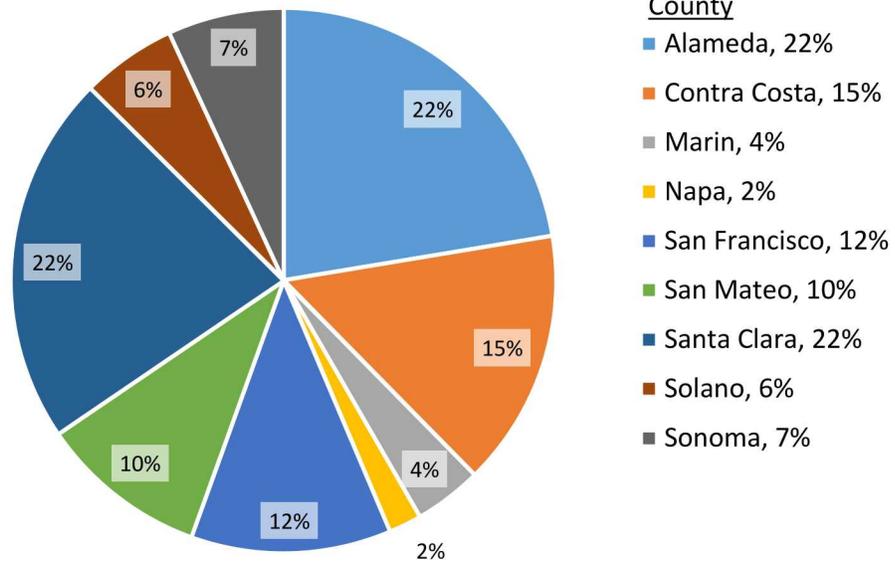
Source: FY16 Toll Revenues Collected by Bridge, MTC Comprehensive Annual Financial Report, June 30, 2016

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: March 9, 2017

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

From: Sandy Wong, Executive Director

Subject: Receive a list of “next-steps” items post-adoption of the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040).

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

RECOMMENDATION

That the C/CAG Board of Directors receive a list of “next-steps” items post-adoption of the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040).

FISCAL IMPACT

Unknown at this time. Staff will develop more detail tasks that require consultant services and associated costs when further information becomes available.

SOURCE OF FUNDS

Funding will be recommended from the C/CAG Transportation Fund.

BACKGROUND

At the February 9, 2017 meeting, the C/CAG Board approved Resolution 17-05 adopting the San Mateo County Transportation Plan (SMCTP) 2040. The Board’s approval included a need for a list of items for further consideration.

On February 19, 2017, staff held a phone conference with Adina Levin (Friends of Caltrain), Adrienne Etherton (Sustainable San Mateo County), Chris Lepe (TransForm), and Diane Bailey (Menlo Spark), all of whom also addressed the Board at the February 9th Board meeting, to exchange information, and to develop better mutual understanding regarding needs and constraints. Subsequent to the phone conference, additional written recommendation was provided, on February 23, 2017, by Adina Levin and Chris Lepe regarding next steps (please see attached). The February 9, 2017 letter “*RE: San Mateo County Alliance to Renew Transportation Recommendations for the San Mateo Countywide Transportation Plan 2040*”, as handed out at the Board meeting, is attached here for easy reference.

Based on all inputs received throughout the SMCTP 2040 process from various committees, C/CAG Board, stakeholders and groups, staff developed the following “next steps” items after the adoption of the SMCTP 2040. Some of the items below can be done in parallel, while others are sequential.

1. Make technical corrections to the SMCTP 2040 prior to its distribution of copies. This includes any errors and omissions, and suggested edits from Board members at the meeting.
2. Review the matrix of comments received throughout the SMCTP 2040 process and identify potential actions that can be moved ahead in advance of the next plan update.
3. Review the list of original stakeholders used during the development of the SMCTP 2040. Seek additional stakeholders, and develop appropriate stakeholder groups, for the purpose of a more comprehensive outreach for the below items.
4. Solicit consultant proposals to assist in research, meetings, outreach, and prepare reports relative to some of the below items, as needed.
5. Review the performance measures included in the adopted SMCTP 2040, and consider potential additional performance measures to support the vision, goals, and objectives set out by the SMCTP 2040. For example, SB 743 changes to roadway performance from Level-of-Service (LOS) to Vehicle-Miles-Travel (VMT) basis.
6. Prepare information and documentation, and perform educational outreach to interested parties, regarding transportation funding, its flexibilities and constraints. This will include federal, state, and local transportation funds available for various modes of transportation. Also include the outline of funds that are subjected to C/CAG decision, or subjected to C/CAG input, or otherwise.
7. Conduct discussion on potential improvements to alignment of future investments with visions, goals, and objectives identified in the SMCTP 2040.
8. Gather and review existing relevant Equity Analysis prepared by other agencies. Identify additional potential additional equity analysis that can benefit C/CAG programs.
9. Review the performance targets developed by the State, the Metropolitan Transportation Commission (MTC) and ABAG, local transportation agencies in San Mateo County, and other relevant agencies. Identify key and important transportation-related targets. And conduct discussions in the methodologies to set attainable targets. Develop transportation-related targets base on consensus.

ATTACHMENTS

- Feb. 23, 2017 follow-up from Chris Lepe, Adina Levin.
- Feb 9, 2017 letter.

Dear Sandy Wong and John Hoang,

Thank you for the opportunity to provide input into the next phase of the San Mateo Countywide Transportation Plan 2040 (CTP) process. On February 9th, the San Mateo County Alliance for Renewed Transportation (SMcART) submitted a letter to the C/CAG Board and staff, representing a dozen organizations outlining our concerns and recommendations in regards to the CTP, which included:

1. Align the SMCTP 2040 investments to the vision, goals, and objectives of the plan (including further evaluation of social equity);
2. Include more ambitious but attainable goals and specific metrics; and
3. Provide more time for meaningful community input.

Building on the letter and recommendations from the C/CAG Board we have the following specific suggestions for implementation:

1. Develop a refined list of performance measures to be used to evaluate the existing CTP and to guide modifications moving forward. We feel that the following performance measures are among the most important to consider, which include but are not limited to the measures in Appendix A in the CTP. This short list should be expanded and refined with community feedback and input from the CCAG Board.
 - a. Greenhouse gas emissions and Vehicle Miles of Travel (VMT)
 - b. Mode share, including the market share of bicycling, walking, transit, carpooling, and single occupancy vehicle (SOV) travel
 - c. Person throughput on the roadway system, especially on congested corridor
 - d. Public health and safety:
 - i. Bicycle and pedestrian safety (number of collisions, deaths, and injuries)
 - a
 - ii. Air pollutants of concern, including for vulnerable populations
 - e. Access to employment - employment that is accessible with a maximum of 45 minutes transit commute between 7am and 9am, including for low income commuters
 - f. Affordability - combined cost of housing and transportation for San Mateo County residents and the workforce, including reducing the housing and transportation burden of low-income households
2. Once the refined list of performance measures is finalized, model the implications of the projects in Appendix B of the CTP on the performance measures over a ten year and twenty five year time horizon. Essentially we would like to see a foundational assessment of the performance of the CTP. This evaluation should include where we are now, where we would be in the future without the CTP projects, and where we will end up if all the CTP projects are implemented. Projects can be separately grouped into type such as roadway capital and transit operations and maintenance to give the public and decision makers an understanding about how different program/project types perform in relation to the selected performance measures.
3. A through equity evaluation should also be conducted, with the framework for the analysis informed by relevant stakeholders including organizations working with low

income and disadvantaged populations. The analysis should evaluate the CTP adopted in February 2017, but also the plan that emerges from the next phase of this process. As raised by one of the CCAG Board Members, the current CTP equity evaluation is insufficient as it only evaluates equity based on location to disadvantaged communities in relation to the capital projects in the CTP rather than considering impacts and benefits of such projects on factors such as community health, access to economic opportunity, and cost of living.

4. After the evaluation of the existing CTP is completed, a round of community and stakeholder engagement should take place to report on the performance of the plan and inform the creation of specific targets for the performance measures over a ten and twenty five year time horizon (where we want to be - for example, specific targets for increasing bicycling rates). A renewed call for projects should also take place during this period to expand the number and diversity of projects for consideration in the CTP.
5. Projects and programs in the CTP, including those submitted as part of the call for projects, should be re-evaluated and prioritized in order to align the CTP investments to the vision, goals, and objectives of the plan. In other words, CCAG should end up with a prioritized list of projects recommended for funding in order to reach the identified performance measures.
6. An implementation plan should be produced to guide CCAG's role in achieving the vision of new plan, as well as the roles and responsibilities of other responsible agencies. Included in the implementation plan should be consideration of processes for obtaining new transportation funds, such as Regional Measure 3 and a potential countywide tax.

Meaningful and inclusive community engagement must be central to the process described above. Before the process begins, CCAG should develop a public participation plan, including the format for community engagement such as partnering with local non-profits, school districts, and other stakeholders to host community workshops. The plan should also describe the approach to reaching underrepresented and disadvantaged populations, including populations with language barriers, through strategies such as bilingual mobile kiosks at cultural events and public spaces, door-to-door surveys, and attending existing convenings and meetings of groups and providers that serve these populations.

CCAG doesn't have to reinvent the wheel. It can borrow from successful performance based approaches, equity analyses, and community engagement strategies from other regions. One example of a performance assessment is Santa Clara County's Envision Silicon Valley process where jurisdictions and stakeholders submitted projects and proposals, which were then evaluated based on the selected performance measures. The projects and programs were analyzed individually or grouped based on category depending on the project/program size and funding estimate. Some performance measures were analyzed quantitatively and others were evaluated qualitatively where quantitative measures were not available. As part of the process, VTA solicited online and in-person input, including partnering with community groups to host outreach meetings to obtain input from low-income and transit dependent populations.

We understand that there are challenges in reviewing the existing projects, and potentially expanding the pool of projects, since projects are proposed and delivered by a variety of different agencies and jurisdictions. It will be important that the follow-on process to the CTP be an inclusive multi-agency process with significant involvement and buy-in from other countywide and local agencies and departments. This collaboration will be challenging; it is also essential. There is no other way to provide a long-term actionable vision and strategy to achieve the county's transportation goals.

We feel that CCAG can have a very important coordinating role in organizing a plan that incorporates projects from multiple jurisdictions and agencies needed to address the goals of the plan. We look forward to being a resource and partner with multiple agencies and jurisdictions in order to help overcome existing barriers and ensure that this process is successful.

Please follow up with us with your reaction and feedback to our initial recommendations. This is intended as a starting point for discussion, and we hope you will consider our suggestions as you develop a proposal to the CCAG Board.

Sincerely,

Adina Levin
Founder
Friends of Caltrain

Chris Lepe
Senior Community Planner
TransForm



ACTION FOR A HEALTHY PLANET



THE SILICON VALLEY CLIMATE ACTION ALLIANCE



February 9, 2017

via email: Email: jhoang@smcgov.org

Chair Aguirre and Board Members
City/County Association of Governments
County Office Building
555 County Center
Redwood City, CA 94063

Re: San Mateo County Alliance to Renew Transportation Recommendations for the *San Mateo Countywide Transportation Plan 2040*

Dear Chair Aguirre and Board Members,

We are writing on behalf of the San Mateo County Alliance to Renew Transportation (SMcART) coalition, made up of transportation, environmental, health, and housing advocates listed above, to request improvements to the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040). This Plan has a strong central vision to improve mobility through “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.”¹ However, the following issues, raised by many during the public process, should be addressed as quickly as possible:

- Align the SMCTP 2040 **investments** to the vision, goals, and objectives of the plan;

¹ <http://ccag.ca.gov/smctp2040/>

- Include more ***ambitious but attainable goals*** and specific metrics; and
- Provide more time for ***meaningful community input***.

Align the CTP budget to the vision, goals, and objectives of the plan: The spending priorities of SMCTP 2040 should better reflect the stated vision, goals, and mode share targets in the SMCTP 2040. The current proposal focuses most of the spending on roadways, which shortchanges the goals of reducing vehicle miles traveled (VMT), greenhouse gas (GHG) emissions, and promoting social equity.

Include more specific metrics and ambitious but attainable goals: In order to guide the county toward the vision and assess the success of implementation, SMCTP 2040 needs to include measurable targets for major goals. Important examples include:

- **Improve Mobility to Continue Economic Opportunity:** Our region continues to grow, and mobility is essential for continued economic opportunity. Working with the Plan Bay Area Action Plan, *set a target to increase employment that is accessible with a maximum of 45 minutes transit commute between 7am and 9am, including low income commuters.*
- **Reduce Greenhouse Gas Pollution & Vehicle Miles Travelled:** Transportation is the largest source of GHG emissions in the state of California. The County should demonstrate how it will help achieve state laws including SB 32, which requires reducing transportation GHGs 40% by 2030 (relative to 1990 levels). This plan should keep the region moving forward, with strong, specific GHG and mode share targets. *We suggest reducing the drive alone rate for work trips to 60% countywide and 40% in priority development areas and major employment centers.*
- **Improve Public Health and Safety:** Transportation infrastructure and land use are major factors influencing public health. *Set a Vision Zero goal to eliminate fatalities and serious injuries on our roadways by all users. Set mode share goals of 20% for walking and 10% of bicycling among all trips in Priority Development Areas (PDAs) and dense job centers.*² Focus investments in areas of greatest safety concern (ex. highest bike/ped collision and fatality rates), and on vulnerable populations including low income people of color who tend to be disproportionately burdened by roadway injuries, fatalities, and chronic disease rates. One in three pedestrian and bicycle deaths are among the county's African American population, although they make up only 3% of our population.
- **Reduce the combined cost of housing and transportation for San Mateo County residents and the workforce:** Transportation and land use strategies focusing on long-distance mobility and employment growth without sufficient housing production have resulted in high transportation and housing costs for Bay Area residents, including in San Mateo County. Working with the Plan Bay Area Action Plan, *set a target for the amount and locations of housing needed to reduce the housing plus transportation costs for San Mateo County residents and workers, including reducing the H + T burden of low-income households from 54 percent to 44 percent (instead of increasing to 67 percent).*

² [Silicon Valley Bicycle Coalition](#) has a goal to see 10% of trips by bike by 2025. As local examples, in 2015 Palo Alto had a bike to work mode share of 9.2% for people over the age of 16 and Menlo Park had a bike to work mode share of 6.7% for people over the age of 16, according to the [United States Census](#).

Provide more time for meaningful input - until summer of 2017: Create a public participation plan to obtain diverse and meaningful community input. Meetings should be well publicized, with ample notice, in a diversity of locations, and include translation services where needed. Meetings should be organized and structured in a way to ensure good turnout, informative and accessible content, and appropriate meeting format, including workshops in communities of color. In addition to meetings, other outreach methods should be explored, such as interactive booths at transit stations and popular destinations. Community input should be core to guiding the vision, goals, and spending priorities of the CTP.

We appreciate the hard work of staff and consultants on this Plan. This Plan will play a critical role guiding transportation investments over the next 20 years or more. Please consider taking a few more months to incorporate and address these recommended improvements to create a strong, smart Transportation Plan for our future.

Sincerely,

Adam Stern



Acterra
adam.stern@acterra.org
650-962-9876 x303

Carlos Davidson



Pacifica Climate Committee
carlosdavidson7@gmail.com
(650) 557-9797

Adina Levin



Friends of Caltrain
adina.levin@friendsofcaltrain.com
650-646-4344

Chris Lepe



TransForm
clepe@transformca.org
408-406-8074

Adrienne Etherton



Sustainable San Mateo County
adrienne@sustainableanmateo.org
650-638-2323

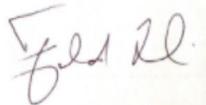
Diane Bailey



Menlo Spark
diane@menlospark.org
650-281-7073

Shiloh Ballard
Silicon Valley Bicycle Coalition (SVBC)
shiloh@bikesiliconvalley.org
408-287-7259

Fahad Qurashi

A handwritten signature in black ink on a light-colored background, appearing to read "Fahad Q." with a stylized flourish.

Youth Leadership Institute (YLI)
fQurashi@yli.org
(408) 805-0553

Nicole Kemeny
Silicon Valley Climate Action Alliance; and
350 Silicon Valley
nicole.kemeny@gmail.com
301-830-0708

Tameeka Bennett
Youth United for Community Action (YUCA)
tbennett@youthunited.net
(650) 322-9165

C/CAG AGENDA REPORT

DATE: March 9, 2017

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

FROM: Sandy Wong, Executive Director

SUBJECT: Election of a C/CAG Chairperson and a C/CAG Vice Chairperson.

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

RECOMMENDATION:

That the C/CAG Board of Directors elect a Chairperson and Vice Chairperson. The vote can be by acclamation or a written ballot depending on the preference of the Board.

FISCAL IMPACT:

None.

BACKGROUND/DISCUSSION:

The C/CAG By-Laws provides for the nomination of officers at the regular February Board meeting and the election of officers shall occur at the regular March Board meeting. This procedure was to allow time for the candidates to provide the Board Members with background information to assist them in casting their votes.

At the February 9, 2017 Board meeting, Alicia Aguirre was nominated for Chair; and Maryann Moise Derwin for Vice Chair.

No additional nominations may be submitted at the March 9th meeting. The Board can only accept additional nominees from the floor in the event there are not enough candidates for the available offices.

The voting shall be public. According to legal counsel, this can be done by hand or in writing as long as the Board member's name appears on the ballot and it becomes part of the official record. Written ballots will be available if the Board wants to use them.

ATTACHMENTS:

Attachment 1: Background information for Alicia Aguirre
Attachment 2: Background information for Maryann Moise Derwin

Mayor John D. Seybert
Vice Mayor Ian Bain

Council Members
Alicia C. Aguirre
Janet Borgens
Jeffrey Gee
Diane Howard
Shelly Masur



1017 MIDDLEFIELD ROAD
Redwood City, California 94063
Telephone (650) 780-7220
FAX (650) 261-9102
www.redwoodcity.org

March 2, 2017

Dear Colleagues:

I am writing to ask for your support for the Chair position on C/CAG. I have served on the C/CAG Board for the last few years and value the importance of this organization for our region.

We have made important decisions that benefit our cities and help improve the quality of life in general. Transportation is one of the main issues that we deal with and I am fortunate to serve as a Commissioner on Metropolitan Transportation Commission (MTC). I have built a positive relationship across the Bay Area and ensured my voice reflected the diversity of population, demographics, and geography that makes San Mateo County's cities unique and special. I have worked collaboratively to bring our County's fair share of funding to the right projects, so that we can effectively work to reduce traffic congestion, promote alternative transportation modes, improve our roadways, and have an overall positive impact on our economy.

Air quality is another area that C/CAG works on and I sit on the CMEQ board that addresses congestion management and environmental quality as a representative for MTC.

I also serve on the SBWMA board and we address another goal of C/CAG which is hazardous and solid waste as well as recycling.

I am respectfully requesting your support for Chair of the C/CAG Board. Thank you again for your consideration, and please do not hesitate to contact me at 650-207-2622.

Sincerely,

A handwritten signature in black ink that reads "Alicia C. Aguirre". The signature is written in a cursive style.

Alicia C. Aguirre
Council Member

C: City Council, Redwood City

TOWN of PORTOLA VALLEY

Town Hall: 765 Portola Road, Portola Valley, CA 94028 Tel: (650) 851-1700 Fax: (650) 851-4677

March 1, 2017

City/County Association of Governments Governing Board
c/o Mima Guilles, Executive Assistant
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Re: Letter Seeking Appointment for Vice Chair of C/CAG Board

Dear Honorable C/CAG Board Members:

Thank you for the opportunity to serve as vice chair of the C/CAG Board this past year. Please accept this letter as application for the post in the upcoming election.

I believe the Board has made progress in the past year, continuing to broaden C/CAG's scope beyond transportation to include innovative climate change programs, the creation of a new water Committee that includes our renowned storm water program, and the continuation of partnerships with cities, the county and regional agencies to fulfill work objectives framed by our charter. We finally completed the County Smart Corridor Project and produced the first County Transportation Plan in more than a decade with a follow-up piece of the document to be discussed at the March 9th C/CAG Board meeting. Certainly there is hard work ahead in a time of uncertain federal funding to California programs, but C/CAG is well positioned to continue the good fight.

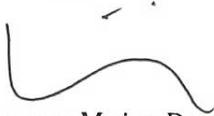
I have been a C/CAG Board member since 2008 and a Portola Valley Town Council member since 2005, serving as mayor three times. Currently I sit on the C/CAG Resource Management Climate Protection Committee and the C/CAG Finance Committee, and was a member of the ad hoc Water Committee. I also sit as the C/CAG rep on the Grand Boulevard Initiative Task Force. I am a member of the SMC Library JPA Governing Board (past chair), the SMC Library Donor Funds Subcommittee (current chair), the HEART Board and HEART Finance Committee. I was a past secretary, vice chair and chair of the SMC Council of Cities and a member of the SMC Poet Laureate Advisory Committee as well as a member of the county Closing the Jobs/Housing Gap Task Force. I have an undergraduate degree in literature and a master's degree in creative writing and worked for many years as a freelance writer.

When the twenty-one of us come together once a month at a C/CAG Board meeting, each representing a jurisdiction distinct in geography and demographics, to debate civilly, respecting each other's positions and collaboratively find solutions that work for the greater good, we demonstrate a rare and beautiful example of modern day

democracy in action. In a nation sharply divided, rife with uncivil rhetoric, I am proud to be a small part of such an ethical governing body and I would be honored to serve as your vice chair for another year.

Thank you for considering my candidacy for this position.

Sincerely,

A handwritten signature in black ink, appearing to read 'Maryann Moise Derwin'. The signature is fluid and cursive, with a prominent loop at the end.

Maryann Moise Derwin
Current Vice Chair, C/CAG
Council member, Town of Portola Valley

C/CAG

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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

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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

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February 23, 2017

Ms. Valarie Smith
Caltrans District 4
111 Grand Avenue
Oakland, California 94612

Re: Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities Grant Program –
Taxi Voucher/Subsidy Pilot Program

Dear Valarie:

The City/County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency (CMA) for San Mateo County. As the Executive Director of C/CAG, I welcome the opportunity to offer my support of the San Mateo County Transit District's (SamTrans) Federal Transit Administration (FTA) Section 5310 grant application for the Taxi Voucher/Subsidy Pilot Program.

Under the proposed pilot, SamTrans Mobility Management staff would book same-day rides for eligible seniors and people with disabilities on taxis and Transportation Network Companies (TNC) such as Uber and Lyft in Redwood City, San Carlos, and North Fair Oaks. The program could be expanded based on the pilot's performance. Any person 65 or older or with a Regional Transit Connection (RTC) card, indicating disability, would be eligible. Same day service would allow customers the flexibility to take unexpected trips for medical appointments, social visits, shopping, and other purposes.

I believe that this is a worthy project, which meets all the 5310 program's goals and complements the San Mateo County's regional Lifeline Transportation Program goals to improve mobility and fill transportation gaps for the County's low-income residents. I believe that SamTrans is well-positioned to effectively plan, implement, and operate the proposed activities based on their success in planning, implementing and operating public transit services.

If you have any questions, please feel free to contact Jean Higaki at (650) 599-1462 or jhigaki@smcgov.org.

Sincerely,



Sandy Wong
C/CAG Executive Director

cc. Melissa Reggiardo, SamTrans