

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

C/CAG BOARD MEETING NOTICE

and

SAN MATEO COUNTY AIRPORT LAND USE COMMISSION MEETING NOTICE

Meeting No. 306

- DATE:** Thursday, March 8, 2018
- 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. 305 dated February 8, 2018. 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 the executed agreement with Kimley Horn and Associates to provide Traffic Light Synchronization Program (TLSP) Project Closeout Benefit Analysis Support Services in an amount not to exceed \$19,210. ACTION p. 6
- 5.3 Review and approval of the appointment of Councilmember Herb Perez (Foster City) to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) to fill one vacant elected member seat. ACTION p. 17
- 5.4 Review and approval of Resolution 18-07 authorizing the adoption of the Fiscal Year 2018/19 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County. ACTION p. 21
- 5.5 Local Partnership Program (LPP) of the Senate Bill (SB1) funding programs.
 - 5.5.1 Review and approval of authorizing the Executive Director to submit an allocation request to the California Transportation Commission (CTC) for the Senate Bill (SB1) Local Partnership Program (LPP) Formula Funds for FY 2017/18 and 2018/19 in the amount of \$270,000 to support the US 101 Managed Lanes project. ACTION p. 25
 - 5.5.2 Review and approval of co-sponsoring an application with the San Mateo County Transportation Authority (SMCTA) for the Senate Bill (SB1) competitive Local Partnership Program (LPP) requesting \$20 million for the US 101 Managed Lane Project from Matadero Creek in Santa Clara County to I-380 ACTION p. 27
- 5.6 Review and approval of Resolution 18-13 determining that South San Francisco's 2017 Oyster Point Specific Plan Update, including related General Plan, Zoning Ordinance and Specific Plan Amendments, is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. ACTION p. 29
- 5.7 Review and approval of the Finance Committee's recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of December 31, 2017. ACTION p. 52
- 5.8 Review and approval to join the California Association of Councils of Government (CALCOG) a non-profit entity that provides tools and information sharing to facilitate effective regional governance related to transportation, housing, and climate change policy. ACTION p. 58
- 5.9 Review and approval of the appointment of Robert Ovadia, Public Works Director for the Town of Atherton, and Maziar Bozorginia, City Engineer for the City of Half Moon Bay, to serve on C/CAG's Stormwater Committee. ACTION p. 64
- 5.10 Review and approve the appointment of Robert Ovadia from the Town of Atherton and Maz Bozorginia from the City of Half Moon Bay to the Congestion Management Program Technical Advisory Committee (CMP TAC). ACTION p. 68

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). Further approve of Resolution 18-12 in support of Proposition 69 and opposing the repeal of SB 1 and approve of Resolution 18-14 in support of Proposition 68. ACTION p. 74
- 6.2 Review and approval of the appointments of two public members to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for two-year terms. ACTION p. 84
- 6.3 Receive a presentation and update on the “*Carpool in San Mateo County!*”. INFORMATION p. 94
- 6.4 Receive a presentation and progress update from Commute.org. INFORMATION p. 95
- 6.5 Election of a C/CAG Chairperson and a C/CAG Vice Chairperson. ACTION p. 96

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 Sandy Wong, Executive Director, City/County Association of Governments of San Mateo County, to Mr. Jim Eggemeyer, Office of Sustainability, dated February 13, 2018. RE: Support Letter for the Unincorporated San Mateo County Bicycle and Pedestrian Master Plan, Caltrans Transportation Planning Grant Program Application p. 102
- 9.2 Letter from Sandy Wong, Executive Director, City/County Association of Governments of San Mateo County, to Mr. Brad Donohue, Town of Colma Director of Public Works, dated February 14, 2018. RE: Letter of Support for El Camino Real Bicycle & Pedestrian Improvements Project p. 103
- 9.3 Letter from Sandy Wong, Executive Director, City/County Association of Governments of San Mateo County, to Mr. Broadbent, Bay Area Air Quality Management District’s, dated February 5, 2018. RE: Bay Area Air Quality Management District’s Application to the California Energy Commission’s Solicitation: Electric Vehicle (EV) Ready Communities Challenge (GFO-17-604) p. 104

10.0 ADJOURNMENT

Next scheduled meeting April 12, 2018

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 8, 2018	C/CAG Board – SamTrans, 2nd Flr Auditorium – 6:30 p.m.
March 8, 2018	Legislative Committee - SamTrans 2nd Flr Auditorium – 5:30 p.m.
March 15, 2018	CMP Technical Advisory Committee – SamTrans, 2nd Flr Auditorium – 1:15 p.m.
March 15, 2018	Stormwater Committee – SamTrans, 2nd Flr Auditorium – 2:30 p.m.
March 21, 2018	RMCP Committee – 555 County Center, 5th Flr, Conf. Rm 1 – 2 p.m
March 22, 2018	Airport Land Use Committee – 501 Primrose Rd, Burlingame, CA – Council Chambers 4p.m.
March 22, 2017	BPAC Committee - San Mateo City Hall – Conference Room – 7:00 p.m.
March 26, 2018	CMEQ Committee – San Mateo City Hall – Conf. Rm C – 3 p.m.
March 26, 2018	Administrators’ Advisory Committee – 555 County Center, 5th Flr, Redwood City – 12 p.m.

C/CAG

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BOARD MEETING MINUTES

Meeting No. 305

February 8, 2018

1.0 CALL TO ORDER/ROLL CALL

Chair Alicia Aguirre called the meeting to order at 6:31 p.m. Roll call was taken.

Atherton	– Elizabeth Lewis
Belmont	– Doug Kim
Brisbane	– Madison Davis
Burlingame	– Ricardo Ortiz
Colma	– Diana Colvin
Daly City	– Raymond Buenaventura
East Palo Alto	– Lisa Gauthier
Foster City	– Sam Hindi
Hillsborough	– Marie Chuang
Millbrae	– Gina Papan
Pacifica	– John Keener
Portola Valley	– Maryann Moise Derwin
Redwood City	– Alicia Aguirre
San Bruno	– Irene O’Connell
San Carlos	– Mark Olbert
San Mateo	– Diane Papan (arrive 6:40 p.m.)
San Mateo County	– David Canepa
South San Francisco	– Karyl Matsumoto (SamTrans & TA)
Woodside	– Deborah Gordon

Absent:

Half Moon Bay
Menlo Park

Others:

Sandy Wong	– C/CAG Executive Director
Nirit Eriksson	– C/CAG Legal Counsel
John Hoang	– C/CAG Staff
Matt Fabry	– C/CAG Staff
Reid Bogert	– C/CAG Staff
Jeff Lacap	– C/CAG Staff
Sara Muse	– C/CAG Staff
Susy Kalkin	– C/CAG Staff

Dave Pine – San Mateo County Board of Supervisor
Kim Springer – San Mateo County
Andrea Chow – San Mateo County
Seth Miller – League of California Cities
Matt Robinson – Shaw/Yoder/Anntwih
Other members of the public attended.

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

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

Seth Miller, League of CA Cities, Peninsula Division, made announcement on Proposition 68 – Clean Water and Safe Parks Act, Proposition 69 – Support Safer Roads and Protect Local Transportation Improvements, and oppose SB1 repeal.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

The C/CAG Board received a presentation from Kim Springer and Andrea Chow, San Mateo County Office of Sustainability (OOS), on the San Mateo County Energy Watch Program Performance. C/CAG contracts with the San Mateo County OOS to delivers the Energy Watch Program.

5.0 CONSENT AGENDA

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

Board Member Canepa MOVED approval of Items 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 5.10 and 5.11.1. Board Member Gauthier SECONDED. **MOTION CARRIED 19-0-0**

- 5.1 Approval of the minutes of regular business meeting No. 304 dated December 14, 2017. APPROVED
- 5.2 Review and accept the 2017 attendance reports for the C/CAG Board and Committees. APPROVED
- 5.3 Review and approval of the reallocation of Transportation Development Act (TDA) Article 3 funds for the South San Francisco Linden Avenue Complete Streets Safety Project. APPROVED
- 5.4 Review and approval of Resolution 18-01 authorizing the C/CAG Chair to execute Amendment No. 1 with the San Mateo County Office of Education for the San Mateo County Safe Routes to School Program adding \$10,104 unspent funds from previous cycle for a new total of \$927,204. APPROVED
- 5.5 Review and approval of Resolution 18-02 authorizing the C/CAG Chair to execute Amendment No. 1 to four (4) on-call contracts for technical support to the Countywide Water Pollution Prevention Program, extending the term through September 2021, and waiving the Request for Proposals process. APPROVED
- 5.6 Review and approval of the Lifeline Transportation Program Cycle 5 Call for Projects in San Mateo County. APPROVED

- 5.7 Review and approval of Resolution 18-04 approving the population data to be used by C/CAG. APPROVED
- 5.8 Review and approval of Resolution 18-05 authorizing the C/CAG Chair to execute an agreement with DNV GL Energy Services USA Inc. for climate action planning services for an amount not to exceed \$260,000 through June 30, 2019 APPROVED
- 5.9 Review and approve Resolution 18-06 authorizing the C/CAG Chair to execute funding agreements with twelve member agencies for the San Mateo County Energy Watch (SMCEW) Municipal Energy Efficiency Program for a total not to exceed amount of \$480,000. APPROVED
- 5.10 Review and approve the appointment of Grace Le, City Engineer, to represent the City of San Carlos on C/CAG's Congestion Management Technical Advisory Committee and the Stormwater Committee. APPROVED
- 5.11 Receive copy of agreement(s) executed by the C/CAG Chair or Executive Director consistent with C/CAG Procurement Policy:
 - 5.11.1 Receive a copy of funding agreement with SMCTA to contribute up to \$15,000 in funding for consultant services for the preparation of a Benefit Cost Analysis (BCA) required for a US DOT Infrastructure of Rebuilding America (INFRA) grant application, executed by the Executive Director in accordance with C/CAG procurement policy. INFORMATION

6.0 REGULAR AGENDA

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

Matt Robinson with Shaw/Yoder/Antwih presented an update on the second half of the 2017-18 Legislative Session and highlighted bills C/CAG is watching and may weigh in on in the coming months. Robinson also updated the Board on the implementation of SB 1 and the SB 1 repeal campaign, as well as two ballot initiatives that will appear on the June 5 primary election ballot – Propositions 68 (Water/Parks Bond) and 69 (transportation revenue protections) – for which the Legislative Committee will consider support positions at its next meeting.

Robinson reported that C/CAG would be holding its annual lobby day in Sacramento on May 2.

The C/CAG Legislative Committee also directed Kim Springer to solicit information from cities about high profile climate action efforts to be potentially highlighted at the Governors' Global Climate Action Summit 2018 in San Francisco.

- 6.2 Conduct public hearing and approval of Resolution 18-11 adopting the Final 2017 Congestion Management Program (CMP) for San Mateo County (*Special voting procedures apply*). APPROVED

Jeff Lacap, C/CAG staff, presented a brief overview on the Final 2017 Congestion Management Program (CMP) for San Mateo County, and highlight changes made from the draft.

Chair Aguirre opened a public hearing on the Final 2017 Congestion Management Program. No public comment was received. Public hearing was closed.

Board Member Lewis MOVED approval of Item 6.2. Board Member Ortiz SECONDED.

A Special Voting Procedure was taken by roll call. **MOTION CARRIED UNANIMOUSLY 19-0-0.** Results: 19 Agencies approving. This represents 90% of the Agencies representing 93% of the population.

APPROVED

Elizabeth Lewis – Atherton
Doug Kim – Belmont
Madison Davis - Brisbane
Ricardo Ortiz – Burlingame
Diana Colvin – Colma
Raymond Buenaventura – Daly City
Lisa Gauthier – East Palo Alto
Sam Hindi – Foster City
Marie Chuang – Hillsborough
Gina Papan – Millbrae
John Keener – 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
David Canepa – San Mateo County

ABSENT – Half Moon Bay, Menlo Park

- 6.3 Receive information on the “Floods, Drought, Rising Seas, OH MY!” event scheduled for March 30, 2018. INFORMATION

Sandy Wong, Executive Director, provided information on the “Floods, Drought, Rising Seas, OH MY!” event, co-sponsored by both C/CAG and the County of San Mateo. The C/CAG Countywide Water Coordination Committee has lead the effort in planning, with the support from staff of the County and C/CAG.

Supervisor Dave Pine provided the following three key objectives on the Summit. He also urged Board members to attend.

- Highlight breath and scope of water related projects going on in County.
- Highlight existing collaborative efforts, we need to work together across jurisdiction lines.
- Think about how we could move this forward kick-off dialog about how we can improve, take collaboration to the next level.

Board members Gauthier and Papan (San Mateo) also serve on the Countywide Water Coordination Committee. Both lent their support on the Summit.

- 6.4 Nominations for C/CAG Chair and Vice Chair for March 2018 Election of Officers. NO ACTION

Board Member Gauthier nominated Maryann Derwin for C/CAG Chair
Board Member Gordon nominated Doug Kim for C/CAG Vice Chair
Board Member Canepa nominated Marie Chuang for C/CAG Vice Chair

7.0 COMMITTEE REPORTS

7.1 Committee Reports (oral reports)

7.2 Chairperson's Report

7.3 Board Members Report/ Communication

Maryann Derwin, Vice Chair, requested to adjourn the meeting in memory of Pete Liebengood, husband of Alicia Aguirre, C/CAG Chair, who has passed away in December 2017.

8.0 EXECUTIVE DIRECTOR'S REPORT

9.0 COMMUNICATIONS - Information Only

9.1 Letter from Sandy Wong, Executive Director, City/County Association of Governments, to Chad Edison, Deputy Secretary, Transportation, California State Transportation Agency, dated 1/11/18.
RE: Support for SamTrans application for a California State Transportation Agency Transit and Intercity Rail Capital Program (TIRCP)

10.0 ADJOURNMENT – 7:35 p.m.

C/CAG AGENDA REPORT

Date: March 8, 2018

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 Kimley Horn and Associates to provide Traffic Light Synchronization Program (TLSP) Project Closeout Benefit Analysis Support Services in an amount not to exceed \$19,210, in accordance with 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 Kimley Horn and Associates to provide Traffic Light Synchronization Program (TLSP) Project Closeout Benefit Analysis Support Services in an amount not to exceed \$19,210, in accordance with C/CAG Procurement Policy.

FISCAL IMPACT

The cost of providing support services is not exceed \$19,210.

SOURCE OF FUNDS

Funding for the services come from the Measure M

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. The project limits for the initial phases extend from I-380 in San Bruno to the Santa Clara County Line along El Camino Real and major local streets connecting to US-101.

Four (4) of the Smart Corridor phases (segments) received \$17.5 million of Proposition 1B funds for the Smart Corridor Project construction and acquisition and installation of equipment:

No.	Description	Limits	Implementing Agency	TLSP Funds (million)
1	Demonstration	Portion of City of San Mateo	City of San Mateo	\$1.0
2	Local – South	S.C. County line to Whipple	C/CAG*	\$3.455
3	State - North	Whipple to I-380	Caltrans	\$5.545
4	State - South	S.C. County line to Whipple	Caltrans	\$7.5
			Total	\$17.5

**C/CAG contracted with County of San Mateo for the construction phase*

TLSP Reporting Requirements

To satisfy the accountability requirements and special covenants of receiving TLSP funds, C/CAG is required to submit a Final Delivery Report (FDR) to the California Transportation Commission (CTC), within six (6) months of the project becoming operable, on the scope of the completed project, final costs, duration, and performance outcomes as compared to the project Baseline Agreement. The last project, the “State – South” project, was reported by Caltrans as mostly completed in February with the final close out to be performed in subsequent months. With the project concluding, staff started work on completing the FDR, which requires consultant assistance in completing the FDR technical portion, including performing a benefit analysis and development of technical materials associated traffic data collection for “before” and “after” scenarios. To allow adequate time for performing the technical analyses, C/CAG entered into contract with Kimley Horn and Associates (Kimley Horn) on February 8, 2018, with the work anticipated to be completed by March 30, 2018.

Procurement Policy

Taking into consideration Kimley Horn’s experience and knowledge of the Smart Corridor as well as positive performance from past projects, staff determined that consultant has the unique qualifications and experience, therefore, would be best fitted to provide services pertaining providing project closeout benefit support services.

The executed agreement is in accordance with the C/CAG Procurement Policy (Revised 11/9/17), Section 6, which states, in part:

“The C/CAG 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.”

ATTACHMENTS

1. Executed Agreement between C/CAG and Kimley Horn

AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
KIMLEY-HORN AND ASSOCIATES, INC.

This Agreement entered this 8 day of February, 2018, by and between the City/County Association of Governments of San Mateo County, a joint powers agency, hereinafter called "C/CAG" and Kimley Horn, hereinafter called "Contractor."

W I T N E S S E T H

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

WHEREAS, the San Mateo County Smart Corridor Project (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 received Proposition 1B Traffic Light Synchronization Program (TLSP) funding for the Project; and

WHEREAS, the final segment of the Project's construction phase has been completed, therefore, per the Program Supplemental Agreement, C/CAG is required to submit a Final Delivery Report (FDR) to the California Transportation Commission (CTC) within six (6) months of the project becoming operable at the end of the construction and contract accepted; and

WHEREAS, Contractor was previously selected through a competitive process and performed work for various phases of the overall Project including developing the project study report for the first Project phase and developing the incident response plans; and

WHEREAS, Contractor is currently under contract with C/CAG for Smart Corridor Signal System Maintenance and Support; and

WHEREAS, based on Contractor's past performance, C/CAG is prepared to enter into agreement with Contractor to provide services to support the Close-Out process of the Project; 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 30, 2018.
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 nineteen thousand two hundred ten dollars (\$19,210.00) 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 2/8/18 and shall terminate on June 30, 2018; 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 negligent errors, acts or omissions of the Contractor, its agents, subcontractors, officers or employees related to or resulting from 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:

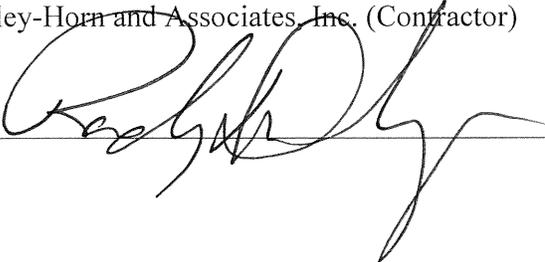
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
Attention: John Hoang

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

Kimley-Horn and Associates, Inc.
1300 Clay Street, Suite 325
Oakland, CA 94612
Attention: Randy Durrenberger

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

Kimley-Horn and Associates, Inc. (Contractor)

By  _____ Date 2/7/18

City/County Association of Governments (C/CAG)

By  _____ Date 2-8-18
Sandy Wong, C/CAG Executive Director

C/CAG Legal Counsel

By  _____

EXHIBIT A

SCOPE OF WORK

San Mateo County Smart Corridors Project Close-Out Support Services

Introduction

The San Mateo County Smart Corridor project (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 facilitate local traffic impacts due to major incidents on the freeway.

The 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 enables local cities and Caltrans to cooperatively monitor traffic operations, obtain traffic data, and implement traffic management strategies remotely.

Construction is 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, as a recipient of the Traffic Light Synchronization Program (TLSP) funding, is developing the Final Delivery Report (FDR) and associated Close-Out documentation for the Project to be submitted to the California Transportation Commission (CTC) within six (6) months of the project becoming operable at the end of the construction and contract accepted. Kimley-Horn will assist C/CAG with performing after project analyses and developing accompanying technical materials to complete the project close-out process.

Task 1 – Project Management and Administration

The Project Management Task includes all effort associated with coordination, and project administration. This task also includes effort for monthly billing and general administrative support. The effort under this task assumes a project duration of two months (February 2018 through March 2018), and up to one in-person meeting. Any additional meetings (if any) are assumed will take place via conference call.

During the initial stage of the project, Kimley-Horn will work with C/CAG to define the performance metrics for the post-project evaluation and finalize the scope of the analysis. It is understood that the Smart Corridors is predominantly used for incident management; as such, some of the performance measures requested in TLSP project closeout documentation will not be applicable. Kimley-Horn will review traffic data available from Caltrans and C/CAG, and compare against the project goals identified in the San Mateo Smart Corridor System Concept of Operations. Based on the available data and the Smart Corridor project goals, Kimley-Horn evaluate the feasibility of providing performance measures requested to be included in TSLP final reporting documents.

*Deliverables: Smart Corridors Performance Measures Scope
Monthly Invoices*

Task 2 – Performance Measures Analysis

Using the finalized performance measures scope determined under Task 1, Kimley-Horn will conduct an analysis of operations of the arterial incident route system, including the use of incident response signal timing plans and trailblazer signs. It is assumed that the analysis will utilize Caltrans PeMS and County INRIX traffic data for historical and current data, and no additional traffic data will be collected. To estimate the “before” and “after” fuel consumption and emissions, Kimley-Horn will utilize SYNCHRO models previously created by Kimley-Horn for the development of incident response signal timing. It is assumed that no new turning movement counts will be collected.

The findings and results of the analysis will be summarized and presented in a technical memorandum. Any comments received on the technical memorandum will be incorporated by Kimley-Horn into the input provided to C/CAG under Task 3 below.

Deliverables: Technical Memorandum – Performance Measures Analysis

Task 3 – Final Delivery Report Support

As a part of this task, Kimley-Horn will assist C/CAG with preparing the associated documentation for the TLSP Project Self-Certification Closeout Form. Kimley-Horn’s effort may include summarizing the project background, purpose, and need; description and discussion of analysis methodology; and project benefits. For TLSP performance measures previously deemed impractical to determine (as part of Task 1), Kimley-Horn will coordinate with C/CAG to develop response discussions explaining why the metrics are not available. Kimley-Horn’s deliverables will be provided electronically to C/CAG for incorporation by C/CAG into the Closeout Form.

Deliverables: Input to Closeout Form

Task 4 – Additional Services

Kimley-Horn will provide additional services as requested and approved by C/CAG. These services may include data collection; development of additional technical memorandums or reports; and additional performance measures analyses except as determined under Task 1 above. Scope and fee for these services will be developed as requested.

Deliverables: TBD

SCHEDULE

- Notice to Proceed (Assumed) – February 2018
- Smart Corridors Performance Measures Scope – February 9, 2018
- Performance Measures Analysis Technical Memorandum – March 2, 2018
- Final TLSP Project Self-Certification Closeout Form (by C/CAG) – March 30, 2018

EXHIBIT B

BUDGET

PROFESSIONAL FEE

Kimley-Horn will provide the base services outlined in the Scope of Services for a Time and Materials fee not to exceed **\$19,210**. An estimate of hours is provided below. These fees include labor cost, indirect expenses, and direct expenses incurred in performing these services.

Task	Durrenberger (PIC)	Dole (PM)	Sowers (Sr. Prof)	Wong (Prof)	Welch (Analyst)	Admin	Total Hours	Labor per Task
Billing Rate	\$285	\$205	\$250	\$160	\$140	\$120		
Task 1 – Project Management and Administration	2	8			8	8	26	\$4,290
Task 2 – Performance Measures Analysis	4	10	8	12	20		54	\$9,910
Task 3 – Final Delivery Report Support	2	12			12		26	\$4,710
Total Hours	8	30	8	12	40	8	106	
							Direct Expenses	\$300
							Total	\$19,210

C/CAG AGENDA REPORT

Date: March 8, 2018

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

From: Sandy Wong, Executive Director

Subject: Review and approval of the appointment of Councilmember Herb Perez (Foster City) to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) to fill one vacant elected member seat.

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

RECOMMENDATION

That the C/CAG Board review and approve the appointment of Councilmember Herb Perez (Foster City) to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) to fill one vacant elected member seat.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

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

Currently, there is one vacant seat for elected members on the BPAC. The seat has been vacant since December 2017 due to the end of Councilmember Ken Ibarra's term. Staff released a recruitment letter seeking one elected official to fill the vacancy on the BPAC with a deadline of February 23, 2018 for appointments to be considered at the March 8, 2018 C/CAG Board meeting. One application was received from Councilmember Herb Perez (Foster City).

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 appointment of Councilmember Herb Perez would not conflict with this policy.

The current members on the BPAC as of February 2018 are listed below:

<u>Elected Official Members</u>	<u>City of Residence</u>
1. Don Horsley	County of San Mateo (Unincorporated)
2. Karyl Matsumoto	South San Francisco
3. Ann Schneider	Millbrae
4. Gary Pollard	Foster City
5. Ann Wengert	Portola Valley
6. Deirdre Martin	Pacifica
7. Emily Beach	Burlingame
8. <i>Vacant</i>	

<u>Public Members</u>	<u>City of Residence</u>
1. Matthew Self	Redwood City
2. Malcolm Robinson	San Bruno
3. David Stanek	City of San Mateo
4. Marina Fraser	Half Moon Bay
5. Jamie Axt	Redwood City
6. <i>Vacant</i>	
7. <i>Vacant</i>	

There are two public members on the BPAC whose two-year terms are expiring. Item 6.2 of this agenda is the review and approval of the appointments of two public members to the BPAC.

ATTACHMENTS

1. Letter of Interest from Councilmember Herb Perez



City of Foster City

ESTERO MUNICIPAL IMPROVEMENT DISTRICT

610 FOSTER CITY BOULEVARD
FOSTER CITY, CA 94404-2222

February 20, 2018

Sara Muse, Transportation Planner & Programs Specialist
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
Via Email: smuse@smcgov.org

Re: Elected Member Vacancy on C/CAG's Bicycle and Pedestrian Advisory Committee (BPAC)

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

I am writing to express my interest in serving as a member on the Bicycle and Pedestrian Advisory Committee (BPAC).

In 2015, I was elected to represent the interests of Foster City as a City Councilmember. During my term, I have had the pleasure of serving as Mayor, as well as the representative for several local and regional agencies/committees. This includes the Foster City Parks & Recreation Committee, Youth Advisory Committee, and Airport Land Use Committee – to a name a few.

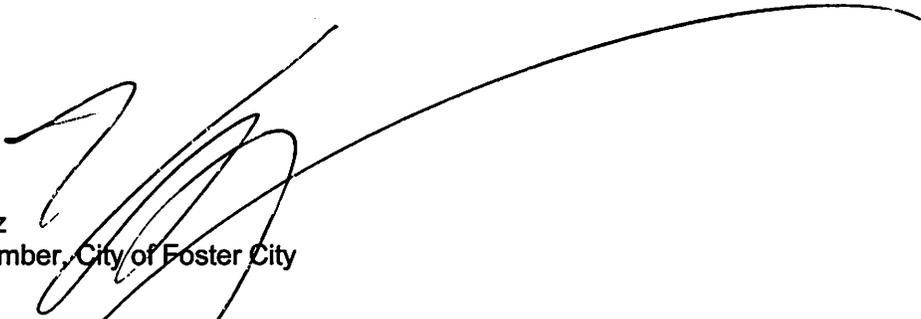
As a City Councilmember, I came to recognize the exigency of diversifying our transportation portfolios, as well as the challenges it may face. I have and continue to be an advocate for infrastructure investment in our bicycle and pedestrian facilities, not only within my own community, but Countywide. If given the opportunity to serve on BPAC, I will commit to working diligently to best represent the collective interests of our constituents, providing recommendations for fund allocations equitably and cross-jurisdictionally.

Amongst my professional pursuits, I had formerly served on the Board of Directors for the United States Olympic Committee (USOC), whose main purpose is to generate resources to support the Olympic and Paralympic Sport's mission, along with ensuring that organizational resources were wisely and effectively used to that end. During my tenure with USOC, I served on the High-Level Strategic Planning Committee to help lay out a long-term strategic plan for the Olympic Committee; including evaluating budget allocations, facilities management, and programming. I have also served as Chairman of the Education and Development Committee for the World Taekwondo Federation.

In addition, my educational background includes an undergraduate degree in Philosophy at William Patterson University, a Juris Doctorate from Rutgers University, and Masters in Sports Management from the University of Lyon, France.

Thank you in advance for your consideration of my interest in serving on BPAC. With your support, I will continue to work towards a comprehensive and interconnected network for the safety of bicyclists, pedestrians, and our communities. Please do not hesitate to contact me at (650)286-3502 or at hperez@fostercity.org if you have any questions or may need any additional information. Thank you.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to be 'HP', is written over the signature line and extends across the top of the page.

Herb Perez
Councilmember, City of Foster City

cc: Alicia Aguirre, C/CAG Board Chair
City Council, City of Foster City –
Sam Hindi, Mayor
Gary Pollard, Vice Mayor
Charlie Bronitsky, Councilmember
Catherine Mahanpour, Councilmember
Kevin M. Miller, City Manager, City of Foster City

C/CAG AGENDA REPORT

Date: March 8, 2018

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

From: John Hoang

Subject: Review and approval of Resolution 18-07 authorizing the adoption of the Fiscal Year 2018/19 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

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

RECOMMENDATION

That the Board of Directors review and approve Resolution 18-07 authorizing the adoption of the Fiscal Year 2018/19 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

FISCAL IMPACT

The total amount available is \$1,141,094 (Admin. - \$56,094; Projects - \$1,085,000)

SOURCE OF FUNDS

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

BACKGROUND

The BAAQMD County Program Manager Fund Expenditure Plan Guidance for TFCA (Guidance) for Fiscal Year 2019 is utilized for the FY 2018/19 Program. Cost Effectiveness (C-E), as defined in the Guidance, is used as screening criteria for all projects considered for allocation under the TFCA program. For instance, ridesharing projects must result in a C-E of less than \$150,000 per weighted ton of reduced emissions. Existing Shuttle/Feeder bus Service must show a C-E of less than \$200,000 per weighted ton of reduced emissions and alternative fuel vehicles must have a maximum C-E of \$250,000.

For the past several years, C/CAG has allocated the TFCA funds to projects implemented by the San Mateo County Transit District (SamTrans) and Commute.org. Funds provided to SamTrans historically help fund the SamTrans Shuttle Program for the BART shuttles, which provide peak commute period shuttle service from BART stations to employment sites in San Mateo County. Funds provided to Commute.org help fund the Countywide Voluntary Trip Reduction Program, which is a program that provides incentives to reduce single occupant vehicle trips and includes carpool/vanpool/school incentives as well as the addition of the countywide Guaranteed Ride Home program for the upcoming year. Commute.org also manages shuttles on behalf of member cities.

In FY 2017/18, as summarized in the table below, in addition to the Voluntary Trip Reduction Program and SamTrans Shuttle Program, funds were distributed to one-time new projects including: SamTrans Signal Prioritization for Buses on El Camino and the C/CAG Countywide Carpooling Incentives Program. Annual average amount allocated to C/CAG is approximately \$1.1 million. It is noted that the increase in amount available for FY 2017/18 was due to the inclusion of unspent funds rolled over from the previous cycle.

	<u>TFCA Funds FY 2017/18</u>
Administration	\$54,654
Commute.org – Countywide Voluntary Trip Reduction	\$600,000
SamTrans - BART Shuttle	\$110,000
SamTrans – Signal Prioritization on El Camino Real	\$79,000
C/CAG Countywide Carpooling Incentives Program	\$700,000
Total	<u>\$1,543,654</u>

FY 2018/19 Funding Recommendations

There is a total of \$1,141,094 available for FY 2018/19. The estimated administration budget is \$56,094 (approx. 5%) with the remaining \$1,085,000 proposed to be available for projects. For each funding cycle, staff consults with SamTrans and Commute.org to identify projects that are deemed most cost-effective in achieving the TFCA program objectives.

For this cycle, it is recommended that the SamTrans Shuttle Program receive an allocation of \$110,000 for the BART Shuttle Program. It is also recommended that Commute.org receive an allocation of \$600,000 for the Countywide Trip Reduction Program. These amounts are at the same level as the previous year’s figures. The remaining \$375,000 is recommended to be allocated towards continuing the C/CAG Countywide Carpooling Incentive Program. These funding recommendations are subject to submission of an acceptable work plan and C-E calculations to BAAQMD to qualify for use of the funds.

A summary of the recommended Fiscal Year 2018/19 TFCA County Program Manager fund is shown below:

	<u>TFCA Funds FY 2018/19</u>
Administration	\$56,094
Commute.org - Countywide Voluntary Trip Reduction	\$600,000
SamTrans BART Shuttle	\$110,000
C/CAG Countywide Carpooling Incentives Program	\$375,000
Total	<u>\$1,141,094</u>

ATTACHMENTS

1. Resolution 18-07

RESOLUTION 18-07

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE ADOPTION OF THE FISCAL YEAR 2018/19 EXPENDITURE PLAN FOR THE TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER FUND FOR SAN MATEO COUNTY

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

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

WHEREAS, the total TFCA funds available from the Bay Area Quality Management District in Fiscal Year 2018/19 for San Mateo County is \$1,141,094; and

WHEREAS, C/CAG will act as the Program Manager for \$1,085,000 of TFCA funded projects; and

WHEREAS, C/CAG will allocate \$110,000 of TFCA County Program Manager funds to the San Mateo County Transit District (SamTrans) for the SamTrans Shuttle Program; and

WHEREAS, C/CAG will allocate \$600,000 of TFCA County Program Manager funds to the Peninsula Traffic Congestion Relief Alliance (Commute.org) for the Countywide Voluntary Trip Reduction Program; and

WHEREAS, C/CAG will allocate \$375,000 of TFCA County Program Manager funds for the C/CAG Carpooling Incentives Program for San Mateo County Commuters, which will be defined further and brought back to the Board for approval; and

WHEREAS, the projects included in this expenditure plan will be evaluated using the cost-effectiveness worksheet provided by the Bay Area Air Quality Management District to determine that they meet the required cost-effectiveness threshold. All proposed expenditures will be consistent with the *Clean Air Plan* and Section 44241(b) of the California Health and Safety Code.

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 Staff is authorized to submit the Fiscal Year 2018/19 Expenditure Plan for the TFCA County Program Manager Fund for San Mateo County to the Bay Area Air Quality Management District.

PASSED, APPROVED, AND ADOPTED THIS 8th DAY OF MARCH 2018.

Alicia C. Aguirre, C/CAG Chair

C/CAG AGENDA REPORT

Date: March 8, 2018

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of authorizing the Executive Director to submit an allocation request to the California Transportation Commission (CTC) for the Senate Bill (SB1) Local Partnership Program (LPP) Formula Funds for FY 2017/18 and 2018/19 in the amount of \$270,000 to support the US 101 Managed Lanes project

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

RECOMMENDATION

That the C/CAG Board authorize the Executive Director to submit an allocation request to the California Transportation Commission (CTC) for the Senate Bill (SB1) Local Partnership Program (LPP) Formula Funds for FY 2017/18 and 2018/19 in the amount of \$270,000 to support the US 101 Managed Lanes project.

FISCAL IMPACT

The total amount is \$270,000 (FY 17/18 - \$135,000; FY 18/19 - \$135,000)

SOURCE OF FUNDS

SB 1 2018 Local Partnership Program Formulaic Program Share Distribution

BACKGROUND

The California Transportation Commission (CTC), on October 18, 2107, adopted the 2018 Local Partnership Program (LPP) Guidelines in response to SB 1, the Road Repair and Accountability Act of 2017. The overall objective of the LPP is to reward counties, cities, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements or that have enacted fees solely dedicated to transportation. Pursuant of the guidelines, the CTC adopted the Formulaic Program of projects for the initial cycle covering Fiscal Years (FYs) 2017/18 and 2018/19.

C/CAG, as the sponsor of Measure M, the \$10 Vehicle Registration Fee, is eligible for the LPP Formulaic Share in the amount of \$135,000 for FY 2017/18 and \$135,000 for FY 2018/19, totaling \$270,00 for the first two-year cycle.

C/CAG and the San Mateo County Transportation Authority (SMCTA) are Co-Sponsors for the US 101 Managed Lanes project. The construction phase of the project is estimated at over \$400

million. Project sponsors and project partners are currently submitting funding applications seeking substantial amounts of funds from State Grants. Staff recommends directing the C/CAG SB 1 LPP Formulaic Share of \$270,000 towards this project. SMCTA Board has approved directing \$1,550,000 of the SMCTA Formulaic Share to this project as well.

ATTACHMENTS

None.

C/CAG AGENDA REPORT

Date: March 8, 2018

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

From: Sandy Wong, Executive Director

Subject: Review and approval of co-sponsoring an application with the San Mateo County Transportation Authority (SMCTA) for the Senate Bill (SB1) competitive Local Partnership Program (LPP) requesting \$20 million for the US 101 Managed Lane Project from Matadero Creek in Santa Clara County to I-380.

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

RECOMMENDATION

That the C/CAG Board review and approve of co-sponsoring an application with the San Mateo County Transportation Authority (SMCTA) for the Senate Bill (SB1) competitive Local Partnership Program (LPP) requesting \$20 million for the US 101 Managed Lane Project from Matadero Creek in Santa Clara County to I-380.

FISCAL IMPACT

No direct impact to the C/CAG budget.

SOURCE OF FUNDS

Funding will come from the Senate Bill (SB1) competitive Local Partnership Program (LPP).

BACKGROUND

The Local Partnership Program (LPP) is a new program created by SB 1. The California Transportation Commission (CTC) developed the LPP guidelines in June 2017, in consultation with stakeholders representing state, regional, and local government entities, as well as private industry and advocacy groups.

The LPP provides both formula and competitive grants to agencies with voter-imposed taxes and fees, such as the SMCTA (Measure A Sales Tax) and C/CAG (vehicle license fee). Program funds will be distributed through a 50% statewide competitive component and a 50% formula component. A call for projects was issued by the (CTC) on October 20, 2017 with an application due date of January 30, 2018.

SMCTA and C/CAG are co-sponsors of the US-101 Managed Lanes project. The purpose of the US 101 Managed Lane Project is to provide a continuous managed lane in each direction on US 101 from the terminus of the Santa Clara County Express Lanes (near Matadero Creek) to I-380 in northern San Mateo County. This continuous lane would be managed in real time to achieve maximum efficiency and operations.

Since 2016, C/CAG, SMCTA, and Caltrans staff, have all been working in collaboration to secure

funding for the 101 Managed Lanes (ML) Project. \$21 million for the environmental phase was secured through a combination of the Measure A Highway Program, federal repurposed earmarks, and private sourced funds. \$56 million for the design and right of way phases were secured through a combination of sources including the state Interregional Transportation Improvement Program (ITIP), Regional Transportation Improvement Program (RTIP), and SMCTA Measure A Highway Program.

The construction phase of the US 101 Managed Lanes project, is estimated at \$437 million. It is proposed to be funded through a combination of state, regional, local, and private funding sources. Staff from C/CAG, SMCTA, and Caltrans, have been working together on developing several funding applications to fully fund the construction phase. In addition to this competitive program, other application submitted for the US 101 Managed Lane construction phase includes the SB 1 Solutions for Congested Corridors Program (SCCP) and federal Infrastructure For Rebuilding America (INFRA) Grant.

ATTACHMENTS

None

C/CAG AGENDA REPORT

Date: March 8, 2018

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 18-13 determining that South San Francisco's 2017 Oyster Point Specific Plan Update, including related General Plan, Zoning Ordinance and Specific Plan Amendments, is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

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

RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, review and approve Resolution 18-13 determining that the City of South San Francisco's 2017 Oyster Point Specific Plan Update, including related General Plan, Zoning Ordinance and Specific Plan Amendments, is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP) subject to the following condition:

- 1) Add appropriate text to indicate that the planning area is located within Airport Influence Area A for San Francisco International Airport, the area where real estate disclosure requirements apply. Section 11010 of the California Business and Professions Code requires that if a subdivided property for sale or lease is within and "airport influence area" designated by the Airport Land Use Commission, a statement must be included in the notice of intention to offer the property for sale stating the vicinity of an airport to the property, and it may be subjected to annoyances associated with proximity to airport operations such as noise, vibrations, or odors.

BACKGROUND

California Government Code Section 65302.3 states that a local agency General Plan and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). The City of South San Francisco has referred the subject amendments to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

South San Francisco adopted the Oyster Point Specific Plan and related General Plan and Zoning Ordinance amendments (Plan) in 2011. Prior to City adoption, the policy documents were submitted for ALUC and C/CAG airport land use compatibility review, and found at that time to be compatible with the 1996 ALUP.

In general, the existing Specific Plan calls for up to 2.25M square feet of office/research and development space, ancillary retail/restaurant use, up to 350 hotel rooms, outdoor recreation space and various bayfront and circulation system improvements on the 85-acre specific plan area, located

in the northeast area of South San Francisco in and around Oyster Point Marina. The City is currently considering modifications to the Specific Plan, along with related amendments to its General Plan and Zoning Ordinance, to adjust the land use mix on a portion of the site to introduce high density residential use, prompting this airport land use compatibility review.

The Airport Land Use Committee considered this request at their February 22, 2018 meeting, and unanimously recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine the project to be compatible with the SFO ALUCP. However, as noted in the attached letter from the Committee (Attachment 5), and as discussed below, they offered additional comments outside of that recommendation for consideration.

DISCUSSION

As shown in Attachment 2, the 2017 OPSP Project affects the northern approximately 35 acres of the overall 85-acre Oyster Point Specific Plan area that was approved in 2011. The subject area is identified on the attachment as Phases II, III & IV. The 2011 Plan envisioned up to 1.75M square feet of office/research & development within these phases, together with ancillary retail/restaurant space. The 2017 OPSP Update proposes changing the land use designation on Phases III and IV from Office/Research and Development to Mixed Use Development, to allow for the construction of up to 1,191 residential units and 22,000 square feet of retail space. The Phase II area would remain Office/Research and Development, but would allow for additional square footage, up to 1.07M sq. ft., including approximately 28,000 square feet of flexible-use retail/amenity space.

South San Francisco has historically not allowed residential development in the areas east of US 101, and therefore in order to approve this Plan Amendment the City must amend various related land use and zoning policies as outlined in the application materials.

I. ALUCP Consistency Evaluation

Three sets of airport/land use compatibility policies in the SFO ALUCP relate to South San Francisco's 2017 Oyster Point Specific Plan (OPSP) Update: (a) noise compatibility policies and criteria, (b) safety policies and criteria, and (c) airspace protection policies. The following sections address each issue.

(a) Noise Policy Consistency Analysis

The Community Noise Equivalent Level (CNEL) 65 dB aircraft noise contour defines the threshold for aircraft noise impacts established in the SFO ALUCP, as depicted on Attachment 3. Since the Oyster Point Specific Plan Area is located outside of the 65dB CNEL noise contour, the noise policies would not apply, and therefore the OPSP Update would be consistent with the noise compatibility policies of the SFO ALUCP.

However, as John Bergener, SFO Planning Director, points out in the attached letter to South San Francisco (Attachment 4), that while the OPSP area lies outside of the Airport's 65 dB CNEL noise contour, since South San Francisco has historically not allowed residential uses east of Highway 101, the Airport has developed and operated noise abatement departure procedures based on that premise. These operational procedures have flight patterns over or near Oyster Point for aircraft heading south and southeast, which may result in noise disturbances for any future residential developments. The Airport Land Use Committee shared these concerns, as outlined in the attached letter (Attachment 5), while acknowledging that the project was consistent with the policies of the SFO ALUCP.

(b) Safety Policy Consistency Analysis

Runway Safety Zones - The SFO ALUCP includes five sets of safety zones and related land use compatibility policies and criteria. However, as shown on Attachment 6, the Oyster Point Specific Plan Area is located far outside of the safety zones established in the SFO ALUCP, and therefore is not impacted by the safety compatibility policies.

(c) Airspace Protection Policy Consistency Analysis

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

The Oyster Point Specific Plan area is located within the FAR Part 77 airspace protection surfaces for San Francisco International Airport (see Attachment 7).

The City of South San Francisco includes the following policies related to building heights within the East of 101 Area generally and the Oyster Point Specific Plan area specifically:

General Plan Implementing Policy 3.5-I-4 – “Unless otherwise stipulated in a specific plan, allow building heights in the East of 101 area to the maximum limits permissible under Federal Aviation Regulations Part 77.”

Zoning Ordinance –Table 20.230.004(1) OPSP Development Standards – “Building heights allowed to maximum height limits permissible under Federal Aviation Regulations Part 77”

Additionally, Conditions of Approval that were adopted for the 2011 OPSP project include the following condition related to the height restrictions, which will continue to be applied to the 2017 OPSP Update:

Adopted Condition of Approval A-14 – Prior to issuance of a building permit, the developer shall provide evidence of compliance with FAA requirements regarding construction within the FAR Part 77 conical zone.

Other Flight Hazards - Certain land use characteristics are recognized as hazards to air navigation and are prohibited within the C/CAG land use policy review area (AIA B). These characteristics include the following:

- Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight

- Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting
- Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight
- Sources of electrical/electronic interference with aircraft communications/navigation equipment
- Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including but not limited to *FAA Order 5200.5A, Waste Disposal Site On or Near Airports* and *FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports* and any successor or replacement orders or advisory circulars.

The 2011 OPSP EIR included an analysis of impacts to migratory birds from buildings and lighting, which was updated in the 2017 OPSP Update EIR. Mitigation measures include the following:

Lighting Measures to Reduce Impacts to Birds. During design, the Applicant shall consult with a qualified biologist experienced with bird strikes and building/lighting design issues to identify lighting-related measures to minimize the effects of the building’s lighting on birds.

Bio-10b: Building Design Measures to Minimize Bird Strike Risk. During design, the Applicant shall consult with a qualified biologist experienced with bird strikes and building/lighting design issues to identify measures related to the external appearance of the building to minimize the risk of bird strikes.

In addition, the South San Francisco General Plan provides the following direction applicable to all parts of the City:

General Plan Policy 8.7-I-1: Do not permit land uses that pose potential hazards to air navigation in the vicinity of SFO...

Accordingly, the proposed 2017 Oyster Point Specific Plan Update, including General Plan and Zoning Ordinance amendments, which specifically identify measures to ensure compliance with ALUCP areas of concern regarding airspace protection, would be consistent with the SFO ALUCP airspace protection policies.

II. Airport Influence Area A – Real Estate Disclosure Area

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

“Notice of Airport in Vicinity

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

This requirement is not currently referenced in the Oyster Point Specific Plan Update or General Plan, and therefore, a condition of approval is included in the attached Resolution that the Plan be amended to include appropriate text to acknowledge this requirement.

ATTACHMENTS

1. Resolution 18-13
2. ALUCP application, together with related project description and exhibits.
3. SFO CNEL Noise Contours
4. Letter dated Jan. 30, 2018 from John Bergener, SFO Planning Director
5. Letter dated Feb. 27, 2018 from Airport Land Use Committee to C/CAG Board
6. SFO Safety Zones
7. 14 CFR Part 77 Airport Imaginary Surfaces for SFO

RESOLUTION 18-13

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT THE CITY OF SOUTH SAN FRANCISCO'S 2017 OYSTER POINT SPECIFIC PLAN UPDATE, INCLUDING RELATED GENERAL PLAN, ZONING ORDINANCE AND SPECIFIC PLAN AMENDMENTS, IS CONDITIONALLY CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN FRANCISCO INTERNATIONAL AIRPORT

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

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

WHEREAS, the City of South San Francisco has submitted its 2017 Oyster Point Specific Plan Update to the C/CAG Board, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP); and

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

WHEREAS, three sets of airport/land use compatibility policies and criteria in the SFO ALUCP relate to the 2017 Oyster Point Specific Plan Update: (a) aircraft noise impacts; (b) safety compatibility criteria; and (c) height of structures/airspace protection, as discussed below:

- (a) Aircraft Noise Impacts - The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. The Oyster Point Specific Plan area is located outside of the 65dB CNEL noise contour, and therefore the noise compatibility policies do not apply.
- (b) Safety Compatibility - The SFO ALUCP identifies five safety zones. The Oyster Point Specific Plan District is located far outside of the safety zones established in the SFO ALUCP, and therefore the safety compatibility policies do not apply.
- (c) Airspace Protection - The SFO ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (FAR Part 77), "Safe, Efficient Use and Preservation of the Navigable Airspace", which establishes the standards for determining obstructions to air navigation, and with the federal notification requirements related to proposed development within the 14 CFR boundaries. In order to be deemed consistent with the ALUCP, the maximum height of a new building must

be the lower of (1) the height shown on the airspace protection surfaces map or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

FAR Part 77 - The Oyster Point Specific Plan area is located within the FAR Part 77 airspace protection surfaces for San Francisco International Airport, and the City of South San Francisco has adopted policies related to building heights within the East of 101 Area generally and the Oyster Point Specific Plan area specifically, as follow:

General Plan Implementing Policy 3.5-I-4 – “Unless otherwise stipulated in a specific plan, allow building heights in the East of 101 area to the maximum limits permissible under Federal Aviation Regulations Part 77.”

Zoning Ordinance –Table 20.230.004(1) OPSP Development Standards – “Building heights allowed to maximum height limits permissible under Federal Aviation Regulations Part 77”

Additionally, Conditions of Approval that were adopted for the 2011 OPSP project include the following condition related to the height restrictions, which will continue to be applied to the 2017 OPSP Update:

Adopted Condition of Approval A-14 – Prior to issuance of a building permit, the developer shall provide evidence of compliance with FAA requirements regarding construction within the FAR Part 77 conical zone.

Other Flight Hazards - The South San Francisco General Plan provides the following direction applicable to all parts of the City:

Policy 8.7-I-1 - Do not permit land uses that pose potential hazards to air navigation in the vicinity of SFO...

Accordingly, the proposed 2017 Oyster Point Specific Plan Update, including General Plan and Zoning Ordinance amendments, which specifically identify measures to ensure compliance with ALUCP areas of concern regarding airspace protection, would be consistent with the SFO ALUCP airspace protection policies.

WHEREAS, the Oyster Point Specific Plan area is located within Airport Influence Area (AIA) A for San Francisco International Airport, where State real estate disclosure requirements apply. The OPSP does not currently reflect this requirement, but it is included herein as a condition of approval; and

WHEREAS, at their February 22, 2018 meeting, and based on the factors and conditions listed above, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the 2017 Oyster Point Specific Plan Update, including related General Plan, Zoning Ordinance and Specific Plan Amendments, is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport; and,

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the San Mateo County Airport Land Use Commission, that subject to the conditions in Exhibit A, attached, the City of South San Francisco's 2017 Oyster Point Specific Plan Update, including related General Plan, Zoning Ordinance and Specific Plan Amendments, are deemed to be consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF MARCH, 2018.

Alicia C. Aguirre, Chair

Resolution 8-13 – Conditions of Approval:

1. Add appropriate test to indicate that the planning area is located within Airport Influence Area A for San Francisco International Airport, the area where real estate disclosure requirements apply, and reflecting the requirements of Section 11010 of the California Business and Professions Code which requires that if a subdivided property for sale or lease is within an “airport influence area” designated by the Airport Land Use Commission, a statement must be included in the notice of intention to offer the property for sale stating the vicinity of an airport to the property, and it may be subjected to annoyances associated with proximity to airport operations such as noise, vibrations, or odors.



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

APPLICANT INFORMATION

Agency: CITY OF SOUTH SAN FRANCISCO		
Project Name: 2017 OYSTER POINT SPECIFIC PLAN UPDATE + PHASE III D-A PRECISE PLAN		
Address: 375-389 OYSTER POINT BLDG		APN:
City: SSF	State: CA	ZIP Code: 94080
Staff Contact: BILLY GROSS	Phone: 650-877-8535	Email: BILLY.GROSS@SSF.NET

PROJECT DESCRIPTION

2017 OPSP UPDATE PROJECT - PHASES I-II WOULD CONTINUE TO BE CONSTRUCTED AS OFFICE/R/D, WITH UP TO 1.5 MILLION SQ. FT. AND 50,000 SF COMMERCIAL. PHASES III-IV WOULD INCLUDE UP TO 1,191 RESIDENTIAL UNITS, 22,000 SF OF COMMERCIAL, AND BAY TRAIL/ OPEN SPACE IMPROVEMENTS. SEE ATTACHED PROJECT DESCRIPTION FOR DETAILED DISCUSSION.

REQUIRED PROJECT INFORMATION

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

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

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

C/CAG Application for Land Use Consistency Determination – Supplemental Information

AGENCY NAME: City of South San Francisco

PROJECT NAME: 2017 Oyster Point Specific Plan (OPSP) Update & Phase III D-A Precise Plan

PROJECT DESCRIPTION

2011 Oyster Point Redevelopment Project Overview

In 2011, the South San Francisco City Council approved the Oyster Point Redevelopment project; staff is referring to this as the 2011 OPSP project (see Attachment 1 for a plan view). As currently approved, the 2011 OPSP project includes approximately 2.25 million square feet (sq. ft.) of office/research and development (R&D) space across an approximately 45 acre developer-owned site to be built out in four phases (ID, IID, IIID and IVD). In addition, two phases of infrastructure and open space improvements were approved throughout the site and across the adjacent 40 acre site owned by the City of South San Francisco (Phases IC and IIC). Note that a “C” after a phase refers to activities involving the City and/or former Redevelopment Agency (now the Successor Agency), while “D” after a phase refers to the Developer.

- **Phase IC** includes infrastructure and open space improvements across approximately 25 acres. Infrastructure improvements include new streets and utilities, clay cap repairs over the existing landfill, and reconfigured parking areas. Open space improvements include new open space recreation areas, beach/park areas, Bay Trail and Palm Promenade, and rough grading and hydroseeding of the future Hotel Site. The applicant broke ground on this portion of the project in November 2017.
- **Phase ID** will include the repair and remediation of the existing landfill on the property, and the construction of a new 508,000 sq. ft. of Office/R&D buildings on a site of approximately 10 acres.
- **Phases IID-IVD** were proposed to include a maximum 1,750,000 sq. ft. of Office/R&D buildings, as well as new infrastructure and open space improvements consisting of the continuation of the new streets, sidewalks and utilities from Phase IC, a new sewer pump station, bicycle facilities, shuttle bus stops, and new open spaces including courtyards, plazas, pocket parks, and Bay Trail improvements along the Oyster Cove Marina shoreline.
- **Phase IIC** includes the public areas at the eastern end of the Oyster Point Marina, and the 2011 approvals included landscape, parking and landfill cap improvements.

2017 Oyster Point Specific Plan Update Project Overview

In March 2017, the project applicant submitted a preliminary application that would supplement and amend the 2011 entitlements related to Phases IID-IVD; staff is referring to this application as the 2017 Oyster Point Specific Plan (OPSP) Update (see Attachment 2 for a plan view). The main amendment is the introduction of a residential component, instead of office/R&D, in the Phase 3-4 area. The overall Phasing discussed above would be altered as follows:

- **Phases IC and ID** would have no changes.

- **Phase IID** proposes approximately 1,070,000 sq. ft. of Office/R&D buildings including approximately 28,000 sq. ft. of retail, amenity and/or flex-use space. Phase IID would be consistent with the Oyster Point Specific Plan, but will require a future Precise Plan that outlines the detailed design of the project.
- **Phases IIID-IVD** proposes a mixed-use program including approximately 1,200 residential units and 22,000 sq. ft. of retail, amenity and/or flex-use space. The residential development would include both for-sale and rental units, and would be clustered in six or seven buildings that would be designed to promote a neighborhood feel. Public realm improvements would be consistent with those approved in the 2011 entitlements.

The 2017 OPSP Update will require the following entitlements that are subject to a Land Use Consistency Determination:

- General Plan Amendment (to allow residential uses in the Oyster Point Specific Plan area)
- Zoning Ordinance Amendment (to incorporate residential uses in the Oyster Point Specific Plan District)

An environmental document has been prepared for the 2017 OPSP Update project - the *Oyster Point Specific Plan Update and Details for Phase II, III & IV Draft Subsequent Environmental Impact Report* (DSEIR). Excerpts from the DSEIR are included in some of the discussion areas below. Because the DSEIR tiers off of the 2011 OPSP project environmental document, the DSEIR includes a discussion of how each impact and mitigation applies to the 2017 OPSP Update, does not apply, or has been revised from the analysis and findings in the 2011 EIR. In instances where mitigation measures are proposed to be revised, the revisions are indicated in ~~strikeout~~/underline format, with ~~strikeout~~ text being removed, and underline text being inserted.

DISCUSSION OF RELATIONSHIP TO AIRPORT LAND USE COMPATIBILITY

Noise

ALUCP Exhibit IV-8 “Noise Compatibility Zones – Detail” is attached (Attachment 3), and the 2017 OPSP Update Project Area that is subject to the proposed amendments is indicated in the map. As indicated on the map, and referenced in DSEIR, the OPSP area remains well outside of the airport’s noise-affected 65 dBA CNEL noise contour.

*Oyster Point Specific Plan Update and Details for Phase II, III & IV DSEIR Reference:
Chapter 14 – Noise, page 14-5.*

“Existing Noise Environment

While the noise environment has not changed substantially from that assessed in the 2011 EIR, the existing noise setting has been reassessed to provide updated and detailed information for residential development. Details of the existing noise environment are summarized below and included in full in Appendix H.

A noise monitoring survey was conducted between March 13 and March 16, 2017 at several locations within the Project vicinity to quantify the acoustic environment and provide qualitative descriptions of the dominant and minor sources of noise at each location. The noise environment at the site results primarily from local traffic noise generated along arterial streets and U.S. 101, and aircraft over flights associated with San Francisco International Airport. The nearest runway of the San Francisco International Airport is located approximately 2.2 miles south of Oyster Point.

CNEL levels in the 2017 OPSP Update area range from highs up to 69 near Oyster Point Boulevard to lows of 58 to 61 farther from the roadway.”

*Oyster Point Specific Plan Update and Details for Phase II, III & IV DSEIR Reference:
Chapter 14 – Noise, page 14-10.*

“Aircraft Noise

Same Conclusion (conclusion remains LTS): The 2017 OPSP Update would not change Impact Noise-6 or the less-than-significant conclusion as the site is outside the area significantly impacted by aircraft noise, which has not changed since the 2011 OPSP.

The airport land use plan for San Francisco International Airport has been updated since the 2011 EIR, but the OPSP area remains well outside the airport’s noise-affected 65 dBA CNEL noise contour. The exterior noise environment at the OPSP area resulting from aircraft would be considered compatible with proposed uses.”

Safety

The OPSP Area is located outside of all five of the Safety Compatibility Zones identified in the ALUCP. The DSEIR also includes a discussion of compatibility with the airport land use plan, and if the project would result in a safety hazard for people residing or working in the project area. Following is the specific reference from the document.

*Oyster Point Specific Plan Update and Details for Phase II, III & IV DSEIR Reference:
Chapter 11 –Hazardous Materials, page 11-4.*

“AIRPORT LAND USE PLAN

Same Conclusion, Revised Statements (conclusion remains LTS): The wording of Impact Haz-7 has been revised to remove wording relating to the previous airport land use plan, which has been revised since the 2011 EIR. The 2017 OPSP Update would not change the less-than-significant conclusion, as the increased building heights under the 2017 OPSP Update remain within height levels considered safe in relation to the airport.

Revised Impact Haz-7 Airport Land Use Plan. The OPSP would be located within the jurisdiction of the Airport Land Use Plan for the San Francisco International Airport. ~~According to the East of 101 area plan, the most stringent height limits in South San Francisco are south of Forbes Boulevard and Lindenville (the area between Railroad Avenue, South Spruce Avenue, and San Mateo Avenue), which is south of the site. Federal Aviation Regulations, Part 77, limits building heights to an elevation of 161 feet above mean sea level, approximately 12 to 14 stories, in the most restricted areas, increasing at a slope of 20:1 to a height of 361 feet above mean sea level. Since the tallest building portion would not exceed 161 feet in height, Building heights in the OPSP would be in compliance with the Airport Land Use Plan. The impact of the OPSP on the Airport Land Use Plan is less-than-significant with no mitigation warranted.”~~

Airspace Protection

Building Heights

ALUCP Exhibit IV-14 “14 CFR Part 77 Airport Imaginary Surfaces – North Side” is attached (Attachment 4), and the 2017 OPSP Update Project Area that is subject to the proposed amendments is indicated in the exhibit. As

indicated on the map, and referenced in the DSEIR, the OPSP area is located far enough north of the airport so that maximum heights are significant.

The City of South San Francisco includes the following general policies related to limiting building heights within the East of 101 Area generally and the Oyster Point Specific Plan area specifically:

General Plan Implementing Policy 3.5-1-4 – “Unless otherwise stipulated in a specific plan, allow building heights in the East of 101 area to the maximum limits permissible under Federal Aviation Regulations Part 77.”

Zoning Ordinance – Chapter 20.230 Oyster Point Specific Plan
Table 20.230.004(1) Development Standards

Standard	Requirement	Additional Regulations
Building Form and Location		
Maximum Height (ft)	Building heights allowed to maximum height limits permissible under Federal Aviation Regulations Part 77	See Section 20.300.006 Height and Height Exceptions

The Conditions of Approval that were adopted for the 2011 OPSP project included the following specific condition related to the height restrictions:

Adopted Condition of Approval A-14 – Prior to issuance of a building permit, the developer shall provide evidence of compliance with FAA requirements regarding construction within the FAR Part 77 conical zone.

All applicable Conditions of Approval from the 2011 OPSP project, including A-14, will be cited as continuing to be applicable to the 2017 OPSP Update project if approved.

Impacts to Migratory Birds from Buildings and Lighting

The 2011 OPSP EIR included an analysis of impacts to migratory birds from buildings and lighting; this analysis was updated in the 2017 OPSP Update EIR, and the previously identified mitigation measures were slightly revised to ensure that all buildings constructed within the area would require consultation with a qualified biologist experienced with bird strikes and building/lighting design. Following is the specific language proposed in the mitigation measures; implementation of these measures would reduce the impact to less than significant:

*Oyster Point Specific Plan Update and Details for Phase II, III & IV DSEIR Reference:
Chapter 7 –Biological Resources, pages 7-9 & 10.*

“Mitigation Measures

Revised Bio-10a: Lighting Measures to Reduce Impacts to Birds. During design of any building greater than 100 feet tall, the OPSP Applicant shall consult with a qualified biologist experienced with bird strikes and building/lighting design issues to identify lighting-related measures to minimize the effects of the building’s lighting on birds. Such measures, which may include the following and/or other measures, shall be incorporated into the building’s design and operation.

- Use strobe or flashing lights in place of continuously burning lights for obstruction lighting. Use flashing white lights rather than continuous light, red light, or rotating beams

- Install shields onto light sources not necessary for air traffic to direct light towards the ground.
- Extinguish all exterior lighting (i.e., rooftop floods, perimeter spots) not required for public safety.
- When interior or exterior lights must be left on at night, the operator of the buildings shall examine and adopt alternatives to bright, all-night, floor-wide lighting, which may include:
 - Installing motion-sensitive lighting.
 - Using desk lamps and task lighting.
 - Reprogramming timers.
 - Use of lower-intensity lighting.
- Windows or window treatments that reduce transmission of light out of the building shall be implemented to the extent feasible.

Revised Bio-10b: Building Design Measures to Minimize Bird Strike Risk. During design of any building greater than 100 feet tall, the OPSP Applicant shall consult with a qualified biologist experienced with bird strikes and building/lighting design issues to identify measures related to the external appearance of the building to minimize the risk of bird strikes. Such measures, which may include the following and/or other measures, shall be incorporated into the building’s design.

- Minimize the extent of glazing.
- Use low-reflective glass.
- Use window films, mullions, blinds, or other internal or external features to “break up” reflective surfaces rather than having large, uninterrupted areas of surfaces that reflect, and thus may not appear noticeably different (to a bird) from, vegetation or the sky.
- ~~Use non-reflective tinted glass.~~
- ~~Use window films to make windows visible to birds from the outside.~~
- ~~Use external surfaces/designs that “break up” reflective surfaces rather than having large, uninterrupted areas of surfaces that reflect, and thus may not appear noticeably different (to a bird) from, the sky.”~~

Attachments:

1. 2011 OPSP Project – Site Plan
2. 2017 OPSP Update Project – Site Plan
3. ALUCP Exhibit IV-8 “Noise Compatibility Zones – Detail” (with OPSP Area highlighted)
4. ALUCP Exhibit IV-14 “14 CFR Part 77 Airport Imaginary Surfaces – North Side” (with OPSP Area highlighted)

2011 OPSP Project

OYSTER POINT 2011 SPECIFIC PLAN



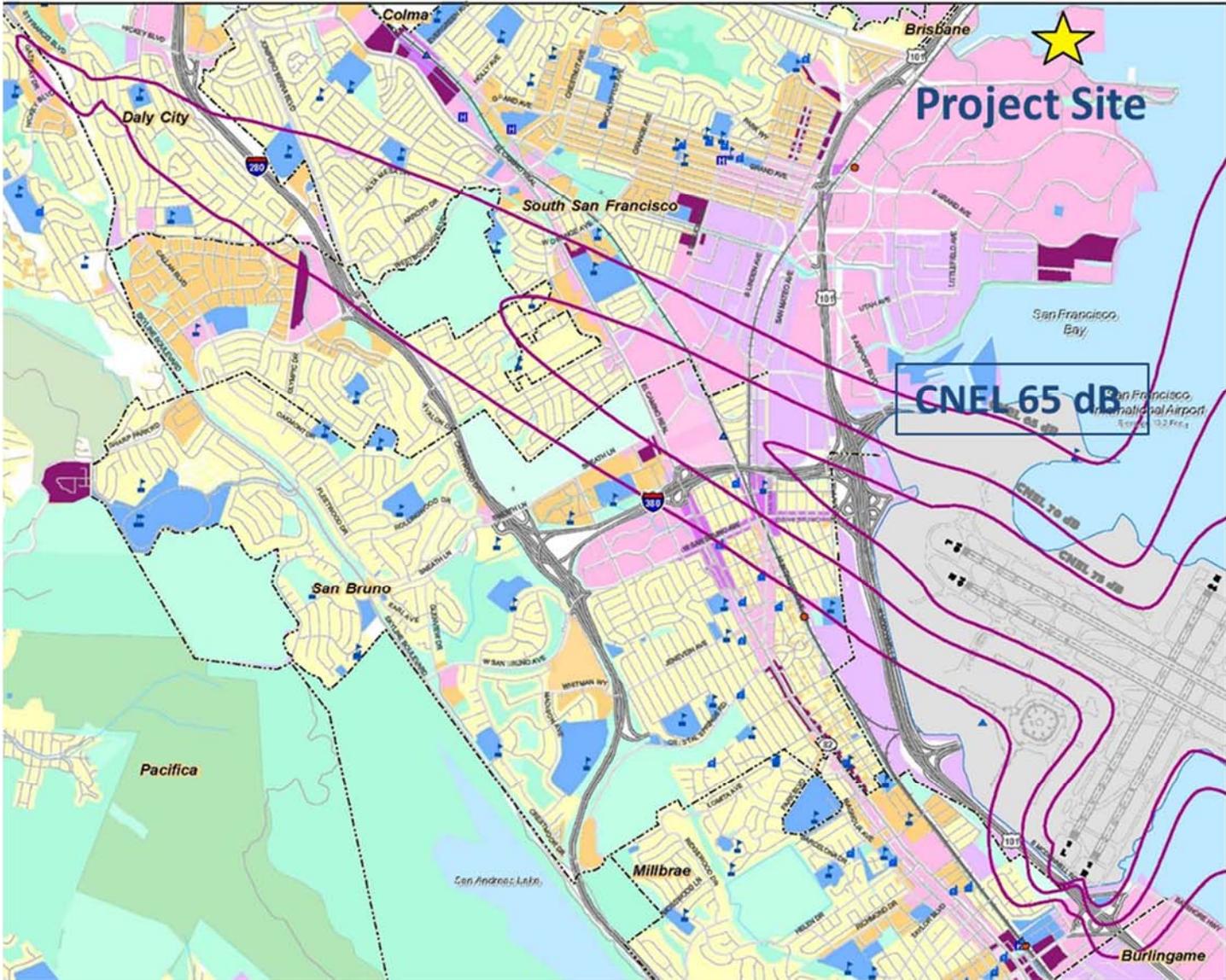
Program	Phase	GFA
Office R&D	I	508,000
	II,III,IV	1,742,000
Total		2,250,000



2017 OPSP Update Project

OYSTER POINT 2017 SPECIFIC PLAN





LEGEND

- CNEL Contour, 2020 Forecast
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- ▲ School
- ▲ Place of Worship
- ▲ Hospital
- Municipal Boundary
- Railroad
- Freeway
- Road

Planned Land Use Per General Plans:

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

Sources:

Noise Contour Data:

- Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport. URS Corporation and BridgeNet International, June 2011

County Base Maps:

- San Mateo County Planning & Building Department, 2007

Local Plans:

- Burlingame Bayfront Specific Area Plan, August 2008
- Burlingame Downtown Specific Plan, January 2009
- Burlingame General Map, September 1994
- North Burlingame/Rollins Road Specific Plan, February 2007
- Colma Municipal Code Zoning Maps, December 2003
- Daly City General Plan Land Use Map, 1987
- Hillsborough General Plan, March 2005
- Millbrae Land Use Plan, November 1998
- Pacifica General Plan, August 1998
- San Bruno General Plan, December 2008
- San Mateo City Land Use Plan, March 2007
- San Mateo County Zoning Map, 1992
- South San Francisco General Plan, 1998

NORTH
 0 0.1 0.2 0.4
 Miles

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



January 30, 2018

Mr. Billy Gross
Senior Planner
Planning Division, City of South San Francisco
P.O. Box 711
South San Francisco, CA 94083

Subject: Notice of Availability of the Draft Subsequent Environmental Impact Report for the 2017 Oyster Point Specific Plan Update – City of South San Francisco

Dear Mr. Gross:

Thank you for notifying San Francisco International Airport (SFO or the Airport) of the availability of the Draft Subsequent Environmental Impact Report (Draft SEIR) for the 2017 Oyster Point Specific Plan (OPSP) Update. This Draft SEIR includes revisions to the 2011 OPSP of land uses at Phases III and IV and the addition of project-level detail for Phases II, III, and IV. Areas within the OPSP that are outside of these areas are unaffected by the Update and remain as proposed under the 2011 OPSP and analyzed in the 2011 EIR, which Airport staff has previously reviewed. The Airport submitted a letter during the Draft EIR process noting any land use compatibility issues for the sites addressed within the OPSP. We appreciate the continued opportunity to provide input on the environmental review of areas covered under the Draft SEIR, and coordinate with the City of South San Francisco (the City) in considering and evaluating potential land use compatibility issues that these revisions may pose for the Airport.

As described in the Draft SEIR, the 2017 OPSP Update proposes changing the land use of the northern-most portion of the OPSP Area (Phases III and IV) from Office/Research and Development to Mixed Use Development, to allow for the construction of a new mixed-use community with up to 1,191 residential units and 22,000 square feet of retail space. The Phase II area remains Office/Research and Development, however the area is proposing higher development than previous at 1,070,000 square feet, including approximately 28,000 square feet of flexible-use retail/amenity space. The proposed update affects approximately 35 acres of the 85 acre OPSP area.

As noted in the Draft SEIR, the OPSP area is subject to the policies of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). The ALUCP addresses issues related to compatibility between airport operations and proposed new land uses and developments, considering noise impacts, safety of persons on the ground and in flight, height restrictions/airspace protection, and overflight notification. The updates within the Draft SEIR correctly state that the OPSP is located within the jurisdiction of the ALUCP, and therefore building heights must be in compliance with the ALUCP, which is to maintain heights below defined critical airspace clearance surfaces. Therefore, the finished height of proposed new developments within the Phase III and IV sites should be maintained below these limits.

With regard to noise impacts, while the OPSP area lies outside of the Airport’s 65 dB CNEL noise contour, as the City’s General Plan Policy 3.5-I-3 states that no residential uses would be permitted east of Highway 101, historically the Airport has developed and operated noise abatement departure procedures based on this premise. The 2011 OPSP stated that the proposed uses developed at the site would be exposed to intermittent aircraft noise, but that the exterior noise environment is compatible with proposed sensitive uses. However, with the proposed land use changes to include residential uses, the Airport recommends that the less-than-significant impact that remains in the 2017 update be revisited.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

LARRY MAZZOLA
PRESIDENT

LINDA S. CRAYTON
VICE PRESIDENT

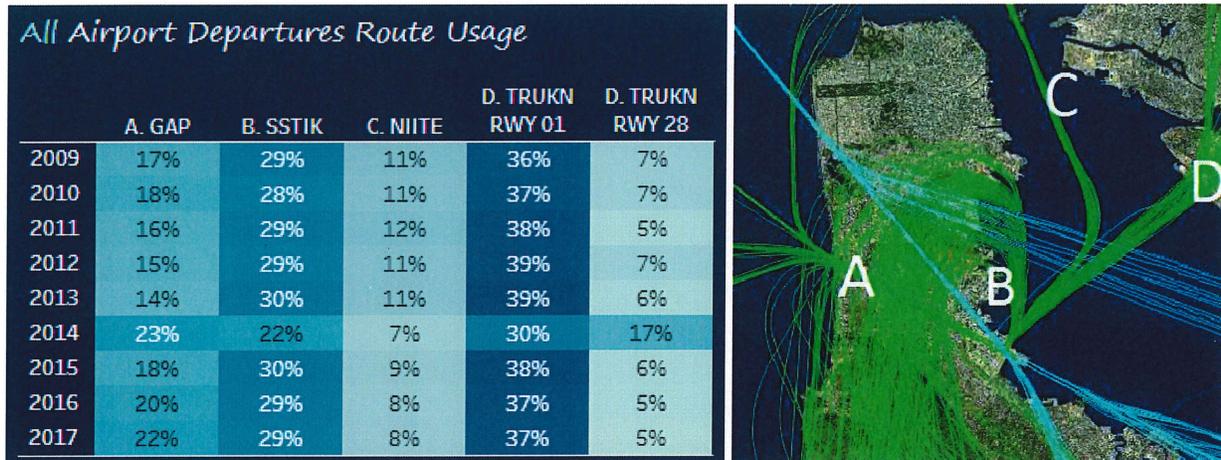
ELEANOR JOHNS

RICHARD J. GUGGENHIME

PETER A. STERN

IVAR C. SATERO
AIRPORT DIRECTOR

Under the West Plan, the predominant operating configuration at SFO over 95% of the time, close to a third of departure operations (29% in 2017) utilize the SSTIK procedures (lines B in the image below). These operational procedures have flight patterns over or near Oyster Point for aircraft heading south and southeast, and may result in noise disturbances for any future residential developments.



SFO Arrival and Departure route usage, SFO Aircraft Noise Abatement Office

Finally, should the proposed revision to permitted land uses include residential development, all real estate disclosure requirements that apply to the broader Airport Influence Area A will also apply to the OPSP area. Section 11010 of the California Business and Professions Code requires that if a subdivided property for sale or lease is within an “airport influence area” designated by the Airport Land Use Commission, a statement must be included in the notice of intention to offer the property for sale stating the vicinity of an airport to the property, and it may be subjected to annoyances associated with proximity to airport operations such as noise, vibrations, or odors. Additionally, all proposed residential buildings should meet the interior noise requirements of the California Building Code and South San Francisco General Plan.

The Airport appreciates your continued consideration of these comments. If I can be of any further assistance as the City considers airport land use compatibility as they relate to this project or related projects, please do not hesitate to contact me at (650) 821-7867 or at john.bergener@flysfso.com.

Sincerely,

John Bergener
 Airport Planning Director
 Bureau of Planning and Environmental Affairs

cc: Susy Kalkin, C/CAG, Airport Land Use Commission
 Sandy Wong, C/CAG, Airport Land Use Commission
 Nixon Lam, SFO, Environmental Affairs Manager



Airport Land Use Committee

February 27, 2018

To: C/CAG Board/Airport Land Use Commission Members

From: Airport Land Use Committee

RE: 2017 Oyster Point Specific Plan Update – ALUCP Consistency Determination

At the February 22, 2018 Airport Land Use Committee Meeting, the Committee considered the above referenced request from the City of South San Francisco to review its proposed Specific Plan Update and make a recommendation regarding consistency with the Airport Land Use Compatibility Plan for San Francisco International Airport (SFO ALUCP). While the Committee voted unanimously in favor of recommending that the project be found consistent with the SFO ALUCP, it also unanimously requested that this letter be forwarded to the C/CAG Board/Airport Land Use Commission noting the Committees' concurrence with noise issues raised by SFO Planning Staff.

As indicated in a comment letter from John Bergener, Airport Planning Director, to South San Francisco planning staff, while the Oyster Point Specific Plan Area lies outside of the 65 dB CNEL noise contour, which is the threshold identified in SFO ALUCP for aircraft noise impacts, the area nonetheless will be exposed to a significant number of overflights. Specifically, it notes that since South San Francisco's General Plan has previously prohibited residential use in areas east of US 101, based on that premise the Airport historically has developed and operated noise abatement departure procedures which provide for a significant number of departures over or near Oyster Point. Consequently, South San Francisco's project, which includes a general plan policy amendment to allow residential use in this area, may result in noise disturbances for future residents of these developments.

The Airport Land Use Committee understands and respects the limitations of its purview, but wanted to highlight this issue for the C/CAG Board/Airport Land Use Commission as it further considers the matter.

Thank you for your consideration,

Ricardo Ortiz, Chair

Airport Land Use Committee

Attachment: SFO letter dated January 30, 2018

Project site located approx 1.5 miles north of Airport



LEGEND

- Safety Compatibility Zones**
- 1 - Runway Protection Zone-Object Free Area
 - 2 - Inner Approach/Departure Zone
 - 3 - Inner Turning Zone
 - 4 - Outer Approach/Departure Zone
 - 5 - Sideline Zone

--- Internal boundaries of ALP-defined areas

- Airport Property**
- BART Station
 - CALTRAIN Station
 - School
 - Place of Worship
 - Hospital

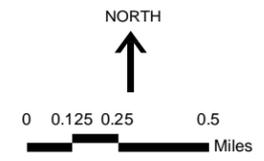
- Municipal Boundary**
- Railroad
 - Freeway
 - Road

- Planned Land Use Per General Plans:**
- Public
 - Multi-Family Residential
 - Single Family Residential
 - Mixed Use
 - Transit Oriented Development
 - Commercial
 - Industrial, Transportation, and Utilities
 - Local Park, Golf Course, Cemetery
 - Regional Park or Recreation Area
 - Open Space
 - Planned use not mapped

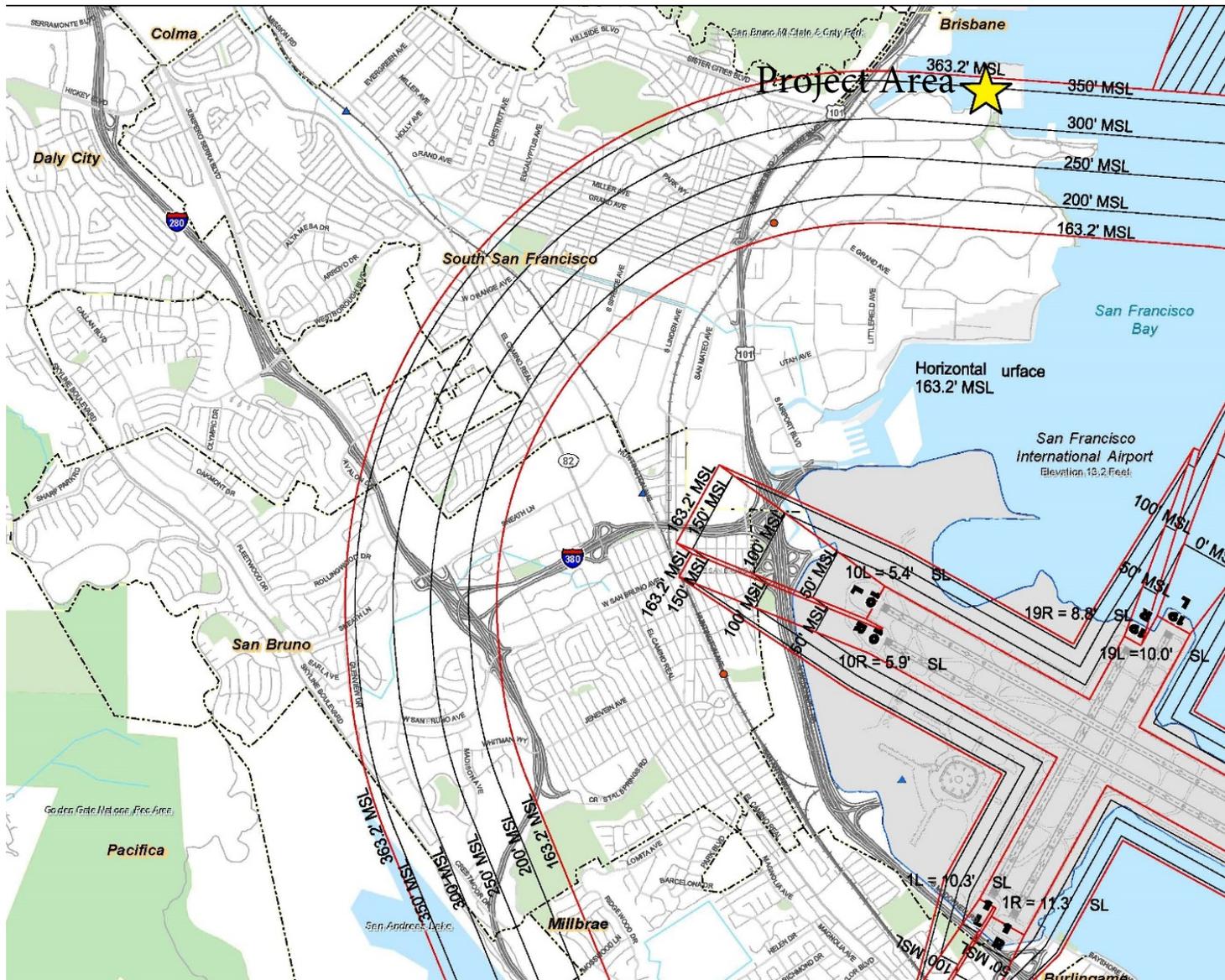
- Sources:**
- Safety Compatibility Zones:
 - Jacobs Consultancy Team, 2009; Ricondo & Associates, Inc., 2011

- County Base Maps:**
- San Mateo County Planning & Building Department, 2007

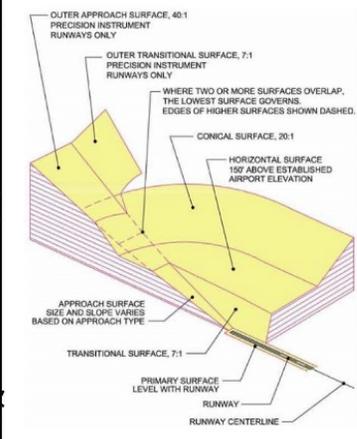
- Local Plans:**
- Burlingame Bayfront Specific Area Plan, August 2006
 - Burlingame Downtown Specific Plan, January 2009
 - Burlingame General Map, September 1984
 - North Burlingame/ Rollins Road Specific Plan, February 2007
 - Colma Municipal Code Zoning Maps, December 2003
 - Daly City General Plan Land Use Map, 1987
 - Hillsborough General Plan, March 2005
 - Millbrae Land Use Plan, November 1998
 - Pacifica General Plan, August 1996
 - San Bruno General Plan, December 2008
 - San Mateo City Land Use Plan, March 2007
 - San Mateo County Zoning Map, 1992
 - South San Francisco General Plan, 1998



Attachment 6



- LEGEND**
- 14 CFR Part 77 Civil Airport Imaginary Surfaces
 - 100' MSL Elevation Contour, feet AMSL
 - ▲ BART Stations
 - CALTRAIN Stations
 - Regional Park or Recreation Area
 - Municipal Boundary
 - Railroads
 - Freeways
 - Roads
- Isometric Drawing of 14 CFR Part 77, Section 77.19 Civil Airport Imaginary Surfaces**



Sources:
14 CFR Part 77 Surfaces: City and County of San Francisco, Ricondo & Associates, Inc., 2010

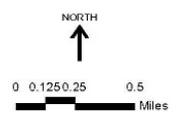


Exhibit IV-14
14 CFR PART 77 AIRPORT IMAGINARY SURFACES – NORTH SIDE
Comprehensive Airport Land Use Plan for the Environs of San Francisco International Airport
C/CAG
City/County Association of Governments

C/CAG AGENDA REPORT

Date: March 8, 2018

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 investment portfolio and accept the Quarterly Investment Report as of December 31, 2017.

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

RECOMMENDATION

That the C/CAG Board review and approve of the Finance Committee’s recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of December 31, 2017.

FISCAL IMPACT

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

SOURCE OF FUNDS

The Investment portfolio includes 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 14, 2017:

“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 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 2017 earning rates are as follows:

	Local Agency Investment Fund (LAIF)	San Mateo County Investment Pool (COPOOL)
October	1.143%	1.195%
November	1.172%	1.195%
December	1.239%	1.216%

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 February 28, 2018, the Finance Committee reviewed the investment portfolio. The Finance Committee discussed market conditions and noted that the historic gap in the rate of return between LAIF and the County Pool has diminished hence recommended no change to the investment portfolio.

The investment portfolio as of December 31, 2017 is as follows:

	9/30/2017		12/31/2017	
	Amount	Percent	Amount	Percent
LAIF	\$13,363,368	58%	\$13,896,995	59%
COPOOL	\$9,611,660	42%	\$9,838,593	41%
Total	\$22,975,028	100%	\$23,735,588	100%

ATTACHMENTS

1. Quarterly Investment Report as of December 31, 2017 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 28, 2018

SUBJECT: Quarterly Investment Report as of December 31, 2017

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, 2017, funds in the amount of \$23,735,588 were invested producing a weighted average yield of 1.20%. Of the total investment portfolio, 58.6% of funds were invested in the Local Agency Investment Fund (LAIF) and 41.5% 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 \$69,629. 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 12/31/17	Qtr Ended 9/30/17	Increase (Decrease)
Total Portfolio	\$ 23,735,588	\$ 22,975,028	\$ 760,560
Weighted Average Yield	1.20%	1.13%	0.07%
Accrued Interest Earnings	\$ 69,629	\$ 60,560	\$ 9,069

There was an increase of \$0.8M in the portfolio balance this quarter compared to the previous quarter mainly due to cash receipts in the second quarter for Measure M, NPDES, and Bay Area Air Quality, which were offset by cash disbursements for Measure M, Congestion Relief and Management, NPDES, and Bay Area Air Quality expenditures. A more detailed list of the payments made in the second quarter can be found in the attached monthly "Major Cash Inflows and Outflows" report. The 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, 2017, 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, 2017

2 – Historical Summary of Investment Portfolio

CITY & COUNTY ASSOCIATION OF GOVERNMENTS

SUMMARY OF ALL INVESTMENTS
For Quarter Ending December 31, 2017

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)	1.20%	13,896,995	58.6%	13,870,500
San Mateo County Investment Pool (COPOOL)	1.20%	9,838,593	41.5%	9,838,593

Agency Securities

none

Total - Investments	1.20%	23,735,588	100%	23,709,093
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GRAND TOTAL OF PORTFOLIO	1.20%	\$ 23,735,588	100%	\$ 23,709,093
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Total Interest Earned This Quarter	69,629
Total Interest Earned (Loss) Fiscal Year-to-Date	130,189

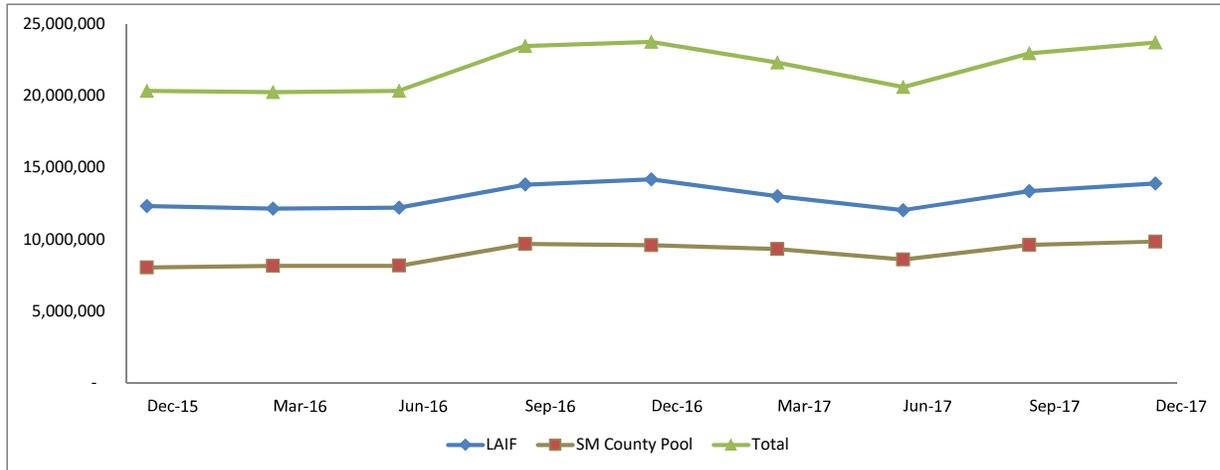
Note: CCAG Board approved the following investment portfolio mix at its November 14, 2013 meeting:

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, 2017**



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-15	Mar-16	Jun-16	Sep-16	Dec-16	Mar-17	Jun-17	Sep-17	Dec-17
LAIF	12,324,374	12,136,268	12,200,510	13,817,524	14,186,530	13,010,532	12,034,768	13,363,368	13,896,995
SM County Pool	8,024,431	8,138,072	8,154,442	9,672,516	9,591,037	9,313,634	8,586,974	9,611,660	9,838,593
Total	20,348,805	20,274,340	20,354,952	23,490,040	23,777,567	22,324,166	20,621,742	22,975,028	23,735,588

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.

C/CAG AGENDA REPORT

Date: March 8, 2018

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

From: Sandy Wong, Executive Director

Subject: Review and approval to join the California Association of Councils of Government (CALCOG) a non-profit entity that provides tools and information sharing to facilitate effective regional governance related to transportation, housing, and climate change policy.

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

RECOMMENDATION

That the C/CAG Board review and approve to join the California Association of Councils of Government (CALCOG) a non-profit entity that provides tools and information sharing to facilitate effective regional governance related to transportation, housing, and climate change policy.

FISCAL IMPACT

Approximately \$3,500 annual dues.

SOURCE OF FUNDS

To be budgeted from the Congestion Management Funds and General Funds.

BACKGROUND

The California Association of Councils of Government (CALCOG) is an association of regional agencies and has a similar role that the League of California Cities and the California State Association of Counties (CSAC) has for cities and counties respectively. CALCOG works to ensure the success of its regional members by facilitating communication and information sharing between our members, other local officials, state and federal agencies, and the public. All members are governed by locally elected officials chosen by their peers.

Almost all CALCOG member agencies are involved in planning and funding transportation infrastructures. Some member agencies are self-help county sales tax authorities. Eighteen members are federally designated Metropolitan Planning Organizations and many are also councils of governments (COGs) formed under joint powers authorities that may engage in any activity in which the member cities and counties share authority.

CALCOG serves its members in the areas of legislative advocacy, policy development and implementation, and education. CALCOG advocates and supports transportation funding initiatives for programs such as SB 1, the State Transportation Improvement Program (STIP), and Local Streets and Roads. CALCOG also monitors the implementation of SB 1, SB 375, and AB 743 and distills complex issues and information for its members.

Each CALCOG member agency has the option of appointing a member to the board of directors. CALCOG holds three board meetings a year, including an annual conference in Monterey. Executive directors meet six times a year.

ATTACHMENTS

1. CALCOG Factsheet



California Association of Councils of Governments

Effective Regions Through Partnership

ABOUT CALCOG

CALCOG works to serve *its* regional members so that they can better serve *their* local cities and counties. CALCOG facilitates peer-to-peer learning and information sharing among professional staff, local officials, state and federal agencies, involved stakeholders, and the public. We recognize that each region in California is unique. But all can learn from the experience of others.

The interests and character of CALCOG members vary. Our membership ranges in size from the Lake County/City Area Planning Council (population 64,000) to the Southern California Association of Governments (population 18 million). Almost all members are involved in planning and funding transportation infrastructure. Many deliver specific projects. Some are self-help county sales tax authorities. Eighteen members are federally designated Metropolitan Planning Organizations responsible for developing regional transportation.

But many are also councils of governments (COGs) formed under joint powers authorities that may engage in any activity in which the member cities and counties share authority. plans under federal law and sustainable communities strategies under state law.

This "small number, diverse interest" character creates a unique forum. Members may not always agree, but CALCOG provides a venue to have important policy discussions. CALCOG also works to educate others about the role that regional governments play, and encourages partnerships to find new solutions for the problems for tomorrow.

ORGANIZATION VISION

CALCOG's vision is that every city and county in California is served by effective regional governance. It starts from the ground up. Every Californian is part of a community, which is part of a city or county, which in turn is part of a region. Residents live, work, and spend most of their quality time in communities within a region. Although each community creates its own sense of place, the quality of life and prosperity also depends on the ability of local governments within the region to work collaboratively.

Regional governments are also essential to the principle of local control. They provide a forum to collaborate on issues that transcend local boundaries that could otherwise be filled by a stronger state role. We call this model "bottoms-up" regionalism. Regional solutions can be tailored to account for specific population, environment, infrastructure, and economic factors. As such, regional governments are uniquely positioned to build consensus across political boundaries and create important efficiencies for local governments.

ORGANIZATIONAL STRUCTURE & FOCUS AREAS

The California Association of Councils of Governments is a nonprofit, social welfare organization formed to serve regional governments. Currently, 45 regional agencies are members. Each member may appoint a voting member of their board to the CALCOG Board. In addition, in recognition of the inter-relationship between regional and local governments, both the California State Association of Counties and the League of California Cities also appoint a representative to the CALCOG Board of Directors. The board oversees the following critical elements of the work program:

- **Advocacy.** A consensus-based advocacy program that targets high priority Legislation in which our members have a common interest.
- **Policy Implementation.** Coordinate government-to-government communications between state, regional, and local governments as it relates to implementing policy that relates to transportation, housing, and climate change.
- **Education.** Provide general educational information to interested stakeholders, governmental partners, and the public on the structure, role, constraints, and opportunities for effective regional governance.
- **SB 375 Specialization.** As the only entity that counts all 18 of the state’s MPOs amongst its membership, focus on SB 375 (requiring regions to achieve a greenhouse gas reduction target within their transportation planning process).
- **Point of Contact.** Coordinate transportation policy implementation with Caltrans, the California Transportation Commission, and California State Transportation Agency. California is a leader in devolving authority to make decisions at the regional level. But with that duty comes a responsibility to work with the state.

Regardless of the issue, CALCOG members are all public agencies striving to deliver high quality, cost effective services to their own member local governments. There are commonalities in their responsibilities—like public education related to regional roles and responsibilities, effective board governance, staff, and understanding new developments and technologies. CALCOG was founded to facilitate these discussions among members so that all could provide better service to their own constituencies.

KEY 2015-2016 ACCOMPLISHMENTS

- **FAST Act Funding Allocations.** CALCOG staff worked with RTPA members to negotiate the implementation of the traditional 60/40 split of federal funds between the state and local/regional governments after the adoption of the FAST Act. CALCOG was successful in negotiating several key changes that resulted in **\$100 Million more** for local and regional projects over the five-year implementation period of the FAST Act. Previously, these funds were taken “off the top” for elements such as state planning and research.

- **Fix Our Roads Transportation Funding Coalition.** CALCOG supports finding new revenues and has worked closely with the League and CSAC in the Fix our Roads Coalition in the regular and Extraordinary Sessions to find a legislative solution to the long term transportation funding crisis.
- **AHSC Program Transportation Criteria.** CALCOG was the *only* organization to point out how project readiness and funding subordination criteria in the *First Guidelines* favored private housing development projects over transportation projects. These comments were incorporated into the *Second Round Guidelines*.
- **Representing Members in Developing State Plans.** There are several planning and regulatory processes that directly affect regional agencies. CALCOG has forged consensus to comment on the following processes: California State Transportation Plan (CTP2040), Regional Transportation Plan Guidelines, California State Transportation Plan Guidelines, SB 743 CEQA Implementation Guidelines, SB 375 Target Setting Update, ARB Mobile Source Strategy. In addition, CALCOG is also coordinating comments between members on the NPRM (Notice of Proposed Rulemaking) relating to implementation of MAP-21.
- **Amicus Brief.** CALCOG coordinated the *amicus* brief in *SANDAG v CNFF* (CEQA challenge to the RTP/SCS). We helped identify a CEQA expert to write the brief, drafted part of the brief, and facilitated the signatures of other associations, such as the California League of Cities and Self-Help County Coalition.
- **Road User Charge.** CALCOG supports investigating all user-pay funding tools like Caltrans' road user charge (VMT) study and has been involved in meetings with the administration to that end.

II. ONGOING FOCUS AREAS

1. **Information Sharing and Best Practices.** CALCOG's most important work is sharing information between our members and with key partners such as the League of California Cities and California State Association of Counties. Each year, CALCOG facilitates several meetings for executive directors, planning directors board, and local government officials that provide briefings and in detail updates on the latest funding and policy developments.
2. **Targeted, Consensus-Based Advocacy.** CALCOG provides effective, targeted advocacy, often working in concert with members to coordinate messaging.
3. **SB 375 Implementation.** CALCOG works to improve knowledge and practices for SB 375. We facilitate the *MPO-State Agency SB 375 Implementation Group* and are in constant contact with the Strategic Growth Council, Air Resources Board, California Department of Transportation, California State Transportation Agency, Department of Housing and Community Development, and other state agencies.

4. **Communication & Education.** One challenge for CALCOG members generally is that the public—and even state policy makers—do not understand the role and function of regional governments. CALCOG conducts original research and maintains a social media presence that highlights the role and value of member activities and presents it in a way that helps others understand the role and value of regional government.
 5. **State Transportation Program and Funding Expertise.** Under SB 45, our members maintain a strong partnership with the state to operate and maintain the transportation system. CALCOG maintains relationships with key personnel from the CalSTA, the California Transportation Commission, and Caltrans to assure open communications are beneficial and continuous.
 6. **Federal Issue Monitoring.** CALCOG monitors events, helps coordinate state messaging, and works with national counterparts to ensure that the changes made in Washington are workable and benefit California’s regions, large and small.
-

CALCOG MEMBERSHIP & DUES

- **General.** CALCOG has a seven tier dues structure based on population. Where two or three members have overlapping jurisdiction, the population is divided.
- **Small COG Rate.** The lowest tier in the dues structure is reserved for COGs with smaller budgets. Estimated 2018 C/CAG dues will be approximately \$3,500.
- **Other San Francisco Bay Area Members:**
 - Metropolitan Transportation Commission
 - Association of Bay Area Governments
 - Contra Costa Transportation Authority
 - Napa Valley Transportation Authority
 - Valley Transportation Authority (VTA)
 - Solano Transportation Authority
 - Sonoma County Transportation Authority
 - Alameda County Transportation Commission

Board Meetings. The CALCOG Board meeting 3 times per year, once in Monterey (Annual Conference) and twice more usually in Sacramento (because of proximity to state agency speakers and central location for members from the North)

C/CAG AGENDA REPORT

Date: March 8, 2018

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

From: Sandy Wong, Executive Director

Subject: Review and approval of the appointment of Robert Ovadia, Public Works Director for the Town of Atherton, and Maziar Bozorginia, City Engineer for the City of Half Moon Bay, to serve on C/CAG's Stormwater Committee.

(For further information or questions, contact Reid Bogert at 650-599-1433)

RECOMMENDATION

That the C/CAG Board review and approve the appointment of Robert Ovadia, Public Works Director for the Town of Atherton, and Maziar Bozorginia, City Engineer for the City of Half Moon Bay, to serve on C/CAG's Stormwater Committee.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

The Town of Atherton and the City of Half Moon Bay are recommending new appointments to C/CAG's Stormwater Committee. The recommended appointees, as detailed in the attached letters, are Robert Ovadia, Public Works Director, to replace Marty Hanneman, City Engineer, representing the Town of Atherton, and Maziar Bozorginia, City Engineer, to replace Denice Hutten, Associate Engineer, representing the City of Half Moon Bay. The Stormwater Committee includes a designated seat for each member agency.

The Stormwater Committee provides policy and technical advice and recommendations to the C/CAG Board of Directors and direction to technical subcommittees on all matters relating to stormwater management and compliance with associated regulatory mandates from the State Water Resources Control Board and San Francisco Bay Regional Water Quality Control Board.

ATTACHMENTS

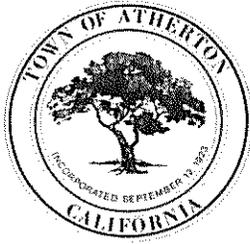
1. Current Stormwater Committee Roster
2. February 15, 2018 letter recommending appointment to the Stormwater Committee from City

Manager George Rodericks (Atherton)

- February 28, 2018 letter recommending appointment to the Stormwater Committee from Interim City Manager, David Boesch (Half Moon Bay)

Current Stormwater Committee Roster – 2018

Municipality/Agency	Representative
Atherton	Marty Hanneman
Belmont	Afshin Oskoui
Brisbane	Randy Breault (Chair)
Burlingame	Syed Murtuza
Colma	Brad Donohue
Daly City	John Fuller
East Palo Alto	Kamal Fallaha
Foster City	Jeff Moneda
Half Moon Bay	Denice Hutten
Hillsborough	Paul Willis
Menlo Park	Justin Murphy
Millbrae	Khee Lim
Pacifica	Van Ocampo
Portola Valley	Howard Young
Redwood City	Saber Sarwary
San Bruno	Jimmy Tan
San Carlos	Grace Lee
San Mateo	Brad Underwood
South San Francisco	Eunejune Kim
Woodside	Sean Rose
San Mateo County	Jim Porter
Regional Water Quality Control Board	Dr. Tom Mumley



Town of Atherton
Public Works Department
91 Ashfield Road
Atherton, California 94027
Phone: (650) 752-0570
Fax: (650) 688-6539

February 15, 2018

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

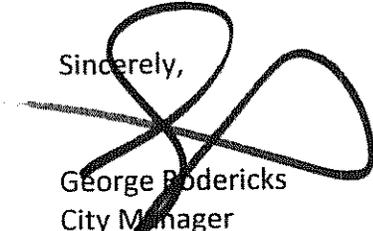
RE: C/CAG Technical Advisory Committee (TAC) and Stormwater Committee Member

Dear Ms. Wong:

The Town of Atherton is requesting to replace C/CAG Stormwater Committee member Marty Hanneman with Robert Ovadia and add Robert Ovadia as Atherton's representative to the TAC. Mr. Ovadia has been appointed as the Director of Public Works effective February 5, 2018. I have listed Robert Ovadia's contact information below:

Phone: (650) 752-0541
Email: roviaia@ci.atherton.ca.us

Sincerely,


George Bodericks
City Manager

cc: Theresa Della Santa, Deputy City Manager



CITY OF HALF MOON BAY

501 Main Street
Half Moon Bay, CA 94019

February 28, 2018

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

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

Dear Ms. Wong,

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

Storm Water Committee & C/CAG TAC:

Maziar Bozorginia, City Engineer
Telephone Number: (650) 726-8251
Email Address: mbozorginia@hmbcity.com

Storm Water Alternate:

Denice Hutten, Associate Engineer
Telephone Number: (650) 750-2005
Email Address: dhutten@hmbcity.com

C/CAG TAC Alternate:

Ray Razavi, Engineering Consultant
Telephone Number: (650) 726-8265
Email Address: rrayavi@hmbcity.com

If you have any questions, please feel free to contact me at: (650) 726-8270.

Sincerely,

David Boesch
Interim City Manager

C/CAG AGENDA REPORT

Date: March 8, 2018

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 Robert Ovadia from the Town of Atherton and Maz Bozorginia from the City of Half Moon Bay to the Congestion Management Program Technical Advisory Committee (CMP TAC).

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

RECOMMENDATION

That the Board review and approve the appointment of Robert Ovadia from the Town of Atherton and Maz Bozorginia from the City of Half Moon Bay to the Congestion Management Program Technical Advisory Committee (CMP TAC).

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/a

BACKGROUND

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

As approved by the C/CAG Board, the maximum number of TAC members is 25 and the total vary depending on vacancies and/or interest from the city staff. Currently there are 24 members with one vacancy, due to member Bill Meeker, Planning Director from the City of Burlingame, who recently stepped down. To fill vacant positions, staff typically solicits C/CAG member agencies that are not currently represented on the Committee. Cities/Towns interested in being represented on the TAC are asked to submit a letter of interest to C/CAG for appointment consideration.

C/CAG received letters from the following cities requesting the respective appointments to the CMP TAC:

- Atherton – Robert Ovadia, Director of Public Works
- Half Moon Bay – Maz Bozorginia, City Engineer

The appointment of Robert Ovadia will backfill the one vacancy. The appointment of Maz Bozorginia will replace the current Half Moon Bay representative, Ray Razavi. With the two appointments, the CMP TAC will have a total of 25 members, including two openings reserved for Caltrans and MTC.

ATTACHMENTS

1. Current CMP TAC Roster – 2018
2. Letter from Town of Atherton
3. Letter from City of Half Moon Bay

CMP TAC Roster – February 2018

1	Jim Porter (Co-Chair)	San Mateo County Engineering
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain
3	Afshin Oskoui	Belmont Engineering
4	Randy Breault	Brisbane Engineering
5	Syed Murtuza	Burlingame Engineering
6	Sandy Wong	C/CAG
7	Brad Donohue	Colma Engineering
8	John Fuller	Daly City Engineering
9	Tatum Mothershead	Daly City Planning
10	Jeff Moneda	Foster City Engineering
11	Paul Willis	Hillsborough Engineering
12	Ray Razavi	Half Moon Bay Engineering
13	Justin Murphy	Menlo Park Engineering
14	Khee Lim	Millbrae Engineering
15	Van Ocampo	Pacifica Engineering
16	Jessica Manzi	Redwood City Engineering
17	Jimmy Tan	San Bruno Engineering
18	Grace Le	San Carlos Engineering
19	Brad Underwood	San Mateo Engineering
20	Eunejune Kim	South San Francisco Engineering
21	Billy Gross	South San Francisco Planning
22	Sean Rose	Woodside Engineering
23	Vacant	tbd
24	tbd	MTC
25	tbd	Caltrans

- Note:
- 18 out of 21 jurisdictions are currently represented (18 Engineers, 2 Planners)
 - One representative each for Caltrans, MTC, SMCTA/JBP/Caltrain, and C/CAG
 - Not currently represented (Atherton, East Palo Alto, Portola Valley)



Town of Atherton
Public Works Department
91 Ashfield Road
Atherton, California 94027
Phone: (650) 752-0570
Fax: (650) 688-6539

February 15, 2018

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

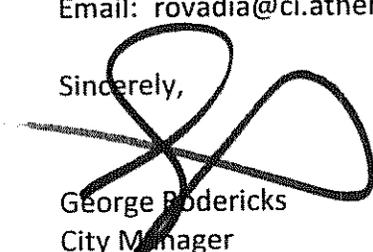
RE: C/CAG Technical Advisory Committee (TAC) and Stormwater Committee Member

Dear Ms. Wong:

The Town of Atherton is requesting to replace C/CAG Stormwater Committee member Marty Hanneman with Robert Ovadia and add Robert Ovadia as Atherton's representative to the TAC. Mr. Ovadia has been appointed as the Director of Public Works effective February 5, 2018. I have listed Robert Ovadia's contact information below:

Phone: (650) 752-0541
Email: rovadia@ci.atherton.ca.us

Sincerely,



George Bodericks
City Manager

cc: Theresa Della Santa, Deputy City Manager



CITY OF HALF MOON BAY

501 Main Street
Half Moon Bay, CA 94019

February 28, 2018

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

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

Dear Ms. Wong,

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

Storm Water Committee & C/CAG TAC:

Maziar Bozorginia, City Engineer
Telephone Number: (650) 726-8251
Email Address: mbozorginia@hmbcity.com

Storm Water Alternate:

Denice Hutten, Associate Engineer
Telephone Number: (650) 750-2005
Email Address: dhutten@hmbcity.com

C/CAG TAC Alternate:

Ray Razavi, Engineering Consultant
Telephone Number: (650) 726-8265
Email Address: rrozavi@hmbcity.com

If you have any questions, please feel free to contact me at: (650) 726-8270.

Sincerely,

David Boesch
Interim City Manager



CITY OF HALF MOON BAY

501 Main Street
Half Moon Bay, CA 94019

February 28, 2018

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

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

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Storm Water Alternate:

Denice Hutten, Associate Engineer
Telephone Number: (650) 750-2005
Email Address: dhutten@hmbcity.com

C/CAG TAC Alternate:

Ray Razavi, Engineering Consultant
Telephone Number: (650) 726-8265
Email Address: rrayavi@hmbcity.com

If you have any questions, please feel free to contact me at: (650) 726-8270.

Sincerely,

David Boesch
Interim City Manager

C/CAG AGENDA REPORT

Date: March 8, 2018

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). Further approve of Resolution 18-12 in support of Proposition 69 and opposing the repeal of SB 1 and approve of Resolution 18-14 in support of Proposition 68.

(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). That the C/CAG Board further approve of Resolution 18-12 in support of Proposition 69 and opposing the repeal of SB 1 and approve of Resolution 18-14 in support of Proposition 68.

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

N/A

BACKGROUND

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

Proposition 69 and opposition of SB 1 repeal - C/CAG supported the SB 1 transportation funding bill and ACA 5 that protects transportation funds from being diverted for other purposes. ACA 5 resulted in the Proposition 69 ballot measure. Efforts to support Proposition 69 are combined with a position to oppose the repeal of SB 1. C/CAG can support this effort by joining the Coalition to Protect Local Transportation improvements by submitting a resolution.

California Clean Water and Parks Act (SB5) bond measure Proposition 68 – This proposition would address toxic pollutants in water supplies and invest in neighborhood parks in underserved areas.

ATTACHMENTS

1. March 2018 Legislative update from Shaw/ Yoder/ Antwih, Inc.
2. Resolution 18-12 supporting Proposition 69 and opposing the repeal of SB 1
3. League of Cities Template Resolution supporting Proposition 69 and opposing the repeal of SB 1
4. Resolution 18-14 supporting Proposition 68
5. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



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

DATE: February 26, 2018
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 2018

Legislative Update

The final year of the 2017-2018 Legislative Session is underway with Committee hearings ramping up in mid-March. Legislators had until Friday, February 16 to introduce new bills for consideration in 2018. Approximately 2300 bills were introduced in the second half of the current session. The Legislature is scheduled to go on Spring Recess on March 22. In this report we highlight the most relevant bills this year affecting C/CAG; those are discussed under ***Bills of Interest***, below.

SB 1 Repeal

As we continue to report, a referendum initiative was filed on September 14 that would require statewide voter approval of any increase or extension of gasoline or diesel fuel taxes after January 1, 2017. The initiative effort is now being led by John Cox, a wealthy Republican businessman and candidate for Governor. The initiative is also supported by several of California’s Congressional Republicans. To qualify the initiative for the ballot, the proponents will need to gather approximately 585,000 signatures. Proponents have raised close to \$900,000 and claim they have collected more than 400,000 valid signatures, pending verification by the Secretary of State. The campaign has until about mid-April to collect the required number of valid signatures.

Recently, supporters of SB 1 formed a ballot committee – the Coalition to Protect Local Transportation Improvements – to oppose the repeal effort and promote the benefits of SB 1 throughout California. The Committee is led by the California Alliance for Jobs, the California State Association of Counties, the League of California Cities, and the California Transit Association, as well as several other transportation, labor, business, and local government agencies, formally known as the Fix Our Roads Coalition. The Committee will also support passage of Proposition 69 – put on the ballot by ACA 5 (Frazier) – the constitutional amendment passed by the legislature to protect new SB 1 revenues; the measure will be before the voters this June.

In his State of the State Address, Governor Brown committed his full support to defending SB 1 and opposing any potential repeal.

Bills of Interest

SCA 6 (Wiener) – Lower Vote Threshold for Local Transportation Taxes (Two-Year Bill)

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

SB 827 (Wiener) – Planning and Zoning Near Transit

The Planning and Zoning Law requires, when a housing development is proposed within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus to produce low income housing. This bill would authorize a transit-rich housing project to receive a transit-rich housing bonus. The bill would define a transit-rich housing project as a residential development project within a half-mile of a major transit stop or a quarter-mile of a high-quality transit corridor. The bill would exempt a project from various requirements, including maximum controls on residential density or floor area ratio, minimum automobile parking requirements, design standards that restrict the applicant's ability to construct the maximum number of units consistent with any applicable building code, and maximum height limitations.

AB 1405 (Mullin) – Digital Billboards

This bill would authorize a comprehensive development lease agreement between the Department of Transportation (Caltrans) and the private sector for a new digital sign network to provide real-time information for enhanced statewide emergency and traveler communications and provide revenues to the State Highway Account by allowing paid advertisements to appear on the digital signs. *Please see attached fact sheet.*

AB 1759 (McCarty) – Road Maintenance and Rehabilitation Account Funding

The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes a housing element and report on the progress of the established goals. This bill would require HCD to review the reports annually and beginning in the 2022–23 fiscal year and require cities and counties to be certified in the prior fiscal year by HCD to remain eligible for an apportionment of SB 1 RMRA funds.

AB 1905 (Grayson) – CEQA Judicial Review for Transportation Projects

The California Environmental Quality Act (CEQA) requires a lead agency to prepare and certify an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure by which a person may seek judicial review of an agency's decision. This bill would prohibit a court from stalling a transportation project under judicial review pursuant to CEQA if the project is included in a sustainable communities strategy and for which an environmental impact report has been certified.

AB 3059 (Bloom) Congestion Pricing

This bill would authorize two congestion pricing demonstration projects in northern California and two in southern California. The bill would define "congestion pricing" to mean the assessment of a charge on motor vehicles using local streets and roads in a participating jurisdiction.

ACA 5 (Frazier and Newman) – Protecting Transportation Revenues, Revising Appropriations Limit

This measure would add to the list of transportation-related revenues protected from legislative diversion by Article XIX those taxes and fees raised in SB 1 (Beall & Frazier). The measure also protects certain transit funds that were increased in the Gas Tax Swap of 2010-11. Article XIII B of the California Constitution prohibits the total annual appropriations subject to limitation of the state and each local government from exceeding the appropriations limit of the entity of the government for the prior year, as adjusted; this measure would also exclude appropriations of certain revenues associated with the Road Repair and Accountability Act of 2017 from the appropriations subject to constitutional limitation. *This constitutional amendment was passed by the Legislature on April 6 and will be on the statewide ballot in June 2018 as Proposition 69. We recommend the C/CAG Board SUPPORT Proposition 69.*

RESOLUTION 18-12

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY OPPOSING THE PROPOSED NOVEMBER BALLOT PROPOSITION (ATTORNEY GENERAL #17-0033) AND SUPPORTING PROPOSITION 69

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

WHEREAS, C/CAG is the designated Congestion Management Agency (CMA) for San Mateo County responsible the programming, oversight, and delivery for most federal, state and local transportation funding programs within the county, and

WHEREAS, C/CAG works with its member agencies to develop policies and implement programs that serve the interest of our member cities regarding transportation policies and resulting in actions that includes implementing a vehicle license fee program, participation in the development of the Regional Transportation Plan, development and implementation of transportation demand management programs, and development of the Countywide Transportation Plan, and

WHEREAS, C/CAG works closely with its member cities and the county whom have primary responsibility for maintaining the network of local streets and roads; and that the 2016 California Statewide Local Streets and Roads Needs Assessment, which provides critical analysis and information on the local transportation network's condition and funding needs, indicates that the condition of the local transportation network is deteriorating at an increasing rate, and

WHEREAS, until the Legislature acted last year, cities and counties were facing a funding shortfall of \$73 billion over the next 10-years to repair and maintain in a good condition the local streets and roads system; and the State Highway System was facing a similar \$57 billion of deferred maintenance, and

WHEREAS, the State of California enacted Senate Bill 1 – The Road Repair and Accountability Act of 2017 (SB 1) that went into effect on November 1, 2017, which enacted vehicle fees and a gas tax to provide the first significant, stable increase in state transportation funding in more than two decades, and

WHEREAS, SB 1 will raise approximately \$5.4 billion annually in long-term, dedicated transportation funding to rehabilitate and maintain local streets, roads, and highways, make critical, life-saving safety improvements, repair and replace aging bridges and culverts, reduce congestion and increase mobility options including bicycle and pedestrian facilities with the revenues split equally between state and local projects, and

WHEREAS, SB 1 will provide an average of \$36 million annually to this county for local streets for road maintenance, public transit, and local priority transportation projects. In general, local governments will see their budget for filling potholes and fixing local streets nearly double, and

WHEREAS, SB 1 also provides critical opportunities for C/CAG and it's partnering agencies to compete for additional funds to address highway congestion, build infrastructure to support trade and

commerce, and expand rail and bus transit, and

WHEREAS, SB 1 has restored funding to the State Transportation Improvement Program (STIP) and \$2.2 billion is now available for new road, bridge and transit projects over the next four years, and

WHEREAS, SB 1 provides critically-needed STIP funding in San Mateo County that will be used for: the US 101 Managed Lane Project, Expanded Express Bus service, Caltrain Electrification, the SR 92/ US 101 Interchange Improvements, Produce Interchange Improvements, Woodside Interchange Improvements, Bike and Pedestrian enhancements, Local Streets and Roads rehabilitation projects, and

WHEREAS, SB 1 contains strong accountability and transparency provisions to ensure the public knows how their tax dollars are being invested and the corresponding benefits to their community including annual project lists that identify planned investments and annual expenditure reports that detail multi-year and completed projects, and

WHEREAS, these transportation revenues should be constitutionally protected to ensure funds are used only for transportation purposes, and

WHEREAS, Proposition 69 on the June 2018 ballot, if approved, will prevent the State Legislature from diverting any new transportation revenues for non-transportation improvement purposes, thereby providing greater certainty and accountability for these revenues, and

WHEREAS, there is also a proposed ballot measure aimed for the November 2018 ballot (Attorney General #17-0033) that would repeal the new transportation revenues provided by SB 1 and make it more difficult to increase funding for state and local transportation improvements in the future, and

WHEREAS, this proposed November proposition would divert transportation funding annually dedicated to San Mateo County jurisdictions, and halt critical investments in future transportation improvement projects in our community, and

NOW THEREFORE BE IT RESOLVED, that the C/CAG hereby opposes the proposed November ballot proposition (Attorney General #17-0033) that would repeal the new transportation funds and make it more difficult to raise state and local transportation funds in the future and further resolve, that the C/CAG supports and can be listed as a member of the Coalition to Protect Local Transportation Improvements, a diverse coalition of local government, business, labor, transportation and other organizations throughout the state, in support of Proposition 69 and in opposition to the repeal of SB 1

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF MARCH 2018.

Alicia C. Aguirre, Chair

Sample Resolution Prop 69 Support and Opposition to SB 1 repeal

WHEREAS, California’s cities, counties and transportation agencies face a statewide backlog of over \$130 billion in needed funds to make transportation infrastructure improvements; and

WHEREAS, “The Road Repair and Accountability Act” (SB 1 – Beall) passed by the Legislature and signed by the Governor last year will raise \$5 billion annually in long-term, dedicated transportation funding to make road safety improvements, fill potholes and repair local streets, highways, bridges and overpasses, with the revenues split equally between state and local government projects; and

WHEREAS, SB 1 provides critically-needed funding in **City/County [NAME]** that will be used for:

- **(add in list of local projects)**; and

WHEREAS, SB 1 contains strong accountability provisions to streamline projects by cutting bureaucratic redundancies and red tape to ensure transportation funds are spent efficiently and effectively, while also establishing the independent office of Transportation Inspector General to perform audits, improve efficiency and increase transparency; and

WHEREAS, Proposition 69 on the June 2018 ballot would add additional accountability for taxpayers by preventing the State Legislature from diverting or raiding any new transportation revenues for non-transportation improvement purposes; and

WHEREAS, there is also a proposed ballot measure aimed for the November 2018 ballot (Attorney General #17-0033) that would repeal the new transportation revenues provided by SB 1 and make it more difficult to increase funding for state and local transportation improvements in the future; and

WHEREAS, this proposed November proposition would raid \$## annually dedicated to **City/County NAME**, and halt critical investments in future transportation improvement projects in our community;

THEREFORE BE IT RESOLVED that the **City/County of [NAME]** hereby supports Proposition 69, the June 2018 constitutional amendment to prevent new transportation funds from being diverted for non-transportation purposes; and

THEREFORE BE IT RESOLVED that the **City/County of [NAME]** hereby opposes the proposed November ballot proposition (Attorney General #17-0033) that would repeal the new transportation funds and make it more difficult to raise state and local transportation funds in the future; and

THEREFORE BE IT FURTHER RESOLVED that the **City/County of [NAME]** supports and can be listed as a member of the Coalition to Protect Local Transportation Improvements, a diverse

coalition of local government, business, labor, transportation and other organizations throughout the state, in support of Proposition 69 and opposing the repeal of SB 1.

We direct staff to email a copy of this adopted resolution to Kyle Griffith of the Coalition to Protect Local Transportation Improvements campaign at kgriffith@bcfpublicaffairs.com.

APPROVED AND ADOPTED by the (Council or Board) on ____ __, 2018.

RESOLUTION 18-14

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING SUPPORT FOR THE CALIFORNIA DROUGHT, WATER, PARKS, CLIMATE, COASTAL PROTECTION, AND OUTDOOR ACCESS FOR ALL ACT OF 2018

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

WHEREAS, the Legislature adopted and governor signed SB 5, a \$4 Billion General Obligation Bond to be placed on the June 2018 ballot entitled the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018; and

WHEREAS, SB 5 represents the first legislatively authorized debt instrument for parks, resources and environmental improvements since 2002; and

WHEREAS, investments in California's urban, suburban and rural park and resources-related landscapes promote the notion of community and provide health, environmental and aesthetic benefits; and

WHEREAS, California Outdoor economy is a \$92 Billion economic driver, partly responsible for the continued health and growth of many of California's local economies; and

WHEREAS, C/CAG administers a Countywide Water Pollution Prevention Program to support its member agencies in meeting stormwater pollution prevention requirements; and

WHEREAS, SB 5 includes funding that will be available through competitive grant programs for C/CAG and its member agencies regarding stormwater management, parks, urban greening, climate change, and other issues common to local jurisdictions; and

WHEREAS, SB 5 contains \$100 million for stormwater, mudslide, and other flood-related protections and \$100 million for urban multi-benefit flood projects; and

WHEREAS, SB 5 contains \$215 Million in Per Capita funding to assist all of California's communities in underwriting priority park-related improvements; and

WHEREAS, an additional \$40 Million shall be available in block grant awards for communities that self-tax for park related improvements; and

WHEREAS, SB 5 invests no less than \$1 billion in California's most economically challenged communities, eradicating blight and promoting greater access to the outdoors and health-related pursuits; and

WHEREAS, SB 5 expends \$200 Million on California's State Park system, addressing a greater than \$1 Billion backlog in deferred maintenance which will translate into greater tourism and visitorship opportunities in adjacent communities; and

WHEREAS, SB 5 invests \$30 Million in trail network improvements promoting non-motorized recreational and commuter opportunities throughout the state; and

WHEREAS, SB 5 recognizing the importance of California's rural spaces and invests \$25 Million through a competitive grant program to prop-up and enhance rural park infrastructure; and

WHEREAS, SB 5 expends hundreds of millions on other important investments in resource-related infrastructure including California's rivers, coast, and other waterways, the state's mountainous settings such as the Sierra and wildlife and fish-dependent habitats; and

WHEREAS, SB 5 invests heavily in combatting global warming through investments in urban greening projects, promoting healthy forests and carbon farming applications; and

WHEREAS, SB 5 underwrites investments in improving local water systems, promoting access to safe drinking water in some of California's most economically challenged communities; and

WHEREAS, SB 5 commits to a robust investment in groundwater improvements and sustainability to diversify water sources and recharge groundwater tables; and

WHEREAS, SB 5 underwrites improvements in the state flood management systems, armoring against calamities that beset the state in Oroville and elsewhere.

THEREFORE, BE IT RESOLVED, that the City/County Association of Governments of San Mateo County hereby supports Proposition 68, The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access for All Act of 2018.

THEREFORE, BE IT FURTHER RESOLVED that the City/County Association of Governments of San Mateo County supports and can be listed as a member of the Californians for Clean Water and Safe Park coalition. C/CAG staff are directed to transmit a copy of this adopted resolution to the League of California Cities.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF MARCH 2018.

Alicia C. Aguirre, Chair

C/CAG AGENDA REPORT

Date: March 8, 2018

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

From: Sandy Wong, Executive Director

Subject: Review and approval of the appointments of two public members to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for two-year terms.

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

RECOMMENDATION

That the C/CAG Board review and approve the appointments of public members to the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for two-year terms.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

The Bicycle and Pedestrian Advisory Committee (BPAC) provides advice and recommendations to the full C/CAG Board on all matters relating to bicycle and pedestrian facilities planning, and selection of projects for state and federal funding. The BPAC consists of 15 members comprised of eight (8) elected officials and seven (7) public members. Public members on the BPAC are appointed for two-year terms with no term limits.

Currently, there are two (2) public members on the BPAC whose two-year terms are expiring. The two vacant seats are available due to the end of the two-year terms for Daina Lujan and Marge Colapietro.

Staff released a recruitment letter seeking public members interested in filling the vacancies on the BPAC with a deadline of February 21, 2018 for appointments to be considered at the March 8, 2018 C/CAG Board meeting. Attached are three applications received for the vacant seats from Daina Lujan (City of South San Francisco), Marge Colapietro (City of Millbrae), and Thea Henry-Hamilton (Town of Atherton).

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 Daina Lujan, Marge Colapietro, or Thea Henry-Hamilton would not conflict with this policy.

The current members on the BPAC as of February 2018 are listed below:

<u>Elected Official Members</u>	<u>City of Residence</u>
1. Don Horsley	County of San Mateo (Unincorporated)
2. Karyl Matsumoto	South San Francisco
3. Ann Schneider	Millbrae
4. Gary Pollard	Foster City
5. Ann Wengert	Portola Valley
6. Deirdre Martin	Pacifica
7. Emily Beach	Burlingame
8. <i>Vacant</i>	

<u>Public Members</u>	<u>City of Residence</u>
1. Matthew Self	Redwood City
2. Malcolm Robinson	San Bruno
3. David Stanek	City of San Mateo
4. Marina Fraser	Half Moon Bay
5. Jamie Axt	Redwood City
6. <i>Vacant</i>	
7. <i>Vacant</i>	

There is one vacant seat for elected members on the BPAC. Item 5.3 of this agenda is the review and approval of the appointment of Councilmember Herb Perez (Foster City) to the BPAC.

ATTACHMENTS

1. BPAC Public Member applications received:
Daina Lujan (City of South San Francisco)
Marge Colapietro (City of Millbrae)
Thea Henry-Hamilton (Town of Atherton)

Daina Lujan

February 9, 2018

C/CAG Board of Directors
555 County Center
Redwood City, CA 94063

Dear Chair Aguirre, Vice Chair Moise Derwin, and the C/CAG Board of Directors,

Re: Daina Lujan Appointment to C/CAG Bicycle Pedestrian Advisory Committee

I am honored to be considered for re-appointment to the City/County Association of Governments of San Mateo County's Bicycle Pedestrian Advisory Committee. San Mateo County has been my home for over 35 years and I am proud to live here. Serving as a member of the Bicycle Pedestrian Advisory Committee is an honor that I take quite seriously.

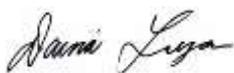
Over the years, San Mateo County has changed. There has been growth in just about every possible sector imaginable, but despite these changes, this county continues to be one of the most beautiful areas in the Bay Area. Within minutes one can travel from a densely populated area undergoing urban infill and escape to enjoy the waves crashing along the beach or get lost amongst the trees.

As a member of the Bicycle Pedestrian Advisory Committee, I have worked diligently to collaborate with other members and share knowledge at meetings. I have also taken scoring responsibilities seriously by reading proposals thoroughly and attending field trips so I may consider how grant proposals will enhance our beautiful county. I also appreciate that any recommendation I make should be informed because my recommendations provide vital support to the decisions each of you make during the board meetings. As such, I have attended transportation and housing workshops to extend my knowledge of best practices.

My commitment to San Mateo County extends into every aspect of my life. I serve San Mateo County children as an elementary school principal. I am also a former Planning Commissioner for the City of South San Francisco and a current South San Francisco Unified School District Trustee. With your support, I will continue to take my commitment as a BPAC member seriously.

Thank you so much for your consideration.

Best,



Daina Lujan

BPAC Member Application

1. What expertise/experience do you have pertaining to serving on this committee?

As an almost lifelong resident of San Mateo County, I have witnessed San Mateo County's growth firsthand and the impacts this growth has had on the many facets of daily living, particularly in the area of transportation. Facilitating efficient travel throughout the county positively impacts the economy and the quality of life for residents of San Mateo County. As an elementary school principal who is also a certified League of American Cyclists Instructor (#3679), I am committed to supporting children with developing travel habits that enable them to consider alternatives to sitting in a car as a means of getting to and from school. Supporting youth to bike and walk to school enables them to develop travel patterns they will carry with them into adulthood and ideally facilitate a shift away from car dependence.

2. Why do you want to serve on this committee?

Supporting youth and their families with developing travel habits that include safe walking and biking practices for health and environmental reasons brings me incredible joy. Unfortunately, as an elementary school principal I can only effect change on the students and families of my own school community. For change to be impactful and sustainable, it must include many stakeholders. Serving on the C/CAG BPAC affords me the opportunity to provide input on how to support sustainable change in default travel patterns. As a member of the BPAC, I share lessons learned from promoting and facilitating biking and walking at a micro level and inform the thinking of city and school district partners as we work toward sustainable changes on macro levels. It is my goal to facilitate sustainable growth and positive quality of life in San Mateo County. Along these lines, supporting residents in biking and walking promotes health, decreases emissions, and decreases much of the traffic that plagues parts of the County.

3. What special strengths would you bring to the committee?

As the prior Safe Routes to School Coordinator for San Mateo County, a current League of American Cyclists Instructor, a school board member and a Director for the San Mateo County School Board Association, I help ensure the needs of students and our youngest residents are considered as we strive to make San Mateo County more walkable and bikable for all residents.

4. What is the role of the countywide Bicycle and Pedestrian Advisory Committee?

The role of the C/CAG BPAC is to help inform the decision of the C/CAG Board of Directors on Bicycle and Pedestrian related travel in San Mateo County. The C/CAG BPAC also provides recommendations to the C/CAG Board of Directors on priority bicycle and pedestrian projects when funds such as One Bay Grant and TDA Article 3 dollars become available. In short, the C/CAG BPAC is advisory in nature and provides helpful insights into decisions made by the C/CAG Board of Directors.

5. Have you ever attended a meeting of this committee? If so, when?

I have served on the C/CAG BPAC since my appointment in 2013. As such, I have attended several meetings, with the most recent meeting I attended occurring on Thursday, January 25, 2018.

6. The C/CAG BPAC meets on the fourth Thursday of the month from 7:00 – 9:00 p.m., do you have other commitments that will keep you from attending meetings?

Consistent meeting attendance is a critical component of ensuring that the C/CAG Board of Directors is well informed for decision making purposes. At this time, I have no additional commitments that will prevent me from attending. In the past, the South San Francisco Unified School District scheduled a couple of school board meetings on the same night as BPAC meetings. However, due to the predictable scheduling of the C/CAG BPACC meetings, through communication, this conflict was resolved. As such, at this time, there are no scheduling conflicts on the fourth Thursday of the month.

7. Are you a member of any other committees/organizations?

I am President of the South San Francisco Unified School District Board of Trustees, a Director for the San Mateo County School Board Association and I am a certified League of American Cyclists Instructor (#3679).

8. Please mention the City in which you reside.

I reside in South San Francisco and have lived in San Mateo County for over 35 years.

Marge Colapietro

February 12, 2018

Sara Muse
Transportation Programs Specialist
City and County Association of Governments
(C/CAG) of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Re: [C/CAG Bicycle and Pedestrian Advisory Committee \(BPAC\) Public Member Application](#)

Dear Ms. Muse,

Thank you for contacting me to let me know that my two-year term on BPAC as a Public Member is expiring and that if I wish to apply for another two-year term I am able to do so.

Please accept this as my “Letter of Interest” to be considered for re-appointment as a Public Member of the BPAC for a two year term.

I am a lifetime resident in San Mateo County. I have been a community volunteer for many decades starting in South San Francisco in the mid-sixties then continued volunteering after I moved to Millbrae in 1972. My professional business expertise spanned almost thirty-eight years in the international transportation industry with the last twenty-six of those years as a successful business owner.

I would like to continue to serve on BPAC because my enthusiasm for the work of the BPAC has not faltered. BPAC is one of my most favorite appointments because as transportation issues continue to be among the top urgent priorities in the region the work of BPAC makes a positive difference in determining, directing and recommending the best use of public monies to help improve some of the alternative transportation choices i.e.: public transportation, bicycling and walking with emphasis on SAFETY for all.

February 12, 2018
C/CAG BPAC of SMC
Sara Muse
Letter of Interest/Application
Marge Colapietro
Continued:

I have extensive business management and leadership skills that I bring to all of the endeavors I become involved in. An important strength that I have to offer to BPAC are: being elected to the Millbrae City Council, serving as Vice Mayor in 2011 and Mayor in 2012. I was re-elected to the City Council in 2011 and served until being termed-out at the end of December 2015. I represented the City of Millbrae on the BPAC for eight years while on the Council and then I was appointed as a Public Member of BPAC for the past two years serving as BPAC Vice Chairwoman in 2015 then Chairwoman in 2016. I also served on the C/CAG Board representing Millbrae while I was Mayor. I am conscientious, dependable and my BPAC participation and attendance record is quite good. I bring both the public and private sector experience to the BPAC.

The role of the countywide BPAC is quite clearly stated: “The BPAC provides advice and recommendations to the C/CAG Board of Directors on all matters relating to bicycle and pedestrian facilities planning and on the selection of projects for state and federal funding.”

I have attended BPAC meetings, applicant project site visits and the annual C/CAG “retreats” for over ten years.

I don’t have other meetings conflicting meetings on the fourth Thursday of the month from 7:00pm – 9:00pm that will keep me from attending meetings.

In addition to BPAC I volunteer with Millbrae: CERT, Chamber of Commerce, Friends of Millbrae Library, Housing Leadership Council, Millbrae Community Television, Millbrae Historical Society and Women’s Community Leadership Network.

I reside in the City of Millbrae.

Thank you for your consideration of my application.

Marge Colapietro

Thea Henry-Hamilton

Hello Ms. Muse,

One of my Atherton City Council members, Rick DeGolia, informed me about the 2 vacant seats for public members of the Bicycle and Pedestrian Advisory Committee.

I am definitely interested—both as a mother and as a longtime Atherton resident—in becoming a BPAC member and doing everything I can to contribute to improved bicycle and pedestrian safety.

I hope that this email sufficiently expresses my interest, and I will answer the questions from Attachment A in the order in which they are asked:

— **What expertise/experience do you have pertaining to serving on this committee?**

Regarding expertise:

I do not think for one second that I am an expert on bicycle/pedestrian infrastructure. What I bring to the table is 44 years of local experience, anecdotal evidence, and observation, both as a pedestrian and cyclist—from the age of 7, riding my bike in Menlo Park and Atherton—and as a driver (since 1982) increasingly concerned about the unprecedented growth of vehicular traffic on a road system that was never designed to handle this volume and density.

Regarding experience:

In terms of my community involvement, I served---before I moved back to Atherton in 2015---with several Redwood City organizations:

- 3 years as a board member of the Redwood City Education Foundation
- completion of the Redwood City Police’s Citizens’ Police Academy program
- completion of Redwood City’s PACT program, which helped me better understand the nature and scope of city and county governments.

As the last example, I need to reach much farther back in time—to demonstrate that my interest in our community is longstanding. In 1984, I served in former County Supervisor Jackie Speier’s internship program for high school seniors. We met with Supervisor Speier weekly, toured county facilities, and created/conducted a county-wide survey of drug use among high school students. The experience gave me a lasting appreciation of how much a group of committed citizens—both elected officials and active volunteers—can accomplish.

— **Why do you want to serve on this committee?**

1) The most immediate impetus for my interest comes from the 2 collisions with cars that my son and I have experienced on our bikes:

— On October 2, 2017, my 13-year-old son was hit by a car on Selby Lane (near ECR) while riding his bike to school (Synapse, on Edison Way), resulting in a broken arm. (The driver of the vehicle remained at the scene and called his insurance company, etc.) That afternoon (after we got back from the hospital), I reported the incident to the Atherton Police. They told me that I was “preaching to the choir” and that they shared my concerns about not only drivers’ disregard for cyclists but also the need for better infrastructure to prevent collisions.

— In mid-August of 2015, I was hit by a car while bicycling, just after crossing ECR on eastbound Atherton Ave/Fair Oaks (a ridiculously under-engineered crossing). The car struck my front wheel as it turned right to go northbound on ECR, and when the driver saw that I was still standing, she yelled, “Sorry!” and sped away. I was so stunned that I couldn’t even get her license plate number. I rode to the Atherton Police headquarters and reported the incident. Then I went to Public Works and spoke with Stephen Tyler and David Huynh.

My conversation with Mr. Tyler made me aware of two facts: 1) Our local bicycle/pedestrian infrastructure is woefully inadequate—given our increasing population density—and puts pedestrians and cyclists in serious jeopardy on a daily basis, and 2) Because El Camino Real is a state highway, cities and counties must work with CalTrans to improve road safety, which seems to take a very, very, long time. I still find it mind-boggling that there is no bike lane on El Camino.

2) LACK OF COLLISION DATA

Although cities have hired consultants (like Interwest Consulting Group, in Atherton’s case) to create well-researched bicycle and pedestrian master plans (like the one Atherton approved in August of 2014), there is serious LACK OF DATA concerning vehicle-pedestrian and vehicle-bicycle collisions. There doesn’t seem to be ANY central data-collection group. I learn about collisions solely from reading the Almanac online or via personal stories. For example, when I spoke with Officer Gatto on October 2nd about my son’s accident, he told me that at that very moment the Atherton Police were searching for a hit-and-run driver who had struck a 28-year-old man cycling west on Atherton Avenue. He mentioned that the man’s injuries required an ambulance trip to the hospital, but other than that, I was not able to learn anything else about the incident. More recently, I read in the Almanac that a jogger was struck by a hit-and-run driver on Barry Lane in Atherton on December 21st.

And again, it made me wonder, “Is anybody keeping track of all this?” I asked the Atherton Police, and they did not know.

I would like to work to remedy this, and my hope is that by getting involved on the county level, I will be able to help create some sort of comprehensive data-gathering system.

— What special strengths would you bring to the committee?

My special strength is the fact that when I get a “bee in my bonnet”—and believe me, my worry over the safety of children biking to and from school has grown into a VERY large bee—I do not stop until I can help implement a solution. I am not someone who complains and then remains on the sidelines. The chain of events that brought me to this application started with my reaching out to Atherton’s city government, my subsequent meeting with Mr. DeGolia, and his informing me of this opportunity.

— What is the role of the countywide Bicycle and Pedestrian Advisory Committee?

According to my (albeit brief) research thus far, the BPAC exists to offer advice and make recommendations to the C/CAG Board of Directors concerning how to prioritize bike/pedestrian improvement projects that qualify for funding from the MTC’s One Bay Area grant program as well as the grants available from the TDA Article 3 Pedestrian and Bicycle Program. I just read that \$386 million in federal funds will go to 180 transportation projects across all nine Bay Area counties through the OBAG 2 County Program. I also read that approximately \$2.26 million is available currently in TDA Article 3 funds for San Mateo County, and that any of the relevant cities/agencies may submit up to 3 applications for capital projects—with a maximum grant amount of \$400,000 per capital project and \$100,000 per planning project.

Given the limited nature of these funds and the expense of any serious project, I can see why the recommendations concerning priorities are so important. And this underscores my previous mention of the NEED FOR GOOD DATA.

In order to know which projects should receive priority, we HAVE to know where the collision dangers are greatest.

Data-blind decision-making seems negligent at best.

— **Have you ever attended a meeting of this committee?**

I have not.

— **The C/CAG BPAC meets on the fourth Thursday of the month from 7:00-9:00pm. Do you have other commitments that will keep you from attending meetings?**

I do not have any conflicting commitments and will be able to attend all Thursday meetings. (I have downloaded the current schedule.)

— **Are you a member of any other committees/organizations?**

I am not.

— **Please mentioned the city in which you reside:**

Atherton.

In closing, I thank you for considering my application, and I am happy to provide any other information you require.

C/CAG AGENDA REPORT

Date: March 8, 2018

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

From: Sandy Wong, Executive Director

Subject: Receive a presentation and update on the “Carpool In San Mateo County!” Program
(For further information or response to questions, contact John Hoang at 363-4105)

RECOMMENDATION

That the Board receive a presentation and update on the “Carpool In San Mateo County!” Program.

FISCAL IMPACT

There is no fiscal impacts for the presentation.

SOURCE OF FUNDS

N/A

BACKGROUND

At the July 13, 2017, meeting, the C/CAG Board adopted Resolution 17-36 authorizing the C/CAG Countywide Carpooling Incentives Pilot Program (Program) for up to \$1,000,000. Subsequently, C/CAG entered into agreement with Scoop, a company that provides a dynamic ride matching / carpooling matching application (App) and services to enable implementation of the Program. Staff is continuing work to get a second App, Waze Carpool (Google), on board.

The Program, named “Carpool In San Mateo County!”, went live on July 24, 2017, with Scoop and officially launched on August 1, 2017. The goal of the Program is to reduce the number of single occupancy vehicles (SOV) on the road and increase usage of carpooling and ridesharing during peak commute periods, focusing on residents of San Mateo County and individuals who work in the County.

At the November 9, 2017 meeting, the Board received a program update including results through the September 2017 period. This presentation will include additional results through January 2018.

ATTACHMENTS

- None.

C/CAG AGENDA REPORT

Date: March 8, 2018
To: City/County Association of Governments of San Mateo County Board of Directors
From: Sandy Wong, Executive Director
Subject: Receive a presentation and progress update from Commute.org

RECOMMENDATION

That the Board receive a presentation and progress update from Commute.org.

FISCAL IMPACT

There no fiscal impact for the presentation.

SOURCE OF FUNDS

N/A

BACKGROUND

The Peninsula Traffic Congestion Relief Alliance, also known as Commute.org, operates the San Mateo Countywide Voluntary Trip Reduction Program to assist private and public sectors with Transportation Demand Management (TDM) by connecting their employees and customers with transportation systems that provide an alternative to driving single occupancy vehicles. C/CAG provides Transportation Fund for Clean Air (TFCA) and Congestion Relief Plan (CRP) funding to Commute.org and collaborates with Commute.org on various TDM and alternative commute projects and programs.

ATTACHMENTS

None.

C/CAG AGENDA REPORT

DATE: March 8, 2018

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 or questions, 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:

In accordance with C/CAG by-laws, officers of the Board of Directors shall consist of a Chairperson, and a Vice Chairperson. The Chairperson and Vice Chairperson shall be elected from among the nominees by the Board of Directors at the March meeting to serve for a term of twelve (12) months commencing on April 1. There shall be a two-term limit for each office. That is, a member may not serve more than two consecutive terms as the Chairperson, and not more than two consecutive terms as Vice Chairperson.

Nomination of officers is conducted at the regular February Board meeting, and elections of officers 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 8, 2018 Board meeting, Board member Maryann Moise Derwin was nominated for Chairperson; Board member Doug Kim and Board member Maire Chuang were nominated for Vice Chairperson.

No additional nominations may be submitted at the March 8th meeting. The Board can only accept additional nominees from the floor in the event there are not enough candidates for the available offices.

Election of the Chairperson shall precede election of the Vice Chairperson. 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 Board member Maryann Moise Derwin, Portola Valley

Attachment 2: Background information for Board member Marie Chuang, Hillsborough

Attachment 3: Background information for Board member Doug Kim, Belmont

Town of Portola Valley

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

February 27, 2018

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 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 for the past two years. Please accept this letter as application for the chair position.

In the past year CCAG has shepherded projects large and small. We saw the completion of the prodigious US 101/Broadway Interchange, piloted "Carpool in San Mateo County" and convened a diverse working group to sort through issues not addressed in the San Mateo Countywide Transportation Plan 2040. We funded bicycle and pedestrian projects, Safe Routes to School programs, rain barrel rebates, "check it out" energy and water conservation kits at city libraries and a Green Infrastructure Contest for local high school students. Our Countywide Water Coordination Committee planned a water summit scheduled for the end of March, and staff kept us updated on the U.S. 101 Managed Lanes Project. Perhaps the biggest win of 2017 was the passage of SB1 with significant funds earmarked for projects in the county.

This year we are watching three possible transportation measures on the ballot that will have major impacts in San Mateo County. While voters will decide the fate of the RM 3 toll increase initiative in the June elections, we are waiting to see if the repeal SB1 campaign can gather enough signatures to qualify for the November ballot, and for the final word that SamTrans will go out in November for its half-cent sales tax measure.

Meanwhile, the transportation landscape is changing. We navigate through traffic using apps on our phones. Our millennial children who live in San Francisco don't routinely own cars. The tech giants move their employees in private buses along 101 and 280, bicycle commuting has become more normalized as the region looks to countries like Denmark for inspiration, Uber and Lyft have supplanted taxis, and autonomous vehicles are coming. As CCAG creeps into the next decade, just as we consider green infrastructure when we plan new streets, we must stay up with innovation in our transportation planning.

As for the housing crisis which is inextricably bound with transportation, I think more transportation project funding will be linked with creating more affordable housing and addressing equity. Staff is currently tracking CASA, MTC's new Committee to House the Bay Area, described as a "high-profile effort to identify game changing solutions to the housing crisis" with 50 leaders working on the issue. I am interested to see where CCAG might play a role.

For those of you who don't know me, 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, the C/CAG Finance Committee, and 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 (chair), the HEART Board and the 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's Closing the Jobs/Housing Gap Task Force. I came to local politics through activism in the schools when my boys were young but my background is in the arts—I have an undergraduate degree in literature and a master's degree in creative writing.

As for CCAG, I have deeply appreciated the democratic nature of our board and the manner in which we work together respectfully across twenty jurisdictions distinct in geography and demographics, with the sole purpose of finding solutions for the greater good. In a country divided along ideological fault lines, it is comforting to come to a CCAG board meeting on a Thursday night and know that at 8:30pm, though we might have sharply disagreed, we will ride the elevator down to the first floor together, laughing about ordinary things.

I would be honored to step up and serve as your chair. Thank you for considering my candidacy.

Sincerely,



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



TOWN OF HILLSBOROUGH

1600 FLORIBUNDA AVENUE

HILLSBOROUGH

CALIFORNIA

94010-6418

February 26, 2018

Re: Vice Chair for City/County Association of Governments of San Mateo County
(C/CAG)

Honorable Colleagues,

I am writing to ask for your support as I seek appointment to Vice Chair on the C/CAG Board. The issues C/CAG advocates for and the policy decisions it makes greatly impact the lives of the people we have the honor to represent. The Joint Powers Authority engages in transportation, air quality, storm water runoff, airport/land use compatibility planning, hazardous waste, solid waste and recycling. I am passionate and committed to the work C/CAG does and enjoy working towards finding sustainable solutions that will address outcomes of the County's phenomenal growth.

I have served on the C/CAG Board both as Board member and alternate for the past three years. I have a deep knowledge and experience of the complexity and collaboration with different government entities working both as Chair and Board of Director on the Central County Fire Department which is a joint Fire District. I also serve and have served on various city and regional bodies. I believe to be effective we need to identify measurable results, set goals and build consensus.

I promise to listen, be accessible, think creatively and work collaboratively with all cities from San Mateo County.

Thank you for your consideration. I would be honored to earn your vote. Please feel free to email me at mchuang@hillsborough.net or call me at 650-888-5111 if you would like to discuss my candidacy.

Respectfully,

Marie Chuang
Mayor

TEL. 650.375.7400

FAX 650.375.7475

February 26, 2018



Re: C/CAG Board Vice-Chair

Honorable C/CAG Board members:

Thank you for the nomination to serve as Vice-Chair of the C/CAG Board. I offer my services and background to support our county's efforts to tackle transportation, air quality, stormwater runoff, hazardous waste, and solid waste issues.

I have 30 years of transportation and air quality expertise. After having served as the Director of Regional Planning at SamTrans and the Los Angeles County Transportation Authority, I am currently a policy and technical consultant. I serve on several boards, including the Bay Area Air Quality Management District, HEART, SFO Roundtable, and serve on C/CAG's Countywide Transportation Plan Working Group.

I continue to focus on the development of a proactive transportation program that finds ways to incorporate technology and public-private partnerships to move the needle. I will also continue to work on the details, making sure we walk the walk on our transportation promises. Thank you for your consideration.

Respectfully,

A handwritten signature in black ink that reads "Doug Kim /tc".

Doug Kim, AICP
Mayor

C/CAG

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February 13, 2018

Jim Eggemeyer, Director
Office of Sustainability
County of San Mateo
455 County Center, 4th Floor
Redwood City, CA 94063

RE: Support Letter for the Unincorporated San Mateo County Bicycle and Pedestrian Master Plan, Caltrans Transportation Planning Grant Program Application

Dear Mr. Eggemeyer:

As Executive Director of the City/County Association of Governments of San Mateo County (C/CAG), I am writing in support of the Unincorporated San Mateo County Bicycle and Pedestrian Master Plan (BPMP) application for Caltrans Transportation Planning Grant. This plan will help to complete gaps that exist in the countywide active transportation network by identifying bicycle and pedestrian goals and policies, implementable infrastructure projects, and safety and education programs in unincorporated San Mateo County.

This plan is a much-needed project, as the County of San Mateo currently does not have a comprehensive, prioritized list of potential bicycle and pedestrian projects in unincorporated areas. The plan provides the opportunity to coordinate with neighboring jurisdictions and local communities to identify bicycle and pedestrian safety concerns and will build on other planning efforts in the county. The BPMP promotes mode shift to walking and biking, as well as improved transit access, which aligns with the State's goals to triple bicycling and double walking statewide by 2020 and reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030.

C/CAG is a Joint Powers Authority representing the 20 cities and the unincorporated County of San Mateo. C/CAG is mainly responsible of transportation planning as well as programming and administration of certain federal and state transportation funds in San Mateo County, as well as the San Mateo County Comprehensive Bicycle and Pedestrian Plan (CBPP). The CBPP addresses planning, design, funding, and implementation of bicycle and pedestrian projects of countywide significance. The most recent version of the CBPP was adopted in September 2011.

C/CAG is committed to working with the County's Office of Sustainability on the technical advisory committee. The committee will provide a coordinated approach to all phases of project planning and will work to strengthen the bicycle and pedestrian network across jurisdiction borders.

Thank you in advance for your consideration of this project.

Sincerely,


Sandy Wong
Executive Director

C/CAG

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February 14, 2018

Brad Donohue
Director of Public Works
Town of Colma
1198 El Camino Real
Colma, CA 94014

RE: Letter of Support for El Camino Real Bicycle & Pedestrian Improvements Project

Dear Mr. Donohue,

As Executive Director of the City/County Association of Governments of San Mateo County (C/CAG), I am writing in support of the Town's grant application to be submitted to the California Department of Transportation (Caltrans) for Sustainable Transportation Planning Grant Program to fund planning projects that Town will consider for El Camino Real (State Highway 82) Bicycle and Pedestrian Improvement Plan.

We understand that the fund is requested for planning bicycle and pedestrian improvements on El Camino Real (State Highway 82) within Town of Colma. We strongly support this project and the focus on safety, mobility, and sustainability for pedestrians and bicyclists consistent with San Mateo County Comprehensive Bicycle and Pedestrian Plan, Caltrans Mission and Grant Program Objectives that would provide integrated and efficient transportation system.

C/CAG is a Joint Powers Authority representing the 20 cities and the unincorporated County of San Mateo. C/CAG is mainly responsible of transportation planning as well as programming and administration of certain federal and state transportation funds in San Mateo County, as well as the San Mateo County Comprehensive Bicycle and Pedestrian Plan (CBPP). The CBPP addresses planning, design, funding, and implementation of bicycle and pedestrian projects of countywide significance. The most recent version of the CBPP was adopted in September 2011.

Thank you in advance for your consideration of this project.

Sincerely,


Sandy Wong
Executive Director

FEB 21 10 41 AM '18

C/CAG

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February 5, 2018

Bay Area Air Quality Management District
375 Beale Street, Suite 600
San Francisco, CA 94105

RE: Bay Area Air Quality Management District's Application to the California Energy Commission's Solicitation: Electric Vehicle (EV) Ready Communities Challenge (GFO-17-604)

Dear Mr. Broadbent:

As Executive Director of the City/County Association of Governments of San Mateo County (C/CAG), I am writing in support of the Bay Area Air Quality Management District's (Air District's) application in response to the California Energy Commission's Solicitation: Electric Vehicle (EV) Ready Communities Challenge (GFO-17-604).

The Air District has extensive experience developing and implementing region-wide plans and administering incentive programs that has resulted in some of the highest rates of EV adoption in the nation. The Air District was a key partner in the development the PEV Readiness Plan, which was adopted in 2013, and which established adoption goals and identified actions that local governments and other parties can take to address barriers and accelerate EV adoption. In addition, since 2010, the Air District's Board of Directors has allocated nearly \$20 million in funding to support the implementation of the PEV Readiness Plan, including incentives to deploy zero-emission vehicles and infrastructure. This funding has resulted in the installation of more than 2,600 Level 2 and DC Fast charging stations, and the deployment of more than 1,500 light-duty electric vehicles and 100 zero-emission transit buses and heavy-duty trucks.

Because of their experience in developing and implementing the PEV Readiness Plan, and their continued commitment to support the deployment of zero-emission vehicles and infrastructure, we believe the Air District is an ideal candidate to lead the development and implementation of blueprints to accelerate the deployment of electrified transportation. The Air District's proposal, A Blueprint to Accelerate the Adoption of Electric Vehicles in the San Francisco Bay Area, is a scalable and replicable plan that will be an instrumental component in helping the region transition its current fleet of vehicles to EVs and in achieving clean air for all Bay Area residents.

C/CAG is a Joint Powers of Authority representing the 20 cities and the unincorporated County of San Mateo. C/CAG is mainly responsible for transportation planning as well as programming and administration of certain federal and state transportation funds in San Mateo County and also provides countywide planning and implementation in other program areas such as energy and stormwater, and is committed to facilitating an efficient transition to the use of alternative fuels in San Mateo County as part of our overall climate efforts.

In 2013 C/CAG received a grant from the California Energy Commission to develop an Alternative Fuel Readiness Plan for San Mateo County (AFRP). The AFRP, adopted by the C/CAG Board in February 2016, serves as a resource to local governments seeking to encourage increased use of alternative fuels, both in the private and the public sectors. C/CAG continuously advocates for the implementation and deployment of alternative fuel and has already laid much of the essential planning groundwork for increasing the use of alternative fuels, especially electric vehicles (EVs) and infrastructure.

C/CAG will support the Air District with adoption of EV in San Mateo County by providing expertise and input towards the project development process as well as assisting with outreach efforts and actively participating in the implementation of EV in Communities of Concerns and Multi-Unit Dwellings (MUDs) as part of this project.

We appreciate the Air District's leadership and on the development of a Blueprint that will not only serve to support disadvantaged communities in the region, but also leverage that effort to support C/CAG's EV adoption goals. We believe that this coordinated regional collaborative approach will provide the necessary resources to implement real projects and overcome barriers to EV adoption.

Thank you in advance for your consideration of this project.

Sincerely,



Sandy Wong
Executive Director