

ITEM 1 – PUBLIC COMMENT

Item 2 – Issues from C/CAG Meetings

- Two new Committee Members
 - Peter Brown, Public Works Director, Belmont
 - Andrew Yang, Senior Engineer, Millbrae

Item 3 – Approval of Minutes

- Two meeting minutes need approval:
 - September 19, 2019
 - November 21, 2019

Item 4 - Announcements

- Website
- Funding opportunities
- BASMAA update
- Report of Waste Discharge
- Regional Projects Update
- Other

Funding Opportunities

- US EPA Water Quality Improvement Fund
 - Due May 13, \$5.9M, 1:1 non-fed match
- CA Natural Resources Agency
 - Urban Flood Protection Grant Program
 - On-hold, \$87.5M in two cycles
 - Urban Greening Grant Program
 - On-hold, \$28.5M

Item 4 - Announcements

- Website
- Funding opportunities
- BASMAA update
- Report of Waste Discharge
- Regional Projects Update
- Other

Item 5 – Mercury/PCBs Control Measures Plan

Mercury and PCBs Control Measures Plan

- Prepare plan to reach mercury and PCBs TMDL allocations by 2028 and 2030, respectively, that identifies
 - all “technically and economically feasible” controls
 - implementation schedule
 - costs
- Due September 2020

General Approach

1. Based on the RAA baseline pollutant loads, summarize PCBs/mercury load reductions needed to attain TMDL wasteload allocations by 2030/2028
2. Determine existing level of PCBs/mercury controls (including all source controls and GI), costs, and associated current estimated level of pollutant load reduction
3. Project estimated additional load reduction by 2028/2030 that could reasonably be achieved via all source controls

General Approach (cont.)

4. Project estimated additional load reduction by 2028/2030 from GI based upon level of effort consistent with RAA
5. If PCBs wasteload allocation not met by 2030, close the gap with additional controls - most likely more GI
6. Estimate extent and costs of additional controls to fill gap (adapt GI modeling results from RAA)
7. Evaluate control measures scenarios and select optimal scenario for meeting the TMDL allocations by 2030/2028

Outcomes

- Potentially request extended PCBs TMDL time frame to make more economically feasible
 - Permittees must first demonstrate that all technically and economically feasible PCBs/mercury controls will be implemented within the original timeline
- As needed, integrate this planning with ongoing efforts by C/CAG to assist municipalities obtain funding for GI
 - Support applications for state or federal grant funds
 - Potentially work with new Flood and Sea Level Rise Resiliency District to develop a GI investment plan

Schedule

- **Jun:** Submit an initial draft plan to C/CAG staff for review
- **Jul:**
 - Presentation to SW Committee
 - Distribute second draft to SM County Permittees for review
- **Aug:**
 - Workshop for Permittees and/or follow-up presentation to SW Committee (if needed)
 - Distribute third draft
- **Sep:** Address any remaining comments and submit final plan

Item 6 – MRP 3.0 Reissuance

Agenda Item V

Identification of Remaining Contentious Issues

MRP 3.0 STEERING COMMITTEE MEETING

TUESDAY, APRIL 7, 2020

MRP 3.0 C3/GI Workgroup

Provision C.3 and Green Infrastructure

Remaining Contentious Issues

MRP 3.0 STEERING COMMITTEE MEETING

TUESDAY, APRIL 7, 2020

Areas Lacking Agreement

- Regulated project thresholds and exemptions for single family homes and roads
- Special Projects provisions
- GI implementation goals/targets

Regulated Project Thresholds/Exemptions

- WB staff plan to lower regulated project definition to 5,000 sq. ft. of impervious surface created/replaced for all project types, including single family (SF) homes
- BASMAA position:
 - Oppose lower threshold due to increased effort for small benefit; removes flexibility for permittees to regulate locally if part of GI Plan
 - Adding SF homes greatly increases burden on permittees to review, track, and inspect. Benefit is unclear. Best addressed under Provision C.3.i.
- Compromise may be to strengthen language in Prov. C.3.i.

Regulated Project Thresholds/Exemptions

- WB staff considering clarification and revisions to road requirements, including removal of exemptions for road reconstruction
- BASMAA position:
 - Oppose removal of exemptions for road reconstruction
 - GI Plans identify and prioritize best locations for green streets
 - Utilities in ROW are a major barrier to GI for many streets
 - May result in delayed road reconstruction work
 - Alternative compliance programs take time to develop and implement

Special Projects

- WB staff plans to remove Special Projects provisions and promote use of alternative compliance to address onsite constraints
- BASMAA position:
 - Maintaining these provisions provides flexibility when working with developers of smart growth, high density, transit-oriented and housing projects and an effective tool to maximize environmental benefits
 - Alternative compliance programs take time to develop, implement, and roll out to development community
- Possible compromise is to phase out and/or to narrow the non-LID treatment allowances

GI Implementation Goals/Targets

- How to set “required goal for greened acres to be achieved within permit term”?
 - Challenges with use of impervious surface retrofit targets from GI Plans due to inconsistent methodology, changing assumptions
- How will goal “assure sufficient progress” on PCB/Hg TMDL load reduction requirements?
 - Previous agreement not to assign specific load reduction to GI
- How will goals/targets be enforced, regionally, countywide and locally?
 - Need flexibility and scalability for different permittee characteristics

MRP 3.0 C.10 Workgroup Trash Load Reduction

Remaining Contentious Issues

MRP 3.0 STEERING COMMITTEE MEETING

TUESDAY, APRIL 7, 2020

Reduction/Elimination of Credits/Offsets (WB staff Perspective)

- **Source Control Credits**
 - Only apply to new actions not accounted for to-date
 - Only applied to remaining trash generation, after accounting for full capture and OVTAs (e.g., 10% of the 20% remaining)
- **Cleanup/Direct Discharge Offsets**
 - Enhanced cleanups and Direct Discharge combined
 - Maximum reduced from 25% to 10-15%
 - Only applied to remaining trash generation, after accounting for full capture and OVTAs (e.g., 10% of the 20% remaining)
- **Discuss at future WG meeting?**

Other Areas Lacking Agreement

- **Trash controls on Private Land Areas**
 - Need to achieve full capture/green (WB staff perspective)
 - Possible development of BMP-based approach for these areas
 - BASMAA member agencies to discuss & propose
 - Discuss at future WG meeting?
- **Trash Reduction Goal as defined by OVTAs**
 - Definition of how green is green enough (i.e., FCSE)
 - Evaluation underway
 - Frequency of OVTAs – reduction over time?
 - Discuss at future WG meeting?

Other Areas Lacking Agreement

- **Reductions via Green Infrastructure**
 - Evaluations underway
 - Present at future WG meeting?
- **Reductions via Curb Inlet Screens**
 - Review draft SCVURPPP/Oakland Report
 - Discuss at future meeting?
- **Maintenance Requirements for Full Capture Devices**
 - Confirm no major changes proposed by WB staff
 - Discuss at future meeting?

Other Areas Lacking Agreement

- **Receiving Water Monitoring**
 - Not yet discussed
 - Defer to C.8 Workgroup?
- **Reporting Requirements**
 - Not yet discussed
 - Discuss at future meeting?

Other Areas Lacking Agreement

- **Homelessness**
 - Separate workgroup discussing water quality impacts of homelessness, uncertain what requirements might look like
- **Cost Reporting**
 - State required to include cost reporting requirements in permits

Item 7 – COVID-19 Notification

Item 8 – Preliminary FY 20-21 Budget



Countywide Program Preliminary Budget FY 2020-21

Matthew Fabry, P.E.
Program Manager

San Mateo Countywide Water
Pollution Prevention Program



SAN MATEO COUNTYWIDE
**Water Pollution
Prevention Program**

Clean Water. Healthy Community.
www.flowstobay.org

C/CAG Stormwater Committee
April 16, 2020

Preliminary 20-21 Budget

	NPDES Fund	Measure M	Total
Est. Starting Balance	\$895,000	\$280,000	\$1,175,000
Est. Revenue*	\$1,641,000	\$840,000	\$2,481,000
Available for Expenditures	\$2,026,000	\$1,120,000	\$3,156,000
Ending Balance	\$500,000**	\$0	
Reserve Balance	\$120,000	\$120,000	

* Does not include revenue from Caltrans grant for Sustainable Streets Master Plan

** Reserved for potential countywide funding initiative

Preliminary 20-21 Budget

■ Starting Balance	\$1,175,000
■ Revenue/Avail. Funds	\$2,481,000
■ Avail. For Expenditure	\$(3,156,000)

■ Ending Balance	\$500,000*
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* Restricted for potential funding initiative

■ Reserve Balance	\$120,000
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Preliminary 20-21 Budget

- Starting Balance
 - NPDES Fund (Property Fees) \$895,000
 - Measure M (Vehicle Fees) \$280,000

TOTAL: \$1,175,000

- Reserve Balance \$120,000

Preliminary 20-21 Budget

- Revenue/Available Funds
 - Interest Earnings \$12,000
 - NPDES Fund (Property Fees)
 - Four cities not on tax rolls \$143,000
 - Net tax roll \$1,486,000
 - Measure M (Vehicle Fees)
 - Administration Allocation (cost) \$40,000
 - Regional Stormwater \$800,000
- TOTAL: \$2,481,000

Preliminary 20-21 Budget

- Anticipated Expenditures
 - Administration (Exec Dir): \$41,000
 - Professional Services (staff): \$430,000
 - Admin Allocation (overhead): \$47,000
 - Dues/Memberships: \$45,000
 - Distributions (rain barrel): \$5,000
 - Miscellaneous/Travel/Training: \$7,000
 - Avail. For Consulting Services: \$2,581,000
 - TOTAL: \$3,156,000

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 - Administration (Exec Dir): \$41,000
 - Professional Services (staff): \$430,000
 - Admin Allocation (overhead): \$47,000
 - Dues/Memberships: \$45,000
 - Distributions (rain barrel): \$5,000
 - Miscellaneous/Travel/Training: \$7,000
 - **Avail. For Consulting Services: \$2,581,000**
- TOTAL: \$3,156,000

Preliminary 20-21 Budget

- Consulting Services

- “Fixed” costs

– Regional Monitoring Program	\$105,000
– Required contribution to SF Bay monitoring	
– Annual Tax Roll Services	\$18,000
– BASMAA (placeholder)	\$50,000
– C/CAG share of regional compliance projects	
– Lobbyist	\$39,000
– Petition/Unfunded/Contingency	<u>\$50,000</u>
	\$262,000

- Available for Technical Support: \$2.319 M

Preliminary 20-21 Budget

- Anticipated Consulting Services/Tech Support
 - EOA \$1,525,000
 - General Program Support, Subcommittee Support, Training, Annual Reporting, Water Quality Monitoring, Trash, Portions of Mercury & PCBs, MRP 3.0
 - LWA \$100,000
 - Reasonable Assurance Analysis, Modeling, MRP 3.0
 - SGA/COE \$275,000
 - Public Education and Outreach, Teacher Institute
- TOTAL: \$1.9 Million**

Preliminary 20-21 Budget

- Ending Balance
 - NPDES Fund (Property Fees) \$919,000
 - Restricted (Funding Initiative) (\$500,000)
 - Measure M (Vehicle Fees) \$0
 - Total Unplanned/Unrestricted: \$419,000

- Reserve Balance \$120,000

Preliminary 20-21 Budget

■ Considerations

- Revenue may be reduced due to COVID-19
- BASMAA costs uncertain
- MRP 3.0 negotiation costs may be greater
- Countywide funding initiative allocation discussion
- May want to consider planning studies, grant support, modeling, etc.
- May need higher balance at start of MRP 3.0

Item 9 – Update on Sustainable Streets Master Plan

San Mateo Countywide Sustainable Streets Master Plan

Project Update

CCAG Stormwater Committee
Meeting
April 16, 2020



Presentation Overview

- Provide an overview of the Master Plan goals
- Summarize the process and results of the project opportunity prioritization process
- Present results of climate change modeling demonstrating the benefits of sustainable streets for mitigating impacts

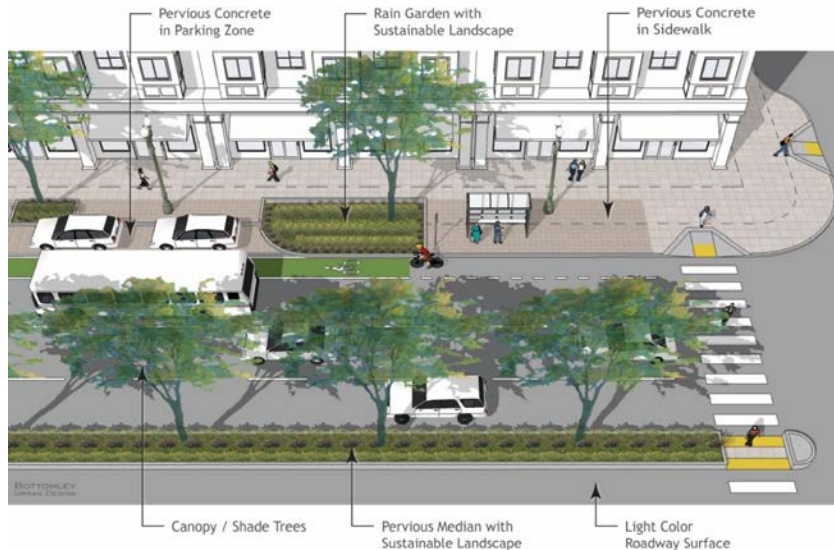
Sustainable Streets

Complete Streets + Green Infrastructure



Sustainable Streets provide safe mobility and access for all users with the added environmental and community benefits of green infrastructure

Sustainable Streets Master Plan



Project Goals

- Countywide Master Plan with Prioritized Projects
- Climate Change Modeling for SMC
- Conceptual Designs
- Model Sustainable Streets Policies
- High Resolution Drainage Mapping
- Web-Based Tracking Tool
- Community Engagement

Builds Upon SRP

More Targeted Approach

- Identifies Opportunities where Bicycle, Pedestrian, and Streetscape Projects are currently planned
- Identifies “New” Project Opportunities in locations with synergies with SR2S, SR2T and pavement reconstruction needs
- Focuses on “good government” opportunities with more potential for cost sharing and reduction of construction impacts between GI and transportation projects

Improved Data and Process Advances

- Updated prioritization metrics and process, including climate change impacts
- Links projects to implementation mechanisms incl. funding sources and policy tools

SSMP Project Prioritization Process



- Planned Bicycle Projects
- Planned Pedestrian Projects
- Planned Major Streetscape Projects
- New Opportunities Near Schools and Transit

- Runoff Capture Performance
- Hydrogeological Conditions
- Site Characteristics/ Constructability

- Vulnerable and Disadvantaged Community Indicators
- Vehicle Ownership
- Vegetation Density (Canopy Coverage)
- Urban Heat Island Index
- Pavement Condition

- Stakeholder Feedback
- Geographic distribution

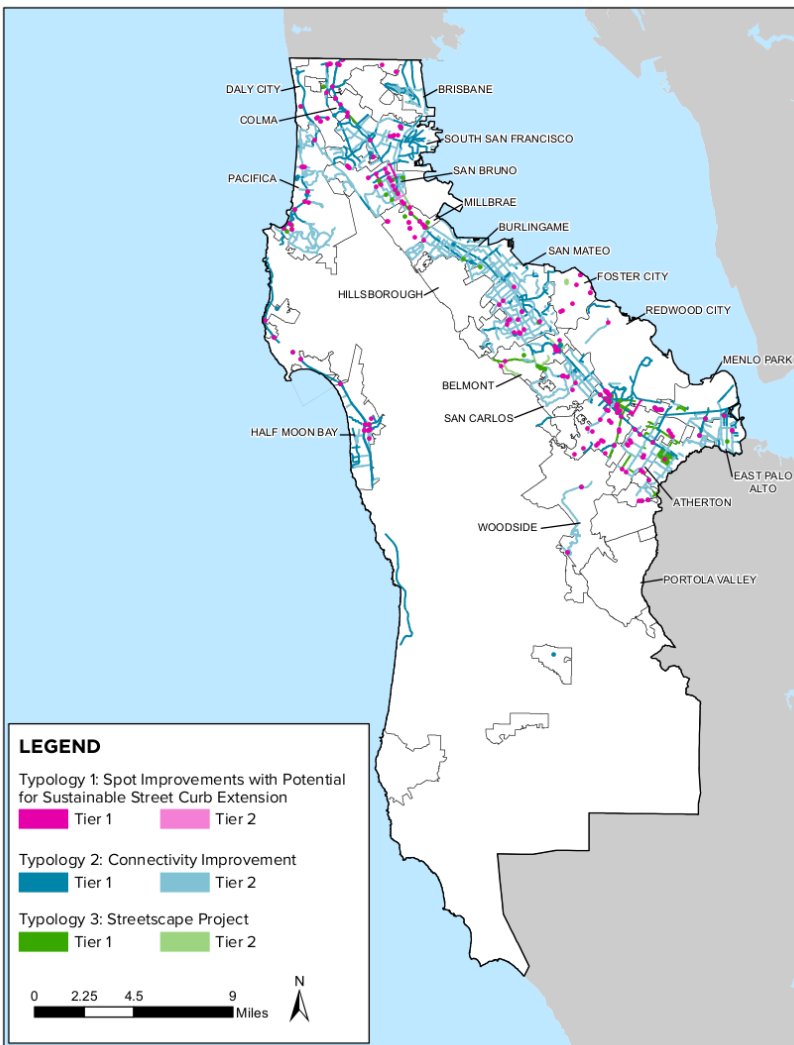
Existing Planned Project Opportunities

Three Project Types

- Sustainable Street Curb Extensions
- Sustainable Street Connectivity Improvements
- Sustainable Streetscape Projects

Two Project Tiers

- Tier 1 projects have more potential to cost-effectively incorporate GI due to extent of construction impacts



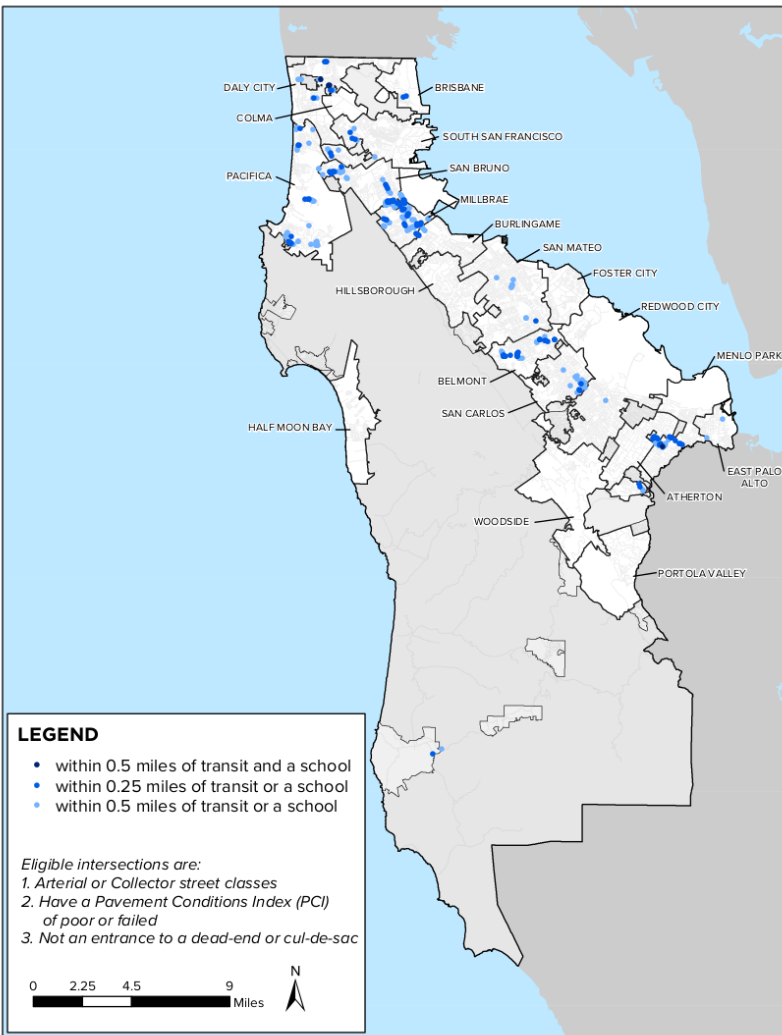
“New” Project Opportunities

Goals

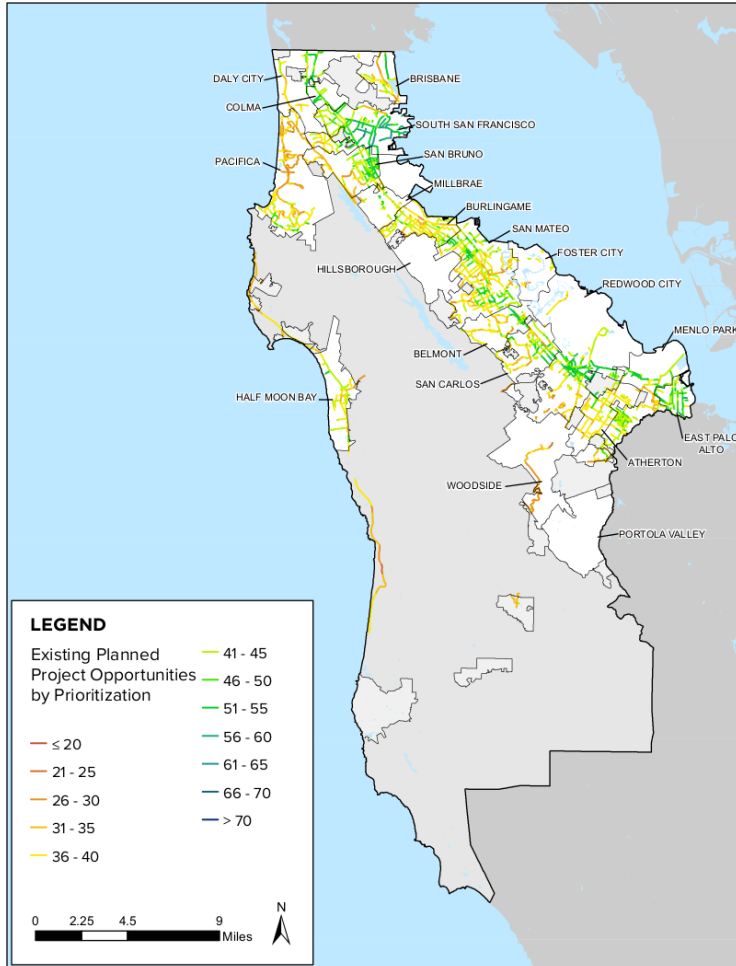
- Support Safe Routes to School and Transit Program objectives
- Support cost-sharing and construction impact reduction objectives by locating opportunities where pavement is in poor condition

New Curb Extension Opportunities:

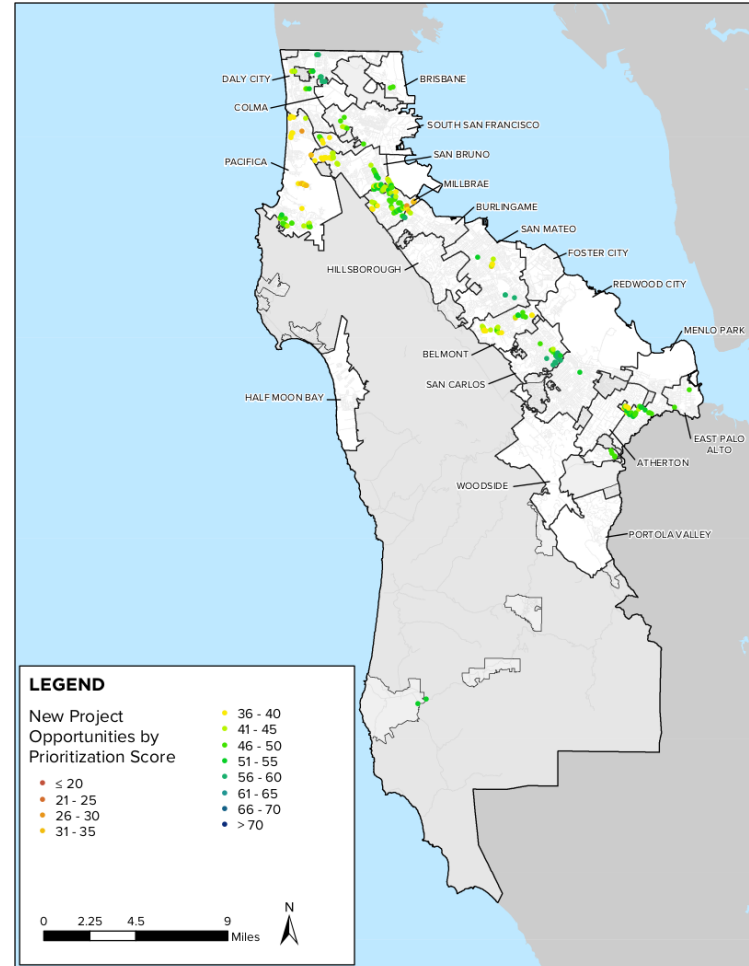
- Intersections within .5m walking distance from schools or major transit stops
- Arterial or collector streets
- Poor pavement condition



Prioritized Planned Projects



Prioritized New Opportunities



SSMP Project Development Overview

Identify Project Typologies

- Sustainable Street Curb Extensions
- Sustainable Street Connectivity Improvements
- Sustainable Streetscape Redesigns
- Sustainable Street Frontage Improvements

Identify Project Opportunities

- Existing Planned Projects
- New Project Opportunities

Prioritize Projects and Build Network

- SW Technical Suitability Criteria
- Co-Benefit Criteria
- ID Top Projects
- Spatial Distribution
- Regulatory Need
- Stakeholder Feedback

Project Extents and Timing

- Boundaries of Co-Located Projects
- Co-Located Project Timing
- Stakeholder Feedback

Recommend Implementation Mechanisms

- Policy Mechanisms
- Programmatic Mechanisms
- Funding Sources

Next Steps

- Distribute Final Project Identification and Prioritization Methodology TM
- Refine Automated Prioritization Results
 - QA/QC, ID Top Projects, Assess Spatial Distribution, High-Level Feasibility Assessment
- Distribute Project Lists to Municipal Stakeholders for Feedback
- Develop Process to Identify Projects for Concept Development
- Continue Policy Development
- Develop Final Document

SSMP Climate Change Modeling

Goals

- Quantify the impact to roadway runoff due to climate change forecasts
- Investigate the ability for Sustainable Streets to offset the impacts of climate change on roadway runoff

SSMP Climate Change Modeling

Basis for Climate Change Modeling

Global Climate Models

- 10 GCMs compiled by CalAdapt

Storm Depths

- Regional precipitation analysis for Santa Clara, Alameda, and San Mateo counties (MetStat, Santa Clara Valley WD)

Hydrology and Green Infrastructure Models

- Regionally calibrated models for the Countywide RAA to meet PCBs and mercury reduction requirements (C/CAG)

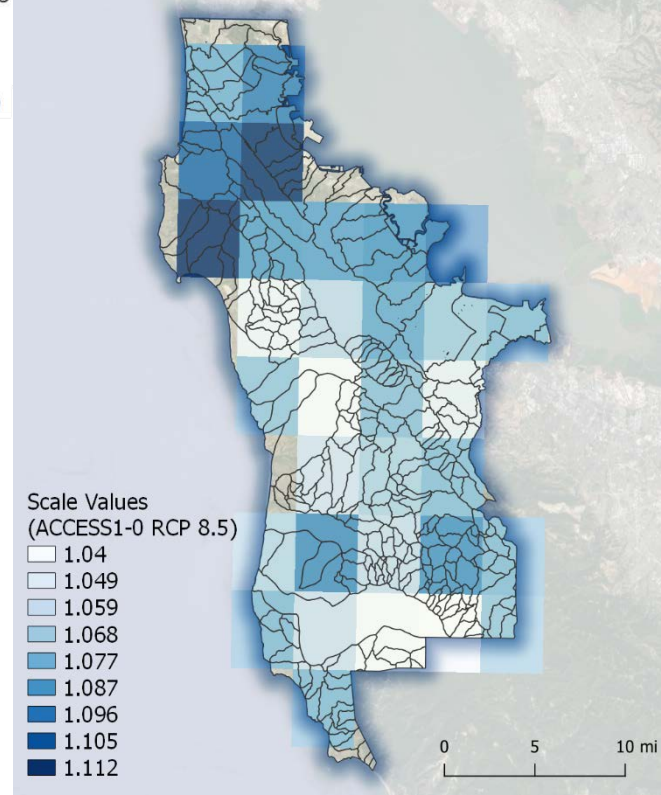
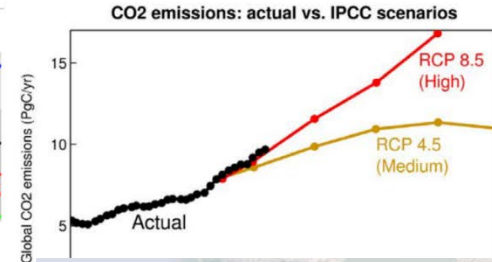
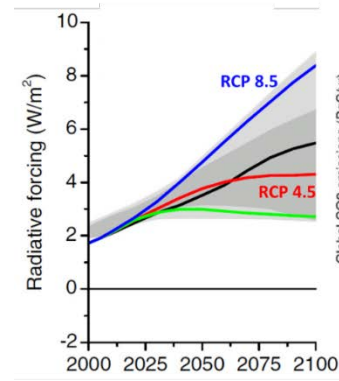
Climate Models

Representative Concentration Pathways

- RCP 8.5 – worst case scenario
- RCP 4.5 – stabilization scenario

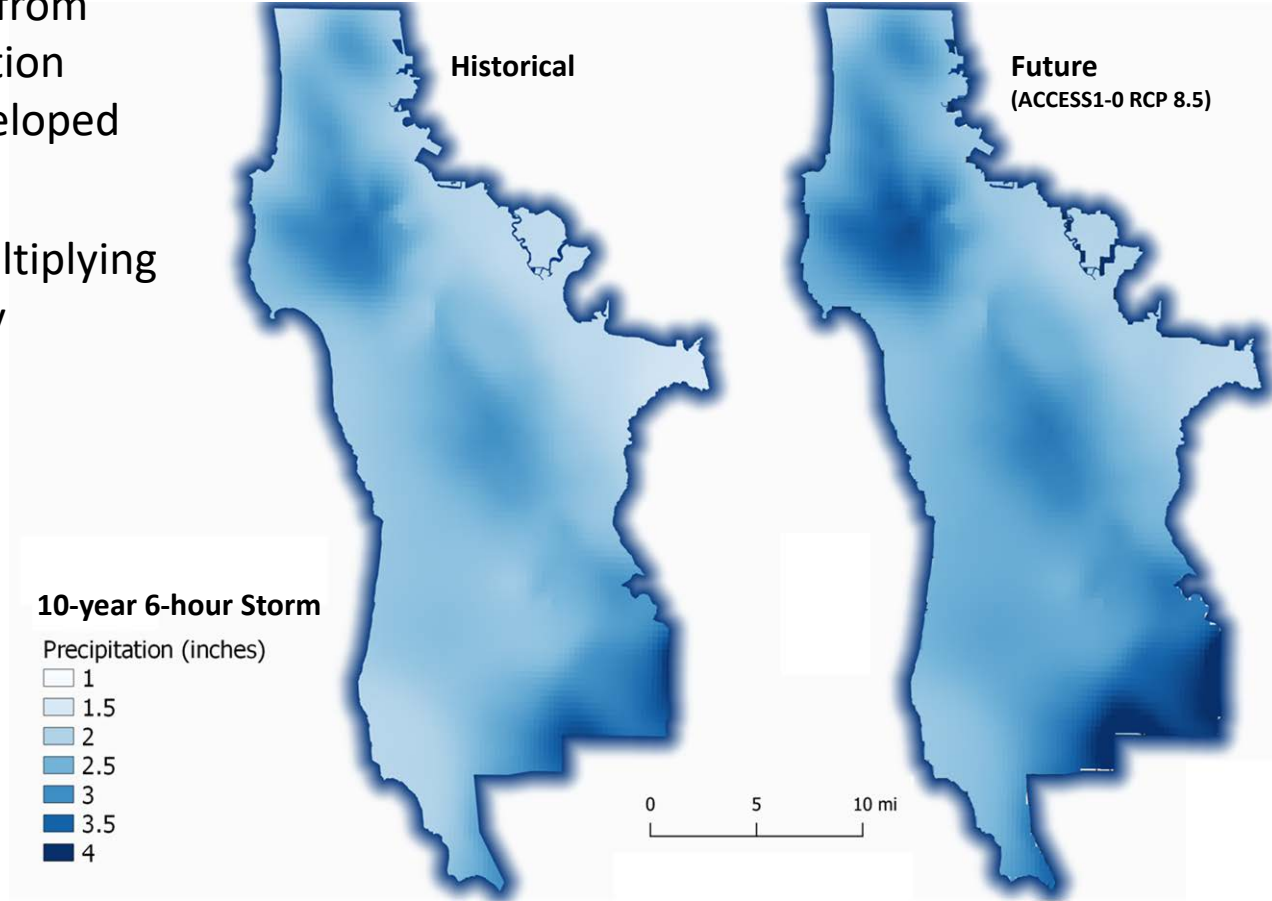
Global Climate Models

- 10 GCMs recommended by CA's Climate Action Team for the state
- Created **scale values** based on modeled future to historical precipitation
- Each GCM/RCP combo has its own set of scale values



Precipitation Storm Depths

- **Historical storm depths:** from high-resolution precipitation frequency estimates developed for SM County
- **Future storm depths:** multiplying calculated scale values by historical storm depths

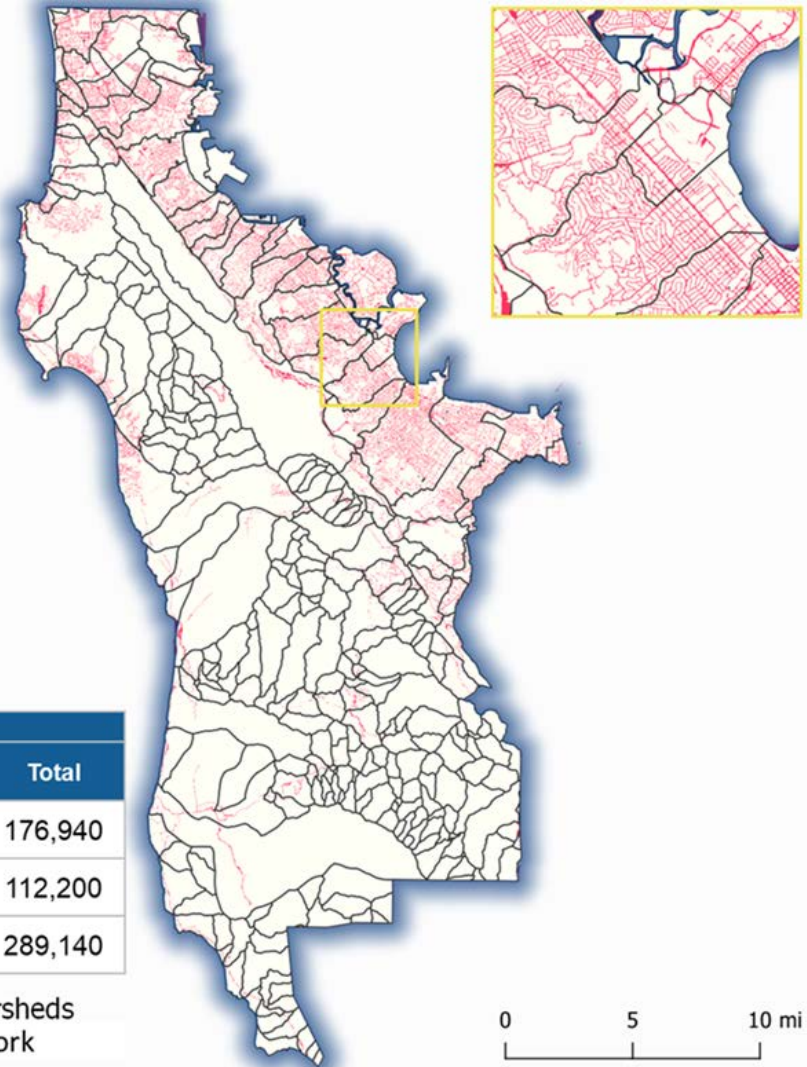


Isolating Roadway Area

- GIS analysis to identify right-of-way for secondary roads
- Assume resulting right-of-way is 100% impervious for conservativeness

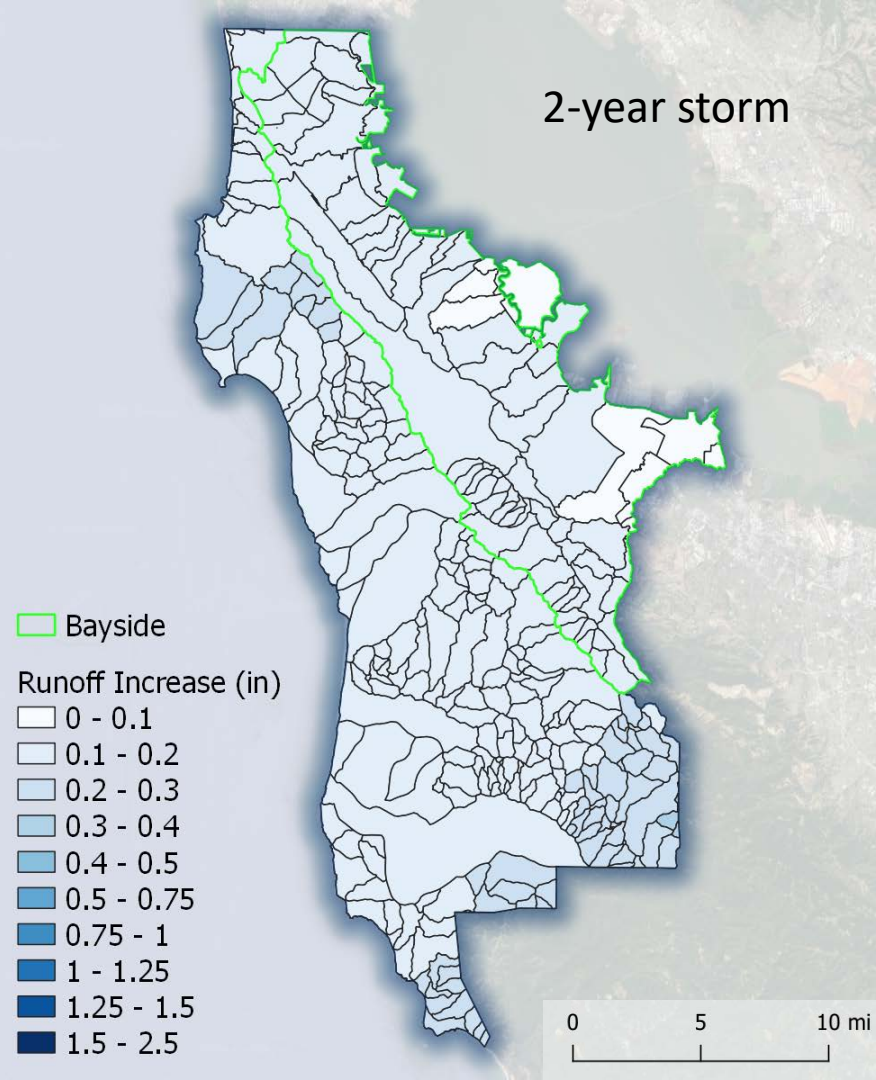
Region	Area (acres)		
	Roadway Network	Impervious	Total
Ocean	3,270	78,160	176,940
Bayside	11,050	73,450	112,200
County wide	14,320	151,620	289,140

□ Model subwatersheds
■ Roadway Network



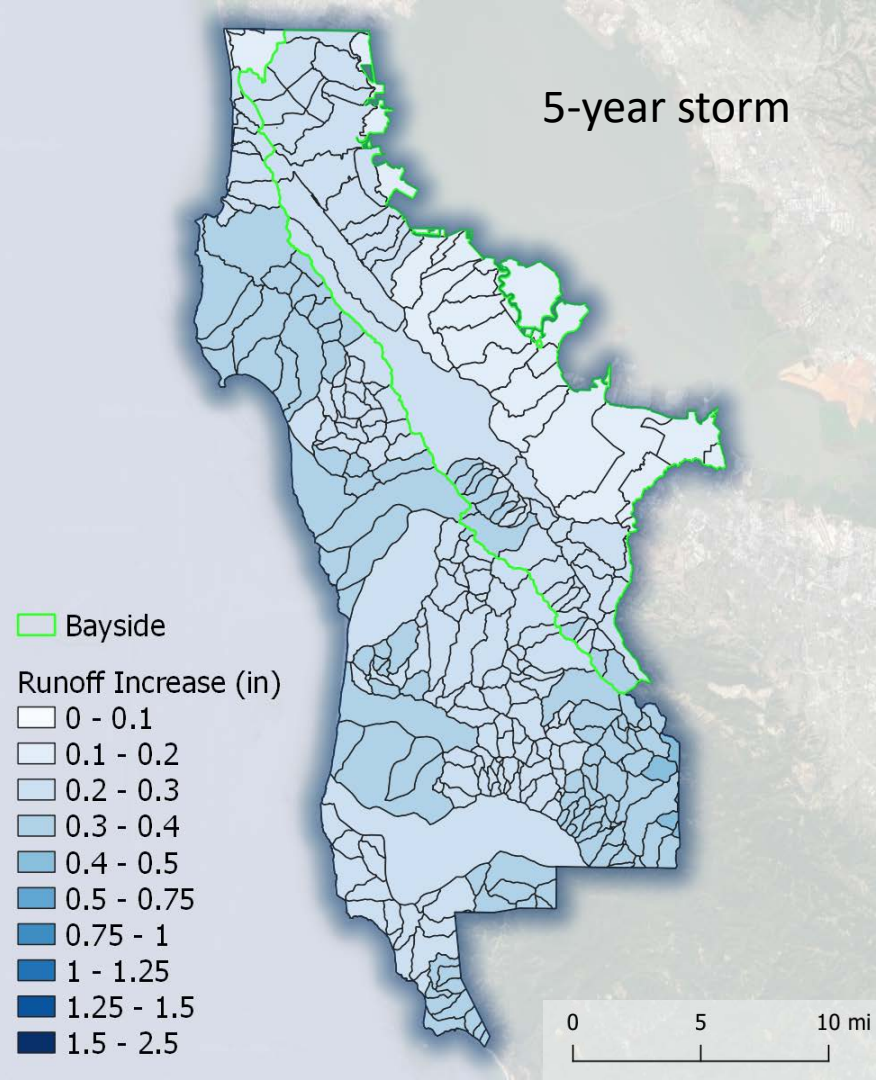
Existing RAA Models

- RAA consists of two modeling systems:
 - LSPC – watershed model (countywide)
 - SUSTAIN – green infrastructure performance model (bayside only)
- Climate change impact evaluated countywide (LSPC)
- GI benefit evaluated bayside only (SUSTAIN)



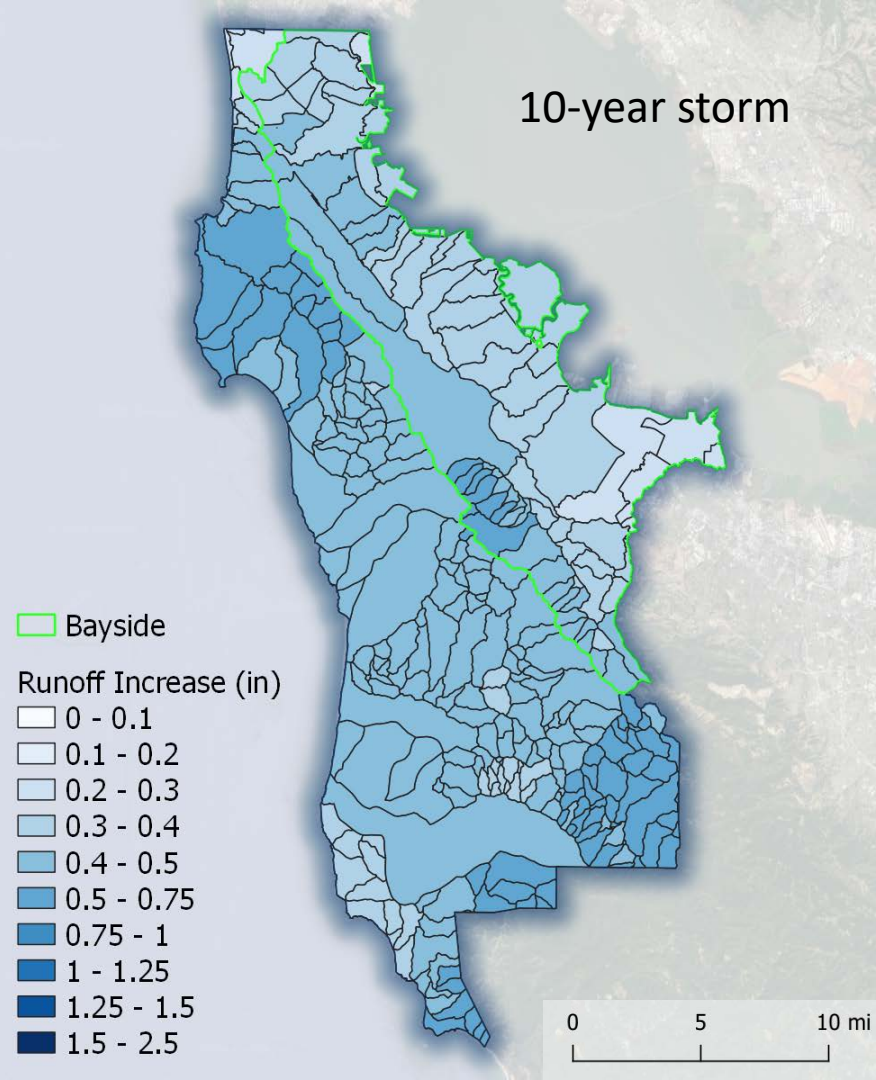
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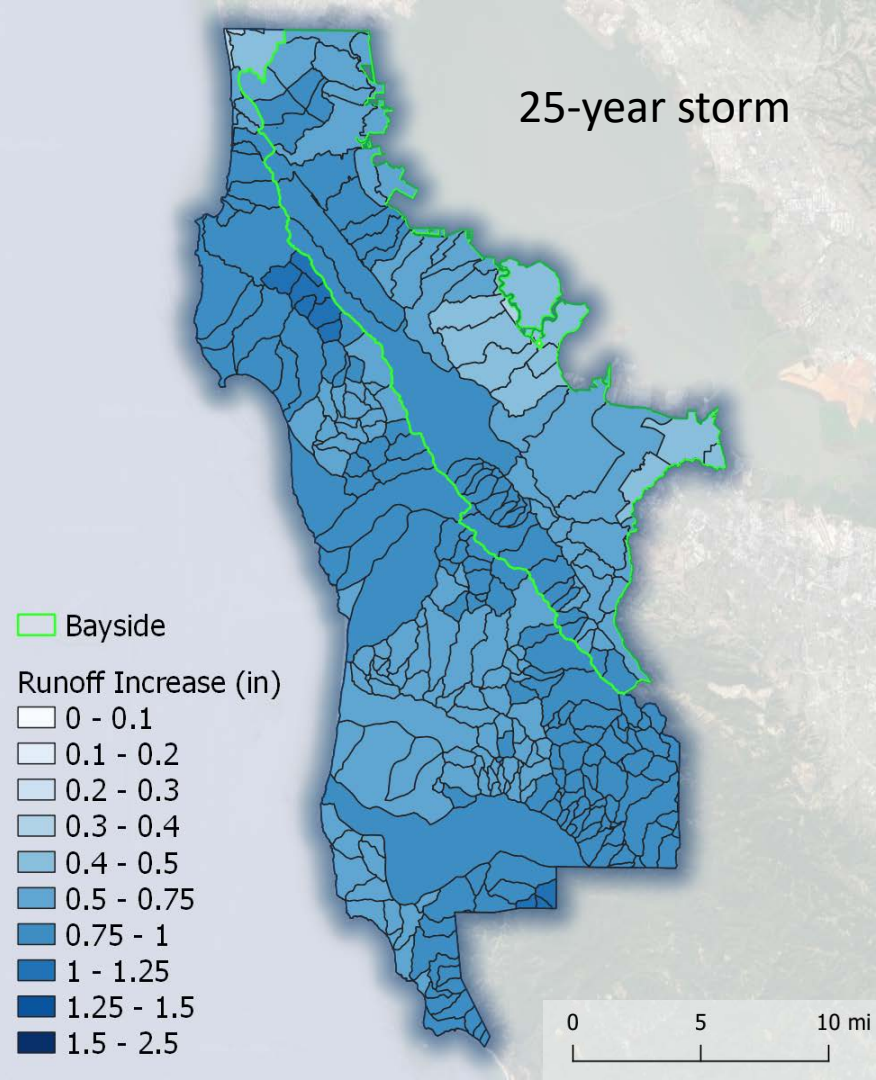
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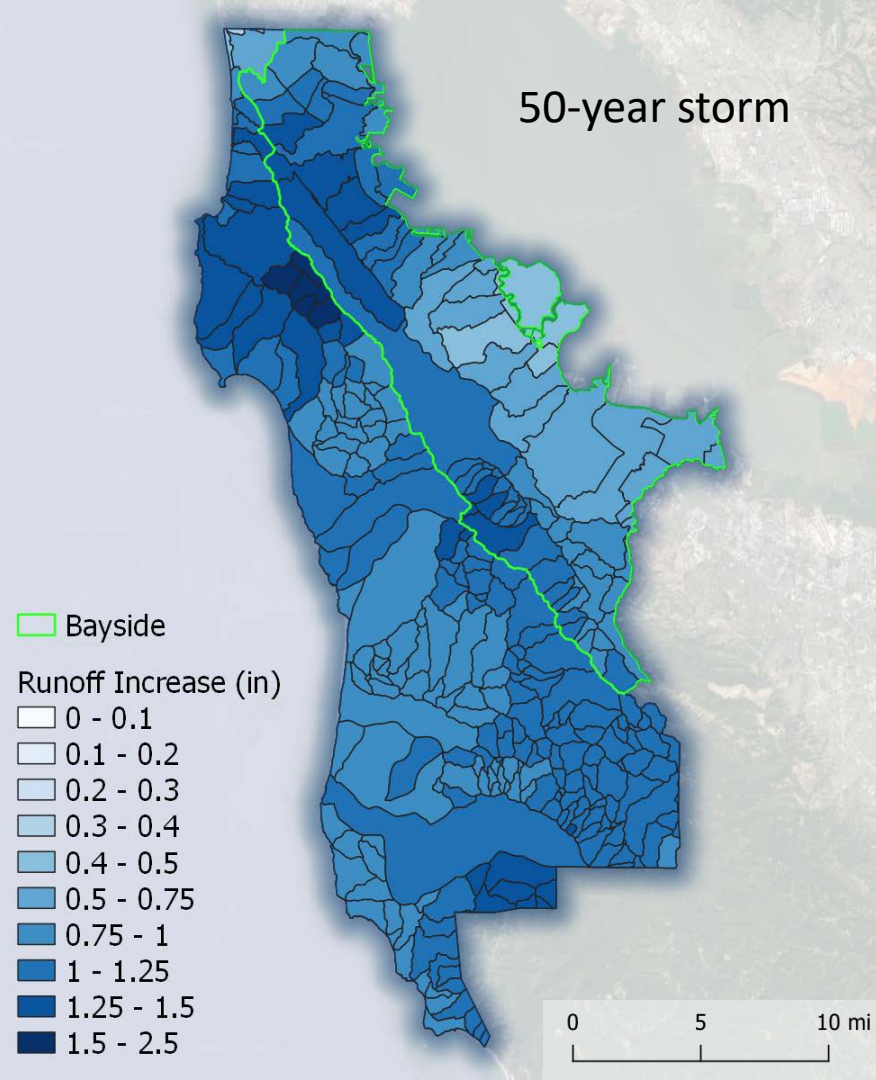
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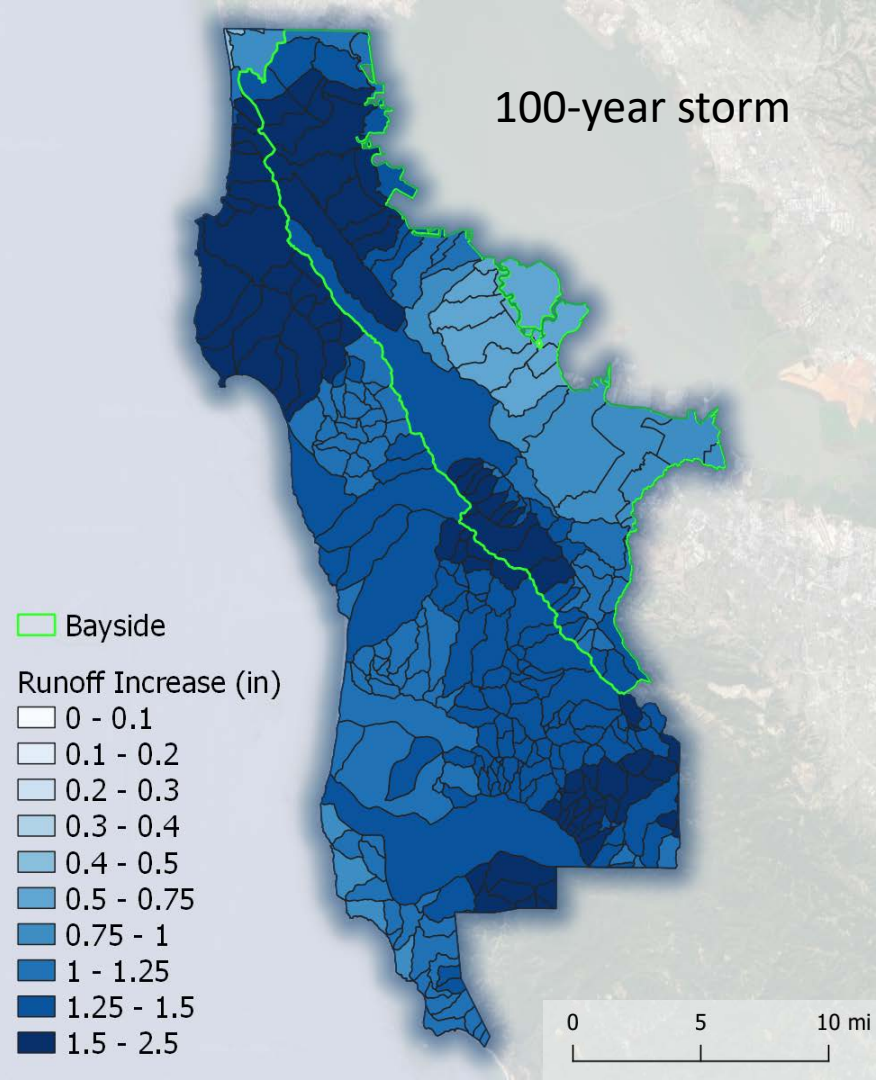
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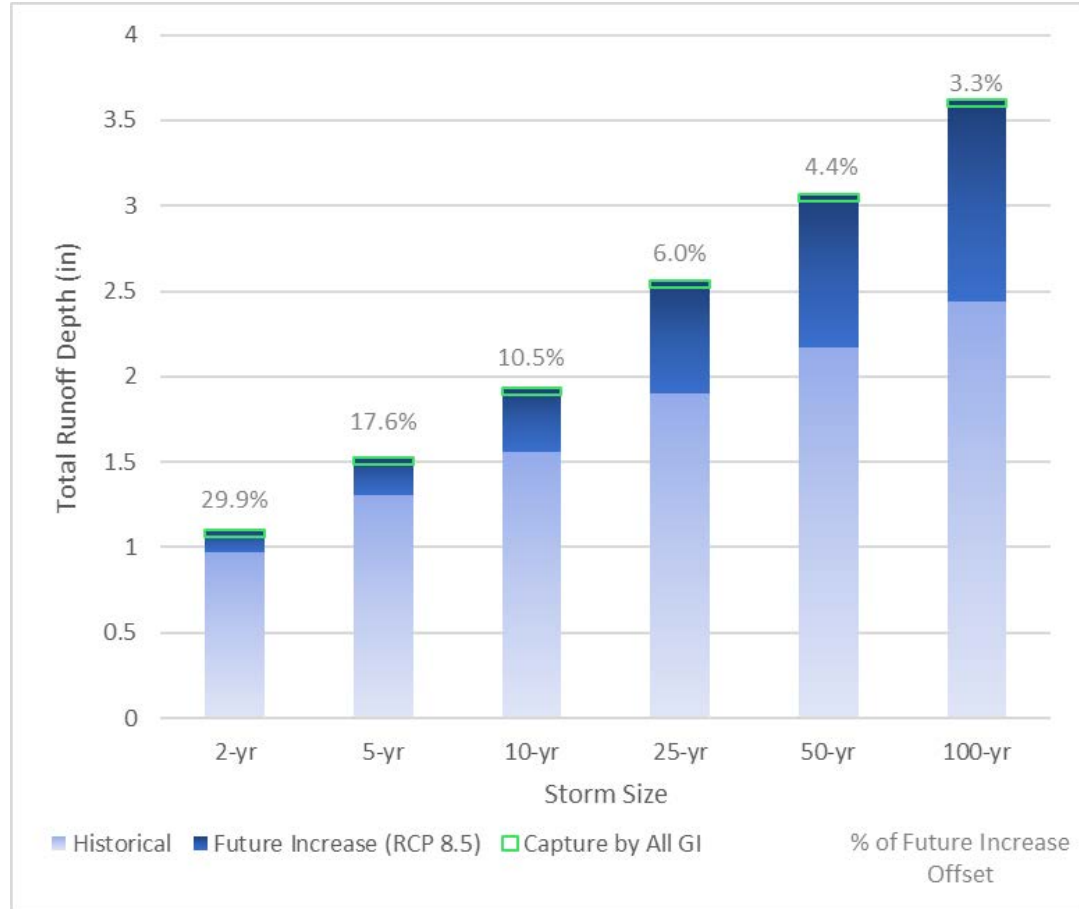
Green Infrastructure Modeling

- RAA identified a cost optimal suite of GI to meet pollutant reduction requirements by 2040
- Two scenarios to “bookend” GI benefit on climate resiliency:
 1. All GI types for reducing total runoff
 2. Sustainable Streets for reducing roadway runoff
- The capacities of **Green Streets** and **Future New & Redevelopment** (i.e., frontage improvements) are used to approximate Sustainable Streets benefit

Modeled Green Infrastructure Capacity (acre-feet)					
Total Capacity	Existing/Planned			Green Streets	Other GI Projects (TBD)
	Existing Projects	Future New & Redevelopment	Regional Projects (Identified)		
385.3	72.1	115.8	73.6	112.1	11.8

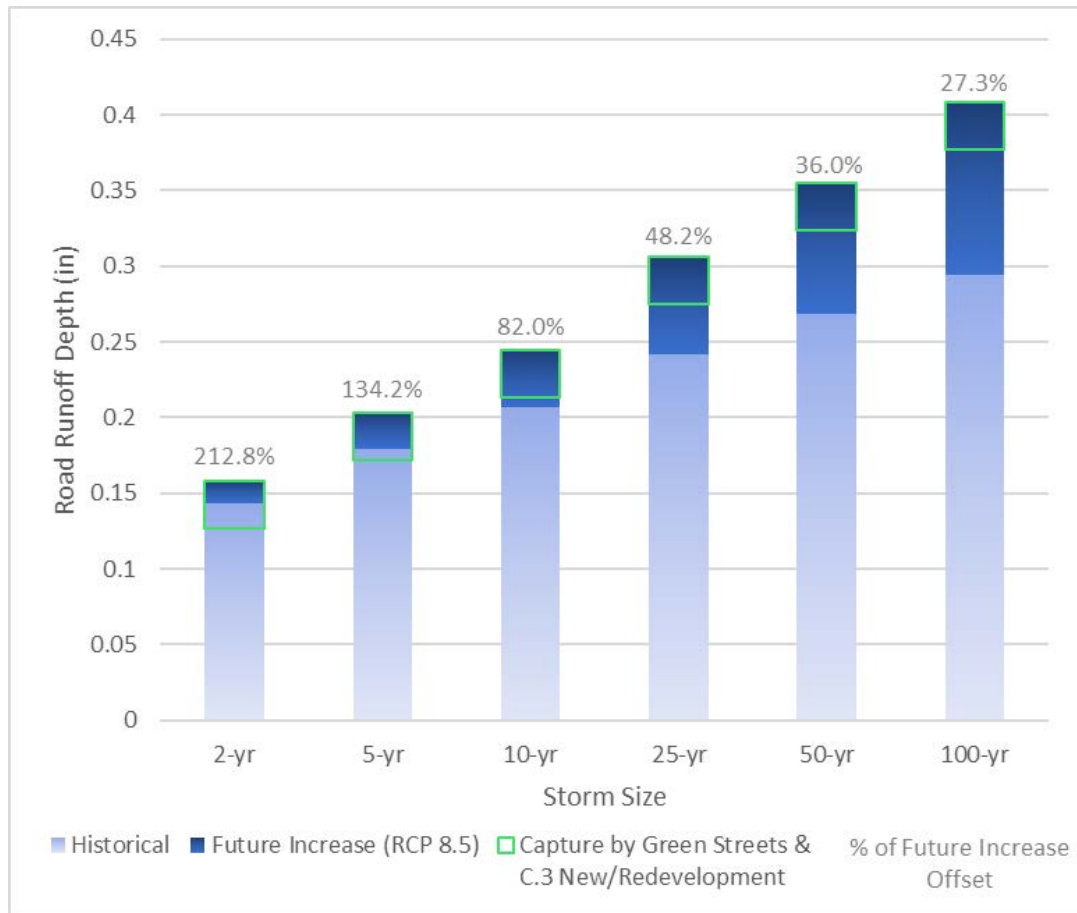
Benefit of Green Infrastructure on Reducing Runoff

- GI offsets 30% of the projected increase in all runoff for the 2-yr storm
- Benefits of GI decreased with increasing storm size



Benefit of Sustainable Streets on Reducing Road Runoff

- Sustainable streets offset over 100% of the projected increase in roadway runoff for the 2-yr and 5-yr storms
- Benefits of sustainable streets decrease with increasing storm size



Next Steps

- Distribute memorandum summarizing results of climate change modeling

Item 10 – Elect Chair and Vice Chair