

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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C/CAG BOARD MEETING NOTICE

Meeting No. 344

DATE: Thursday, July 8, 2021

TIME: 6:30 P.M.

On March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings telephonically or by other electronic means. On June 11, 2021, the Governor issued Executive Order N-08-21 extending the suspension of these provisions to September 30, 2021. Thus, pursuant to Executive Order N-08-21, C/CAG Board meetings will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below.

Join by Zoom:

<https://us02web.zoom.us/j/84168986432?pwd=bUNZNU5hSTFsN1AwcKovbkhVU1JXUT09>

Meeting ID: 841 6898 6432

Password: 378516

Join by Phone:

(669) 900-6833

Meeting ID: 841 6898 6432

Persons who wish to address the C/CAG Board on an item to be considered at this meeting, or on items not on this agenda, are asked to submit written comments to mguilles@smcgov.org. Spoken public comments will also be accepted during the meeting through Zoom. Please see instructions for written and spoken public comments at the end of this agenda.

1.0 CALL TO ORDER/ ROLL CALL

2.0 BRIEF OVERVIEW OF TELECONFERENCE MEETING PROCEDURES

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Note: Public comment is limited to two minutes per speaker. Please refer to the instructions at

the end of this agenda for details regarding how to provide public comments during a videoconference meeting.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

- 4.1 Certificate of Appreciation to Sandy Wong, C/CAG Executive Director, for her years of dedicated service and contributions to C/CAG. p. 1
- 4.2 Receive a presentation from Peninsula Volunteers, Inc. on its senior transportation program. p. 2

5.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. 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. 343 dated June 10, 2021. ACTION p. 4
- 5.2 Review and approval of appointment of Alex Fernandez to the Resource Management and Climate Protection (RMCP) Committee to fill the one (1) vacant Nonprofit seat. ACTION p. 12
- 5.3 Review and approval of Resolution 21-51 authorizing the C/CAG Chair to execute Amendment No. 1 with TJKM Transportation Consultants for the 2021 update of the Congestion Management Program (CMP), adding an additional \$1,467 for additional data collection services. ACTION p. 17
- 5.4 Receive an update on the Metropolitan Transportation Commission (MTC) Safe and Seamless Mobility Quick Strike Program. INFORMATION p. 22
- 5.5 Review and approval of Resolution 21-52 authorizing the C/CAG Executive Director to execute Amendment No. 3 to the Model Use Agreements between C/CAG and six consulting firms for use of the C/CAG-VTA San Mateo Countywide Transportation Model for a six-month time extension with no additional cost. ACTION p. 26
- 5.6 Receive copy of agreement(s) executed by the C/CAG Chair or Executive Director consistent with C/CAG Procurement Policy:
 - 5.6.1 Receive a copy of executed Amendment No.3 to the Agreement between C/CAG and DNV Energy Services USA, Inc. for climate action planning technical assistance extending the Agreement through December 31, 2021 with no additional cost. ACTION p. 31
 - 5.6.2 Receive a copy of executed Amendment No. 1 to the Agreement between C/CAG and City of South San Francisco for the purchase of fiber conduits for the Smart Corridor project, extending the Agreement through June 30, 2022 at no additional cost. ACTION p. 36

5.6.3 Receive a copy of executed Amendment No. 1 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with Commute.org for the Carpool 2020 program, extending project completion date to June 30, 2022 at no additional cost. ACTION p. 39

5.7 Review and approval of the appointments of Ann Stillman and Sean Charpentier to the C/CAG Congestion Management Program Technical Advisory Committee (TAC) and the appointment of Ann Stillman to the Stormwater Committee. ACTION p. 42

6.0 REGULAR AGENDA

6.1 Review and approval of the C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified). ACTION p. 47

6.2 Review and approval of Resolution 21-53 adopting the Measure M Strategic and Implementation Plan that covers Fiscal Year 2021/22 through Fiscal Year 2025/26. ACTION p. 53

6.3 Review and authorize the C/CAG Chair to execute funding agreements for the allocation of Measure M funds:

6.3.1 Review and approval of Resolution 21-54 authorizing the C/CAG Chair to execute funding agreement with the San Mateo County Transit District (SamTrans) for the allocation of Measure M Funds to support the countywide transit operations and senior transportation programs in a total amount of \$2,400,000 for Fiscal Years 2021/22 to 2022/23. ACTION p. 58

6.3.2 Review and approval of Resolution 21-55 authorizing the C/CAG Chair to execute funding agreements with each of the 21 local jurisdictions for Measure M Local Streets and Roads program spanning from Fiscal Years 2021/22 to 2025/26. ACTION p. 61

6.4 Open a public hearing on the draft update to the Congestion Management Plan Land Use Impact Analysis Program (TDM Policy) and continue the public hearing to September 9, 2021. ACTION p. 64

6.5 Review and approval of Resolution 21-56 authorizing the C/CAG Chair to execute an agreement with Sean Charpentier for service as C/CAG Executive Director. ACTION p. 92

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 Marie Chuang, Chair C/CAG Board of Directors, to The Honorable Assemblymember David Chiu, Senate President Pro Tempore Toni Atkins, Assemblymember Marc Berman, Assemblymember Kevin Mullin, Assemblymember Phil Ting, Senator Josh Becker and Senator Scott Wiener; dated 6/15/21. RE: OPPOSE for SB 9 (Atkins) p. 103
- 9.2 Letter from Marie Chuang, Chair C/CAG Board of Directors, to The Honorable Governor Gavin Newsom, Senate President Pro Tempore Toni Atkins, Speaker of the Assembly Anthony Rendon, Senator Nancy Skinner, Assemblymember Phil Ting, Assemblymember Tasha Boerner-Horvath, Assemblymember Marc Berman, Assemblymember Kevin Mullin, Senator Josh Becker and Senator Scott Wiener; dated 6/15/21. RE: SUPPORT for \$10 million budget request to supplement AB 117 (Boerner-Horvath) p. 105
- 9.3 Letter from Marie Chuang, Chair C/CAG Board of Directors, to The Honorable Senator Richard Pan, Assemblymember Marc Berman, Assemblymember Kevin Mullin, Assemblymember Phil Ting, Senator Josh Becker and Senator Scott Wiener; dated 6/15/21. RE: SUPPORT for AB 1200 (Ting) p. 107
- 9.4 Letter from Marie Chuang, Chair C/CAG Board of Directors, to The Honorable Senator Lena Gonzalez, Assemblymember Laura Friedman, Assemblymember Marc Berman, Assemblymember Kevin Mullin, Assemblymember Phil Ting, Senator Josh Becker and Senator Scott Wiener; dated 6/30/21. RE: SUPPORT for AB 43 (Friedman) p. 109

10.0 ADJOURNMENT

Next scheduled meeting September 9, 2021

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board 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 public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>. Please note that C/CAG's office is temporarily closed to the public; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to mguilles@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG Board members, made publicly available on the C/CAG website along with the agenda, and read aloud by C/CAG staff during the meeting. We cannot guarantee that emails received less than 2 hours before the meeting will be read during the meeting, but such emails will be included in the administrative record of the meeting.

Spoken comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The C/CAG Board meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the C/CAG Clerk or Chair call for the item on which you wish to speak, click on "raise hand." The Clerk will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff:

Executive Director: Sandy Wong (650) 599-1409

Clerk of the Board: Mima Guilles (650) 599-1406

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**A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF
GOVERNMENTS OF SAN MATEO COUNTY EXPRESSING APPRECIATION TO
SANDY WONG**

FOR HER DEDICATED SERVICE TO C/CAG

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

Whereas, Sandy Wong has worked for C/CAG since June 2003 and served as Executive Director since December 2012; and

Whereas, Sandy has dedicated her career to San Mateo County by providing exceptional leadership in transportation, climate action, stormwater pollution prevention, and housing; and

Whereas, Sandy’s collaboration with Caltrans, the Transportation Authority, and member agencies brought together people, ideas, and funding to benefit all of San Mateo County; and

Whereas, Sandy has made it her mission to ensure reliable and adequate funding for the San Mateo County transportation network, working tirelessly with the Metropolitan Transportation Commission and other agencies to maximize revenues for the County; and

Whereas, under Sandy’s leadership, C/CAG designed and implemented innovative water quality and environmental programs including the Sustainable Streets Master Plan, rain barrel rebates, and integrated green infrastructure and Safe Routes to School projects; and

Whereas, under Sandy’s leadership, C/CAG helped create the San Mateo County Express Lanes Joint Powers Authority, the Flood and Sea Level Rise Resiliency District, and the award-winning 21 Elements housing policy collaboration; and

Whereas, Sandy was instrumental in delivering transformative transportation projects and programs in San Mateo County, including the Smart Corridor ; the Congestion Relief Program; the 101/Broadway , 92/El Camino , and 101/Willow interchanges; the Highway 101 Express Lanes ; and carpool incentives, shuttles, and Safe Routes to School; and

Now, therefore the Board of Directors of C/CAG hereby expresses its sincere appreciation to Sandy Wong for her decades of dedicated public service and inspirational leadership; commends her for transforming C/CAG into an agency that brings local and state partners together to improve mobility, safety, water quality, and energy efficiency for the people in San Mateo County; and wishes her happiness and success in the future.

PASSED, APPROVED, AND ADOPTED THIS 8TH DAY OF July 2021.

Marie Chuang, Chair

C/CAG AGENDA REPORT

Date: July 8, 2021

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

From: Sandy Wong, Executive Director

Subject: Receive a presentation from Peninsula Volunteers, Inc. on its senior transportation program.

(For further information or questions, contact Kaki Cheung at kcheung1@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors receive a presentation from Peninsula Volunteers, Inc. on its senior transportation program.

FISCAL IMPACT

This is an information item. There is no fiscal impact related to receiving the information.

SOURCE OF FUNDS

Not Applicable.

BACKGROUND

C/CAG staff continuously researches and brings transportation related efforts throughout the County for the Board's information. At the July 8th meeting, C/CAG welcomes Peninsula Volunteers, Inc., a non-profit organization that focuses on helping seniors remain as vibrant community members. The organization was established more than 70 years ago, when the founders decided to create high quality and nurturing programs to improve seniors' quality of life. Peninsula Volunteers offers a variety of programs, including senior housing, Meals on Wheels, and transportation.

The transportation program was developed in 2016 to address the mobility challenge for seniors residing on the Peninsula. The goal was to provide low-cost, on demand ride service. With a call to their transportation hotline, ride coordinators use Lyft and Uber Concierge platforms to dispatch drivers to riders with 5-10 minutes of the call. The ride coordinators monitor the rides in real time to ensure that the rider gets to their destination timely and safely. Destinations currently include doctor/dental appointments, supermarkets, pharmacies and local senior centers. The rider only pays a \$5.00 flat fee for most cities (ranging from Palo Alto to the South and Foster City in the North). The rest of the cost is subsidized by organizations, such as the Sequoia Healthcare District. Past funders include Chan Zuckerberg Initiative, Bank of America, and the County of San Mateo.

Through their transportation program, Peninsula Volunteers provides seniors with services that returns independence and mobility to their lives, enabling them to remain healthy, vital members of

our community. Moreover, seniors have the added value of speaking to a live person who knows them and is familiar with their needs, which is a premium service that people value as they get older. Additional information on the transportation program can be found at <https://www.penvol.org/littlehouse/transportation/>.

ATTACHMENT

1. Powerpoint presentation on Peninsula Volunteer's senior transportation program (available on-line at: <http://ccag.ca.gov/committees/board-of-directors/>)

C/CAG

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C/CAG BOARD

MINUTES

Meeting No. ~~342~~ 343

June 10, 2021

In compliance with Governor's Executive Order N-29-20, the San Mateo County Health Order of June 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, this meeting was conducted via remote conferencing.

1.0 CALL TO ORDER/ ROLL CALL

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

Atherton	– Michael Lempres
Belmont	– Davina Hurt
Brisbane	– Karen Cunningham
Burlingame	– Ricardo Ortiz
Colma	– John Goodwin
Daly City	– Pamela DiGiovanni
East Palo Alto	– Lisa Gauthier
Foster City	– Sanjay Gehani
Half Moon Bay	– Debbie Ruddock
Hillsborough	– Marie Chuang
Menlo Park	– Cecilia Taylor
Millbrae	– Ann Schneider
Pacifica	– Sue Vaterlaus
Portola Valley	– Maryann Moise Derwin
Redwood City	– Alicia Aguirre
San Bruno	– Michael Salazar
San Carlos	– Adam Rak (departed 8:33 p.m.)
San Mateo	– Diane Papan
San Mateo County	– David Danepa
South San Francisco	– Mark Adieggo
Woodside	– Ned Fluet

Absent:

SMCTD (Non-Voting)

SMCTA (Non-Voting)

Others:

Sandy Wong	– C/CAG Executive Director
Mima Guilles	– C/CAG Clerk of the Board
Claire Cunningham	– C/CAG Legal Counsel
Matt Fabry	– C/CAG Staff
Sean Charpentier	– C/CAG Staff
Kaki Cheung	– C/CAG Staff
Reid Bogert	– C/CAG Staff
Susy Kalkin	– C/CAG Staff
Van Ocampo	– C/CAG Staff
Jeff Lacap	– C/CAG Staff
Mikaela Hiatt	– C/CAG Staff
Kim Wever	– C/CAG Staff
Kim Springer	– C/CAG Staff
Gina Papan	– MTC Commissioner
Julia Wean	– Steer
Josh Abrams	– Baird Driscoll
Dina El-Tawansy	– Caltrans
Gina Papan	– MTC Commissioner

Other members of the public attended.

2.0 BRIEF OVERVIEW OF TELECONFERENCE MEETING PROCEDURES

Mima Guilles, Clerk of the Board, provided an overview of the Zoom meeting procedures.

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

3.1 Update from MTC representative.

The Board received an update from MTC Commissioner Gina Papan. Funding has gone through the Quick Strike program and several cities have received funding. She suggested San Mateo County cities to look into partnering on projects in the future to be more competitive on some of the funding. She has also noted that a lot of the funding was given to equity programs, however, the quantity of discounted clipper cards are not distributed as expected. In discussions with SamTrans and Caltrain, will try to reach out to more community base organizations so that they can take advantage of the funding and people can receive more discounts. There are 15,000 clipper cards available and only 4000 has been given out.

Supervisor Canepa, talked about the safe and seamless mobility quick strike program. The program is separated in two components. The County program is for local projects and the regional program is for regional and corridor projects. The projects recommended for funding include C/CAG and CTA planning programming, the SSF El Camino Real grant plan initiative phase, San Bruno transit corridor, the pedestrian connection in SSF east of 101 expansion, Broadmoor for mobility impacts, and Burlingame for the City wide pedestrian safe routes and improvements. Total regional tranche is \$87M.

3.2 Other public comment on items not on the agenda.

Carol Steinfeld, co-chair of the water committee of Loma Prieta of the Sierra Club, has suggested to see more democratic channels for implementation, communication, civic input in water supply. She is asking C/CAG to consider creating a one-water committee.

Note: Public comment is limited to two minutes per speaker. Please refer to the instructions at the end of this agenda for details regarding how to provide public comments during a videoconference meeting.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

4.1 Introduction and Welcome for Dina El-Tawansy, Caltrans District 4 Director

Executive Director Sandy Wong introduced the Caltrans District 4 Director Dina El-Tawansy. Ms. El-Tawansy provided a brief presentation on Caltrans visions and current programs. She appreciates the opportunity to partner with C/CAG on common projects.

Board members had a brief dialogue with Ms. El-Tawansy on topics including soundwall art work, noise issue, stormwater, zero emission fleets, homeless encampment, El Camino Real media planting, etc.

4.2 Receive a presentation on 21-Elements Update.

The Board received a presentation from Josh Abrams on the 21-Elements from Baird Driscoll. A collaboration among all jurisdictions in San Mateo County to improve housing planning and support policy implementation, with the goals of saving jurisdictions time and money, to better meet our collective housing needs.

5.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. 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 meeting minutes:

5.1.1 Approval of regular business meeting No. 341 dated May 13, 2021. APPROVED

5.1.2 Approval of special meeting No. 342 dated May 24, 2021. APPROVED

5.2 Review and approval of Resolution 21-26 authorizing the prefunding of OPEB in an amount of \$40,244 for Fiscal Year 2020-21 through the California Employers' Retiree Benefit Trust Program (CERBT) of CalPERS. APPROVED

5.3 Review and approval of Resolution 21-33 for the second year subscription to StreetLight Data Services and to authorize the Chair to execute a first amended and restated Memorandum of Understanding (MOU) with participating agencies for one year beginning September 1, 2021, in the amount of \$363,000. APPROVED

- 5.4 Review and accept the Finance Committee’s recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of March 31, 2021. APPROVED
- 5.5 Review and approval of the appointment of Hae Won Ritchie, Interim Public Works Deputy Director from the City of San Bruno, to the C/CAG Congestion Management Program Technical Advisory Committee (TAC) and Stormwater Committee. APPROVED
- 5.6 Review and approval of Resolution 21-34 authorizing the C/CAG Chair to execute Amendment No. 1 to the Agreement with Steer for the preparation of the Measure M Strategic Implementation Plan, adding \$65,042 for a new total amount not to exceed \$158,846 to implement recommendations from the Strategic Plan, and extending the contract term to June 30, 2022. APPROVED
- 5.7 Review and approval of Resolution 21-35 authorizing the C/CAG Chair to execute a Cooperative Agreement with the San Mateo County Department of Housing for a Joint Workplan for Housing-Related Activities for FY 2021-22 in an amount not to exceed \$150,000. APPROVED
- 5.8 Review and approval of Resolution 21-36 authorizing the C/CAG Chair to execute Amendment No. 5 to the Agreement with Advanced Mobility Group for update of the Land Use Impact Analysis Program of the Congestion Management Plan, extending the term of the contract to December 31, 2021 with no additional cost. APPROVED
- 5.9 Review and approval of Resolution 21-37 authorizing the C/CAG Chair to execute a two-year funding agreement with Joint Venture Silicon Valley (JVSV) to support the Index of Silicon Valley and for joint efforts in climate and mobility coordination activities in an amount not to exceed \$75,000 for fiscal years 2021/22 and 2022/23. APPROVED
- 5.10 Review and approval of Resolution 21-38 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo Office of Sustainability for staff services to support the Regionally Integrated Climate Action Planning Suite (RICAPS) program in an amount not to exceed \$25,000 for fiscal year 2021/22. APPROVED
- 5.11 Review and approval of Resolution 21-39 authorizing the C/CAG Chair to execute Amendment No. 6 to the Agreement with the Bay Area Water Supply and Conservation Agency for the Rain Barrel and Rain Garden Rebate Program, adding an amount not to exceed \$10,000 for Fiscal Year 2021-22, for a new total contract amount not to exceed \$85,000, and making minor clarifications in the terms and conditions. APPROVED
- 5.12 Review and approve Resolution 21-40 authorizing the C/CAG Executive Director to execute a) Amendment No. 1 to Task Order EOA-12 for an additional not-to-exceed amount of \$155,534 for Water Year 2021 monitoring activities, b) new Task Order EOA-13 (not to exceed \$828,694) for general support activities, and c) new Task Order EOA-14 (not to exceed \$367,414) for initial Water Year 2022 monitoring activities, all with Eisenberg, Olivieri, and Associates, Inc. for technical support to the Countywide Stormwater Program for Fiscal Year 2021-22. APPROVED

- 5.13 Review and approve Resolution 21-41 authorizing the C/CAG Executive Director to execute Task Order LWA-07 with Larry Walker Associates in an amount not to exceed \$250,00 for technical support to the Countywide Stormwater Program in 2021-22.
APPROVED
- 5.14 Review and approve Resolution 21-42 authorizing the C/CAG Executive Director to execute Task Order SGA-07 with S. Groner Associates in an amount not to exceed \$260,000 for public information and outreach technical support to the Countywide Stormwater Program in 2021-22.
APPROVED
- 5.15 Review and approve Resolution 21-43 authorizing the C/CAG Executive Director to execute Task Order URD-03 with Urban Rain Design in an amount not to exceed \$25,000 for green infrastructure outreach support to the Countywide Stormwater Program in 2021-22.
APPROVED
- 5.16 Review and approval of Resolution 21-44 authorizing the C/CAG Chair to execute the Second Amendment to the Cooperative Funding Agreement (Operating Loan) with the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) in the amount of \$1,314,045 to partially fund the Fiscal Year 2021-22 operations of the SMCEL-JPA.
APPROVED
- 5.17 Review and approve no-cost time extensions for Safe Routes to School and Green Streets Infrastructure Pilot Program Projects:
- 5.17.1 Review and approval of Resolution 21-45 authorizing the C/CAG Chair to execute Amendment No.2 to the Agreement with the City of Pacifica for the Cabrillo Elementary Safe Routes to School and Green Streets Infrastructure Pilot Project, extending the contract term to June 30, 2022 for no additional cost.
APPROVED
- 5.17.2 Review and approval of Resolution 21-46 authorizing the C/CAG Chair to execute Amendment No.2 to the Agreement with the City of East Palo Alto for the Addison Avenue Safe Routes to School and Green Streets Infrastructure Pilot Project, extending the contract term to June 30, 2022 for no additional cost.
APPROVED
- 5.18 Review and approve Resolution 21-47 authorizing the C/CAG Chair to execute Amendment No.1 to the Agreement with San Mateo County Information Services Department, adding an additional \$5,844.84 for Fiscal Year 2021-22 and Fiscal Year 2022-23 services, and a new total agreement amount not to exceed \$8,969.24.
APPROVED

Board Member Cunningham MOVED to approve items 5.1.1, 5.1.2, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15, 5.16, 5.17.1, 5.17.2 and 5.18. Board Member Gehani SECONDED. Roll call was taken. **MOTION CARRIED 21-0-0**

6.0 REGULAR AGENDA

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

C/CAG staff, Reid Bogert, introduced the legislative update for May, recapping the main points and actions from the Legislative Committee. Primary updates included the budget process, including the diversion from prior years in that both houses have created identical budget bills which will be voted on and forwarded to the Governor's office by June 15. The Governor will take any action on the budget prior to July 1, and there will be a process for budget trailer bills to be considered in the coming weeks. Other updates focused on legislation of interest to C/CAG, followed by two recommended actions that were approved unanimously by the Legislative Committee. Bogert introduced the recommended approval of a draft SUPPORT letter for a \$10 million budget request intended to supplement funding under AB 117 (Boerner-Horvath) – Electric bicycle incentive pilot program, which C/CAG supports. This item was brought back from the May meeting due to time constraints at that meeting. Bogert noted the Legislative Committee voted unanimously to approve the recommendation to the Board, contingent on adding the bill number to the letter. Bogert then introduced the second action item to approve a SUPPORT position on AB 43 (Friedman), which would provide greater flexibility to municipalities in setting speed limits on local roads and would provide increased safety where the common speed limit setting methodology allows for establishing speed limits at the 85% percentile speed observed on a given roadway. Staff noted this bill was permissive and that pursuant to the legislation, local jurisdictions would need to pass an ordinance to lower speed limits in existing high injury/fatality areas.

Board Member Lewis MOVED approval of the legislative update and for a SUPPORT letter for the AB 117 budget request, contingent on adding the bill number to the draft letter, and approval of a SUPPORT letter for AB 43. Board Member Gauthier SECONDED. Roll call was taken. **MOTION CARRIED 21-0-0.**

- 6.2 Review and approval of Resolution 21-49 to adopt the Final 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan. (*Special voting procedures apply*) APPROVED

Board Member Papan MOVED approval of item 6.2. Board Member Ortiz SECONDED. Roll call was taken. **MOTION CARRIED 21-0-0.**

- 6.3 Review and approval of the updated funding allocation percentages for the Measure M Countywide Programs covering Fiscal Years 2021/22 to 2025/26. NO ACTION

Item 6.3 has been tabled to the July C/CAG Board meeting for more clarification.

- 6.4 Review and approval of Resolution 20-48 adopting the C/CAG Fiscal Year 2021-22 Program Budget and Member Fees. (*Special voting procedures apply*) APPROVED

The Board received a verbal presentation from Sandy Wong, Executive Director, on the updated Final Budget. She also presented one change to the budget sheet for the Congestion Relief Plan fund (SMCRP) as shown on page 23 of the Budget Workbook, replacing the \$411,000 for Consulting Services with \$581,000.

Board Member Ortiz MOVED approval, as amended, the C/CAG Fiscal Year 2021-22 Program Budget and Member Fees. Board Member Aguirre SECONDED. Roll call was taken. **MOTION CARRIED 20-0-0.** (Adam Rak - absent)

With the anticipation this meeting will run beyond 9:00 PM, the Board took a motion to extend the meeting tim.

Board Member Papan MOVED approval to extend the meeting beyond 9pm. Board Member Canepa SECONDED. Roll call was taken. **MOTION CARRIED 20-0-0.** (Adam Rak - absent)

7.0 COMMITTEE REPORTS

7.1 Committee Reports (oral reports)

None.

7.2 Chairperson's Report

None.

7.3 Board Members Report/ Communication

None.

8.0 EXECUTIVE DIRECTOR'S REPORT

None.

9.0 COMMUNICATIONS - Information Only

9.1 Letter from Marie Chuang, Chair C/CAG Board of Directors, to The Honorable Assemblymember Marc Berman, Assemblymember Kevin Mullin, Assemblymember Phil Ting, Senator Josh Becker and Senator Scott Wiener; dated 5/26/21. RE: OPPOSE for AB 1401 (Friedman)

9.2 Letter from Marie Chuang, Chair C/CAG Board of Directors, to The Honorable Congresswoman Speier; dated 5/10/21. RE: Thank you for supporting \$10 million funding request for US 101 Managed Lane Project North of I-380 (Project)

9.3 Letter from Sandy Wong, C/CAG Executive Director, to Secretary David Kim, California State Transportation Agency; dated 5/19/21. RE: C/CAG Comments on CALSTA's Climate Action Plan for Transportation Infrastructure (CAPTI)

10.0 CLOSED SESSION

10.1 Public Employee Appointment (Government Code Section 54957)
Title: Executive Director of C/CAG

11.0 RECONVENE IN OPEN SESSION

11.1 Report out on any actions taken during the Closed Session.

Claire Cunningham, Legal Counsel, reported out that the C/CAG Board voted 20 in favor, 0 opposed, 1 absent (Adam Rak), to appoint Sean Charpentier as the next Executive Director of C/CAG for a 3 year term, contingent on successful completion of a background check and approval of an employment agreement which will be placed on the next open session of the C/CAG Board agenda.

12.0 ADJOURNMENT – 9:29 p.m.

C/CAG AGENDA REPORT

Date: July 8, 2021

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

From: Sandy Wong, Executive Director

Subject: Review and approval of appointment of Alex Fernandez to the Resource Management and Climate Protection (RMCP) Committee to fill the one (1) vacant Nonprofit seat.

(For further information or questions, contact Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve the appointment of Alex Fernandez, Chief Operations Officer, Filoli Center to the Resource Management and Climate Protection (RMCP) Committee to fill the one (1) vacant Nonprofit seat.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not Applicable.

BACKGROUND

The Resource Management and Climate Protection Committee (RMCP) provides information and recommendations to CMEQ and the C/CAG Board on items related to resource conservation and climate action. The Committee also tracks the progress of two main C/CAG programs, the San Mateo County Energy Watch (SMCEW) and the Regionally Integrated Climate Action Planning Suite (RICAPS). The Committee also seeks to integrate equity into resource conservation and climate actions, including: workforce development, access by constituents, and inclusion of community-based organizations.

The Resource Management and Climate Protection Committee (RMCP) seats seven elected officials plus six public members representation each of the following: energy, water, utility, nonprofit, business/chamber of commerce, and environmental organizations, for a total of 13 seats. The nonprofit seat on the RMCP Committee is currently vacant.

Staff released an announcement on June 4, 2021 seeking a nonprofit member of the public interested in serving on the RMCP Committee with a due date of June 25, 2021. The notification was sent to Thrive, The Alliance of Nonprofits for San Mateo County for distribution to their extensive list of nonprofit members and contacts. Staff also advised the Committee of the recruitment by email on June 9, 2021, and asked Committee members to share the recruitment and help solicit interested parties.

One letter of interest was received by the deadline from Alex Fernandez, Chief Operations Officer – Filoli Center. Staff recommends the C/CAG Board review and approve an appointment to the Resource Management and Climate Protection (RMCP) Committee to fill the vacant seat representing Nonprofits.

ATTACHMENTS

1. Letter of Interest – Alex Fernandez, Chief Operations Officer, Filoli Center
2. January 2021 RMCP Committee Roster



Filoli Center
86 Canada Rd
Woodside, Ca 94062

June 24, 2021

Sandy Wong
Executive Director of C/CAG
555 County Center, 5th Floor
Redwood City, CA 94063
slwong@smcgov.org

Dear Ms. Wong,

I am writing in regards to the vacant seat on the RMCP Committee for a nonprofit representative. I am the Chief Operating Officer for Filoli Center and would like your consideration for the nonprofit vacant seat. As an organization, Filoli Center has embarked on a master planning process that will set the organization on the right path for future growth and sustainability. Environmental sustainability is a thread that will run throughout our planning process and guide our decision making for future develop and resource use. Through the planning process, the organization envisions itself as a model for historic sites in regards to sustainability. We have a way to go but the initiative and will are strong. I believe Filoli can add considerable insight into committee resource management discussions at the community level based on our history, property use, preservation ethic, and natural land management.

Personally, resource management has always been a focus for me beginning with a BA in Resource Development and Masters Degree in Horticulture from Michigan State University. My years of work at Filoli have put me in a position to evaluate and manage natural lands, manage natural resources, and make decisions in regards to resource allocation and sustainability. As the lead on the master plan project, I now find myself in the position of researching new technologies, new methods, and new processes that will set Filoli on a path toward a sustainability. I welcome the opportunity to share the knowledge I have gained to serve the community and also use the expertise from other committee members to educate myself on broader community sustainability issues impacting San Mateo County.

As a committee member, I would commit myself to attending all the meetings and engage the committee members and the community as needed.

Sincerely,

A handwritten signature in blue ink that reads "Alex Fernandez".

Alex Fernandez
COO – Filoli Center



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

Resource Management and Climate Protection Committee (June 2021)	
Elected Officials (7)	
Maryann Moise Derwin – <u>Committee Chair</u> Vice Mayor Portola Valley mderwin@portolavalley.net	
Don Horsley Supervisor County of San Mateo – District 3 dhorsley@smcgov.org	Drew Combs Vice Mayor Menlo Park dcombs@menlopark.org
Rick DeGolia Mayor Atherton rdegolia@ci.atherton.ca.us	Diane Papan Councilmember San Mateo Dpapan@cityofsanmateo.org
Debbie Ruddock Vice Mayor Half Moon Bay druddock@hmbcity.com	Donna Colson Councilmember Burlingame dcolson@burlingame.org
<u>Stakeholder Representatives (5)</u>	
<u>Energy</u>	Ortensia Lopez Executive Director El Concilio of San Mateo County or10sia@el-concilio.com
<u>Water</u>	Tom Francis Water Resources Manager Bay Area Water Supply and Conservation Agency tfrancis@bawsca.org

Resource Management and Climate Protection Committee (June 2021)	
<u>Utility</u>	Bill Chiang Government Relations Pacific Gas and Electric Company william.chiang@pge.com
<u>Nonprofit</u>	Vacant
<u>Business/Chamber of Commerce</u>	Jeff Smith Director, Residential Development Sares Regis Group, LLC JSmith@srgnc.com
<u>Environmental</u>	Christine Zaugg Executive Director Sustainable San Mateo County christine@sustainablesanmateo.org

<u>RMCP Committee Staff</u>	
<u>C/CAG</u>	Sandy Wong Executive Director slwong@smgov.org (650) 599-1409
<u>C/CAG</u>	Kim Springer Transportation Systems Coordinator Energy, Water, and Climate kspringer@smcgov.org

C/CAG AGENDA REPORT

Date: July 8, 2021

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 21-51 authorizing the C/CAG Chair to execute Amendment No. 1 with TJKM Transportation Consultants for the 2021 update of the Congestion Management Program (CMP), adding an additional \$1,467 for additional data collection services.

(For further information or questions, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-51 authorizing the C/CAG Chair to execute Amendment No. 1 with TJKM Transportation Consultants for the 2021 update of the Congestion Management Program (CMP), adding an additional \$1,467 for additional data collection services

FISCAL IMPACT

Cost for additional data collection services is \$1,467.

SOURCE OF FUNDS

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

BACKGROUND

2021 CMP Update

Every two years, C/CAG as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) for San Mateo County on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and reduce congestion, and promote countywide solutions. The CMP is required to be consistent with the Metropolitan Transportation Commission (MTC) planning process that includes regional goals, policies, and projects for the Regional Transportation Improvement Program (RTIP). The CMP's conformance with regional goals enable San Mateo County jurisdictions to qualify for state and federal transportation funding.

At the March 11, 2021 meeting, the C/CAG Board approved Resolution 21-11, which authorized C/CAG to enter into contract with TJKM Transportation Consultants, in an amount not to exceed \$119,329, for the 2021 update of the Congestion Management Program (CMP) and development of a CMP Companion Network.

Development of a CMP Companion Network

C/CAG is required to monitor the performance of the CMP roadway system and conduct other activities to determine compliance with the Congestion Management Program (CMP). The currently adopted CMP network includes 16 signalized intersections and 53 roadway segments throughout the county. CMP legislation requires individual jurisdictions to prepare deficiency plans to address any CMP roadway segment or intersection within their respective jurisdiction that falls below standard. In addition, once segments are formally included in the CMP network, they cannot be removed from the network.

In response to the C/CAG Congestion Management and Environmental Quality (CMEQ) Committee's comments during their review of the 2019 CMP to see more locations in the county monitored, C/CAG Staff proposes to create a CMP Companion Network of roadways and intersections to monitor without changing the adopted CMP network. This CMP Companion Network will be monitored for informational purposes only and will not be used in the CMP conformity findings process.

The companion network will include roadway segments other than freeways and state routes (as these are already in the CMP network), however, intersections with State Routes as the major street may be included as part of the Companion Network so long as they are not an existing CMP intersection. To ensure geographic equity, the Companion Network includes one intersection or roadway segment in each of the 20 cities/towns and unincorporated county.

Review of Draft Companion Network

In April 2021, TJKM Transportation Consultants presented the Draft Companion Network to the C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) and Congestion Management and Environmental Quality (CMEQ) Committee at their respective meetings.

At the April 15th CMP TAC meeting, comments were received by City of Belmont and Burlingame to select different locations within their respective jurisdictions that were better candidates to monitor and have been incorporated into the Draft CMP Companion Network.

At the April 26th CMEQ Committee meeting, members expressed the importance to see more locations on the coastsides be monitored along with weekend monitoring due to the large number of visitors traveling to the major attractions along the coast on weekends.

For initial budgeting purposes, staff proposed the CMP Companion Network to include no more than fifteen (15) signalized intersections and no more than ten (10) roadway segments within the county. In order to accommodate the additional locations on the coastsides to be monitored, C/CAG and TJKM have determined that an additional \$1,467 is recommended to be added to the agreement for a new total of \$120,796.

ATTACHMENTS

1. Resolution 21-51
2. Amendment No. 1 to the Agreement with TJKM Transportation Consultants

RESOLUTION 21-51

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO. 1 WITH TJKM TRANSPORTATION CONSULTANTS FOR THE 2021 UPDATE OF THE CONGESTION MANAGEMENT PROGRAM (CMP), ADDING AN ADDITIONAL \$1,467 FOR ADDITIONAL DATA COLLECTION SERVICES

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

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

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

WHEREAS, C/CAG has determined that outside consulting services are needed for conducting the monitoring of the 2021 Congestion Management Program and develop a CMP Companion Network of additional roadway locations to be monitored within San Mateo County; and

WHEREAS, C/CAG entered into an Agreement with TJKM Transportation Consultants on March 11, 2021; and

WHEREAS, C/CAG and TJKM Transportation Consultants have determined that additional data collection services be needed for additional locations in the county, therefore, an additional \$1,467 is added to the Agreement for new total of \$120,796; and

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County authorize the C/CAG Chair to execute Amendment No. 1 with TJKM Transportation Consultants for the 2021 update of the Congestion Management Program (CMP), adding an additional \$1,467 for additional data collection services. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said agreement prior to its execution by the C/CAG Chair, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 8TH DAY OF JULY 2021.

Marie Chuang, Chair

**AMENDMENT NO. 1 TO THE AGREEMENT
BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
TJKM TRANSPORTATION CONSULTANTS**

WHEREAS, the City/County Association of Governments for San Mateo County (hereinafter referred to as “C/CAG”) and TJKM Transportation Consultants, (hereinafter referred to as “Consultant”) are parties to an Agreement originally dated March 15, 2021, for the 2021 update of the Congestion Management Program (CMP) and development of a CMP Companion Network. (the “Agreement”); and

WHEREAS, C/CAG and TJKM Transportation Consultants have determined that additional data collection services be needed for additional locations in the county, therefore, an additional \$1,467 is added to the Agreement for new total of \$120,796; and

WHEREAS, C/CAG and Consultant desire to amend the Agreement as set forth herein.

IT IS HEREBY AGREED by C/CAG and Consultant as follows:

1. The added funding provided to Consultant by C/CAG under this amendment for Task ‘Data Collection’ will be no more than \$1,467, thereby making the new maximum total Agreement amount, in Section 2 of the Agreement, \$120,796.
2. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.
3. This amendment shall take effect upon execution by both parties.

City/County Association of Governments
(C/CAG)

TJKM Transportation Consultants

Marie Chuang, C/CAG Chair

By

Title: _____

Date: _____

Date: _____

Approved as to form:

Legal Counsel for C/CAG

C/CAG AGENDA REPORT

Date: July 8, 2021

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

From: Sandy Wong, Executive Director

Subject: Receive an update on the Metropolitan Transportation Commission (MTC) Safe and Seamless Mobility Quick Strike Program.

(For further information or questions, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors receive an update on the Metropolitan Transportation Commission (MTC) Safe and Seamless Mobility Quick Strike Program

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

MTC Safe and Seamless Mobility Quick Strike Program

The Metropolitan Transportation Commission (MTC) prepared a one-time regional competitive call for approximately \$49 million in additional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funds for bike/pedestrian and transit connection projects that can be quickly implemented by the nine counties.

MTC required each County Transportation Agency (CTA) in the Bay Area to submit a Letter of Interest nominating projects. C/CAG is the statutorily authorized CTA (and Congestion Management Agency or CMA) for San Mateo County. MTC established County Project Submission Targets based on the OBAG 2 county program distribution formula. San Mateo County's percentage is 8.4%, which would equal approximately \$4 million. The County Project Submission Targets were not guarantees.

Eligible projects included:

1. Quick-build bike, pedestrian and transit access improvements; including bike share enhancements.

2. Local safe and seamless mobility projects, including projects that advance equitable mobility, safety, improved connections to transit, and seamless strategies within a corridor.

MTC has emphasized the rapid deployment of these funds to expedite the delivery of these critical bicycle and pedestrian improvements.

C/CAG Process to Date

Staff presented the C/CAG approach and methodology to the C/CAG Committees in January and February 2021. At its March 11th, 2021 C/CAG Board meeting, the C/CAG Board authorized the C/CAG Chair to sign a letter of interest nominating 15 projects requesting approximately \$9.7 million. The 6 projects in Tier 1 totaling approximately \$4.6 million included five projects and \$200,000 for C/CAG for countywide implementation of safe and seamless mobility planning and programming efforts. The remaining 9 projects requesting approximately \$5 million in MTC Quick Strike Program funding will be included under Tier 2 as additional eligible projects to be funded if MTC has more funding in excess of the projected county target amount.

The recommended C/CAG Tier 1 projects were as follows:

- Redwood City - Roosevelt Ave Quick Build Traffic Calming Project
- San Bruno - San Bruno Citywide Bicycle Route Network
- City of San Mateo - Delaware Street Quick Build Bike Improvements
- Daly City - Southgate Avenue and School Street Safety Improvements Project
- South San Francisco - El Camino Real Grant Boulevard Initiative Phase III
- C/CAG - Countywide implementation of Safe and Seamless Mobility Planning and Programming

On March 16th, MTC staff released their staff recommendations for the 2021 Regional ATP Program and selected the Delaware Street Safe Routes to School Corridor by the City of San Mateo.

Staff amended the Letter of Interest to note that, assuming at least \$4.6 million is available for projects in San Mateo County, and that the \$610,007 Delaware Street project is funded through Regional ATP, C/CAG recommended replacing Delaware Street project with the following two projects.

- Millbrae - Park Blvd – Cypress Ave to Juanita Ave. and Santa Teresa Way – Park Blvd. to Lomita Ave.
- Burlingame - City-Wide Pedestrian Safe Routes and Mobility Improvements

Staff recommended including those two projects for two reasons. First, among the highest scored Tier 2 projects, South San Francisco and San Bruno already have projects in Tier 1. Second, the sum of the total dollar amount for the Burlingame and Millbrae projects are the only projects that approximately equal the \$610,000 extra capacity if the Delaware Street project in Tier 1 is funded by the Regional ATP program.

For more information, please refer to the staff report from the March 25th BPAC meeting (Item 6): https://ccag.ca.gov/wp-content/uploads/2021/03/03.25-Agenda-and-Packet_Final.pdf

MTC Staff Recommendation

On April 19th, MTC staff released draft recommendations for the initial Quick Strike Program for the \$49 million in original funds. MTC deviated from C/CAG’s tiered structure of projects to be funded and recommended the following projects:

- Redwood City - Roosevelt Avenue Quick-build Traffic Calming Project (Tier 1)
- San Bruno - Transit Corridor Pedestrian Connection Phase 4 (Tier 2)
- South San Francisco - East of 101 Transit Expansion Project (Tier 2)
- South San Francisco - El Camino Real Grand Boulevard Initiative Phase III (Tier 1)

For more information, please refer to the staff report from the April 23, 2021 MTC Bay Area Partnership Meeting (Item 4a): <https://mtc.ca.gov/whats-happening/meetings/meetings-archive/bay-area-partnership-board-2021-apr-23>

MTC has allocated an additional \$17 million in Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Funding to fund additional Quick Strike projects throughout the region. On June 2nd, MTC staff release additional projects in San Mateo County to be funded and recommended the following projects:

- County of San Mateo - Broadmoor SRTS Pedestrian Safety and Mobility Improvements (C/CAG Tier 2)
- Burlingame - City-Wide Pedestrian Safe Routes and Mobility Improvements (C/CAG Tier 2)

For more information, please refer to the staff report from the June 9, 2021 MTC Bay Area Partnership Meeting (Item 4a): <https://mtc.ca.gov/whats-happening/meetings/meetings-archive/bay-area-partnership-board-2021-apr-23>

Of the 15 projects that C/CAG submitted through the MTC Quick Strike process, 8 projects from San Mateo County totaling approximately \$7.4 million were recommended for funding by MTC, including 7 funded through the Quick Strike process and 1 with ATP Cycle 5 Regional funds:

Jurisdiction	Project Title	Recommended Funding Amount
C/CAG	CTA Planning and Programming and Countywide implementation of safe and seamless mobility planning and programming efforts	\$ 383,000
Redwood City	Roosevelt Avenue Quick-build Traffic Calming Project	\$ 550,000
South San Francisco	El Camino Real Grand Boulevard Initiative Phase III (GBI III) OBAG Project	\$ 2,120,000
Burlingame	City-Wide Pedestrian Safe Routes and Mobility Improvements	\$ 200,000
County of San Mateo	San Mateo County Broadmoor Safe Routes to School Pedestrian Safety and Mobility Improvements	\$ 1,419,000
San Bruno	Transit Corridor Pedestrian Connection Project Phase 4 (San Bruno and Green)	\$385,000
South San Francisco	East of 101 Transit Expansion Project	\$ 480,000
San Mateo (City) ¹	Delaware Street Safe Routes to School Corridor	\$ 1,661,000
		\$ 7,402,412

1. Project received ATP Cycle 5 Regional funds

C/CAG staff will continue to work with project sponsors to ensure successful delivery of projects.

ATTACHMENTS

None.

Date: July 8, 2021

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 21-52 authorizing the C/CAG Executive Director to execute Amendment No. 3 to the Model Use Agreements between C/CAG and six consulting firms for use of the C/CAG-VTA San Mateo Countywide Transportation Model for a six-month time extension with no additional cost.

(For further information or questions, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-52 authorizing the C/CAG Executive Director to execute Amendment No. 3 to the Model Use Agreements between C/CAG and six consulting firms for use of the C/CAG-VTA San Mateo Countywide Transportation Model for a six-month time extension with no additional cost.

FISCAL IMPACT

None. Execution of the model use agreements authorizes use of the C/CAG-VTA San Mateo Countywide Transportation Model by designated transportation firms for transportation planning and analysis projects in San Mateo County. Individual project sponsors will establish funding agreements to pay for modeling services separately.

SOURCE OF FUNDS

N/A

BACKGROUND

Congestion Management Program legislation requires that C/CAG, as the congestion management agency for San Mateo County, develop and maintain a countywide travel demand model. C/CAG licenses the countywide travel demand model for San Mateo County from the Santa Clara Valley Transportation Authority (VTA), which maintains a travel demand model that is optimized for the counties of Santa Clara and San Mateo and accounts for transportation impacts from neighboring counties and regional commute sheds (the “C/CAG-VTA Model”). The C/CAG-VTA Model is a four-step travel demand model implemented in Citilabs Cube Voyager software that is based on the BAYCAST-90 travel forecasting system previously used by the Metropolitan Transportation Commission (MTC).

Through a Request for Qualifications (RFQ) process conducted in 2014, C/CAG has agreements in place with six consulting firms in addition to VTA to operate the C/CAG-VTA Model:

- AECOM,

- Cambridge Systematics,
- DKS Associates,
- Fehr & Peers,
- Kittleson & Associates, and
- TJKM

The C/CAG Board approved Resolution 14-35 on August 14, 2014 authorizing Model Use Agreements between C/CAG and the consulting firms. On July 13, 2017, the C/CAG Board approved Resolution 17-34 authorizing Amendment No. 1 for a 3-year time extension only. On July 9, 2020, the C/CAG Board approved Resolution 20-46 authorizing Amendment No. 2 for a six-month time extension, through August 31, 2021.

C/CAG staff proposes to issue a second RFQ to expand the bench of qualified consultants this fall and Amendment No. 3 extends the authorization through February 28, 2021 and serves as stopgap to ensure current pre-qualified consultants can still use the travel demand model during the RFQ process.

C/CAG Staff recommends continuing the agreement with the six consultants for an additional six months to continue to operate the C/CAG-VTA Model. Only VTA and the firms listed above are authorized to operate the C/CAG-VTA Model.

ATTACHMENTS

1. Resolution 21-52
2. Amendment No. 3 to the Agreement Between the City/County Association of Governments of San Mateo County and (Name of Firm) for Use of the C/CAG-VTA San Mateo Countywide Transportation Model

RESOLUTION 21-52

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 3 TO THE MODEL USE AGREEMENTS BETWEEN C/CAG AND SIX CONSULTING FIRMS FOR USE OF THE C/CAG-VTA SAN MATEO COUNTYWIDE TRANSPORTATION MODEL FOR A SIX MONTH TIME EXTENSION WITH NO ADDITIONAL COST

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 County Transportation Agency responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

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

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

WHEREAS, on March 13, 2014, the C/CAG Board approved Resolution 14-06 approving Amendment No. 1 authorizing a three-year extension of the C/CAG-VTA Model Agreement in 2014; and

WHEREAS, on March 9, 2017, the C/CAG Board approved Resolution 17-06 approving Amendment No. 2 authorizing an additional three-year extension of the C/CAG-VTA Model Agreement; and

WHEREAS, on May 14, 2020, the C/CAG Board approved Resolution 20-16 approving Amendment No. 3 authorizing an additional three-year extension of the C/CAG-VTA Model Agreement expiring in 2022; and

WHEREAS, C/CAG organized a competitive process to pre-qualify transportation planning firms to run and operate the C/CAG-VTA Model in 2014; and

WHEREAS, AECOM; Cambridge Systematics, Inc.; DKS Associates; Fehr & Peers; Kittelson & Associates, Inc.; and TJKM Transportation Consultants were the six firms recommended and approved to be pre-qualified (“Designated Transportation Planning Firms”); and

WHEREAS, C/CAG created terms of use in order to authorize use of the C/CAG-VTA Model by the Designated Transportation Planning Firms to provide travel demand simulation and forecasting services to C/CAG and its Member Agencies, C/CAG Planning partners (including Caltrain JPB, SamTrans, the San Mateo County Transportation Authority), and consultants under contract with C/CAG or its Member Agencies and Planning partners (collectively the “C/CAG Users”), and

WHEREAS, on August 14, 2014, C/CAG approved Resolution 14-35 authorizing Model Use Agreements between C/CAG and the Designated Transportation Planning Firms; and

WHEREAS, on July 13, 2017, C/CAG approved Resolution 17-34 authorizing Amendment No. 1 to the Model Use Agreements between C/CAG and the Designated Transportation Planning Firms for a 3-year time extension only through August 31, 2020; and

WHEREAS, on July 9, 2020, C/CAG approved Resolution 20-46 authorizing Amendment No. 2 to the Model Use Agreements between C/CAG and the Designated Transportation Planning Firms for a one-year time extension only through August 31, 2021; and

WHEREAS, C/CAG's current agreement with the Designated Transportation Planning Firms ends on August 31, 2021; and

WHEREAS, C/CAG and the Designated Transportation Planning Firms desire to extend the option to continue to exclusively run the C/CAG-VTA Model for six additional months.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute Amendment No. 3 to the Model Use Agreements between C/CAG and six consulting firms for use of the C/CAG-VTA San Mateo Countywide Transportation Model for a six month time extension with no additional cost. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said agreement prior to its execution by the C/CAG Chair, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF JULY 2021.

Marie Chung, Chair

**AMENDMENT NO. 3 TO THE AGREEMENT
BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
(Name of Firm)**

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as “C/CAG”) and (Name of Firm) (hereinafter referred to as “Contractor”) are parties to an Agreement dated (Date of Agreement), Between the City/County Association of Governments of San Mateo County and (Name of Firm) for Use of the C/CAG-VTA San Mateo Countywide Transportation Model (the “Agreement”); and

WHEREAS, on July 9, 2021 C/CAG approved Resolution 20-46 authorizing Amendment No. 2 to the Model Use Agreements between C/CAG and the Designated Transportation Planning Firms for a one-year time extension only; and

WHEREAS, the Amendment No. 2 indicated a completion date of August 31, 2021; and

WHEREAS, C/CAG desires to extend the C/CAG-VTA Model Agreement by six months to authorize the use of the C/CAG-VTA San Mateo Countywide Transportation Model; and

WHEREAS, C/CAG and Contractor desire to amend the Agreement as set forth herein.

IT IS HEREBY AGREED by C/CAG and Contractor as follows:

1. The Agreement shall terminate on February 28, 2022.
2. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.
3. This amendment shall take effect upon execution by both parties.

City/County Association of Governments
(C/CAG)

(Name of Firm)

Sandy Wong, C/CAG Executive Director

By
Title:_____

Date: _____

Date: _____

C/CAG AGENDA REPORT

Date: July 8, 2021

To: City/County Association of Government Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a copy of executed Amendment No.3 to the Agreement between C/CAG and DNV Energy Services USA, Inc. for climate action planning technical assistance extending the Agreement through December 31, 2021 with no additional cost.

(For further information or questions, contact Kim Springer at kspringer@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors receive a copy of executed Amendment No.3 to the Agreement between C/CAG and DNV Energy Services USA, Inc. for climate action planning technical assistance extending the Agreement through December 31, 2021 with no additional cost.

FISCAL IMPACT

Funding for climate action planning technical assistance for San Mateo County cities comes from the San Mateo County Energy Watch Local Government Partnership from PG&E, and from C/CAG local match funds in Congestion Relief Plan under the climate action planning activities category.

BACKGROUND

C/CAG and Pacific Gas and Electric Company (PG&E) completed a contracting process for an Agreement for the SMCEW Local Government Partnership (LGP) FY2020-21 through FY2022-23 program cycle, which supports energy efficiency and climate action planning efforts in San Mateo County.

A portion of the funding provided by the PG&E LGP Contract is designated for efforts on policy and long-term strategic planning, such as completion of annual greenhouse gas emission inventories for San Mateo County cities and support of the RICAPS monthly working group of city staff. These efforts provide long-term policy support to reduce energy use and greenhouse gas emissions.

DNV GL Energy Services USA Inc. is currently contracted to provide climate action planning technical services through June 30, 2021. DNV GL has performed the requested services to the satisfaction of C/CAG, city, and County staff.

Amendment No.3, extending the end date of the Agreement through December 31, 2021 with no additional cost, will provide time for Office of Sustainability Staff to complete a procurement process for similar services through the term of the LGP contract funding, consistent with

C/CAG's procurement policy.

Attachments

1. Amendment No.3 to Agreement with DNV Energy Services USA, Inc.

**AMENDMENT NO. 3 TO THE AGREEMENT
BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
DNV ENERGY SERVICES USA, INC.**

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as “C/CAG”) and DNV Energy Services USA, Inc. (formerly DNV GL Energy Services USA, Inc., hereinafter referred to as “Contractor”) are parties to an agreement originally dated July 1, 2019, for climate action planning technical assistance to cities in San Mateo County and to the County; and

WHEREAS, the original DNV GL Contract, effective July 31, 2019 for an amount not to exceed \$75,000, provided funding available through December 31, 2019; and

WHEREAS, the parties executed Amendment No.1 on November 8, 2019 adding \$70,000 to the DNV GL Contract for climate action planning technical assistance to cities in San Mateo County and the County for the period January 1, 2020 to June 30, 2020 for a new total amount not to exceed \$145,000; and

WHEREAS, the parties executed Amendment No.2 on June 16, 2020 extending the DNV GL Contract term and adding funding in the amount of \$48,500 for the period July 1, 2020 through June 30, 2021 for a new total amount not to exceed \$193,500; and

WHEREAS, Resolution 20-18 authorized the C/CAG to execute a new agreement between C/CAG and PG&E for FY 2020-21 through FY 2022-23, which provides annual funding for long-term climate action assistance to cities and the County; and

WHEREAS, the parties desire to extend the DNV Contract term to December 31, 2021; and

WHEREAS, the parties desire to amend the DNV Contract as set forth herein.

IT IS HEREBY AGREED by C/CAG and Contractor as follows:

1. Section 1 of the DNV GL Contract is hereby replaced in its entirety by the following:

Services to be provided by Contractor. In consideration of the payments hereinafter set forth, Contractor agrees to perform the services described in Exhibit A and Exhibit B, attached to the original July 1, 2019 agreement (the “Services”) by December 31, 2019, and Contractor agrees to perform the services described in Exhibit C, attached hereto (also the “Services”) by June 30, 2020, and Contractor agrees to perform the services described in Exhibit D, attached hereto (also the

“Services” by December 31, 2021. All Services are to be performed and completed by December 31, 2021.

- 2. Section 6 of the DNV GL Contract is hereby replaced in its entirety by the following:

Agreement Term/Termination. This Agreement shall be in effects as of July 1, 2019 and shall terminate on December 31, 2021; provided however, the C/CAG Chairperson may terminate this Agreement at any time for any reason by providing 30 days’ notice prior to the effective date of termination to Consultant and Consultant may terminate this Agreement at any time for any reason by providing 90 days’ notice prior to the effective date of termination to C/CAG. Termination will be effective on the date specified in the notice. In the event of termination under this paragraph, Consultant shall be paid for all services provided to the date of termination. Such payment shall be that prorated portion of the full payment determined by comparing the work actually completed to the work required by the Agreement.


- 3. Except as expressly amended herein, all other provisions of the DNV GL Contract shall remain in full force and effect.
- 4. This Amendment No. 3 shall take effect upon the date of execution by both parties.

City/County Association of Governments
(C/CAG):

DocuSigned by:

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 Sandy Wong, Executive Director

DNV Energy Services USA, Inc. (Contractor):


DocuSigned by:

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 By

Title: Head of Section

Date: 6/30/2021

Date: 6/30/2021

Approved as to form:

DocuSigned by:

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 Legal Counsel for C/CAG

C/CAG AGENDA REPORT

ITEM 5.6.2

Date: July 8, 2020

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

From: Sandy Wong, Executive Director

Subject: Receive a copy of executed Amendment No. 1 to the Agreement between C/CAG and City of South San Francisco for the purchase of fiber conduits for the Smart Corridor project, extending the Agreement through June 30, 2022 at no additional cost.

(For further information or questions, contact Kaki Cheung at kcheung1@smcgov.org)

RECOMMENDATION

That the C/CAG Board receive a copy of executed Amendment No. 1 to the Agreement between C/CAG and City of South San Francisco for the purchase of fiber conduits for the Smart Corridor project, extending the Agreement through June 30, 2022 at no additional cost.

FISCAL IMPACT

There is not any financial impact associated with this item.

SOURCE OF FUNDS

Funding for the fiber conduit purchase came from Measure M, the annual ten dollars (\$10) vehicle registration fee program, specifically the intelligent transportation system (ITS)/Smart Corridor program category.

BACKGROUND

The San Mateo County Smart Corridor project has been a longstanding Agency priority. It is designed to improve mobility of local arterial streets by installing Intelligent Transportation System (ITS) equipment, such as an interconnected traffic signal system, close circuit television (CCTV) cameras, dynamic message signs, and vehicle detection system, on predefined designated local streets and state routes. The ITS infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities to address recurring and non-recurring traffic congestion.

The South San Francisco expansion is the next segment of the Smart Corridor project. C/CAG has been partnering with the City of South San Francisco in the environmental study and the design phases. The project is now in the construction phase, with funding from State Transportation Improvement Program (STIP), the Traffic Light Synchronization Program (TLSP), and C/CAG Measure M program.

In order for the Smart Corridor devices to communicate with the Transportation Management Center, fiber optic communication infrastructure plays a critical role. The fiber communications network enables the sharing of data, supports coordinated and interoperable transportation systems across multiple jurisdictions, and facilitates technology-based transportation management strategies. The City of South San Francisco was offered by a third party an opportunity to purchase underground conduits through the City's Dig Once policy. The policy is the City's effort to allow parties to collaborate on telecommunications construction projects in the City's Right-of-Way to reduce near and long-term

impacts of construction and excavation work. A portion of the routes proposed for telecommunications installation by a third party overlaps with the Smart Corridor project alignment.

In June of 2020, C/CAG entered into a funding agreement with the City to purchase the underground conduit. The purchase is anticipated to save C/CAG \$1 Million in construction costs for the Smart Corridor project. To date, a majority of the conduits have been installed. Due to unexpected utilities conflicts and additional coordination required with the San Mateo County Flood and Sea Level Rise Resiliency District, the City has requested a one year time extension to the funding agreement to enable successful project completion.

ATTACHMENT

1. Executed funding agreement amendment

**AMENDMENT NO. 1 TO THE AGREEMENT
BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
THE CITY OF SOUTH SAN FRANCISCO**

WHEREAS, the City/County Association of Governments for San Mateo County (hereinafter referred to as “C/CAG”) and the City of South San Francisco (hereinafter referred to as “the City”) are parties to a Funding Agreement (the “Agreement”) originally dated October 28, 2020, for purchase and installation of conduits for the Smart Corridor Extension Project (the “Project”); and

WHEREAS, the City encountered unexpected utilities challenges and additionally needed to coordinate with the San Mateo County Flood and Sea Level Rise Resiliency District to advance the Project, and

WHEREAS, C/CAG and the City have determined that additional time is needed to complete the Project and desire to extend the Agreement to June 30, 2022; and

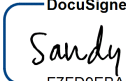
WHEREAS, C/CAG and Consultant desire to amend the Agreement as set forth herein.

IT IS HEREBY AGREED by C/CAG and the City as follows:

1. The term of the Agreement, as provided in Section 3 “Time of Performance,” shall be extended through June 30, 2022.
2. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.
3. This amendment shall take effect on July 1, 2021.

City/County Association of Governments (C/CAG)

City of South San Francisco

DocuSigned by:

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 Sandy Wong
 C/CAG Executive Director


DocuSigned by:

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 Mike Futrell
 City Manager

Date: June 29, 2021 | 5:33:45 PM PDT

Date: June 29, 2021 | 7:51:43 PM PDT

Approved as to form:
 DocuSigned by:

 969CD9CF31BA4F5...

 Melissa Andrikopoulos
 Legal Counsel for C/CAG

Approved as to form:
 DocuSigned by:

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 Legal Counsel for South San Francisco

C/CAG AGENDA REPORT

Date: July 8, 2021

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

From: Sandy Wong, Executive Director

Subject: Receive a copy of executed Amendment No. 1 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with Commute.org for the Carpool 2020 program, extending project completion date to June 30, 2022 at no additional cost

(For further information or questions, contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the C/CAG Board receive a copy of executed Amendment No. 1 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with Commute.org for the Carpool 2020 program, extending project completion date to June 30, 2022 at no additional cost.

FISCAL IMPACT

None

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 TFCA funds. These funds are used to implement projects that 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. For San Mateo County, C/CAG has been designated as the County Program Manager to receive the funds.

BACKGROUND

C/CAG is the Program Manager for the TFCA Program in San Mateo County. This program distributes fund to projects that aim to reduce air pollution, greenhouse gas emissions, and traffic congestion. At the June 11, 2020 meeting, the C/CAG Board approved Resolution 20-29 authorizing the C/CAG Chair to execute a funding agreement with Commute.org in the total amount up to \$108,000, under the Fiscal Year 2020/21 TFCA program, for the Carpool 2020 Rewards Based Incentives Program. The funding agreement was set to terminate on June 30, 2021.

The Rewards Based Incentives program is managed by Commute.org, San Mateo County's Transportation Demand Management implementation agency. This Program provides incentives to commuters who carpool through the form of e-gift cards based on verifiable number of days. For

every 10 days of verified carpool trips, a carpooler (either driver or rider) can earn a \$25 e-gift card. The maximum award an individual can receive is \$100. Carpoolers can receive other prizes through additional “challenges” built into the incentive program. These “challenges” have varying focuses, such as emphasizing on mid-week rideshare (Tue., Wed., Thu.), or a 3-person rideshare. Commuters participating in the special events are then included in quarterly drawings.

As of March 31, 2021, the Carpool 2020 Program provided incentives to 140 carpoolers and a total of \$3,500 in incentives had been given. As of May 3, 2021, staff projected that the program would have a fund balance of \$100,000 at the end of the current fiscal year. The large balance is due to the COVID-19 pandemic and related public health orders, resulting in a much smaller number of carpool trips. As the State of California opens up its economy and workforce returning to the office, Commute.org requested a one (1) year time extension to support the public as they adjust to new travel patterns and rideshare conditions.

C/CAG staff supported the time extension request and requested the C/CAG Chair execute Amendment No. 1 to the funding agreement with Commute.org. Attachment 1 is a copy of the executed Amendment No. 1 to the funding agreement with Commute.org for the Carpool 2020 Rewards Based Incentives Program, extending the project completion date to June 30, 2022.

ATTACHMENTS

1. Amendment No. 1 to the Fiscal Year 2020-2021 TFCA Agreement Between the City/County Association of Governments and Commute.org for Carpool 2020

**AMENDMENT NO. 1 TO THE FISCAL YEAR 2020-2021 TFCA AGREEMENT
BETWEEN
THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
COMMUTE.ORG**

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as “C/CAG”) and Commute.org are parties to the Fiscal Year 2020-2021 Transportation Fund for Clean Air (TFCA) Funding Agreement (the “Agreement”), effective July 1, 2020; and

WHEREAS, the Agreement provides funds to Commute.org for the management of San Mateo County 2020 Carpool Incentives Program (Project); and

WHEREAS, the Project’s original completion date is June 30, 2021;

WHEREAS, due to the COVID-19 pandemic and related public health orders, the number of carpool or rideshare trips have been less than expected, and, therefore, C/CAG and Commute.org wish to extend the Project’s completion date to June 30, 2022, to support the public as they adjust to new rideshare conditions post-pandemic; and

WHEREAS, C/CAG and Commute.org desire to amend the Agreement as set forth herein.

NOW, THEREFORE, IT IS HEREBY AGREED by C/CAG and Commute.org that:

1. Section II, item 16, shall be replaced in its entirety and revised to read as follows: “Project Sponsor will complete the Project by June 30, 2022.”
2. Section III, item 2, shall be replaced in its entirety and revised to read as follows: “To reimburse costs incurred by Project Sponsor from the execution of this Agreement through June 30, 2022.”

Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect. This amendment shall take effect upon the date of execution by both parties.

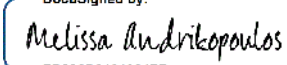
City/County Association of Governments
(C/CAG)

DocuSigned by:

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Marie Chuang, C/CAG Chair

Date: 6/18/2021

Approved as to form:

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Melissa Andrikopoulos
Legal Counsel for C/CAG

Commute.org

DocuSigned by:

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Cliff Lentz, Commute.org Chair

Date: 6/19/2021

Approved as to form:

DocuSigned by:

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Joan Cassman
Legal Counsel for Commute.org

C/CAG AGENDA REPORT

Date: July 8, 2021

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 Ann Stillman and Sean Charpentier to the C/CAG Congestion Management Program Technical Advisory Committee (TAC) and the appointment of Ann Stillman to the Stormwater Committee.

(For further information contact Sandy Wong at slwong@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve the appointment of Ann Stillman, Interim Director of Public Works from the County of San Mateo, to the C/CAG Congestion Management Program Technical Advisory Committee (TAC) and Stormwater Committee; and the appointment of Sean Charpentier, Program Director from C/CAG to the C/CAG Congestion Management Program TAC.

FISCAL IMPACT

None.

BACKGROUND

Due to staff position changes, the County of San Mateo is recommending the appointment of Ann Stillman, Interim Director of Public Works, to represent the County of San Mateo on the C/CAG Stormwater Committee and Congestion Management Program Technical Advisory Committee (TAC) replacing Jim Porter.

Additionally, C/CAG's current Executive Director, Sandy Wong, will be retiring at the end of July after decades of public service. Because the C/CAG Board does not meet in August, staff recommends appointing Sean Charpentier, C/CAG's Program Director to the Congestion Management Program TAC representing the agency.

The Stormwater Committee provides policy and technical 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.

The TAC is composed of staff planners and engineers, who provide professional recommendations to the Congestion Management and Environmental Quality Committee and CCAG Board regarding transportation and air quality issues. Rosters for both committees are attached.

ATTACHMENTS

1. Current Stormwater Committee Roster
2. Current Congestion Management Program Technical Advisory Committee (TAC) Roster
3. Letter recommending appointment to the Stormwater Committee and CMP TAC from County Manager, Michael Callagy, County of San Mateo

Current Stormwater Committee Roster – 2021

Municipality/Agency	Representative
Atherton	Robert Ovidia
Belmont	Peter Brown
Brisbane	Randy Breault (Chair)
Burlingame	Syed Murtuza
Colma	Brad Donohue
Daly City	Richard Chiu
East Palo Alto	Kamal Fallaha
Foster City	Dante Hall
Half Moon Bay	Maziar Bozorginia
Hillsborough	Paul Willis
Menlo Park	Nikki Nagaya
Millbrae	Andrew Yang
Pacifica	Lisa Petersen
Portola Valley	Howard Young
Redwood City	Saber Sarwary
San Bruno	Hae Won Ritchie
San Carlos	Steven Machida
San Mateo	Azalea Mitch
South San Francisco	Eunejune Kim
Woodside	Sean Rose
San Mateo County	Ann Stillman (pending)
Regional Water Quality Control Board	Dr. Tom Mumley

**Current Congestion Management Program
Technical Advisory Committee (TAC) Roster – 2021**

Agency	Representative
San Mateo County Engineering	Ann Stillman (pending)
SMCTA / PCJPB / Caltrain	Joseph Hurley (Co-Chair)
Atherton Engineering	Robert Ovadia
Belmont Engineering	Peter Brown
Brisbane Engineering	Randy Breault
Burlingame Engineering	Syed Murtuza
C/CAG	Sean Charpentier (pending)
Colma Engineering	Brad Donohue
Daly City Engineering	Richard Chiu
Daly City Planning	Tatum Mothershead
Foster City Engineering	Dante Hall
Hillsborough Engineering	Paul Willis
Half Moon Bay Engineering	Maziar Bozorginia
Menlo Park Engineering	Nikki Nagaya
Millbrae Engineering	Andrew Yang
Pacifica Engineering	Lisa Petersen
Redwood City Engineering	Jessica Manzi
San Bruno Engineering	Hae Won Ritchie
San Carlos Engineering	Steven Machida
San Mateo Engineering	Azalea Mitch
South San Francisco Engineering	Eunejune Kim
South San Francisco Planning	Billy Gross
Woodside Engineering	Sean Rose
MTC	James Choe
Caltrans	Vacant

Michael P. Callagy
County Manager/
Clerk of the Board

County Government Center
400 County Center, 1st Floor
Redwood City, CA 94063
650-363-4121 T
650-363-1916 F
www.smcgov.org

June 21, 2021

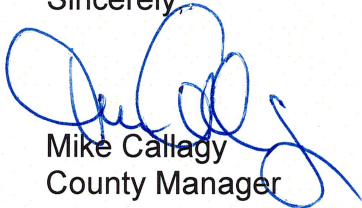
Sandy Wong
Executive Director
City/County Association of Governments
555 County Center, fifth floor
Redwood City, CA 94063

Subject: New Representative Assignment for San Mateo County C/CAG (TAC)
and C/CAG Stormwater Committees

Dear Ms. Wong,

With this letter, I am requesting that Ann Stillman, Interim Public Works Director, replace Jim Porter as the San Mateo County representative for the C/CAG (TAC) and C/CAG Stormwater committees.

Sincerely,


Mike Callagy
County Manager



C/CAG AGENDA REPORT

Date: July 8, 2021

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

From: Sandy Wong, Executive Director

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

(For further information, contact Reid Bogert at rbogert@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors review approve C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified).

C/CAG staff does not have specific recommended actions with respect to this month's legislative update.

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

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

The attached report includes updates from Sacramento with respect to the State Budget process, State grant programs, recent committee hearings, and bill progress of interest to C/CAG during the month of June. The legislative update this month focuses on the final negotiations and adoption of the Fiscal Year 2021-22 state budget, as well as updates from the Legislature with respect to bills of interest to C/CAG.

Following the June 10 C/CAG Legislative Committee and Board meeting, C/CAG staff worked with its legislative consultant and a subset of members of the Legislative Committee to schedule meetings with State Senators and Assemblymembers from the San Mateo County delegation to discuss legislative priorities this year. Staff will provide a verbal update.

For additional information with respect to what the Metropolitan Transportation Commission/Association of Bay Area Governments Joint Legislative Committee, California League of Cities, California State Association of Counties (CSAC), and California Association of Councils of Government (CALCOG) are tracking, staff has included links in the attachments below to the current relevant bill tracking websites, as well as the full legislative information for the State Legislature and the 2021 calendar of legislative deadlines. Lastly, staff have also included links to the 2021 legislation websites for the San Mateo County delegates for information only.

ATTACHMENTS

1. C/CAG Legislative Update, June 30, 2021 from Shaw Yoder Antwih Schmelzer & Lange

Below are informational links:

2. [Joint MTC/ABAG Legislative Committee bill matrix, June 11, 2021](#)
3. [California League of Cities 2021 bill positions and tracking](#)
4. [California State Association of Counties \(CSAC\) 2021 bill positions and tracking](#)
5. [California Associations of Councils of Government \(CALCOG\) 2021 bill tracking](#)
6. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>
7. [2021 California State Calendar of Legislative Deadlines](#)
8. [San Mateo County Delegation Sponsored Legislation 2021](#)
 - [2021 Legislation from Assemblymember Marc Berman](#)
 - [2021 Legislation from Assmemblymember Kevin Mullin](#)
 - [2021 Legislation from Assemblymember Phil Ting](#)
 - [2021 Legislation from Senator Josh Becker](#)
 - [2021 Legislation Senator Scott Wiener](#)
9. Current client roster for Shaw Yoder Antwih Schmelzer & Lange - <https://syaslpnars.com/clients/>



June 30, 2021

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

FM: Matt Robinson & Andrew Antwih, Shaw Yoder Antwih Schmelzer & Lange

RE: STATE LEGISLATIVE UPDATE – July 2021

Legislative Update

On Friday, June 25, the Legislature introduced [SB 129 \(Skinner\)](#), a "Budget Bills Jr." that amend the main budget bill, [AB 128 \(Ting\)](#), which Governor Newsom signed on June 28. The two bills, along with a series of Budget Trailer Bills, represent the initial agreement between the Legislature and Governor Newsom on the Fiscal Year 2021-22 budget package. We anticipate the Governor will sign SB 129 before the start of the new fiscal year on July 1. While the initial agreement includes significant investments in housing & homelessness, continues the state’s eviction moratorium & provides rental assistance, and helps with small businesses & economic recovery efforts, some major issues will be subject to future discussions. These remaining issues include spending on climate resiliency, drought preparedness, and transportation.

CalSTA Releases CAPTI Revisions Memo

On June 15, the California State Transportation Agency released a [memo](#) providing a high-level summary of public feedback received since the release of the March 10 draft Climate Action Plan for Transportation Infrastructure (CAPTI). The memo provides an explanation of how the feedback received will be addressed in the final CAPTI document. In addition to the high-level summary of public feedback and anticipated revisions to the draft CAPTI, CalSTA has posted accessible versions of all written comments and formal comment letters received during the public review period on the CalSTA website. Once CAPTI is finalized, CalSTA will post a comment log that will detail how each comment was considered or addressed. The final CAPTI document will be posted by July 15, 2021.

Grants

Recently, the CTC [announced](#) it will be hosting a series of workshops in Fall 2021 for the three SB 1 program – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022. We expect the [Transit and Intercity Rail Capital Program](#) (TIRCP) to follow a similar schedule. We will provide more information as it becomes available. As a reminder, in late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#), [Local Partnership Program](#), and the [Trade Corridor Enhancement Program](#). In total, approximately \$2 billion was awarded for 56 new projects throughout the state to

reduce traffic, improve goods movement, increase transit service, expand California's managed lanes network, and invest in bicycle and pedestrian improvements.

Bills of Interest

SB 7 (Atkins) Jobs and Economic Improvement Through Environmental Leadership Act

The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 authorizes the Governor, until January 1, 2020, to certify projects that meet certain requirements for CEQA streamlining. The existing authority expired at the end of 2020 and [this bill](#) would reestablish the authority of the Governor to certify a project to January 1, 2024 and would more specifically include housing development projects meeting certain conditions to the list of projects eligible for certification. MTC took a SUPPORT position on this bill. ***This bill was signed by Governor Newsom on May 20.***

SB 9 (Atkins) Ministerial Approval of Housing Developments

[This bill](#) would require a proposed housing development containing 2 residential units (duplexes) to be considered ministerially, without discretionary review or hearing, in areas zoned as single-family if the proposed housing development meets certain requirements. CEQA requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment. CEQA does not apply to the approval of ministerial projects. By establishing the ministerial review process described above, the bill would exempt these projects from CEQA. The League of Cities took an OPPOSE UNLESS AMENDED position on this bill (letter [here](#)). ***The C/CAG Board OPPOSES this bill.***

SB 10 (Wiener) Housing Production

[This bill](#) would authorize local governments to rezone neighborhoods for increased housing density, up to ten homes per parcel and would require a legislative body pass a resolution to adopt the plan and exempts that zoning action from being considered a project under the California Environmental Quality Act. To be eligible, an area must be urban infill, or be near high quality public transportation or a job-rich area. The local government can determine whether the individual projects will be ministerial/by right or subject to discretionary approval. MTC took a SUPPORT position on this bill. ***We are WATCHING this bill for C/CAG.***

SB 339 (Wiener) Road User Charge

Existing law requires the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system and report its work to the Legislature. The existing authorization sunsets on January 1, 2023. [This bill](#) would extend the sunset date to January 1, 2027 because the CTC requested an extension to run another pilot with actual fee collection. ***The C/CAG Board SUPPORTS this bill.***

AB 43 (Friedman) Speed Limits

[This bill](#) would grant Caltrans and local authorities greater flexibility in setting speed limits based on recommendations of CalSTA's Zero Traffic Fatality Task Force. Principally, this bill authorizes a local authority, by resolution or ordinance, to lower speed limits by five miles per hour below a traffic engineer's recommendation after a traffic survey if the street has been designated as a high-injury street and/or the street is adjacent to an area that has a significant number of bicycles or pedestrians,

especially from vulnerable groups such as children, seniors, persons with disability, and the unhoused. The bill also allows Caltrans to set a speed limit of 20 mph or 15 mph on state highways if a traffic survey is conducted (under current law, Caltrans can only go as low as 25 miles per hour). ***The C/CAG Board SUPPORTS this bill.***

AB 117 (Boerner-Horvath) Electric Bike Purchase Incentives

Existing law establishes the Air Quality Improvement Program (AQIP), administered by CARB to fund projects that reduce criteria air pollutants and improve air quality. The Clean Vehicle Rebate Project is part of AQIP and provides rebates for the purchase of new zero-emission vehicles. [This bill](#) would make incentives for purchasing electric bicycles eligible for funding under the program until January 1, 2028. The Electric Bicycle Incentive Pilot Project to provide rebates incentive for purchases of electric bicycles. ***The C/CAG Board SUPPORTS this bill.***

AB 377 (Rivas) Water Quality

[This bill](#) would require all California surface waters to be fishable, swimmable, and drinkable by January 1, 2050 and prohibit the State Water Resources Control Board and Regional Water Quality Control Boards from authorizing any discharges (including stormwater) that causes or contributes to an exceedance of a water quality standard in receiving waters. The bill would prohibit a regional water quality control plan from including a schedule for achieving a water quality standard adopted as of January 1, 2021. The bill would require the state board and regional boards to develop by 2030 an Impaired Waterways Enforcement Program to enforce all remaining water quality standard violations and a Waterway Attainment Penalty Subaccount, composed of penalties obtained pursuant to the Impaired Waterways Enforcement Program, and would make moneys in the subaccount available for the state board to expend, upon appropriation by the Legislature, for purposes of the program. ***The C/CAG Board OPPOSES this bill. This is a two-year bill.***

AB 629 (Chiu) Seamless Bay Area

As currently drafted, [this bill](#) would require MTC to consult with transit agencies, local jurisdictions, county transportation agencies, and the public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that can best support transit service. This bill would require MTC to submit a copy of *the Fare Coordination and Integration Study and Business Case* to the Legislature by February 1, 2022, as well as a follow up report on the progress of implementing the recommendations in the study by January 1, 2023. The bill would require MTC to create a pilot program for an “accumulator pass” among operators providing service in at least three adjacent counties by July 1, 2023. This bill would require MTC in consultation with transit agencies to develop a standardized regional transit mapping and wayfinding system and to develop an implementation and maintenance strategy and funding plan for deployment of the system by July 1, 2024 and for each transit agency to use the system by July 1, 2025. The bill would require a transit operator in the Bay area to use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles and report that information to the commission to ensure that schedule predictions are available. The bill would require the commission to coordinate these activities and to develop an implementation and funding plan for deployment of real-time information. Finally, this bill would require MTC, Caltrans, and the operators of managed lanes in the Bay Area to take specified steps to ensure the regional managed lanes network supports seamless operation of high-capacity transit. ***This is a two-year bill.***

AB 1200 (Ting) Hazardous Food Packaging

Existing law prohibits the manufacture, sale, or distribution of any toy or childcare product that contains phthalates exceeding a specified percentage. Existing law prohibits the manufacture, sale, or distribution of any bottle or cup that contains BPA intended to be filled with any liquid, food, or beverage intended primarily for consumption from that bottle or cup by children 3 years of age or younger. Existing law, beginning January 1, 2025, prohibits the manufacture, sale, or distribution offer of any cosmetic product that contains specified ingredients, including perfluoroalkyl and polyfluoroalkyl substances (PFAS). [This bill](#) would prohibit the manufacture, sale, or distribution any food packaging that contains intentionally added PFAS beginning January 1, 2023 and require a manufacturer to use the least toxic alternative when replacing PFAS chemicals. ***The C/CAG Board SUPPORTS this bill.***

AB 1401 (Friedman) Parking Standards

[This bill](#) would prohibit local governments from imposing or enforcing a minimum automobile parking requirement for residential, commercial and other developments if the parcel is located within one-half mile walking distance of either a high-quality transit corridor or a major transit stop. This bill would provide that the prohibition on local governments enforcing minimum parking standards does not reduce, eliminate, or preclude the enforcement of any requirements to provide electric vehicle parking spaces or parking spaces that are accessible to persons with disabilities and that if a development includes parking voluntarily, nothing in the bill prevents the local government from requiring the development to include spaces for car share vehicles as a part of the parking. The League of Cities opposes this bill. ***The C/CAG Board OPPOSES this bill.***

AB 1499 (Daly) Design-Build

Existing law authorizes Caltrans to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system. Existing law repeals these provisions on January 1, 2024. [This bill](#) would delete the January 1, 2024, repeal date, thus extending the design-build authority indefinitely. ***The C/CAG Board SUPPORTS this bill.***

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.

[This constitutional amendment](#) would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects, including public transit. The C/CAG Board supported a nearly identical measure, also ACA 1 (Aguiar-Curry), in 2019. ***The C/CAG Board SUPPORTS this bill.***

C/CAG AGENDA REPORT

Date: July 8, 2021

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 21-53 adopting the Measure M Strategic and Implementation Plan that covers Fiscal Year 2021/22 through Fiscal Year 2025/26.

(For further information contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the C/CAG Board reviews and approve Resolution 21-53 adopting the Measure M Strategic and Implementation Plan that covers Fiscal Year 2021/22 through Fiscal Year 2025/26.

FISCAL IMPACT

The cost to prepare the Measure M five-year Strategic and Implementation Plan is \$93,804. The C/CAG Board approved the funding agreement in July of 2020.

SOURCE OF FUNDS

This project is funded using the \$10 vehicle registration fee collected as part of Measure M, specifically from the Program Administration category.

BACKGROUND

Approved by the voters of San Mateo County in 2010, C/CAG sponsors and manages Measure M, the annual ten dollars (\$10) vehicle registration fee in San Mateo County for transportation-related congestion and water pollution mitigation programs. It was estimated that Measure M would generate approximately \$6.7 million annually and \$167 million total over the 25-year period between May 2011 and May 2036. Per the Measure M Expenditure Plan approved by the voters, 50% of the net proceeds will be allocated to cities/County for local streets and roads. The remaining 50% will be used for Countywide Transportation Programs and water pollution mitigation programs. The Measure M legislation states that a program implementation plan is to be adopted every five years, determining how funding would be allocated to the various programs. The current implementation plan, covering Fiscal Years 2016/17 to 2020/21, funds the following countywide programs: transit operations/senior mobility, intelligent transportation system (ITS)/Smart Corridor, safe routes to school (SRTS), and stormwater pollution prevention.

The consultant team, Steer, was selected to develop a current programs status report, identify programs needs and priorities, make recommendations on resource needs and investment priorities, and outline performance measures that can indicate program progress, both on an annual basis and at the end of a five-year period. In July 2020, the team began the process of developing the Measure M

Strategic and Implementation Plan. The process began with a comprehensive review of the current Measure M program through a Performance Assessment using data available through the end of fiscal year 2020. The next tasks included forward planning and goal setting with program partners and stakeholders. The team conducted extensive stakeholder outreach. All Local Streets and Roads program funding recipients provided survey responses. A representative group of local jurisdictions and all Countywide Transportation Program managers and partners participated in interviews. The C/CAG’s Technical Advisory Committee (TAC), Congestion Management and Environmental Quality Committee (CMEQ) and Board of Directors received project updates and offered feedback at key milestones throughout the Plan development process. The team also performed a review of best practices nationwide. The information obtained from the performance assessment, goal setting workshop, and the best practices research all helped to guide the Measure M Strategic and Implementation Plan.

The Plan is broken into two sections. **The Strategy section** identifies a list of recommended actions for C/CAG to implement, and outlines the reasons behind the funding allocations. With the vision of modernizing the Measure M program, the table below summarizes a list of proposed recommendations based on five guiding principles: flexible planning, innovative programming, efficient delivery, monitoring and evaluation, and insight driven decision making.

Summary of Proposed Recommendations

Guiding Principle	Recommendations
Flexible Planning	<ul style="list-style-type: none"> Continued flexible use of funds Expand fund usage guidance for Local Streets and Roads recipients
Innovative Programming	<ul style="list-style-type: none"> Repurpose unused admin funds for innovative Countywide Program pilots Encourage innovation among Countywide Program operators Support knowledge sharing across funding recipients
Efficient Operation	<ul style="list-style-type: none"> Move reporting online Streamline back-end budget systems
Accountable Monitoring and Evaluation	<ul style="list-style-type: none"> Require annual reporting through streamlined template Publish online dashboard for public (non-immediate)
Insight-driven Decision Making	<ul style="list-style-type: none"> Standardize evaluation framework for each funding recipient Review countywide program allocation based on updated need Develop longer term structure that considers impact in allocation decisions

The second section of the Plan is the **Implementation Plan**. It acts as a guide for funding recipients, outlining allocation percentages by program and defining program objectives and performance

measures for the next five years. The **Local Streets and Roads** allocation is recommended to stay the same at 50% of the net Measure M revenues. The allocation between local jurisdictions will continue utilizing a distribution formula consisting of 50% population and 50% road miles, modified for a minimum guaranteed amount of \$75,000 for each jurisdiction. At the June 10th Board meeting, Board members suggested including additional considerations, such as cut-through traffic, to the distribution formula. After researching and consulting with legal counsel, it was determined that the program formula has to remain the same, since it was prescribed in the Measure M Expenditure Plan and approved by San Mateo County voters.

For the four **Countywide Transportation Program** areas, Steer has developed a fund needs estimation model with input from TAC and CMEQ Committee Members, the County Program Managers, and the C/CAG Board of Directors. The model incorporated quantitative factors, including: share of program budget from Measure M; ability to unlock additional funding by leveraging Measure M money; other available funding source for the program; and the amount of Measure M funds spent. To provide additional context, the model also consider two qualitative factors to aid the analysis, including: 1) the risk of large fluctuation in the amount of funds allocated to each of the four programs from year to year; and 2) external changes in each of the four programs that are outside of C/CAG’s purview.

The TAC and CMEQ Committees both supported the recommended funding allocation for the Countywide programs at their May 20th and May 24th meetings, respectively. The committees reviewed and recommended approval of the updated funding allocations as shown below:

Countywide Program	Current Allocation	Recommended Allocation	Est. Annual Change*	FY20-21 Program Budget	Est. % Change in Program Budget
Senior Mobility	22%	18%	(\$270K)	\$19.1M	(1.4%)
Technology/Smart Corridor	10%	11%	\$68K	\$7.3M	0.9%
Safe Routes to School	6%	6%	-	\$0.7M	-
Stormwater	12%	15%	\$181K	\$2.7M	6.7%

*Using actual FY19/20 revenues as a basis, calculated the annual change by comparing the current and new recommended allocation.

The fund needs estimation model is the first step towards building a comprehensive allocation framework. As C/CAG collects more programmatic data and performance metrics, the goal is to add an impact-based component to the next framework to enable successful and impactful funding distribution.

Committees and Program Managers’ Feedback

On June 14th, staff released the draft Plan for public comment to stakeholders, partners, and Committee members. The draft Plan was also posted online for public viewing. Comments were received from the City of Burlingame, County Office of Education, and countywide Program Managers. The TAC and CMEQ Committees both reviewed and recommended Board adoption of the draft Measure M Strategic and Implementation Plan at their June 17th and June 28th meetings, respectively. *Attachment 2, Draft Modernizing Measure M – Strategic and Implementation Plan*

FY22-26, has incorporated the comments received by June 28th.

Recommendation and Next Steps

At the July 8th Board meeting, staff will present highlights of the Measure M Strategic and Implementation Plan. Staff plans to describe how the program funding is currently utilized, and specific program recommendations for the next implementation plan period. Staff requests that the Board reviews and approves Resolution 21-53 adopting the Strategic and Implementation Plan adoption, covering Fiscal Years 2021/22 to 2025/26.

Once the C/CAG Board adopts the Measure M Strategic and Implementation Plan, staff will work with the local jurisdictions to execute formal funding agreements outlining data collection and reporting responsibilities. Additionally, staff will be streamlining the reimbursement request process, including updated reimbursement request forms, and developing a public-facing dashboard to report on Measure M program projects.

ATTACHMENTS

1. Resolution 21-53
2. Modernizing Measure M – Strategic and Implementation Plan FY22-26 (*will be available online at <https://ccag.ca.gov/committees/board-of-directors-2/>*)
3. Steer PowerPoint Presentation (*will be available online at <https://ccag.ca.gov/committees/board-of-directors-2/>*)

RESOLUTION 21-53

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY TO ADOPT THE MEASURE M STRATEGIC AND IMPLEMENTATION PLAN THAT COVERS FISCAL YEAR 2021/22 THROUGH FISCAL YEAR 2025/26

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

WHEREAS, the C/CAG Measure M funds are derived from the imposition of ten dollars (\$10) Vehicle Registration Fee (VRF) annually on each motor vehicle registered in San Mateo County pursuant of California Government Code 65089.20; and

WHEREAS, Measure M was approved by the voters of San Mateo County on November 2, 2010, enabling C/CAG to collect an estimated \$6.7 million annually (May 2011 – April 2036) to help fund transportation-related congestion mitigation and water pollution mitigation programs and projects for the 20 cities and the County; and

WHEREAS, the Measure M Expenditure Plan allocated up to five percent of the proceeds to be used for program administration, with fifty percent (50%) of the net revenue allocated to the 20 cities and the County for local streets and roads and the other 50% allocated to the countywide transportation-related congestion and water pollution mitigation programs in San Mateo County; and

WHEREAS, C/CAG has developed the Measure M Strategic and Implementation Plan, covering FY 2021/22 through 2025/26. The funding distribution formula is set as follows: up to 5% of revenues will cover Program Administration expenses, the remaining net revenues will be distributed to Local Streets and Roads (50%), Transit Operations and/or Senior Mobility (18%), Technology and Smart Corridor (11%), Safe Routes to Schools (6%), and Stormwater (NPDES/MRP) (15%) programs.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the City/County Association of Governments of San Mateo County hereby adopts the Measure M Strategic and Implementation Plan, covering Fiscal Year 2021/22 through Fiscal Year 2025/26.

PASSED, APPROVED, AND ADOPTED THIS 8TH DAY OF JULY 2021.

Marie Chuang, Chair

C/CAG AGENDA REPORT

Date: July 8, 2021

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

From: Sandy Wong, C/CAG Executive Director

Subject: Review and approval of Resolution 21-54 authorizing the C/CAG Chair to execute funding agreement with the San Mateo County Transit District (SamTrans) for the allocation of Measure M Funds to support the countywide transit operations and senior transportation programs in a total amount of \$2,400,000 for Fiscal Years 2021/22 to 2022/23.

(For further information please contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the Board review and approve Resolution 21-54 authorizing the C/CAG Chair to execute funding agreement with the San Mateo County Transit District (SamTrans) for the allocation of Measure M Funds to support the countywide transit operations and senior transportation programs, in a total amount of \$2,400,000 for Fiscal Years 2021/22 to 2022/23.

FISCAL IMPACT

Staff recommends allocating an annual amount of \$1,200,000 in Measure M funds to SamTrans for its transit operations and senior transportation programs, covering fiscal years 2021/22 to 2022/23. The total amount in the funding agreement is \$2,400,000, covering two fiscal years.

SOURCE OF FUNDS

This project is funded using the \$10 vehicle registration fee collected as part of the Measure M program, specifically from the transit operations/senior mobility category.

BACKGROUND

Approved by the voters of San Mateo County in 2010, C/CAG sponsors and manages Measure M, the annual ten dollars (\$10) vehicle registration fee in San Mateo County for transportation-related congestion and water pollution mitigation programs. It was estimated that Measure M would generate approximately \$6.7 million annually and \$167 million total over the 25-year period between May 2011 and May 2036.

Per the Measure M Expenditure Plan approved by the voters, 50% of the net proceeds will be allocated to cities/County for local streets and roads. The remaining 50% will be used for Countywide transportation programs and water pollution mitigation programs. The Measure M legislation states that a program implementation plan is to be adopted every five years, determining how funding would be allocated to the various programs. The Board is expected to adopt the next

Measure M Strategic and Implementation Plan, covering Fiscal Years 2021/22 to 2025/26, at the July 8th, 2021 meeting. The following countywide programs will receive funding allocations: transit operations/senior mobility, technology/Smart Corridor, safe routes to school (SRTS), and stormwater pollution prevention.

RediWheels and Senior Mobility Programs

The RediWheels program is a fixed-route paratransit service for people with disabilities who cannot independently use the regular SamTrans bus service. The RediWheels service is also provided on the bayside of the County, called RediCoast. Prior to the pandemic in FY2019, RediWheels carried almost 309,000 customer trips. Of those, 173,000 trips were made by seniors 65 years or older.

The senior mobility program encourages the use of transit service using mobility ambassadors, provides travel training on buses, and promote safe driving behavior. An expanded program description can be found in Exhibit A of the draft Funding Agreement, included as *Attachment 2*.

Fund Estimates

Subject to the Board adoption on July 8th, 2021, the FY 2021/22- 2025/26 Measure M Strategic and Implementation Plan allocates 18% of the net revenue collected, approximately \$1.2 M annually, to the transit operations/senior transportation programs. Funds for this category are currently used for SamTrans' paratransit (disabled and senior) service, including RediWheels, and senior mobility programs. Because actual Measure M revenues vary year over year, the funding agreement stipulates that any net revenues over the annual estimate of \$1.2M would be used on a list of approved senior mobility programs.

For FY 2021/22, the RediWheels' program budget totals to \$17.9 M, which is comprised of passenger fare revenues, SamTrans sales tax dollars, San Mateo County Transportation Authority's Measure A funding, operating grants, Transportation Development Act funds and Measure M revenues. The \$1.2M from Measure M represents approximately 6.7% of the total project cost.

Recommendation for FY 2021/22 – FY2022/23

Staff recommends that the C/CAG Board authorizes the Chair to execute funding agreement with SamTrans, allocating \$1.2 million annually of Measure M Funds for the countywide transit operations and senior mobility programs for next two fiscal years, from FY2021/22 to 2022/23. Similar to previous funding agreements, staff recommends that any additional revenue received above the \$1,200,000 each year and within the 18% net revenue collected, will be applied towards senior mobility programs listed in Exhibit B of the draft Funding Agreement (*Attachment 2*).

ATTACHMENTS

1. Resolution 21-54
2. Draft Funding Agreement with SamTrans for Allocation of Measure M Funds for FY 21-23
(Will be available for review and download at <https://www.ccag.ca.gov/committees/board-of-directors/>)

RESOLUTION 21-54

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE CHAIR TO EXECUTE A FUNDING AGREEMENT WITH SAMTRANS FOR THE ALLOCATION OF MEASURE M FUNDS IN A TOTAL AMOUNT OF \$2,400,000 FOR FISCAL YEARS 2021/22 TO 2022/23

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 for San Mateo County responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, on November 2, 2010, the San Mateo County voters approved Measure M, which imposes an additional \$10 Vehicle Registration Fee on each motor vehicles registered within the county, effective May 2011 and continuing for a period of 25 years; and

WHEREAS, per Resolution 21-53, the 5-Year Measure M Strategic and Implementation Plan (Fiscal Year 2021/22 – 2025/2026) approved by the C/CAG Board in July 2021 stipulates that eighteen percent (18%) of the net revenue collected, approximately \$1,200,000 annually, is allocated to the Countywide transit operations and senior transportation programs (the “Program”); and

WHEREAS, C/CAG desires to allocate \$1,200,000 annually to SamTrans, on a reimbursement basis, for Program implementation; and

WHEREAS, any additional revenue received above the \$1,200,000 each year and within the 18% net revenue collected, will be applied towards senior mobility programs listed in Exhibit B of the Funding Agreement; and

WHEREAS, C/CAG and SamTrans desire to enter into a funding agreement for the allocation of Measure M funds for the Program.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an agreement with SamTrans for FY 2021/22 to 2022/23 for a total amount of \$2,400,000 for transit operations and senior transportation programs. Be it further resolved that the Executive Director is authorized to negotiate final terms of the agreement prior to execution by the Chair, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF JULY 2021.

Marie Chuang, Chair

C/CAG AGENDA REPORT

Date: July 8, 2021

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

From: Sandy Wong, C/CAG Executive Director

Subject: Review and approval of Resolution 21-55 authorizing the C/CAG Chair to execute funding agreements with each of the 21 local jurisdictions for Measure M Local Streets and Roads program spanning from Fiscal Years 2021/22 to 2025/26.

(For further information please contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the Board review and approve Resolution 21-55 authorizing the C/CAG Chair to execute funding agreements with each of the 21 local jurisdictions for Measure M Local Streets and Roads program spanning from Fiscal Years 2021/22 to 2025/26.

FISCAL IMPACT

The Measure M Expenditure Plan stipulates that fifty percent (50%) of the net revenue collected, approximately \$3,400,000 annually, is allocated to the Local Streets and Roads program.

SOURCE OF FUNDS

Measure M - \$10 Vehicle Registration Fee

BACKGROUND

Approved by the voters of San Mateo County in 2010, C/CAG sponsors and manages Measure M, the annual ten dollars (\$10) vehicle registration fee in San Mateo County for transportation-related congestion and water pollution mitigation programs. It was estimated that Measure M would generate approximately \$6.7 million annually and \$167 million total over the 25-year period between May 2011 and May 2036.

Per the Measure M Expenditure Plan approved by the voters, 50% of the net proceeds will be allocated to cities/County for local streets and roads. The remaining 50% will be used for Countywide Transportation Programs and water pollution mitigation programs. The Measure M legislation states that a program implementation plan is to be adopted every five years, determining how funding would be allocated to the various programs. The Board is expected to adopt the next Measure M Strategic and Implementation Plan, covering Fiscal Years 2021/22 to 2025/26, at the July 8th, 2021 meeting. The following countywide programs will receive funding allocations: transit operations/senior mobility, technology/Smart Corridor, safe routes to school (SRTS), and stormwater pollution prevention.

Local Streets and Roads Program

The Local Streets and Roads program is expected to receive approximately \$3,400,000 annually. The 20 cities and the County are designated funding recipients. Local jurisdictions may use the funds to improve and maintain local streets and roads through activities related to congestion management and stormwater pollution prevention. Eligible project types can be found in Exhibit A of Attachment 2, *Draft Funding Agreement with Local Jurisdictions for Measure M Allocation*. Funding in the Local Streets and Roads program is distributed based on a formula, consisting of fifty percent (50%) population and fifty percent (50%) road miles for each Local Jurisdiction. There is a minimum guaranteed amount of \$75,000 for each local jurisdiction. Project expenses are paid after submittal of a reimbursement request.

Currently, local jurisdictions report data to C/CAG only if they are requesting Measure M funding reimbursement. This can make it difficult for staff to keep track of funds that have been allocated, but not spent by local jurisdictions. Hence, the Measure M Strategic and Implementation Plan recommends requiring each funding recipient to submit an annual report. This will enable the program administrators to assess progress throughout the five-year plan period, and identify lessons learned and areas for improvements. In addition, the Strategic and Implementation Plan identified key metrics and performance indicators to be collected from fund recipients, allowing staff to more easily compile data across reports to detail impact based on each unique metric. To outline the reporting requirements, staff recommends entering into funding agreements with each of the funding recipient. This practice is similar to other transportation agencies who allocate funding to local jurisdictions, including the San Mateo County Transportation Authority and Alameda County Transportation Commission, for Measure W and Measure F, respectively.

Recommendation

Staff recommends that the Board authorizes the C/CAG Chair to execute funding agreements with each of the 21 local jurisdictions for Measure M Local streets and Roads program funding allocation spanning from Fiscal Years 2021/22 to 2025/26.

ATTACHMENTS

1. Resolution 21-55
2. Draft Funding Agreement with Local Jurisdictions for Allocation of Measure M (*Available for review and download at <https://www.ccag.ca.gov/committees/board-of-directors/>*)

RESOLUTION 21-55

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE CHAIR TO EXECUTE FUNDING AGREEMENTS WITH EACH OF THE 21 LOCAL JURISDICTIONS FOR MEASURE M LOCAL STREETS AND ROADS PROGRAM SPANNING FROM FISCAL YEARS 2021/22 TO 2025/26.

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 for San Mateo County responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

WHEREAS, on November 2, 2010, the San Mateo County voters approved Measure M, which imposes a \$10 vehicle registration fee on each motor vehicles registered within the county, effective May 2011 and continuing for a period of 25 years; and

WHEREAS, per Resolution 21-53, the 5-Year Measure M Strategic and Implementation Plan covering Fiscal Year 2021/22 through 2025/2026, approved by the C/CAG Board in July 2021, stipulates that fifty percent (50%) of the net revenue collected, approximately \$3,400,000 annually, is allocated to the Local Streets and Roads program (the “Program”); and

WHEREAS, the local jurisdiction is designated as the agency that will receive the biannual funding allocation, on a reimbursement basis, for implementation of congestion management and stormwater pollution prevention programs. Eligible project types are listed in Section 3.3 of Measure M Strategic and Implementation Plan covering FY2021/22 through 2025/26; and

WHEREAS, the Local Streets and Roads program funding will be allocated utilizing a distribution formula, which consists of fifty percent (50%) population and fifty percent (50%) road miles for each Local Jurisdiction. There is a minimum guaranteed amount of \$75,000 for each Local Jurisdiction; and

WHEREAS, C/CAG and the local jurisdictions desire to enter into formal funding agreements for the allocation of Measure M Local Streets and Roads program funds.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute funding agreements with each of the 21 local jurisdictions for Measure M Local Streets and Roads program spanning from FY 2021/22 to 2025/26. Be it further resolved that the Executive Director is authorized to negotiate final terms of the agreement prior to execution by the Chair, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF JULY 2021.

Marie Chuang, Chair

C/CAG AGENDA REPORT

Date: July 8, 2021

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

From: Sandy Wong, Executive Director

Subject: Open a public hearing on the draft update to the Congestion Management Plan Land Use Impact Analysis Program (TDM Policy) and continue the public hearing to September 9, 2021.

(For further information or questions, contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

It is recommended that the C/CAG Board of Directors open a public hearing on the draft update to the Congestion Management Plan Land Use Impact Analysis Program (TDM Policy), take comments, and continue the public hearing to September 9, 2021.

FISCAL IMPACT

\$75,666 in Congestion Management Funds approved by the C/CAG Board for consultant services to prepare the Program Update.

BACKGROUND

The Land Use Impact Analysis Program Policy was adopted in 2000 (updated in FY 2004/05) and is included in Appendix I of each subsequent cycle of the Congestion Management Plan (CMP) update (see Attachment 1). The policy provides guidelines for analyzing the impact of land use decisions made by local jurisdictions on the CMP network. The purpose of the policy is to preserve acceptable performance on the CMP network, and to establish community standards for consistent system-wide transportation review. Currently the policy is implemented during the environmental review process and applies to developments that generate more than 100 peak hour trips on the CMP roadway network. Developers can either reduce the scope of their project, build adequate roadway and/or transit improvements, contribute to a special fund for improvements, or require the developer and all subsequent tenants to implement Transportation Demand Management (TDM) programs to mitigate new peak hour trips.

In 2018, the C/CAG Board authorized staff to enter into a contract with Advanced Mobility Group (AMG) to assist in an effort to update the C/CAG TDM Policy to reflect TDM best practices, provide updated performance targets, and standardize monitoring and reporting requirements.

Early Efforts – After extensive data collection, looking at existing efforts in San Mateo County and best practices in various locations including SF and Portland, the initial approach focused on creating a model ordinance which would be adopted by each jurisdiction. In developing this, staff and the consultant team met several times with a Stakeholder’s group comprised of staff members from cities,

SamTrans, Commute.org and a few private-sector TDM coordinators, who helped formulate recommendations for a model TDM Ordinance, including the following:

- Recommended a 35% mode shift target, with the expectation that each city would adopt it, or a more aggressive target, as a baseline.
- Recommended 100 Average Daily Trip (ADT) as the baseline threshold.
- Created a menu of required, recommended and optional TDM measures, broken down into four land use categories: large residential, small residential, large non-residential and small non-residential.
- Developed monitoring and reporting requirements for each separate category.

These recommendations were subsequently discussed with the County Planning Directors group who had several questions and concerns:

- Questioned use of mode shift vs. trip reduction
- Questioned how this effort relates to the CEQA VMT reduction requirements
- Requested better data to demonstrate effectiveness of individual measures
- Desire for a simplified process – preferred the ease of a point system
- Concern about the capacity of their staffs to take this on, particularly the monitoring portion which was fairly robust (ex. annual surveys, triennial cord counts)

These comments and concerns have formed the basis of the current draft which includes a streamlined point-based system, similar to the existing program but updated to include current best practices and a more data driven methodology. The draft has now been reviewed by both small stakeholder groups (in late 2020), and more recently by the full county planner group through two workshops that were held on March 30, 2021 and April 13, 2021 (presentations are available on our website at: <https://ccag.ca.gov/cmp-tdm-update/>). A summary of comments received from county planning agencies, along with responses, is included as Attachment 2.

General Overview

Applicability

As proposed, the updated TDM Policy will apply to all C/CAG member jurisdictions (unless expressly exempted by C/CAG¹). In general, the policy applies to any project that is estimated to generate 100 ADT or more and requires implementation of trip reduction measures targeted to achieve 25-35% trip reduction based on project size and location. Below is a table indicating general sizes of projects that would meet the threshold for compliance.

¹ An exemption process is outlined in the document for jurisdictions whose locally adopted TDM requirements meet or exceed those proposed.

Proposed ADT Thresholds

	Small Projects	Large Projects
Non-Residential: Office, Industrial, R&D and Institutional	100 – 499 ADT; 10,000 – 49,999 sq. ft.	500+ ADT; 50,000+ sq. ft.
Non-Residential: Medical & Lodging	100 – 499 ADT; 10,000 – 49,999 sq. ft.	500+ ADT; 50,000+ sq. ft.
Non-Residential: Retail and restaurant	100 – 499 ADT; 30-99 employees	500+ ADT; 100+ employees
Residential: Multi-Family	100 – 499 ADT; 20 - 49 units	500+ ADT; 50+ units

Trip Reduction Targets

As indicated below, the program update recommends implementation of trip reduction measures targeted to achieve 25-35% trip reduction based on project size and location.

Proposed Vehicle Trip Reduction Targets

	Small Projects	Large Projects	TOD (Small & Large)
Non-Residential: Office, Industrial, and Institutional	35%	35%	25%
Non-Residential: Medical & Lodging	35%		
Non-Residential: Retail	35%		
Residential: Multi-Family*	25%		

*As noted below, the CMEQ Committee recommended increasing the “Small Projects” trip reduction target to 35%.

Trip Reduction Measures/TDM Checklists – Point Based System

As shown in the Large Office, Industrial, Institutional example provided in Attachment 3, all projects would be required to implement a set of required baseline TDM measures. Such measures include site design and physical improvements (ex. inclusion of design features to encourage bike/ped access, secure bicycle parking and shower/locker facilities) in addition to programmatic measures (ex. active participation in Commute.org or equivalent TMA, transit subsidies, ride-matching programs, etc.) that will require implementation and monitoring post-occupancy. Each measure has a corresponding numerical value, based on literature review of transportation research, best practices, and stakeholder feedback, that equates to a trip reduction percentage identified in the Column titled “Vehicle Trip Reduction Impact.”

Once required baseline measures are fulfilled, developers can select from additional (recommended) TDM measures that are most appropriate to the site and will help the site achieve its trip reduction goals. The final “score” of the required and recommended measures must meet or exceed the applicable trip reduction target.

To facilitate implementation, as well as for future TDM monitoring and data collection, it is proposed that development applicants submit the TDM Checklist to the governing jurisdiction Planning Department as part of the development review process, and the expectation is that the local jurisdiction will condition any project approval on the implementation of the measures over the life of the project.

Monitoring and Reporting

Reporting requirements and duration of requirements will vary depending on project ADT and land use. To implement this, C/CAG will partner with Commute.org to administer the monitoring and reporting process primarily through project tenant and employee surveys. These surveys will be intended to capture the completeness of TDM implementation as well as trip-making behavior. Commute.org will assist with distribution, collection, and synthesis of survey data.

Projects will only be found non-compliant if they either fail to implement the measures or amenities as indicated in their approved TDM Plan or do not participate in the implementation surveys as required. Projects that do not meet vehicle trip reduction and SOV mode share targets would not otherwise be penalized if they demonstrate these good-faith efforts to meet the TDM Policy goals. In general, the reporting requirements for large non-residential projects span 18 years, with a biennial surveys in the first 6 years, and a triennial surveys in years 7-18; large residential projects are subject to a biennial survey for the first 6 years; and small residential projects are not subject to reporting requirements.

Existing vs. Proposed TDM Policy

The Land Use Impact Analysis Program and its requirements for local jurisdictions to ensure project sponsors mitigate impacts on the CMP Network have been in place in some form since 2000. This update builds on the existing program by providing better metrics and up to date measures. In crafting this document, we have worked closely with multiple stakeholders to solicit input at many stages, and we have teamed with Commute.org to serve as the primary conduit for monitoring efforts, with the expectation that this will streamline review and minimize the burden on local agency staff.

Included as Attachment 4 is a summary comparing the existing vs. proposed policies, with the main differences being 1) the size of project that will meet the threshold for inclusion in the program and 2) the greatly improved data sources behind the metrics used to determine likelihood of effectiveness of the individual measures to reduce trips.

CMP TAC and CMEQ Committee Discussion

The CMP Technical Advisory Committee (TAC) and the Congestion Management and Environmental Quality Committee discussed this matter at their respective meetings in June 2021 and while recommending approval, offered the following comments and recommended changes:

TAC Comments:

- Include a biennial report to the Committees and Board to track the efficacy of the program.

CMEQ Comments:

- Add a measure to “Additional Measures” to reflect “Smart parking” features such as electronic parking counters/read-outs for transit adjacent projects.
- Increase the trip reduction target for Small Residential projects from 25% to 35%.
- Concerned that the program does not adequately address the needs of the Coastside area, including Pacifica, Half Moon Bay and the unincorporated areas of the Coast, particularly with respect to weekend traffic conditions.

Process – Next Steps

In accordance with C/CAG policy, adoption of a state-mandated countywide plan such as the CMP requires introduction at an initial meeting and adoption at a subsequent meeting. Additionally, per State law the CMP is required to be adopted at a noticed public hearing. Therefore, this hearing, which was publicly noticed in the San Mateo Daily Journal on June 28, 2021, is intended to provide an opportunity for additional comment and discussion, with a recommendation to continue the public hearing to the next Board meeting on September 9, 2021, where a final document will be presented for adoption.

ATTACHMENTS

1. 2019 CMP Appendix I: Guidelines for Implementing the Land Use Component of the Congestion Management Program (Existing Plan).
2. Planning Agency comments/responses
3. Sample TDM Checklist
4. Summary - Comparison of Existing vs. Proposed TDM Policy
5. Final Draft Transportation Demand Management Policy Update Approach - June 2021 (https://ccag.ca.gov/wp-content/uploads/2021/06/6_4_A5-Final-Draft-CCAG_TDM-Policy-Update.pdf)

GUIDELINES FOR IMPLEMENTING THE LAND USE COMPONENT OF THE CONGESTION MANAGEMENT PROGRAM

All land use changes or new developments that require a negative declaration or an Environmental Impact Report (EIR) and that are projected to generate a net (subtracting existing uses that are currently active) 100 or more trips per hour at any time during the a.m. or p.m. peak hour period, must be reported to C/CAG within ten days of completion of the initial study prepared under the California Environmental Quality Act (CEQA). Peak period includes 6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. **Peak hour is defined as the hour when heaviest daily traffic volume occurs and generally occurs during morning and afternoon commute times. Traffic counts are obtained during AM and PM peak periods and the volume from the heaviest hour of AM or PM traffic is used to define peak hour for those time periods. The highest number of net trips resulting from AM or PM peak hour will be used. Net trips are calculated by subtracting trips for existing uses from those generated by the new project.** Although projects that generate less than 100 peak hour trips are not subject to these guidelines, local jurisdictions are strongly encouraged to apply them to all projects, particularly where the jurisdiction has determined that the impacts of the project will have an adverse effect on traffic in that jurisdiction.

These guidelines are not intended to establish a Countywide **threshold** of significance of 100 peak hour trips for CEQA purposes. The determination of what level of traffic results in a significant impact is left in the first instance to the local jurisdiction. These guidelines do contemplate, however, that all trips resulting from projects that are reviewed by C/CAG and fall under these guidelines will be mitigated, whether or not it rises to a level of significance under CEQA.

Local jurisdictions must ensure that the developer and/or tenants will reduce the demand for all new peak hour trips (including the first 100 trips) projected to be generated by the development. The local jurisdiction can select one or more of the options that follow or may propose other methods for mitigating the trips. It is up to the local jurisdiction working together with the project sponsor to choose the method(s) that will be compatible with the intended purpose of the project and the community that it will serve. The options identified in these guidelines are not intended to limit choices. Local jurisdictions are encouraged to be creative in developing options that meet local needs while accomplishing the goal of mitigating new peak hour trips. The additional measures that are not specifically included in these guidelines should be offered for review by C/CAG staff in advance of approving the project. Appeals to the decisions by C/CAG staff will be taken to the full C/CAG Board for consideration.

The Congestion Management Program roadway network includes all state highways and selected principal arterials. When considering land use projects, local jurisdictions may either require that mitigation for impacts to the Congestion Management Program roadway network be finally determined and imposed as a condition of approval of the project, or may conditionally approve such project, conditioned on compliance with the requirements to mitigate the impacts to the Congestion Management Program roadway network. In those instances where conditional approval is given, a building permit may not be issued for the project until the required mitigation is determined and subsequently imposed on the project.

**Note: This is the EXISTING PLAN
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Reference Only**

Some of the choices for local jurisdictions include:

1. Reduce the scope of the project so that it will generate less than 100 net peak hour trips.
2. Build adequate roadway and/or transit improvements so that the added peak hour trips will have no measurable impact on the Congestion Management Program roadway network.
3. If a local jurisdiction currently collects traffic mitigation fees, any portion of the fees that are used to mitigate the impacts of the project's traffic on the Congestion Management Program roadway network will count as a credit toward the reduction in the demand for trips required under the Congestion Management Program. The developer may also contribute a one-time only payment of \$20,000 per peak hour trip (including the first 100 trips) to a special fund for the implementation of appropriate transportation demand management system measures at that development. These funds will be used to implement transportation demand management programs that serve the development making the contribution.
4. Require the developer and all subsequent tenants to implement Transportation Demand Management programs that have the capacity to fully reduce the demand for new peak hour trips. The developer/tenants will not be held responsible for the extent to which these programs are actually used. **The developer shall pay for a monitoring program for the first three years of the development. The purpose of the monitoring program is to assess the compliance of the project with the final TDM plan.** The following is a list of acceptable programs and the equivalent number of trips that will be credited as reduced. Programs can be mixed and matched so long as the total mitigated trips is equal to or greater than the new peak hour trips generated by the project. These programs, once implemented, must be on going for the occupied life of the development. Programs may be substituted with prior approval of C/CAG, so long as the number of **mitigated trips** is not **reduced**. Additional measures may be proposed to C/CAG for consideration. Also there may be special circumstances that warrant a different amount of credit for certain measures. For example, a developer may elect to contract with the Alliance or another provider of TDM services to meet this requirement. These situations can also be submitted to C/CAG in advance for consideration. It is up to each local jurisdiction to use its best judgment to determine the extent to which certain measures are "reasonable and effective." For example, there will be a point where additional showers will not result in more people riding bicycles or walking to work.
5. Adopt Congestion Management Program guidelines for projects within its jurisdiction and submit those guidelines for approval by C/CAG. The local jurisdiction would then apply these guidelines to the appropriate level of project and provide an annual report describing affected projects and guidelines applied. C/CAG would review the jurisdiction's efforts on an annual basis and could require amendments to the jurisdiction's guidelines if the jurisdiction's guidelines were not meeting Congestion Management Program goals.

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6. Adopt the C/CAG guidelines for application to the appropriate level of project in the jurisdiction, and submit an annual report describing affected projects and guidelines applied. C/CAG would review the jurisdiction’s efforts on an annual basis and could require amendments to the jurisdiction’s guidelines if the jurisdiction’s guidelines were not meeting Congestion Management Program goals.
7. Negotiate with C/CAG staff for other acceptable ways to mitigate the trips for specific developments on a case-by-case basis.
8. **C/CAG recognizes that for retail or special uses appropriate TDM measures may be difficult to implement. Please contact C/CAG to develop appropriate measures for these types of projects.**

Transportation

<u>Demand Management Measure</u>	<u>Number of Trips Credited</u>	<u>Rationale</u>
Secure bicycle storage	One peak hour trip will be credited for every 3 new bike lockers/racks installed and maintained. Lockers/racks must be installed within 100 feet of the building.	Experience has shown that bicycle commuters will average using this mode one-third of the time, especially during warmer summer months.
Showers and changing rooms.	Ten peak hour trips will be credited for each new combination shower and changing room installed. An additional 5 peak hour trips will be credited when installed in combination with at least 5 bike lockers	10 to 1 ratio based on cost to build and the likelihood that bicycle utilization will increase.
Operation of a dedicated shuttle service during the peak period to a rail station or an urban residential area. Alternatively the development could buy into a shuttle consortium.	One peak hour trip will be credited for each peak-hour round trip seat on the shuttle. Increases to two trips if a Guaranteed Ride Home Program is also in place. Five additional trips will be credited if the shuttle stops at a child-care facility enroute to/from the worksite.	Yields a one-to-one ratio (one seat in a shuttle equals one auto trip reduced); utilization increases when a guaranteed ride home program is also made available.

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Charging employees for parking.	Two peak hour trips will be credited for each parking spot charged out at \$20 per month for one year. Money shall be used for TDM measures such as shuttles or subsidized transit tickets.	Yields a two -to-one ratio
Subsidizing transit tickets for employees.	One peak hour trip will be credited for each transit pass that is subsidized at least \$20 per month for one year. One additional trip will be credited if the subsidy is increased to \$75 for parents using transit to take a child to childcare enroute to work.	Yields a one-to-one ratio (one transit pass equals one auto trip reduced).
Subsidizing pedestrians/bicyclists who commute to work.	One peak hour trip will be credited for each employee that is subsidized at least \$20 per month for one year.	Yields a one-to-one ratio (One pedestrian/bicyclist equals one auto trip reduced).
Creation of preferential parking for carpoolers.	Two peak hour trips will be credited for each parking spot reserved.	Yields a two-to-one ratio (one reserved parking spot equals a minimum of two auto trips reduced).
Creation of preferential parking for vanpoolers.	Seven peak hour trips will be credited for each parking spot reserved.	Yields a seven-to-one ratio (one reserved parking spot equals a minimum of seven auto trips reduced).
Implementation of a vanpool program.	Seven peak hour trips will be credited for each vanpool arranged by a specific program operated at the site of the development. Increases to ten trips if a Guaranteed Ride Home Program is also in place.	The average van capacity is seven.

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Operation of a commute assistance center, offering on site, one stop shopping for transit and commute alternatives information, preferably staffed with a live person to assist building tenants with trip planning.

One peak hour trip will be credited for each feature added to the information center; and an additional one peak hour trip will be credited for each hour the center is staffed with a live person, up to 20 trips per each 200 tenants. Possible features may include:
Transit information brochure rack
Computer kiosk connected to Internet
Telephone (with commute and transit information numbers)
Desk and chairs (for personalized trip planning)
On-site transit ticket sales
Implementation of flexible work hour schedules that allow transit riders to be 15-30 minutes late or early (due to problems with transit or vanpool).
Quarterly educational programs to support commute alternatives

This is based on staff's best estimate. Short of there being major disincentives to driving, having an on site TDM program offering commute assistance is fundamental to an effective TDM program.

Survey Employees to examine use and best practices.

Three peak hour trips will be credited for a survey developed to be administered twice yearly

This is based on staff's best estimate with the goal of finding best practices to achieve the mode shift goal.

Implementation of a parking cash out program.

One peak hour trip will be credited for each parking spot where the employee is offered a cash payment in return for not using parking at the employment site.

Yields a one-to-one ratio (one cashed out parking spot equals one auto trip reduced).

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Implementation of ramp metering.

Three hundred peak hour trips will be credited if the local jurisdiction in cooperation with CalTrans, installs and turns on ramp metering lights during the peak hours at the highway entrance ramp closest to the development.

This is a very difficult and costly measure to implement and the reward must be significant.

Installation of high bandwidth connections in employees' homes to the Internet to facilitate home telecommuting

One peak hour trip will be credited for every three connections installed. This measure is not available as credit for a residential development.

Yields a one-to-**three** ratio.

Installation of video conferencing centers that are available for use by the tenants of the facility.

Five peak hour trips will be credited for a center installed at the facility.

This is based on staff's best estimate.

Implementation of a compressed workweek program.

One peak hour trip will be credited for every 5 employees that are offered the opportunity to work four compressed days per week.

The workweek will be compressed into 4 days; therefore the individual will not be commuting on the 5th day.

**Flextime:
Implementation of an alternate hours workweek program.**

One peak hour trip will be credited for each employee that is offered the opportunity to work staggered work hours. Those hours can be a set shift set by the employer or can be individually determined by the employee.

This is based on staff's best estimate.

Provision of assistance to employees so they can live close to work.

If an employer develops and offers a program to help employees find acceptable residences within five miles of the employment site, a credit of one trip will be given for each slot in the program.

This assumes that a five-mile trip will generally not involve travel on the freeways.

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Implementation of a program that gives preference to hiring local residents at the new development site.

One peak hour trip will be credited for each employment opportunity reserved for employees recruited and hired from within five miles of the employment site.

This assumes that a five-mile trip will generally not involve travel on the freeways.

Provision of on-site amenities/accommodations that encourage people to stay on site during the workday, making it easier for workers to leave their automobiles at home.

Five peak hour trips will be credited for each feature added to the job site. Possible features may include:

- banking
- grocery shopping
- clothes cleaning
- exercise facilities
- child care center

This is based on staff's best estimate.

Provide use of motor vehicles to employees who use alternate commute methods so they can have access to vehicles during breaks for personal use.

Five peak hour trips will be credited for each vehicle provided.

This is based on staff's best estimate.

Provide use of bicycles to employees who use alternate commute methods so they can have access to bicycles during breaks for personal use.

One peak hour trip will be credited for every four bicycles provided.

This is based on staff's best estimate.

Provision of child care services as a part of the development

One trip will be credited for every two child care slots at the job site. This amount increases to one trip for each slot if the child care service accepts multiple age groups (infants=0-2yrs, preschool=3&4 yrs, school-age=5 to 13 yrs).

This is based on staff's best estimate.

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Developer/property owner may join an employer group to expand available child care within 5 miles of the job site or may provide this service independently

One trip will be credited for each new child care center slot created either directly by an employer group, by the developer/property owner, or by an outside provider if an agreement has been developed with the developer/property owner that makes the child care accessible to the workers at the development.

This is based on staff's best estimate.

Join the Alliance's guaranteed ride home program.

Two peak hour trips will be credited for every 2 slots purchased in the program.

Experience shows that when a Guaranteed Ride Home Program is added to a TDM program, average ridership increases by about 50%.

Combine any ten of these elements and receive an additional credit for five peak hour trips.

Five peak hour trips will be credited.

Experience has shown that offering multiple and complementary TDM components can magnify the impact of the overall program.

Work with the Alliance to develop/implement a Transportation Action Plan.

Ten peak hour trips will be credited.

This is based on staff's best estimate.

The developer can provide a cash legacy after the development is complete and designate an entity to implement any (or more than one) of the previous measures before day one of occupancy.

Peak hour trip reduction credits will accrue as if the developer was directly implementing the items.

Credits accrue depending on what the funds are used for.

Encourage infill development.

Two percent of all peak hour trips will be credited for each infill development.

Generally acceptable TDM practices (based on research of TDM practices around the nation and reported on the Internet).

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Encourage shared parking.	Five peak hour trips will be credited for an agreement with an existing development to share existing parking.	Generally acceptable TDM practices (based on research of TDM practices around the nation and reported on the Internet).
Participate in/create/sponsor a Transportation Management Association.	Five peak hour trips will be credited.	Generally acceptable TDM practices (based on research of TDM practices around the nation and reported on the Internet).
Coordinate Transportation Demand Management programs with existing developments/ employers.	Five peak hour trips will be credited.	This is based on staff's best estimate.
For employers with multiple job sites, institute a proximate commuting program that allows employees at one location to transfer/trade with employees in another location that is closer to their home.	One peak hour trip will be credited for each opportunity created.	Yields a one-to-one ratio.
Pay for parking at park and ride lots or transit stations.	One peak hour trip will be credited for each spot purchased.	Yields a one-to-one ratio.

Additional Measures for Residential Developments

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Develop schools, convenience shopping, recreation facilities, and child care centers in new subdivisions.	Five peak hour trips will be credited for each facility included.	This is based on staff's best estimate.
Provision of child care services at the residential development and/or at a nearby transit center	One trip will be credited for every two child care slots at the development/transit center. This amount increases to one trip for each slot if the child care service accepts multiple age groups (infants, preschool, school-age).	This is based on staff's best estimate.
Make roads and streets more pedestrian and bicycle friendly.	Five peak hour trips will be credited for each facility included.	This is based on staff's best estimate.
Revise zoning to limit undesirable impacts (noise, smells, and traffic) instead of limiting broad categories of activities.	Five peak hour trips will be credited.	This is based on staff's best estimate.
Create connections for non-motorized travel, such as trails that link dead-end streets.	Five peak hour trips will be credited for each connection make.	This is based on staff's best estimate.
Create alternative transportation modes for travel within the development and to downtown areas - bicycles, scooters, electric carts, wagons, shuttles, etc.	One peak hour trip will be credited for each on-going opportunity created (i.e. five bicycles/scooters/wagons = five trips, two-seat carts = two trips, seven passenger shuttle = seven trips).	This is based on staff's best estimate.
Design streets/roads that encourage pedestrian and bicycle access and discourage automobile access.	Five trips will be credited for each design element.	This is based on staff's best estimate.
Install and maintain	Five trips will be credited for each	This is based on staff's best

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alternative transportation kiosks.	kiosk.	estimate.
Install/maintain safety and security systems for pedestrians and bicyclists.	Five trips will be credited for each measure implemented.	This is based on staff's best estimate.
Implement jitneys/vanpools from residential areas to downtowns and transit centers.	One trip will be credited for each seat created.	Yields a one-to-one ratio.
Locate residential development within one-third mile of a fixed rail passenger station.	All trips from a residential development within one-third mile of a fixed rail passenger station will be considered credited due to the location of the development.	This is based on staff's best estimate.

The local jurisdiction must also agree to maintain data available for monitoring by C/CAG, that supports the on-going compliance with the agreed to trip reduction measures.

Draft TDM Update

Comments and Responses from Planning Agencies: March – June 2021

Question	Response
<i>Clarity around legal framework and enforcement</i>	
<p>Page 5 of the Approach document states that a local jurisdiction will condition any project approval on the implementation of the measures selected from the TDM checklist by the project applicant. Depending on framing, non-compliance as part of conditions of approval could be a trigger for other entities to take action against an applicant and may unintentionally burden a local jurisdiction and/or an applicant (like affordable housing developer).</p>	<p>This is addressed more thoroughly in the "Monitoring" section below, but from C/CAG's perspective monitoring is limited to ensuring the project sponsor continues to implement the agreed upon TDM measures over the review period. C/CAG looks to the cities to be a partner in implementing this TDM Land Use Policy Update and acknowledges that cities maintain authority of enforcement of their particular entitlement policies.</p>
<p>Since applicants are likely to use TDM strategies to address transportation impacts under CEQA, mitigation strategies must be enforceable. It would be helpful to have further discussion about what could be leveraged with C/CAG's approach to monitoring and tracking and how this might be leveraged for enforceability under CEQA.</p>	<p>Cities and / the County should continue to enforce CEQA measures as required by State law. This TDM Land Use Policy Update is part of the C/CAG CMP versus CEQA, and, as mentioned above, monitoring is limited to ensuring that the agreed upon TDM measures continue to be implemented.</p>
<p>Has C/CAG assessed the interactions between the TDM policy and other state legislation to streamline the provision of housing (e.g., SB 35, SB 330)? What should local jurisdictions advise an applicant in these situations?</p>	<p>Yes. Where State-mandated timing of development review is concerned, this TDM Land Use Policy Update effects reporting of a TDM policy that is already required of local jurisdictions and is therefore not considered to be an additive action. For example, the adopted CMP includes a Land Use Impact Analysis Program that requires local jurisdictions to report to C/CAG any development or land use policy change projected to generate 100 or more net peak hour trips on the CMP network and to mitigate those trips. This TDM Land Use Policy Update simply converts the qualifying reporting metric from 100 peak hour trips to 100 average daily trips.</p> <p>The proposed TDM Checklist was developed in response to local agency requests for a streamlined process with better data to demonstrate the effectiveness of the individual measures. The Checklist is a spreadsheet that involves simple math of point-based measures designed to set the developer up for success in achieving the stated goal of 25- 35% single occupant vehicle</p>

	<p>trip reduction, depending on the project size/location. The expectation is that it be folded into the local development review process - completed and delivered by the applicant at the outset of their project development submittal. It is intended that the local jurisdiction would verify this submitted Checklist in tandem with all other local project submittal requirements.</p> <p>Local jurisdictions should make project applicants aware of the C/CAG TDM Land Use Policy Update in pre-application meetings and materials (online, permitting handbooks, guidance sheets, etc.) as necessary.</p> <p>While it is unclear how each jurisdiction, as a member agency of C/CAG, formally acknowledges its commitment to compliance with the adopted Congestion Management Plan, including its current Land Use Impact Analysis Program, C/CAG would encourage including this reference in each agencies' municipal code and application completeness checklist so requirements can be more seamlessly incorporated into standard development review procedures. Since compliance with the trip reduction targets is based on application of clear objective standards it should not result in any project approval delays or conflict with other provisions of State housing law.</p>
<p>Will the new C/CAG TDM Policy apply to SB330 housing development projects and if yes, how will it be integrated in the application processing, monitoring and compliance?</p>	<p>It is not anticipated that the TDM Checklist would conflict with nor complicate the processes set forth under SB 330. In fact, as required by the State Permit Streamlining Act, it is foreseeable that a local agency would include the proposed TDM Checklist on the list of required application materials given to a project applicant. Therefore, the TDM Checklist is expected to be included in the preliminary application submitted at the outset of development review, alongside other required documents such as parcel maps, etc., and would not create additional, undue burden.</p>
<p>Are single family subdivisions included?</p>	<p>All single-family residential developments shall be exempt from C/CAG TDM Policy, including planned subdivisions. It is expected that these will be adequately analyzed and mitigated under the separate CEQA review process.</p>
<p>How are mixed-use developments addressed?</p>	<p>Mixed-Use development projects must account for cumulative ADT from all land uses at the project site. To select the TDM Checklist with the corresponding land use that is most appropriate to evaluate a Mixed-Use development, the project applicant choose the Checklist that reflects the site land use estimated to generate the most daily trips. By this rationale, the selected TDM Checklist will mitigate impacts stemming from the most trip-</p>

	intensive land use documented at the Mixed-Use site. For example, if a Mixed-Use project will cumulatively generate over 500 ADT and a Non-Residential Office land use at the site will generate most of those trips, then the applicant should complete and submit the Large Non-Residential (Office, Industrial, Institutional) TDM Checklist.
<i>Equity Implications</i>	
<p>Has C/CAG assessed equity impacts as part of the TDM policy and implementation approach to these requirements? E.g., racial equity toolkit approach to the policy and implementation program and how that might impact development or programs in communities of color, low income communities? We want to ensure that our most vulnerable communities would benefit from this policy.</p>	<p>C/CAG has been working with a number of agencies on the US 101 Mobility Action Plan (101 MAP) to develop non-infrastructure strategies to increase throughput in the corridor, and one of those strategies is to develop a county-wide TDM plan. The MAP also identifies equity actions that can accompany each strategy and has identified two equity actions related to the recommended development of county-wide TDM developer requirements: “build requirements that provide transportation solutions 24 hours a day” and “Encourage subsidized transit passes and memberships for new mobility services for affordable housing residents.”</p> <p>In developing this TDM Land Use Policy Update and the associated trip reduction measures that promote a wide variety of alternative travel modes, we have included ADT as the standard metric to address all trips rather than just peak hour trips and have included subsidized transit passes as a required measure throughout. The C/CAG Land Use Policy Update is aimed at a more regional and consistent approach to TDM Program requirements and measures. The C/CAG Land Use Policy Update TDM Checklist measures are accessible to all individuals regardless of income.</p>
<i>Monitoring</i>	
<p>Page 4 of Implementation Approach states that “local jurisdictions shall assist monitoring and reporting efforts by also engaging in follow-up with developers or responsible project tenants that have not implemented TDM measures...” It also appears that for certain cases, monitoring is in perpetuity, every 2-3 years.</p> <p>Typically, Planning’s engagement with an applicant (typically developer and less often owner) ends once a certificate of occupancy is issued. Any ongoing monitoring that requires interaction with owners or managers would require additional staff resources. Please clarify the expectations</p>	<p>The edit was erroneously not captured in the Implementation Approach version shared with stakeholders. The Implementation Approach document and TDM Land Use Policy Update document have been edited to correctly reflect that non-residential project monitoring has been changed from life of the project to 18 years.</p> <p>Monitoring applies to non-residential projects for 18 years and for large residential projects for 6 years after project completion and occupancy. The monitoring and reporting process is a team effort that will be led by C/CAG, in partnership with Commute.org. Commute.org will assist this task by facilitating standardized surveys on a biennial and triennial basis. Local staff assistance should only be required if the project sponsor is unresponsive in</p>

<p>around coordination needed of local jurisdictions with C/CAG and Commute.org moving forward with project owners and tenants. We do not have staff capacity budgeted for ongoing monitoring or reaching out to owners/tenants, since this is atypical. A regional approach may be helpful in achieving goals for monitoring in addition to enforcement (under CEQA as flagged above).</p>	<p>the required monitoring efforts or is not implementing the measures as required pursuant to the project approvals.</p> <p>One year after occupancy the tenant will self-certify that the TDM Measures chosen during project approval and included in the entitlement by the jurisdiction, are being implemented. The self-certification form will be provided by C/CAG. Every two years (biennially), Commute.org will distribute a standardized commute mode survey to the non-residential tenants of approved and occupied development projects subject to compliance under the C/CAG TDM Example:</p> <p>Year 2025: Project completion & occupation 2026: Self-Certification Form 2027: Self-Certification Form and 1st biennial (two-year) survey 2029: Self-Certification Form and 2nd biennial survey 2031: Self Certification Form 3rd biennial survey. This is the 6-year mark post-occupancy. From this point forward, surveys are to be conducted triennially for non-residential projects (three-year periods). 2034: Self-Certification Form and 4th survey 2037: Self-Certification Form and 5th survey 2040: Self-Certification Form and 6th survey 2043: Self-Certification Form and final survey</p>
<p>Could post-occupancy monitoring could be shortened to 10-20 years instead of life of the project?</p>	<p>See above</p>
<p>Self-certification seems light and may not be trusted, particularly for larger commercial development. What if cities want more stringent requirements, like actual driveway counts? Can they include those requirements in COAs?</p>	<p>Cities are free to require any additional measures in accordance with their own more stringent regulations and conditions of approval and need to accept the associated monitoring responsibility.</p>
<p>How will monitoring and compliance of C/CAQ TDM Policy be carried out? Who is responsible, how, when, for how long? I understand that there is a partnership proposed with Commute.org to assist with this, but our staff will lack the time or resources to do the monitoring and compliance for all of the development projects with projects that will generate at least 100 average daily trips. We will likely require</p>	<p>Monitoring and reporting are a team effort that will be led by C/CAG, in partnership with Commute.org. Commute.org will assist this task by facilitating standardized surveys on a biennial and triennial basis. Local staff assistance should only be required if the project sponsor is unresponsive in the required monitoring efforts or is not implementing the measures as required pursuant to the project approvals.</p>

assistance of consultants for monitoring and compliance of C/CAP TDM Policy.	
<i>Data Collection</i>	
Is there an intention to automate data sharing, entry and analysis to help minimize review and sharing across agencies? Our agency uses Accela and Bluebeam to facilitate interagency review – would C/CAG and Commute.org consider this approach?	Automating the review process to the highest degree possible is viable and could be looked at in the future.
<i>Training Resources for Applicants and Staff</i>	
The revised requirements are likely to implicate a larger number of projects that will need to engage in weekday average daily traffic calculations. C/CAG points to various methodologies that could be employed, but our experience is many smaller applicants do not know how to engage in traffic impact analyses. Does C/CAG intend to provide additional training, resources, or tools to make this initial calculation of ADT easier for inexperienced applicants?	It is estimated that projects that trigger 100 ADT are of a size that would necessitate a TIA and it is likely that the project sponsor would be familiar with the technical analysis to be pursued either in-house or through a contracted professional transportation planner/engineer/firm. Absent that, estimated daily trip generation for the proposed use may be based on the published ITE trip generation rates or other sources determined acceptable by the local jurisdiction. For example, the C/CAG TDM Land Use Policy Update Implementation Guide contains text that refers to the U.S. Environmental Protection Agency <i>Smart Growth Mixed-Use Trip Generation Tool</i> (US EPA MXD) as an additional reference tool for determining trip generation. Appendix C of the C/CAG TDM Policy Update Approach contains references specific to ADT Trip Reduction Methodology.
The revised requirements will necessitate additional review by staff that may not have experience evaluating appropriateness of TDM strategies for a certain project – or advising on such. Could staff refer applicants directly to Commute.org to work with applicants on TDM strategies and to iron out any necessary processes for ongoing monitoring? For example, how would Planner’s assess whether an applicant’s plan for “providing active transportation subsidies” is appropriate?	The intent of the TDM Land Use Update Checklist is not to have cities make a judgment on the efficacy of a TDM measure unless an applicant chooses to substitute something outside of the recommended measures. Utilizing the correlative point system within the TDM Land Use Update Checklist a project applicant simply needs to do the math and in doing so is being set up for success for the targeted single occupant trip reduction percentage. That said, Commute.org is available as a resource for applicants to discuss implementation of TDM plans, including assistance in determining which of the “recommended” measures/programs might be more beneficial for their specific workplace, providing training for property managers/TDM Coordinators, and otherwise helping them promote their TDM programs.
<i>Coordination and consistency with VMT Tool</i>	
Since applicants are likely to use TDM strategies to address transportation impacts under CEQA, it would be helpful if the	C/CAG will coordinate with the working group managing the VMT Estimation Tool for San Mateo County to ensure the C/CAG TDM Land Use Policy Update

<p>TDM strategies are consistent across the C/CAG TDM Spreadsheet tool for TDM Policy Compliance and for VMT calculations.</p> <p>Will the spreadsheet of strategies and associated points/reduction numbers be reviewed and revised at a regular cadence? Will these updates be incorporated into the VMT tool?</p>	<p>Checklist updates are congruent with the intent of VMT goals. The TDM Policy Update and the C/CAG VMT Estimation Tool are distinct, but complementary efforts. The TDM Policy Update is focused on reducing vehicle travel on the CMP Network using the ADT metric and a points-based TDM reduction analysis, whereas, to help with a CEQA analysis, the VMT Estimation Tool is used to conduct baseline VMT screening and VMT reduction analysis for specific land use projects. The VMT Estimation Tool relies on empirical data collected from the VTA/CCAG travel model and CAPCOA VMT reduction research, which is typically updated every 5 to 10 years. Travel models undergo moderate to major updates every 5 to 10 years to remain calibrated to local conditions.</p> <p>The VMT Estimation Tool addresses TDM measures in two ways. First, the VMT Estimation Tool includes built-in TDM measures, such as assumptions of shuttle service. Second, the VMT Estimation Tool includes specific TDM measures, many of which are included in the C/CAG TDM Measure Checklist. The VMT Estimation Tool will identify which specific TDM measures are also offered as part of the C/CAG TDM Land Use Policy.</p> <p>State legislation governing congestion management programs does not require VMT. In fact, California Government Code Section 65089 (b) still requires that Level of Service (LOS) standards apply to the countywide CMP Network.</p>
<p><i>Distance-based threshold approach</i></p>	
<p>Distance for thresholds related to transit proximity is “as the crow flies” which does not consider physical barriers that may prevent human-powered transportation (like freeways). Network analysis (e.g., distance along the roadway network) is preferred.</p>	<p>We have shifted the recommendation from “as the crow flies” to a measurable, traversable route distance. Wherever there is reference to the superseded definition in project documents, we will make the necessary edit to reflect the updated recommendation.</p>
<p><i>Additional supportive resources</i></p>	
<p>Can C/CAG develop an informational presentation (narrated slides are great) that cities can hand out to developers, CEQA consultants, city staff, Planning Commissioners, etc. when the program is finalized? The narrated presentation was extremely helpful to staff not familiar with the program</p>	<p>This could be done in the future.</p>
<p>How will C/CAG get the word out about these new requirements? Has any outreach been done to property</p>	<p>Cities are expected to notify new development project sponsors of the C/CAG TDM Land Use Policy and direct the project sponsors to a web page</p>

<p>managers and developers currently implementing plans? Or should cities plan on outreach strategies? It would be good to give developers a heads up early on, especially if they haven't been involved in creating this program.</p>	<p>containing Policy documents provided by C/CAG. C/CAG will look into developing associated supportive materials to assist local jurisdictions in getting the word out to the local development community.</p>
<p>It could be helpful to hear from other jurisdictions that have more experience administering a transportation demand management program, including advising on some of the nuances of policy implementation and interaction.</p> <p>Could C/CAG share which jurisdictions in SMC have a more robust TDM strategy and approach?</p>	<p>To name a few: San Mateo, Redwood City, Menlo Park, South San Francisco, and Belmont.</p>
<p><i>General Process Questions</i></p>	
<p>Does C/CAG recommend that cities formally adopt this new program (and rescind the existing TSM ordinance)? If so, can C/CAG create template documents to use during the adoption process?</p>	<p>The existing C/CAG TDM Land Use Policy should still be something the cities are following. This effort is an update to C/CAG's Land Use Policy that was in existence since the first CMP. This effort updates project analysis using ADT, provides a numeric checklist to help developers, and calls out specific monitoring procedures.</p> <p>A review of several local TSM Ordinances identified a reference to the original BAAQMD Reg 13, Rule 1, employer trip reduction requirements that were adopted in the early 1990s, which have since been rescinded/replaced. This might be a logical place for local jurisdictions to replace with a reference to compliance with the C/CAG CMP TDM requirements but is not required.</p>
<p>What is C/CAG's formal role in the TDM-related development review process and how do cities require adherence to the program without a local ordinance? Will C/CAG formally "approve" developer-submitted documents? Or will C/CAG staff review and make a recommendation to city staff? Finally, will C/CAG staff work directly with the CEQA consultants that a city hires, or will all communication go through city staff?</p>	<p>C/CAG Will not formally "approve" developer-submitted documents. C/CAG envisions the utilization of the TDM Checklist as a method to demonstrate a qualifying project applicant will successfully mitigate single occupant vehicle trips. As noted above, C/CAG encourages local jurisdictions to codify their commitment to compliance with the adopted Congestion Management Plan, including its Land Use Impact Analysis Program.</p>
<p>How quickly can C/CAG staff review TDM plans? Cities are under legally mandated development review timelines, especially for housing.</p>	<p>The TDM Land Use Policy Update has been simplified to be a matter of a checklist and points, therefore C/CAG will not be a required reviewing agency.</p>

	It is the role of the jurisdiction to review and approve TDM Plans as part of the jurisdiction's routine project application review.
How would the new policy apply to pipeline projects, and projects which were analyzed under a Program EIR that was certified prior to the new state requirements for VMT analysis and this C/CAG policy?	It is currently anticipated that this updated TDM Land Use Policy will take effect on or about January 1, 2022, to provide enough time for C/CAG to produce the final TDM checklist and monitoring materials and ease local jurisdictions into the process. This assumes the C/CAG Board ratifies the Update in the fall of 2021. As presently proposed, pipeline projects analyzed under a program EIR that do not have an application that has been deemed complete by the local jurisdiction prior to the effective date of the Updated TDM Policy would be subject to these requirements.
<i>TDM Checklist</i>	
Clarifying differences in assigned point values – or relative lack thereof – between Transit Proximate and Non-Transit Proximate project types, in the context of active transportation site design	<p>We understand this comment was posed in the context of whether active transportation site design TDM measures have the same effectiveness regardless of distance from high-quality transit service. We concur with the commentor that users are less likely to choose active transportation modes at a Non-Transit Proximate versus Transit Proximate or TOD site.</p> <p>It would conflict with local and regional transportation goals to devalue site design TDM measures simply because there is a relative lack of nearby high-quality transit. Establishing TDM measure efficacy is “art mixed with science” making certain assumptions, efficacy based on available data, and best practices. Non-SOV travel can be encouraged by the implementation of active transportation site design measures, allowing users to at least have the option of improved first- and last-mile non-vehicular supportive amenities. Not encouraging such site design measures risks inequity by relying on fewer travel mode options, rather than facilitating greater choices, at new developments.</p>
Is a project that is exempted from the TDM Policy and Checklist review also exempt from periodic surveys by Commute.org?	A project within a local jurisdiction that is exempt from the C/CAG TDM Policy and Checklist process is also exempt from required follow-up TDM surveys conducted by Commute.org on behalf of C/CAG. However, this survey exemption does not preclude TDM coordination between Commute.org and the subject project and/or the exempt jurisdiction outside of this TDM Policy.

Office, Industrial, Institutional - Large Project (500+ ADT; 50,000+ sft)

Commit to all REQUIRED measures and select sufficient ADDITIONAL Measures to satisfy 35% private automobile trip reduction goal. TOD Projects located within 0.5 miles of station with high-quality transit service shall be subject 25% trip reduction goal.

Required Measures										
ID	Measures	Type	Measure Description	Point Value	Vehicle Trip Reduction Impact	% SOV Trip Reduction Estimate Range	% SOV Mitigated Trip Reduction	Citation	Notes	
Parking Mgmt. for Ridesharing	1	Free/Preferential Parking for Carpools	Programmatic	Provide free or preferential parking, including reserved spaces or spaces near an entrance or other desirable location, to incentivize ridesharing.	1	1.0%	.05-5%	5.0%	3,6	Financial incentives are consistently cited in research as one of the most effective travel behavior modifiers. (Consider observed carpooling aka "slugging" in major metro areas w/ tolled roadways & bridges).
TDM Mgmt. & Admin	2	TDM Coordinator/Contact Person	Programmatic	Provide a TDM coordinator or contact person. This may be an individual who is an employee of - or at - the development project; or may be contracted through a third-party provider, such as Commute.org.	1	0.5%	1-2%	2.0%	6	A person whose responsibility it is to provide, measure, and track transportation programs ensures continued effort to reducing SOV trips
	3	Actively Participate in Commute.org, or Transportation Management Association (TMA) Equivalent	Programmatic	Obtain certification of registration from Commute.org or equivalent TMA incorporation documents.	13	16.5%	7.8-26%	26.0%	1,3,6	Examples: Emeryville TMA, Mission Bay TMA (SF)
	3A	Certified participation in Commute.org, or equivalent program such as TMA		Obtain certification of registration from Commute.org or equivalent TMA incorporation documents.	2	4.0%	5.0%	5.0%	3	
	3B	Commute assistance and ride-matching		Establish a commute assistance program to provide individualized trip planning services.	4	1.0%	1-3%	3.0%	6	
	3C	Shuttle Program/Shuttle Consortium/Fund Transit Service		Establish a shuttle service to regional transit hubs or commercial centers. Shuttle service should be provided free of charge to employees and guests.	5	10.0%	0.3-13%	13.0%	1	FOR TRANSIT PROXIMATE PROJECTS ONLY * ^
	3D	Guaranteed Ride Home		Offer employees a Guaranteed Ride Home (GRH) program (or participate in the Commute.org GRH program).	1	0.5%	<1%	1.0%	1	
	3E	Orientation, Education, Promotional Programs and/or Materials		Offer new employees an orientation or education program or materials.	1	1.0%	0.8-4%	4.0%	1	
Shuttles, Transit & Ridesharing	4	Carpool or Vanpool Program	Programmatic	Establish carpool or vanpool program for tenant-occupants and register program with Commute.org for active users to become eligible for fiscal rewards.	3	2.0%	1-5%	5.0%		
	5	Transit or Ridesharing Passes/Subsidies	Programmatic	Offer public transit passes or subsidies; or carpool/vanpool subsidies to tenants equivalent to 30% of the value of their monthly fare or \$50 monthly, to incentivize transit use and ridesharing and comply with regional environmental sustainability goals. NOTE: Funding contributions towards and/or participation in Commute.org shuttle program does not count for this measure. Passes/subsidies provided must be valid for public transportation options, including but not limited to BART, Caltrain, SamTrans, and ridesharing platforms and vanpool subscription (or costs).	8	10.0%	0-20%	20.0%		
	6	Pre-Tax Transportation Benefits	Programmatic	Offer option for tenants to participate in a pre-tax transit program to encourage the use of sustainable transportation modes and leverage pre-tax income to pay for commute trip costs.	3	1.0%	0-3%	3.0%	0	
Active Transportation	7	Secure Bicycle Storage	Site Design	Comply with CALGreen minimum bicycle parking requirements: Provide safe and convenient long-term (Class I) bicycle parking equating to 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (for 10+ tenant-occupants). Short-term (Class II) bicycle parking should be within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of new visitor motorized vehicle parking spaces being added, with a minimum of 1 two-bike capacity rack. May also be in the public right-of-way.	1	1.0%	0.5%	0.5%	6	Lockers or indoor parking (in addition to racks for short-term parking).
	8	Showers, Lockers, and Changing Rooms for Cyclists	Site Design	These amenities serve as end of trip facilities for employees arriving by bike or other active transportation forms.	2	2.0%	2-5%	3.0%	3	Facilities to store personal hygiene items and change of clothes is an effective measure to encourage active transportation to/from work.
Site Design Initiatives	9	Design Streets to Encourage Bike/Ped Access	Site Design	Design street or roadways that provide multimodal travel choices and give people the option to avoid vehicular traffic congestion, increasing the overall capacity of the transportation network.	1	1.0%	0-2%	2.0%	1,6	Direct pedestrian connection to transit, front setback <20 feet. Given Complete Streets, this is requirement with most jurisdictions.
				Maximum Weighted Points from Required Measures, for TOD Projects	25	25.0%				
				Maximum Weighted Points from Required Measures, for Projects NOT "Transit Proximate"	25	25.0%				
				Maximum Weighted Points from Required Measures, for "Transit Proximate" Projects	30	35.0%				

* "Transit Proximate" : Project located between 0.5 - 3 miles from a transit station or stop with "high quality" transit service.

^ "High quality" transit service : Rail station or a transit stop featuring bus service with maximum 15-minute headways during weekday peak hours of 6-10AM and 3-7PM.

Additional Recommended Measures . Select sufficient, additional measures to reach 35% trip reduction threshold (25% for TODs).

	Additional Measures	Type	Measure Description	Additional Point Values	Vehicle Trip Reduction Impact	% SOV Trip Reduction Estimate Range	% SOV Mitigated Trip Reduction	Citation	Notes	
Employee Programs	10	Flex Time, Compressed Work Week, Telecommute	Programmatic	Flex time allows employees some flexibility in their daily work schedules. Compressed work week allows employees to work fewer but longer days. Telecommuting functions similarly, allowing employees to work from home rather than the office, reducing vehicle travel on the days they work remotely.	5	5.0%	1-27%	16.0%	2,9	With COVID-19 shelter-in-place laws, telecommute surveys have shown and increase in the propensity for employers to allow telecommuting on a regular basis. Increased percentage from original 4%.
Parking Mgmt.	11	Paid Parking at Market Rate	Programmatic	Motorists pay directly for using parking facilities. Parking rates should be at the market rate and not subsidized by property owners or employers.	10	25.0%	0.5-20%	10.0%	1	
	12	Short Term Daily Parking	Programmatic	Offer daily or hourly parking rates that are proportional to the monthly rate or approximately the cost of a transit fare.	2	2.0%	2.0%	1.0%		
	13	Reduced Parking	Site Design	Provide off-street private parking at least 10% below local zoning code required minimums, on a per unit or square foot basis. Where regulations stipulate parking maximums, full credit may be issued if applicant provides parking below the applicable maximum rate. Consideration may be required of potential spillover parking into surrounding areas.	8	10.0%	5-12%	8.0%	1	Would have project sponsor to reduce parking to 10% below local zoning code required minimums; and where less than 10 spaces are in question - remove at least 1 space (see VTPI research citation in Methodology).
TDM Mgmt. & Admin	14	Developer TDM Fee/TDM Fund	Programmatic	Impact fees can be collected from developers, generally on a per-unit or square footage basis, to fund the implementation of TDM programs. These TDM fees can be put in an escrow account for the developer or subsequent property manager to spend to implement programmatic elements of the TDM plan. NOTE: "Double dipping" with the already required "TMA Participation" measure (above) is not allowed. This measure cannot be given credit for TDM fund payment or developer fees already required by fee nexus ordinance by the governing jurisdiction. Credit here may only be given for voluntary TDM fund payment or developer fee negotiated separately with the governing jurisdiction.	5	4.0%	5.0%	5.0%		
Transit, Shuttles, & Ridesharing	15	Car Share On-Site	Programmatic	Provide on-site car share or vehicle fleets.	3	1.0%	<2%	2.0%	2	
	16	Land Dedication or Capital Improvements for Transit	Site Design	Contribute space on, or adjacent to, the project site for transit improvements. NOTE: Scoring for this measure is tiered, based how many improvements are implemented from the list of sub-types below. Each improvement type is worth 2 points. Achieving 4 improvements equals the full 8 points. Land dedication sufficient to accommodate at least 4 improvements will also score the full amount of points.	8	4.0%	0-4%	3.0%	1	
	16A		Bus Pullout Space		2					
	16B		Bus Shelter		2					
	16C		Visual/Electrical Improvements (i.e., Lighting, Signage)		2					
	16D		Other (i.e., Micromobility Parking Zone, TNC Loading Zone)		2					
	17	Shuttle Program/Shuttle Consortium/Fund Transit Service	Programmatic	Establish a shuttle service to regional transit hubs or commercial centers. Shuttle service should be provided free of charge to employees and guests.	5	10.0%	0.3-13%	13.0%	1	
Active Transportation	18	Bike/Scooter Share On-Site	Programmatic	Allocate space for bike or scooter share stations, docks, or parking areas.	2	1.0%	<2%	2.0%	7	
	19	Active Transportation Subsidies	Programmatic	Offer employees or residents who use active transportation subsidies other incentives (gift cards, prizes).	3	2.0%	0.5-3%	3.0%	5	
	20	Gap Closure	Site Design	Establish new, or enhance the quality of, pedestrian and bicycle facilities to facilitate active transportation from a project site to existing trails, bikeways, or adjacent streets. Pedestrian improvements should be within 0.5 miles of project site (approx. 10-15 minute walk); bicycling improvements within 2 miles of site (approx. 15-min ride at 10mph).	5	7.0%	3-21%	15.0%	8	Research identifies maximum 0.5-mile walkshed (radius) from project site and 2-mile biking radius (15 minutes @10mph; leisurely ride).
	21	Bike Repair Station	Site Design	Offer a bicycle repair station or toolkit, within a designated, secure area of the building, such as a bicycle storage room, to encourage bicycling and support employees and residents who cycle.	1	0.5%	0.5%	1.0%		
Site Design Initiatives	22	Pedestrian Oriented Uses & Amenities on Ground Floor	Site Design	Include active, pedestrian-oriented commercial uses on the ground floor to create more walkable and inviting areas. Provide on-site amenities, such as cafés, gym, childcare, retail stores, or banks.	4	3.0%	0.5-2%	3.0%	10	

Maximum Weighted Points from Additional Measures, for TOD Projects	56	64.5%
Maximum Weighted Points from Additional Measures, for Projects NOT "Transit Proximate"	61	74.5%
Maximum Weighted Points from Additional Measures, for "Transit Proximate" Projects	56	64.5%
Cumulative Total for TOD Projects	81	
Cumulative Total for Projects NOT "Transit Proximate"	86	
Cumulative Total for "Transit Proximate" Projects	86	

Compliance Monitoring

Current	Proposed
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Developer to pay for monitoring for first three years. Purpose of monitoring is to assess compliance of the project with the Final TDM plan.

Monitoring required for non-residential projects for 18 years and for large residential projects for six years after project completion and occupancy, consisting of a TDM status form and mode share surveys (non-residential only) to be completed per the schedule listed below:

	Multi-Family Residential		Non-Residential	
	Small Projects	Large Projects	Small Projects	Large Projects
TDM Plan Checklist Survey Reporting (1-6 Years Post-Occupancy)	Not Required	Biennial survey	Biennial survey	Biennial survey
TDM Plan Checklist Survey Reporting (6+ Years Post-Occupancy)	Not Required	Not Required	Triennial survey	Triennial survey
Mode Share Surveys	Not Required	Not required	Required	Required

Projects will be found non-compliant only if the following occurs:

- Failure to implement measures or amenities as indicated in the submitted TDM Plan or TDM Checklist; or
- Failure to submit TDM status forms

C/CAG AGENDA REPORT

Date: July 8, 2021

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

From: Melissa Andrikopoulos, C/CAG Legal Counsel

Subject: Review and approval of Resolution 21-56 authorizing the C/CAG Chair to execute an agreement with Sean Charpentier for service as C/CAG Executive Director.

(For further information or response to questions, contact Melissa Andrikopoulos at mandrikopoulos@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 21-56, authorizing the C/CAG Chair to executive an agreement with Sean Charpentier for service as C/CAG Executive Director.

FISCAL IMPACT

Funding for C/CAG staff is budgeted in the C/CAG annual budget.

BACKGROUND

At the January 14, 2021 C/CAG Board of Directors meeting, Executive Director Sandy Wong announced her plans to retire. The C/CAG Chair, supported by an ad hoc committee (comprised of Chair Marie Chuang, Vice Chair Davina Hurt, and board members Alicia Aguirre, Maryann Moise Derwin, and Diane Papan), led the recruitment to select Ms. Wong's successor. After a thorough and competitive process, the C/CAG Board selected Sean Charpentier as the next C/CAG Executive Director during its June 10, 2021 closed session meeting, pending a successful background check and subject to approval of an employment agreement.

Mr. Charpentier's background check has been completed successfully.

Approval of the attached resolution would authorize the C/CAG Chair to execute the employment agreement with Mr. Charpentier for a three-year term, beginning August 1, 2021, at an annual salary of \$215,000.

ATTACHMENTS

1. Resolution 21-56
2. Agreement between the City/County Association of Governments of San Mateo County (C/CAG) and Sean Charpentier for Service as Executive Director

RESOLUTION 21-56

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT WITH SEAN CHARPENTIER FOR SERVICE AS EXECUTIVE DIRECTOR

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

WHEREAS, following a competitive and thorough recruitment process, the C/CAG Board during its June 10, 2021 closed session meeting, selected Sean Charpentier as the next Executive Director; and

WHEREAS, the C/CAG Board has been presented with an agreement for its consideration and acceptance, whereby C/CAG shall employ Mr. Charpentier for a three-year term at an annual salary of \$215,000 and pursuant to the terms in the agreement; and

WHEREAS, C/CAG and Mr. Charpentier desire to enter into the agreement.

NOW, THEREFORE BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that the C/CAG Chair is authorized to execute the agreement between C/CAG and Sean Charpentier for service as Executive Director, and further authorizes the C/CAG Chair to make minor clarifying edits prior to execution, subject to C/CAG legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF JULY, 2021.

Marie Chuang, Chair

AGREEMENT BETWEEN THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AND SEAN CHARPENTIER FOR SERVICE AS EXECUTIVE DIRECTOR

This Agreement is entered by and between the CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (“C/CAG”), a joint powers agency whose members are the County of San Mateo and the twenty incorporated cities and towns within San Mateo County, and Sean Charpentier (“Executive Director”) (together, the “Parties”).

WHEREAS, C/CAG conducted a thorough recruitment for the role of Executive Director and selected Sean Charpentier as Executive Director; and

WHEREAS, it is necessary and desirable that the Parties enter into this Agreement setting forth Executive Director’s terms of employment with C/CAG; and

NOW, THEREFORE, in consideration of the mutual covenants, terms and conditions as hereinafter set forth, the Parties agree as follows:

1. Term of Agreement. Executive Director is hereby employed as C/CAG’s Executive Director pursuant to this Agreement. The term of this Agreement is for three (3) years, commencing August 1, 2021 and ending July 31, 2024, but may be extended by mutual agreement of the parties. The specification of a term indicates only the maximum length of this Agreement and is not a guarantee of employment for any period of time.

2. At Will Employee. Executive Director is an at-will employee and shall serve at the pleasure of the C/CAG Board of Directors (“Board”). C/CAG may terminate this Agreement, without cause, at any time for any reason effective upon thirty (30) days’ written notice. C/CAG may terminate this Agreement, with cause, at any time effective immediately upon written notice. Executive Director may terminate this Agreement, without cause, at any time for any

reason upon thirty (30) days' written notice. If notice of non-renewal is not given by the Board to the Executive Director two (2) months prior to the termination date, this Agreement shall renew for successive one-year terms, from August 1 to July 31 of succeeding years.

3. Executive Director Duties. Executive Director shall be responsible for the proper and efficient administration of C/CAG under the direction of the Board. The Executive Director shall seek advice and assistance from the Administrators' Advisory Committee ("Administrative Committee"). The Executive Director shall:

- (a) Attend all C/CAG Board and Administrative Committee meetings.
- (b) Coordinate staff work for the C/CAG Board and its committees, including the Administrative Committee.
- (c) Prepare agendas for all C/CAG Board and Administrative Committee meetings.
- (d) Monitor the preparation and implementation of all C/CAG plans and studies.
- (e) Monitor and evaluate the performance of, and give direction to, all staff and consultants to assure the efficient and effective completion of their responsibilities.
- (f) Monitor the budgeted expenditures of all C/CAG programs and approve any expenditures prior to their being made by the C/CAG Treasurer's staff;
- (g) Work closely with the C/CAG Chair and Vice Chair and Finance Committee in the collection and evaluation of information pertinent to C/CAG activities.
- (h) Report to the C/CAG Board of Directors through the Chair of C/CAG or his/her designee.

(i) Monitor the activities and programs of agencies involved in areas of interest to C/CAG and participate in the planning and decision-making processes on issues of mutual concern.

(j) Keep informed on the changing requirements of the State mandated programs of interest to C/CAG and its member agencies.

(k) Identify, pursue, and advocate for funding opportunities to support C/CAG activities.

(l) Serve as liaison between C/CAG and other governmental agencies, and represent C/CAG at various meetings and forums as directed.

(m) Oversee the development and implementation of the Congestion Management Plan and other projects as assigned by the C/CAG Board of Directors.

(n) Maintain and establish relationships with all city, county, regional and State stakeholders.

(o) Work with the Board of Directors to develop, revise, as appropriate, review and implement the mission/ vision/ strategic plan for C/CAG.

(p) Serve on the Executive Council of the San Mateo County Express Lanes Joint Powers Authority in accordance with the Joint Exercise of Powers Agreement between C/CAG and the San Mateo County Transportation Authority.

(q) Perform other duties as may be assigned by the C/CAG Board of Directors, consistent with the position of Executive Director.

In carrying out these duties, Executive Director may employ administrative staff consistent with the approved budget of C/CAG.

Executive Director shall devote his full-time efforts to the performance of the duties of Executive Director of C/CAG.

4. Executive Director Salary. Executive Director shall receive an annual salary of two hundred and fifteen thousand dollars (\$215,000). This salary will remain in effect for the term of Executive Director's employment with C/CAG, subject to any salary increase(s). Any salary increase(s) will be made in conjunction with Executive Director's annual performance reviews, which will take place on or about June 30th of each succeeding year, with the first review to occur on or about June 30, 2022. The Board will consider a salary increase of up to five percent (5%) during the Executive Director's first annual performance review based upon the goals, objectives and job description as may be established by the Board in consultation with the Executive Director. The determination of whether any salary adjustments are merited, and the amount of the adjustments, are within the sole discretion of the Board, whose decision shall be final. Any increase in salary shall be discussed and approved in open session at a regular Board meeting pursuant to Government Code Section 54956(b).

5. Retirement Benefits. Executive Director will be enrolled in the CalPERS retirement system and shall receive the retirement benefit to which he is entitled pursuant to State law and any applicable agreement between C/CAG and CalPERS.

6. Administrative Leave. Executive Director shall accrue two (2) weeks of administrative leave each year, pro-rated on a monthly basis for part year performance. Accrual of administrative leave shall be capped at one hundred and sixty (160) hours per fiscal year. The administrative leave is in lieu of any overtime or compensatory time. Executive Director shall be credited with eighty (80) hours of administrative leave upon the effective date of this Agreement.

7. Vacation. Executive Director shall accrue four (4) weeks of vacation each year, pro-rated on a monthly basis for part performance. Accrual of vacation leave shall be capped at three hundred and twenty (320) hours. Executive Director shall be credited with one hundred sixty (160) hours of vacation upon the effective date of this Agreement.

8. Sick Leave. Executive Director shall accrue twelve (12) days of sick leave each year, pro-rated on a monthly basis for part performance. Accrual of sick leave shall be capped at one thousand twelve hundred (1,200) hours. In no event shall C/CAG be obligated to compensate the Executive Director for earned, unused sick leave. Executive Director shall be credited with eighty (80) hours of sick leave upon the effective date of this agreement.

9. Health, Vision, Dental Benefits. Executive Director is eligible for health, vision, dental and other benefits in the same manner and at similar cost as provided to Executive Management personnel of the City of Redwood City, and shall be provided through the City of Redwood City.

10. Other Employee Benefits. Executive Director shall be provided with paid holidays, and any other employee benefits established for other Executive Management personnel of the City of Redwood City, and shall be provided through the City of Redwood City.

11. Automobile Allowance. The Executive Director is required to have a vehicle available at all times to perform the services and duties of the position. Therefore, the Executive Director shall be entitled to receive a monthly automobile allowance of Four Hundred Dollars (\$400.00) for the acquisition, use, maintenance and insurance of an automobile while on all C/CAG business for business related travel in-County and within 100 miles of the County's boundaries, irrespective of the number of miles traveled on County business. The Executive Director shall be solely responsible for all expenses to use, maintain, operate and insure the automobile. No documentation is required in order to receive this allowance and the Executive Director shall have discretion regarding the expenditure of this allowance. This allowance shall be treated as salary for tax purposes and shall not be treated as creditable compensation for CalPERS purposes unless it is permitted by law. The Executive Director's receipt of this automobile allowance shall be in lieu of any entitlement to mileage reimbursement; however, the

Executive Director shall be eligible for mileage reimbursement at the IRS rate for work-related travel outside of 100 miles from the County's boundaries.

12. Severance. C/CAG shall pay Executive Director for all services through the effective date of termination. Executive Director shall have no right to any additional compensation or payment, except as provided below and except for any accrued and vested benefits.

(a) If C/CAG terminates this Agreement (thereby terminating Executive Director's employment) without cause, C/CAG shall pay to Executive Director from the date of termination until the expiration of this Agreement, or for a period of six (6) months, whichever is less, a sum equal to the difference between the Executive Director's salary at the rate in effect during the Executive Director's last month of service and the amount which the Executive Director earns from any other employment-related source (whether as employee, independent contractor, consultant, or self-employed). As a condition of payment, the Executive Director shall be obligated to immediately seek other employment and to notify C/CAG in writing immediately if the Executive Director earns income from any employment-related sources as defined above.

(b) If C/CAG terminates this Agreement (thereby terminating Executive Director's employment) with cause, Executive Director shall not be entitled to any severance. As used in this Agreement, "cause" shall mean termination due to:

1. A judgment or adverse determination by any court, the State Attorney General, a grand jury, or the California Fair Political Practices Commission involving any misconduct in the course and scope of duties, including but not limited to: intentional tort or violation of any statute or

law constituting misconduct in office, misuse of public funds or conflict of interest;

2. Conviction of a felony;

3. Conviction of a misdemeanor arising out of Executive Director's duties under this Agreement and involving a willful or intentional violation of law or any crime of moral turpitude;

4. Willful failure by the Executive Director to perform his duties hereunder;

5. A willful act by the Executive Director which constitutes gross misconduct and which is injurious to C/CAG. Gross misconduct includes, but is not limited to, the Executive Director's failure to perform properly or neglect of duty where the Executive Director intentionally, knowingly, or deliberately fails to perform, or performs in a grossly negligent manner, or repeatedly performs negligently after prior warning or reprimand and in substantial disregard of C/CAG's interests.

(c) If Executive Director terminates this Agreement (thereby terminating Executive Director's employment), Executive Director shall not be entitled to any severance.

(d) Any other term of this Agreement notwithstanding, the maximum severance that Executive Director may receive under this Agreement shall not exceed the limitations provided in Government Code Sections 53260 – 53264, or other applicable law. Further, in the event Executive Director is convicted of a crime involving an abuse of office or position, Executive Director shall reimburse C/CAG for any paid leave or

cash settlement (including severance), as provided by Government Code Sections 53243 – 53243.4.

13. Administrative Support Services. Executive Director understands and agrees that administrative support services for the position of Executive Director shall be provided through the City of Redwood City, in accordance with the terms and conditions of an agreement to provide administrative support services for the Executive Director, by and between C/CAG and the City of Redwood City, as that agreement may be amended from time to time.

14. Miscellaneous.

(a) This Agreement represents the entire agreement between the Parties with respect to the subject matter addressed herein, and any previous agreements between the Parties, whether written or oral, with respect to the subject matter of this Agreement are of no further force and effect.

(b) All subsequent modifications of this Agreement shall not be effective unless set forth in writing and executed by Executive Director and authorized by resolution of the Board.

(c) This Agreement is entered into by the Parties in the State of California and shall be construed and interpreted in accordance with its laws.

(d) This Agreement has been fully negotiated between the Parties, who have been given an opportunity to consult with their respective attorneys. The Agreement and each of its provisions will be interpreted fairly and simply, and not strictly for or against either of the Parties.

(e) In the event that, at any time subsequent to the execution of this Agreement, any portion or provision of it is found to be illegal, invalid, unenforceable, non-

binding, or otherwise without legal force or effect, the remaining portion(s) will remain in force and be fully binding between the Parties.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year written below.

By  6/10/21
Sean Charpentier Date

City/County Association of Governments of San Mateo County (C/CAG)

By _____
Marie Chuang Date
C/CAG Chair

C/CAG Legal Counsel

By _____
Melissa Andrikopoulos, C/CAG Counsel

C/CAG

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June 15, 2021

The Honorable David Chiu
Chair, Assembly Housing and Community Development Committee
1020 N Street, Room 156
Sacramento, CA 95814

Re: SB 9 (Atkins) Housing developments: approvals – OPPOSE

Dear Assemblymember Chiu:

The City/County Association of Governments of San Mateo County (C/CAG) is writing to respectfully **OPPOSE** SB 9 (Atkins), which would require cities and counties to ministerially approve, without condition or discretion, a housing development containing two residential units on an individual parcel in single-family zones. Additionally, this measure would require local governments to ministerially approve an urban lot split, thus creating two independent lots that may be sold separately.

C/CAG is a joint powers agency whose members comprise the County of San Mateo and the twenty incorporated cities and towns in San Mateo County. C/CAG works on issues of countywide significance, including reducing traffic congestion, addressing regional housing needs, and promoting transit-oriented development with sustainable transportation options.

While C/CAG appreciates President pro Tempore Atkin's desire to pursue a housing production proposal, SB 9 as currently drafted, unfortunately will not effectively spur the much needed housing construction in a manner that supports local flexibility, decision making, and community input. State-driven ministerial or by-right housing approval processes fail to recognize the extensive public engagement associated with developing and adopting zoning ordinances and housing elements that are certified by the California Department of Housing and Community Development (HCD).

Housing affordability and homelessness are among the most critical issues facing California cities. Affordably priced homes are out of reach for many people and housing is not being built fast enough to meet the current or projected needs of people living in the state. Cities lay the groundwork for housing production by planning and zoning new projects in their communities based on extensive public input and engagement, state housing laws, and the needs of the building industry.

Municipalities in San Mateo County and throughout the state are accustomed to public processes as a necessary component to thoughtfully address concerns from all stakeholders on proposed housing projects, from local residents to businesses to developers. Removing the public process

from housing development decisions, even if only for two-unit projects, is counterproductive to the larger goal of increasing housing production and would set a precedent for diverting local landuse authority that our member agencies cannot support. For these reasons, C/CAG respectfully **OPPOSES** SB 9 (Atkins).

C/CAG is committed to being part of the solution to the housing shortfall across all income levels and will continue to work collaboratively with you, the author, and other stakeholders on legislative proposals that will spur meaningful housing construction.

Thank you for the opportunity to provide comment on this important issue. If you have any questions, please contact Sandy Wong, C/CAG's Executive Director at slwong@smcgov.org.

Sincerely,



Marie Chuang, Chair
City/County Association of Governments of San Mateo County

Cc:

The Honorable Senate President pro Tempore Toni Atkins
The Honorable Assemblymember Marc Berman
The Honorable Assemblymember Kevin Mullin
The Honorable Assemblymember Phil Ting
The Honorable Senator Josh Becker
The Honorable Senator Scott Wiener

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June 15, 2021

The Honorable Gavin Newsom
Governor

The Honorable Toni Atkins
Senate President *Pro Tempore*

The Honorable Nancy Skinner
Senate Budget Committee Chair

The Honorable Anthony Rendon
Speaker of the Assembly

The Honorable Phil Ting
Assembly Budget Committee Chair

Submitted via Email

Re: Budget Request for a \$10 million Electric Bicycle Incentive Program - SUPPORT

Dear Governor Newsom, *Pro Tempore* Atkins, Speaker Rendon, Chair Skinner and Chair Ting:

C/CAG supports the Electric Bike Incentive Program request for a \$10 million allocation to a proposed Electric Bicycle Incentive Program in the 2021-22 state budget, as proposed in AB 117 (Boerner-Horvath). Expanding the use of electric bicycles is a very cost-effective way to reduce motor vehicle use and increase the frequency of bicycling, which will reduce traffic congestion in our community, reduce greenhouse gas (GHG) emissions, improve air quality and health, and support equity as the State moves away from a fossil fuel-based economy.

Most car trips in our community are short, less than five miles, and can be accomplished easily with an electric bike. E-bike users can take children to school, haul hundreds of pounds of equipment or groceries, and travel distances, including over steep hills. For many, an electric bike is the only feasible alternative to participate in the transition to electric transportation.

However, electric bikes are not nearly as widespread as they should be, because they are expensive, with costs ranging from \$2,000 to \$5,000, depending on your need. Although people who struggle to manage the costs of their automobiles would save important sums of money by owning an electric bike, they won't switch because the upfront cost of the e-bike is hard to justify. An incentive program will enable the switch, simultaneously serving California's gas vehicle VMT- and GHG-reduction goals and improving the economic security of the recipient. Additionally, C/CAG requests that the state consider separate funding for local bike infrastructure, which is vital to E-bike program success.

Thank you for considering this request to support the proposed Electric Bicycle Incentive Program with a \$10 million budget allocation.

Sincerely,



Marie Chuang, Chair
City/County Association of Governments of San Mateo County

Cc:

The Honorable Assemblymember Tasha Boerner Horvath
The Honorable Assemblymember Marc Berman

The Honorable Assemblymember Kevin Mullin
The Honorable Senator Josh Becker
The Honorable Senator Scott Wiener



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June 15, 2021

The Honorable Richard Pan
Chair, Senate Health Committee
State Capitol, Room 2191
Sacramento, CA 95814

Re: AB 1200 (Ting) – Plant-based food packaging: cookware: hazardous chemicals - SUPPORT

Dear Senator Pan:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG) I am pleased share C/CAG’s SUPPORT for AB 1200 (Ting), which would ban the intentional use of perfluoroalkyl and polyfluoroalkyl substances (PFAS) in plant-based food packaging and further require manufacturers of cookware containing hazardous chemicals, including PFAS, to inform consumers of the intentional addition of such chemicals via warning labels.

C/CAG is a joint powers agency whose members comprise the County of San Mateo and the twenty incorporated cities and towns in San Mateo County. C/CAG works on issues of countywide significance, including administering the countywide Stormwater Program that supports our member agencies’ compliance with municipal stormwater regulatory requirements issued by the San Francisco Bay Regional Water Quality Control Board. AB 1200 takes a proactive approach to reducing the future impacts to water quality, the environment, and public health by regulating the manufacture, sale and distribution of food packaging containing PFAS, which are a particularly hazardous, persistent and ubiquitous class of chemicals used widely in alternative plant-based food packaging and other consumer products.

Perfluoroalkyl and polyfluoroalkyl substances are a broadly used class of fluorine-enriched chemicals found in more than 4,700 consumer, commercial, industrial applications. Through ambient bay, sediment and fish tissue monitoring conducted by the San Francisco Bay Regional Monitoring Program administered by the San Francisco Bay Estuary Institute, which C/CAG supports financially each year on behalf of its member agencies, PFAS compounds have been identified as a “moderate concern” emerging contaminant, due to their broad use, environmental persistence and potential adverse effects on water quality and toxicity to aquatic life. As more local agencies, including several C/CAG member agencies, adopt new foodware ordinances to ban single-use plastics in foodware packaging, it is increasingly important to ensure replacement products are safe for the environment and people.

By focusing on the upstream application of PFAS in food packaging, AB 1200 addresses this high priority pollutant at the source rather than requiring local agencies and programs to monitor and remediate effects after the fact. A state-wide ban on PFAS in food packaging will also provide consistency and more efficient information sharing as local agencies continue to advocate for and adopt healthier and environmentally sound policies to reduce plastic waste. CCAG strongly supports AB 1200 and hopes the Legislature will take on the commitment to cost-effectively and proactively protect water quality and public health with respect to these PFAS in food packaging and cookware.

Sincerely,



Marie Chuang, Chair
City/County Association of Governments of San Mateo County

Cc:

The Honorable Assemblymember Marc Berman
The Honorable Assemblymember Kevin Mullin
The Honorable Assemblymember Phil Ting
The Honorable Senator Josh Becker
The Honorable Senator Scott Wiener

C/CAG

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June 30, 2021

The Honorable Lena Gonzalez
Chair, Senate Transportation Committee
State Capitol, Room 2068
Sacramento, CA 95814

Re: AB 43 (Friedman) Speed limits – SUPPORT

Dear Senator Gonzalez:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am writing to express C/CAG's **SUPPORT** of **AB 43 (Friedman)** in your Transportation Committee. AB 43 would provide local jurisdictions flexibility in setting speed limits lower than what is otherwise determined by the mechanistic methodology in state law, on roads designated as high-injury streets, in business activity districts, and near vulnerable populations such as senior centers.

C/CAG is a joint powers agency whose members comprise the County of San Mateo and the twenty incorporated cities and towns in San Mateo County. C/CAG works on issues of countywide significance, including reducing traffic congestion, mitigating greenhouse gas emissions and advancing active transportation options through safe, efficient, and equitable infrastructure planning and implementation.

Every year, hundreds of Californians die in speed-related crashes. As the data from departments of transportation around the state and the country show, speed is a major contributor to fatalities and serious injuries in crashes, and it is well known that the faster people drive, the more dangerous and deadly our roads become, especially for the most vulnerable road users, including pedestrians, bicyclists, seniors and children. A person struck by a vehicle going 20 mph has a 90% chance of surviving; but the survival rate plummets to 60% if the vehicle is going only 10 mph faster. The survival rate is only 20% if the vehicle is travelling at 40 mph.

Despite these facts, a decades-old and rigid approach to setting speeds – first developed for use on rural roads, now embedded in California law – makes it very hard for cities to set speed limits at speeds that reduce traffic fatalities. Reflecting the so-called “85th percentile” methodology, current law limits jurisdictions’ ability to set safe vehicle speed limits on the most dangerous streets. Traffic engineers calculate the 85th percentile speed for a given roadway during free-flowing traffic when conducting an engineering and traffic survey. The survey results are then analyzed, yielding the speed at or below which 85 percent of the drivers are traveling. Current law places parameters and limitations on setting speed limits that deviate from the 85th percentile. Existing law effectively sets speed limits based on drivers breaking the law, and

importantly to note, there is no evidence to suggest any correlation between traffic flow at the 85th percentile and safety for all road users.

While recognizing the need for and playing a significant role in advancing mode-shifting, reducing vehicle miles traveled through active transportation options and supporting transit-oriented development in San Mateo County, C/CAG is committed to ensuring these sustainable transportation projects are centered on safety and equity. As neighborhoods in the county and throughout the region continue to face severe congestion on local roads, C/CAG’s role in promoting healthy, safe, and environmentally sound transportation alternatives to foster safe roads for all users becomes increasingly salient.

The recently adopted 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan identified that the largest segment of the population does not feel comfortable riding a bicycle adjacent to high speed traffic and that approximately 25% of the roadways in San Mateo County are considered to have “high level of traffic stress” for bicyclists due to adjacent vehicle speeds.

AB 43 presents a much-needed opportunity to address the unacceptable consequences of outdated speed setting methods in communities throughout San Mateo County and beyond, and to make future transportation investments work for public safety and sustainable transportation goals.

C/CAG commends Assemblymember Friedman and the Legislature for taking action to ensure our streets and roads are safer for everyone, and C/CAG urges continued **SUPPORT** for **AB 43**.

Thank you for the opportunity to provide comment on this important issue. If you have any questions, please contact Sean Charpentier, C/CAG’s Transportation Program Director, at scharpentier@smcgov.org.

Sincerely,



Marie Chuang, Chair
City/County Association of Governments of San Mateo County

Cc:

The Honorable Assemblymember Laura Friedman
The Honorable Assemblymember Marc Berman
The Honorable Assemblymember Kevin Mullin
The Honorable Assemblymember Phil Ting
The Honorable Senator Josh Becker
The Honorable Senator Scott Wiener