

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

C/CAG BOARD MEETING NOTICE and SAN MATEO COUNTY AIRPORT LAND USE COMMISSION MEETING NOTICE

Meeting No. 346

DATE: Thursday, October 14, 2021

TIME: 6:30 P.M.

On September 16, 2021, the Governor signed AB 361, which amended certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings remotely via telephonically or by other electronic means under specified circumstances. Thus, pursuant to Government Code section 54953(e), the C/CAG Board meeting 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/82236393783?pwd=dUREUGJUN2JjbVo4V00Um9TZEJFdz09>

Meeting ID: 822 3639 3783

Password: 101421

Join by Phone: (669) 900-6833

Meeting ID: 822 3639 3783

Password: 101421

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 Review and approval of Resolution 21-79 finding that, as a result of the continuing COVID-19 pandemic state of emergency declared by Governor Newsom, meeting in person would present imminent risks to the health or safety of attendees. ACTION p. 1

4.0 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.

4.1 Update from MTC representative.

4.2 Other public comment on items not on the agenda.

5.0 PRESENTATIONS/ ANNOUNCEMENTS

5.1 Receive a presentation on the SamTrans Shuttle Study. p. 6

5.2 Receive a presentation on the 2021 California Stormwater Quality Association Awards for the San Mateo County Sustainable Streets Master Plan and the Flows To Bay website. p. 7

6.0 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.

6.1 Approval of the minutes of regular business meeting No. 345 dated August 9, 2021. ACTION p. 9

6.2 Review and approval of Resolution 21-69 supporting the Dumbarton Corridor Project Initiation Document project, authorizing submittal of an application for the 2021 Measure A and Measure W Highway Program Funding, and committing \$500,000 in matching funds. ACTION p. 18

6.3 Review and approval of Resolution 21-70, authorizing the C/CAG Chair to execute Amendment No. 2 to Cooperative Agreement 04-2687, Amendment No. 1 to Cooperative Agreement 04-2726, and Amendment No. 1 to Cooperative Agreement 04-2767, of the San Mateo 101 Express Lanes Project. ACTION p. 24

6.4 Review and approval of Resolution 21-71 awarding an aggregate total of \$421,000 in Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) County Program Manager Funds to Millbrae's citywide virtual bicycle and pedestrian detection and San Bruno's bicycle route installation projects, and further authorize the C/CAG Chair to execute associated funding agreements with project sponsors. ACTION p. 55

- 6.5 Review and approval of Resolution 21-72 authorizing the C/CAG Chair to execute Amendment No. 2 to the agreement with Fehr & Peers for development of the Vehicle Miles Traveled (VMT) Estimation Tool to add \$21,100 for a new not to exceed total of \$241,100 and time extension to December 31, 2022. ACTION p. 60
- 6.6 Review and approval of Resolution 21-73 adopting Caltrans Local Assistance Procedures Manual Chapter 10: Consultant Selection. ACTION p. 64
- 6.7 Review and approval of Resolution 21-78 amending the One Bay Area Grant 2 (OBAG 2) Program to reflect a reallocation of \$797,250 to two new projects in the Cities of Daly City and Millbrae. ACTION p. 70
- 6.8 Receive copy of agreement(s) executed by the C/CAG Chair or Executive Director consistent with C/CAG Procurement Policy:
 - 6.8.1 Receive a copy of executed Amendment No. 1 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with City of Half Moon Bay for the Main Street Traffic Calming project, expanding their scope of work to include Town Boulevard at no additional cost. ACTION p. 77
 - 6.8.2 Receive a copy of executed Amendment No. 1 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with City of South San Francisco for the East of 101 Bicycle Safety Improvement project, removing two intersections in their scope of work at no additional cost. ACTION p. 81
 - 6.8.3 Receive a copy of the executed Amendment No. 1 to the agreement with City of South San Francisco to extend the design phase of the South San Francisco Smart Corridor extension project through December 31, 2022. ACTION p. 86
- 6.9 Review and approval of Resolution 21-74 authorizing the C/CAG Chair to execute Amendment No.1 to an agreement between C/CAG and County Office of Sustainability for staff services for the San Mateo County Energy Watch Program adding \$405,620 for a new amount not to exceed of \$882,600. ACTION p. 88
- 6.10 Review and approval of Resolution 21-75 authorizing the C/CAG Chair to execute Amendment No. 6 to the Agreement with Advanced Mobility Group for work related to implementation of the updated Congestion Management Plan Land Use Impact Analysis Program to add \$30,000, for a new not to exceed amount of \$105,666, and extend the term of the contract to June 30, 2022. ACTION p. 94

7.0 REGULAR AGENDA

- 7.1 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. 104
- 7.2 Review and approval of the 2022 State Improvement Transportation Program for San Mateo County:

7.2.1 Review and approval of Resolution 21-76 approving the Proposed 2022 State Transportation Improvement Program (STIP) for San Mateo County and also authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make minor modifications as necessary. (*Special voting procedures apply*). ACTION p. 110

7.2.2 Review and approval of Resolution 21-77 authorizing the filing of an application for \$13,158,000 in funding from the Regional Transportation Improvement Program (RTIP) for the SR-92/US-101 Direct Connector Project. ACTION p. 115

7.3 Review and approval of Resolution 21-68 supporting the US 101 Managed Lanes Project North of Interstate 380, the US 101/SR 92 Interchange Area Improvement Project and the US 101/SR 92 Interchange Direct Connector Project, and Authorizing Submittal of Applications for 2021 Measure A and Measure W Highway Program Funding. ACTION p. 120

7.4 Receive a Presentation on the Recruitment process for three seats (City At-Large, Central Region, and Coast Region) on the OneShoreline (San Mateo County Flood and Sea Level Rise Resiliency District) Board of Directors. INFORMATION p. 127

7.5 Receive a Presentation on Tentative Order of the reissued Municipal Regional Stormwater Permit and summary of October 12th and 13th Water Board hearings. INFORMATION p. 136

8.0 COMMITTEE REPORTS

8.1 Committee Reports (oral reports)

8.2 Chairperson's Report

8.3 Board Members Report/ Communication

9.0 EXECUTIVE DIRECTOR'S REPORT

10.0 COMMUNICATIONS - Information Only

10.1. Letter from Sean Charpentier, C/CAG Executive Director, to CA High Speed Rail Authority, dated 09/08/21; RE: Comments on Supplemental DEIR.

10.2 Press Release, dated 9/26/2021; RE: Bulk Order Rain Barrel Campaign.

10.3 Letters from Marie Chuang, Chair, C/CAG Board of Directors, to the Honorable Governor Gavin Newsom, dated 9/1/21-9/13/21 RE: Request for Veto on SB 9 (Atkins)
Request for Signature on SB 339 (Wiener)

Request for Signature on AB 1200 (Ting)
Request for Signature on AB 1499 (Daly)
Request for Signature on AB 43 (Friedman)

11.0 ADJOURNMENT

Next scheduled meeting November 18, 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. 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. Emails received less than 2 hours before the meeting will be provided to the C/CAG Board members and included in the administrative record of the meeting as soon as practicable.

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: Sean Charpentier (650) 599-1409

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

C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 21-79 finding that, as a result of the continuing COVID-19 pandemic state of emergency declared by Governor Newsom, meeting in person would present imminent risks to the health or safety of attendees.

(For further information, contact Melissa Andrikopoulos at mandrikopoulos@smcgov.org)

RECOMMENDATION

Review and approval of Resolution 21-79 finding that, as a result of the continuing COVID-19 pandemic state of emergency declared by Governor Newsom, meeting in person would present imminent risks to the health or safety of attendees.

FISCAL IMPACT

There is no fiscal impact.

SOURCE OF FUNDS

Not applicable

BACKGROUND

On June 11, 2021, Governor Newsom issued Executive Order N-08-21, which rescinded his prior Executive Order N-29-20 and set a date of October 1, 2021 for public agencies to transition back to public meetings held in full compliance with the Brown Act. The original Executive Order provided that all provisions of the Brown Act that required the physical presence of members or other personnel as a condition of participation or as a quorum for a public meeting were waived for public health reasons. If these waivers fully sunset on October 1, 2021, legislative bodies subject to the Brown Act would have to contend with a sudden return to full compliance with in-person meeting requirements as they existed prior to March 2020, including the requirement for full physical public access to all teleconference locations from which board members were participating.

On September 16, 2021, the Governor signed AB 361, a bill that formalizes and modifies the teleconference procedures implemented by California public agencies in response to the Governor's Executive Orders addressing Brown Act compliance during the COVID-19 emergency. AB 361 allows a local agency legislative body to continue to use teleconferencing under the same basic rules as provided in the Executive Orders when certain circumstances occur or when certain findings have been made and adopted by the legislative body.

AB 361 provides that Brown Act legislative bodies must return to in-person meetings on October 1, 2021, unless they choose to continue with fully teleconferenced meetings because a specific declaration of a state or local health emergency is appropriately made. AB 361 allows legislative bodies to continue to conduct virtual meetings as long as there is a gubernatorially-proclaimed public emergency in combination with (1) local health official recommendations for social distancing or (2) adopted findings that meeting in person would present an imminent risk to health or safety. AB 361 is effective immediately as urgency legislation and will sunset on January 1, 2024.

AB 361 also requires that, if the state of emergency remains active for more than 30 days, the legislative body must make findings by majority vote every 30 days to continue using the bill's exemption to the Brown Act teleconferencing rules. Specifically, the legislative body must find that the need for teleconferencing persists due to risks posed by the ongoing state of emergency. Effectively, this means that local agencies must either agendaize a Brown Act meeting once every thirty days to make these findings, or, if a local agency has not made such findings within the prior 30 days, the local agency must re-adopt the initial findings if it wishes to conduct a remote meeting.

Public Agencies that want to continue with the option for remote meetings due to the COVID-19 emergency are preparing to bring findings to their elective bodies. The San Mateo County Board of Supervisors approved a similar resolution on consent at the September 28, 2021 meeting.

DISCUSSION

The County's high vaccination rate, successfully implemented local health measures (such as indoor masking), and best practices by the public (such as voluntary social distancing) have proven effective, in combination, at controlling the local spread of COVID-19.

However, the California Department of Public Health and the federal Centers for Disease Control and Prevention have cautioned that the Delta variant of COVID-19, currently the dominant strain in the country, is more transmissible than prior variants of the virus, that it may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others, resulting in rapid and alarming rates of COVID-19 cases and hospitalizations (<<https://www.cdc.gov/coronavirus/2019-ncov/variants/delta-variant.html>>).

Reducing the circumstances under which people come into close contact remains a vital component of the County's COVID-19 response strategy. While local agency public meetings are an essential government function, the last 18 months have demonstrated that conducting such meetings virtually is feasible.

Public meetings pose high risks for COVID-19 spread for several reasons. These meetings bring together people from throughout a geographic region, increasing the opportunity for COVID-19 transmission. Further, the open nature of public meetings makes it difficult to enforce compliance with vaccination, physical distancing, masking, cough and sneeze etiquette, or other safety measures. Moreover, some of the safety measures used by private businesses to control these risks may be less effective for public agencies.

These factors combine to make in-person public meetings imminently risky to health and safety.

We therefore recommend that the Board adopt findings that conducting in-person meetings at the present time would present an imminent risk to the health and safety of attendees. A resolution to that

effect, and directing staff to take other such necessary or appropriate actions to implement the intent and purposes of the resolution, is attached hereto.

Because local rates of transmission of COVID-19 are still in the “substantial” tier as measured by the Centers for Disease Control, we recommend that the Board avail itself of the provisions of AB 361 allowing continuation of remote meetings by adopting findings to the effect that conducting in-person meetings would present an imminent risk to the health and safety of attendees. A resolution to that effect, and directing staff to take such other necessary or appropriate actions to implement the intent and purposes of the resolution, is attached hereto.

ATTACHMENT

1. Resolution 21-79

RESOLUTION 21-79

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY FINDING THAT, AS A RESULT OF THE CONTINUING COVID-19 PANDEMIC STATE OF EMERGENCY, MEETING IN PERSON FOR MEETINGS OF THE C/CAG BOARD OF DIRECTORS WOULD PRESENT IMMINENT RISKS TO THE HEALTH OR SAFETY OF ATTENDEES.

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

WHEREAS, on March 4, 2020, pursuant to California Government Code section 8550, *et seq.*, Governor Newsom proclaimed a state of emergency related to the COVID-19 novel coronavirus, and subsequently, the San Mateo County Board of Supervisors declared a local emergency related to COVID-19, and the proclamation by the Governor and declaration by the Board of Supervisors remain in effect; and

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20, which suspended certain provisions in the California Open Meeting law, Government Code section 54950 *et seq.* (the “Brown Act”), related to teleconferencing by local agency legislative bodies, provided certain requirements were met and followed; and

WHEREAS, on June 11, 2021, the Governor issued Executive Order N-08-21, which extended provisions of Executive Order N-29-20 that waive otherwise-applicable Brown Act requirements related to remote/teleconference meetings by local agency legislative bodies through September 30, 2021; and

WHEREAS, on September 16, 2021, Governor Newsom signed AB 361 into law, and AB 361 that provides that a local agency legislative body subject to the Brown Act may continue to meet without complying with the otherwise-applicable requirements in the Brown Act related to remote/teleconference meetings by local agency legislative bodies, provided that a state of emergency has been declared and the legislative body determines that meeting in person would present imminent risks to the health or safety of attendees, and provided that the legislative body makes such findings at least every thirty (30) days during the term of the declared emergency; and

WHEREAS, the C/CAG Board of Directors concludes that there is a continuing threat of COVID-19 to the community, and that Board meetings have characteristics that give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings); and

WHEREAS, California Department of Public Health (“CDPH”) and the federal Centers for Disease Control and Prevention (“CDC”) caution that the Delta variant of COVID-19, currently the dominant strain of COVID-19 in the country, is more transmissible than prior variants of the virus, may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations

(<https://www.cdc.gov/coronavirus/2019-ncov/variants/delta-variant.html>); and

WHEREAS, the CDC has established a “Community Transmission” metric with 4 tiers designed to reflect a community’s COVID-19 case rate and percent positivity; and

WHEREAS, the County of San Mateo currently has a Community Transmission metric of “substantial” which is the second most serious of the tiers; and

WHEREAS, the C/CAG Board of Directors has an important governmental interest in protecting the health and safety of those who participate in its meetings; and

WHEREAS, in the interest of public health and safety, as affected by the emergency caused by the spread of COVID-19, the C/CAG Board of Directors deems it necessary to find that meeting in person would present imminent risks to the health or safety of attendees, and thus intends to invoke the provisions of AB 361 related to teleconferencing;

NOW, THEREFORE, IT IS HEREBY DETERMINED AND ORDERED that

1. The recitals set forth above are true and correct.
2. The C/CAG Board of Directors finds that meeting in person would present imminent risks to the health or safety of attendees.
3. Staff is directed to take such other necessary or appropriate actions to implement the intent and purposes of this resolution.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF OCTOBER 2021.

Marie Chuang, Chair

C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, Executive Director

Subject: Presentation on the SamTrans Shuttle Study

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

RECOMMENDATION

That the C/CAG Board of Directors receive a presentation on the SamTrans Shuttle Study.

BACKGROUND/DISCUSSION

This item is being presented to the Board for information only.

Early last year, SamTrans and the Peninsula Corridor Joint Powers Board (Caltrain) began work on a shuttle study with the goal of recommending improvements to shuttle administration and operations, as well as the evaluation process used by the San Mateo County Transportation Authority (TA) and C/CAG to select shuttles for funding in San Mateo County Shuttle Program.

The study is now nearing completion, and SamTrans staff will present an overview of the study's draft recommendations. The recommendations include a new service and management vision for shuttle operations as well as clarifying how shuttles fit into the Peninsula's transit network. This presentation will also provide recommendations for potential updates to the Joint TA and C/CAG shuttle "call for projects" evaluation criteria and includes updated quantifiable metrics to assist future evaluation panels with the scoring of shuttle applications.

ATTACHMENT

1. Presentation - <https://ccag.ca.gov/committees/board-of-directors-2/>

C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, Executive Director

Subject: Receive a presentation on the 2021 California Stormwater Quality Association Awards for the San Mateo County Sustainable Streets Master Plan and the Flows To Bay website.

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

RECOMMENDATION

That the C/CAG Board of Directors receive a presentation on the 2021 California Stormwater Quality Association Awards for the San Mateo County Sustainable Streets Master Plan and the Flows To Bay website.

BACKGROUND/DISCUSSION

C/CAG's San Mateo Countywide Water Pollution Prevention Program (Program) received two awards in 2021 presented annually by the California Stormwater Quality Association (CASQA). The Program won the 2021 Outstanding Sustainable Stormwater Project or Program Award for "Calm Before the Storm: San Mateo Countywide Sustainable Streets Master Plan" and an Outstanding Stormwater News, Information, Outreach, and Media Award for its "Flows To Bay Website." Reid Bogert, C/CAG's Stormwater Program Specialist will accept the award on behalf of the Program at CASQA's virtual annual conference awards plenary session on October 26.

The Sustainable Streets Master Plan, which was adopted by the Board at its February 2021 meeting via Reso 21-08, prioritizes street segments throughout the county for integrating green stormwater infrastructure with planned transportation investments as an approach for adapting the transportation network to a changing climate. Sustainable Streets are broadly defined as integrating Complete Streets with Green Streets, combining improvements focused on supporting active transportation and transit with green infrastructure that captures, cleans, and retains stormwater runoff.

The project included the following primary tasks:

- Community Engagement
- Climate Adaptation Risk Analysis on Local Transportation Network
- High-Resolution Data Analysis and Fine-Scale Drainage Delineation
- Prioritization of Sustainable Streets Opportunities and Development of Master Plan
- Project Concepts & Model Policies

- Web-based Project Implementation Mapping and Tracking Tool

The Flows To Bay website was redesigned in spring 2020. The overarching goals of the website redesign were to restructure the Program’s pollution prevention messaging, tools, and resources to streamline front-end and back-end use and functionality, integrate programmatic elements and improve the overall look and feel of the site with enhanced design and navigation geared toward the general public, C/CAG member agencies and Program staff. The website was also evaluated post-redesign to better understand the effectiveness of the redesign with respect to overall reach and impact.

CASQA's annual awards program identifies and recognizes exemplary leadership, outstanding projects, activities, and contributors in the field of stormwater quality management. The 2021 CASQA Annual Conference and annual awards are based on the theme of “Recovery and Resilience.” CASQA's membership is composed of a diverse range of stormwater quality management organizations and individuals, including cities, counties, special districts, industries, and consulting firms throughout the state. A large part of CASQA's mission is to assist water quality programs in California by learning collectively from the individual experiences of its members.

ATTACHMENTS

None

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

C/CAG BOARD

MINUTES

Meeting No. 345
September 9, 2021

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.

1.0 CALL TO ORDER/ ROLL CALL

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

Atherton	– Elizabeth Lewis
Belmont	– Justin Mates
Brisbane	– Karen Cunningham
Burlingame	– Ricardo Ortiz
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
San Mateo	– Diane Papan
San Mateo County	– David Canepa
South San Francisco	– Mark Adieggo
SMCTA (Non-Voting)	– Julia Mates

Absent:

Daly City
Woodside

SMCTD (Non-Voting)

Others:

Sean Charpentier	– C/CAG Executive Director
Mima Guilles	– C/CAG Clerk of the Board
Claire Cunningham	– C/CAG Legal Counsel
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
Leo Scott	– Gray-Bowen-Scott
Gina Papan	– MTC Commissioner
John Ford	– Commute.org
Corinne Dutra-Roberts	– Advance Mobility
Matt Fabry	– Public Member

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

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.

3.1 Update from MTC representative.

None.

3.2 Other public comment on items not on the agenda.

Clerk of the Board, Mima Guilles has read aloud a public comment from Darryl Yip and Jennifer Garstang.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

4.1 Certificate of Appreciation to Matt Fabry for his years of dedicated service to C/CAG.

Chair Chuang presented the Certificate of Appreciation to Matt Fabry for his years of dedicated services to C/CAG.

Board Member Derwin thanked Matt for all that he has done. Wished him good luck in his new and very well-deserved chapter in his life.

Matt Fabry thanked everyone for all the kind words and the recognition.

4.2 Receive a presentation update on the Construction of San Mateo 101 Express Lanes Project.

Van Ocampo, C/CAG staff, gave a brief introduction on the quarterly update on the San Mateo 101 Express Lanes project.

The Board received a presentation update from Leo Scott, Gray-Bowen-Scott on the Construction of San Mateo 101 Express Lanes Project.

Board Member Schneider asked if rubberized asphalt was used and Leo said yes. She would like specific dates when rubberized asphalt was placed. He and Van will follow-up.

Board Member Rak had concerns on notifications that are not placed before exits. Leo said for many years, it has been Caltrans practice and is applied statewide at all corridors. Signing and messaging of detours are at the closed ramp for the next ramp. It can be improved however it's a matter of cost and effectiveness.

Board Member Gauthier asked questions on what have we learned on the work on 880 managed lane, how will pricing be determined, equity plan and transponders. Leo said the configuration on 880 includes striped buffers that are illegal to cross, the 101 corridor will not have buffers, anyone will be able to get in and out at any time throughout the corridor. The pricing structure is a zone based priced. How much you pay will depend on when you drive, the direction you're driving and how far you drive. The JPA has a consultant that is leading the effort. Board Member Papan chimed in and said the equity program has two components, a one-time funding of a transponder and we're looking at funding clipper start cards for people who don't have cars. And as far as the transponders, it'll depend on what type of transponder you have. You'll need the transponder with a switch.

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. 344 dated July 8, 2021. APPROVED

5.2 Review and approval of Resolution 21-50 adopting an updated Records Retention Policy. APPROVED

5.3 Review and approve the Fiscal Year 2022/23 Cycle Transportation Development Act Article 3 Program Call for Projects and schedule. APPROVED

5.4 Review and approval of Resolution 21-57 determining that the proposed Serramonte Del Rey Precise Plan, including associated General Plan and Zoning Amendments, enabling redevelopment of a 22-acre site at 699 Serramonte Boulevard, Daly City, is conditionally

- consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. APPROVED
- 5.5 Review and approval of Resolution 21-58 determining that the proposed Serramonte Del Rey Parcel B Multi-Family Residential project at 699 Serramonte Blvd., Daly City, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. APPROVED
- 5.6 Review and approval of Resolution 21-59 determining that the proposed Westlake South mixed-use project at 99 Southgate Avenue, Daly City, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. APPROVED
- 5.7 Receive a copy of a Resolution of the Millbrae City Council giving notice to the C/CAG Board, as the San Mateo County Airport Land Use Commission (ALUC), of its intent to consider an override of the ALUC determination that the proposed Amendments to the Millbrae Station Area Specific Plan related to "Biosafety Level 2" uses in a portion of the Employment Center/Light Industrial Zone are not consistent with the noise policies of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. INFORMATION
- 5.8 Review and approval of amendments to three on-call consultant service agreements for airport/land use consistency review to add \$40,000 to the previously approved aggregate amount of \$140,000 to be shared among three firms, and to extend contract terms to September 30, 2023:
- 5.8.1 Review and approval of Resolution 21-60 authorizing the C/CAG Chair to execute Amendment No. 4 to the agreement with Ricondo & Associates for airport/land use consistency review services to add \$40,000 for a new aggregate amount of \$180,000 to be shared among three firms, and to extend the contract term to September 30, 2023. APPROVED
- 5.8.2 Review and approval of Resolution 21-61 authorizing the C/CAG Chair to execute Amendment No. 4 to the agreement with Coffman Associates for airport/land use consistency review services to add \$40,000 for a new aggregate amount of \$180,000 to be shared among three firms, and to extend the contract term to September 30, 2023. APPROVED
- 5.8.3 Review and approval of Resolution 21-62 authorizing the C/CAG Chair to execute Amendment No. 5 to the agreement with ESA Airports for airport/land use consistency review services to add \$40,000 for a new aggregate amount of \$180,000 to be shared among three firms, and to extend the contract term to September 30, 2023. APPROVED
- 5.9 Review and approval of Resolution 21-63 authorizing the C/CAG Executive Director to issue task orders in full compliance with the terms and conditions of the on-call airport/land use consistency review service agreements. APPROVED

- 5.10 Review and approval of Resolution 21-64 determining that the proposed 7-story multifamily housing project at 124 Airport Blvd./100 Produce Ave., South San Francisco, including associated General Plan, Specific Plan and Zoning Amendments, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. APPROVED
- 5.11 Review and approval of the Finance Committee’s recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of June 30, 2021. APPROVED
- 5.12 Review and approval of Resolution 21-65 adopting the C/CAG Investment Policy Update. APPROVED
- 5.13 Receive a copy of the Actuarial Valuation of Other Post-Employment Benefit (OPEB) Programs as of July 1, 2021 and GASB 75 Report for the fiscal year ending June 30, 2022. APPROVED
- 5.14 Review and approve Resolution 21-66 authorizing the C/CAG Executive Director to execute Amendment No. 1 to Task Order EOA-13, adding an additional amount not to exceed \$253,263 for program management transitional support and enhanced trash capture opportunity analyses. APPROVED
- 5.15 Review and approval of Draft RFP for Federal Advocacy Services. APPROVED

Board Member Ortiz MOVED to approve the consent agenda items 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8.1, 5.8.2, 5.8.3, 5.9, 5.10, 5.11, 5.12, 5.13, 5.14 and 5.15, Board Member Cunningham SECONDED. Roll call was taken. **MOTION CARRIED 19-0-0**

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). NO ACTION

C/CAG staff, Reid Bogert, summarized the high points from the September, focusing the conclusion of the first year of the 2021-2022 Legislative Session and the process that C/CAG staff is undergoing to work with the Chairs of the Legislative Committee and the C/CAG Board to submit letters requesting the Governor’s signature or veto on bills that C/CAG took positions on this year. C/CAG’s legislative consultant will be available for a presentation to the C/CAG Board in October, though the Legislative Committee will not meet until December. No action was recommended by the Legislative Committee.

- 6.2 Review and comment on scope of services for C/CAG Equity Assessment. INFORMATION

The Board received a presentation from Kim Springer, C/CAG staff on the scope of services for C/CAG Equity Assessment.

Kim will give regular updates and the first update will be bringing the contract to the C/CAG Board for approval.

Alternate Member Mates thinks it would be a good starting point to find out where we are and assessed programs.

Board Member Ruddock appreciates the leadership on the issue.

Gina Papan, MTC Commissioner commented that MTC has a bench of equity consultants for use.

- 6.3 Conduct a public hearing on the draft update to the Congestion Management Plan Land Use Impact Analysis Program (TDM Policy); review and approval of Resolution 21-67 to amend the 2019 Congestion Management Plan to revise Chapter 6 – Land Use Impact Analysis Program *Tier 2: Individual Large Development Analysis* component and Appendix I to incorporate the updated TDM Policy. (*Special Voting Procedures apply*)
(*Public hearing opened on July 8, 2021 and continued to September 9, 2021*)

APPROVED

The Board received an update from Susy Kalkin, C/CAG staff, on the CMP TDM policy update.

Board Member Cunningham MOVED to approve item 6.3. Board Member Lewis SECONDED.

A Special Voting Procedure was taken by roll call. **MOTION CARRIED 19-0-0.**
Results: 19 Agencies approving. This represents 90% of the Agencies representing 99% of the population.

Ayes:

- Atherton - Elizabeth Lewis
- Belmont - Justin Mates
- Brisbane - Karen Cunningham
- Burlingame - Ricardo Ortiz
- Colma - John Goodwin
- East Palo Alto - Lisa Gauthier
- Foster City - Sanjay Gehani
- Half Moon Bay - Debbie Ruddock
- Hillsborough - Marie Chuang
- Menlo Park - Cecile Taylor
- Millbrae - Ann Schneider
- Pacifica - Sue Vaterlaus
- Portola Valley - Maryann Moise Derwin
- Redwood City - Alicia Aguirre
- San Bruno - Michael Salazar
- San Carlos - Adam Rak
- San Mateo - Diane Papan
- South San Francisco - Mark Addiego
- San Mateo County - David Canepa

Noes:

Absent:

- Daly City
- Woodside

- 6.4 Receive the Draft 2022 State Transportation Improvement Program (STIP) for San Mateo County. INFORMATION

The Board received a brief presentation from Jeff Lacap, C/CAG staff on the Draft 2022 State Transportation Improvement Program (STIP) for San Mateo County, a five-year funding plan updated every two years. For the 2022 STIP, there is approximately \$16 million in programming capacity. Jeff stated that the current estimate for the available STIP funds is \$13 million for the FY 2025-26 and FY 2026-27 with \$3 million in CRSSAA funds to be made available for programming in FY 2022-23 and FY 2023-24. The proposed projects must meet certain requirements to be eligible.

7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports)

None.

- 7.2 Chairperson’s Report

The Chair has announced that the Governors Executive Order for remote meetings will expire at the end of this month. There is an urgency legislation AB 361 that will go into effect immediately that will permit public agencies to continue to meet remotely as long as the public agencies make findings regarding the emergency condition. Staff is monitoring AB 361. If passed by the Legislator and signed by the Governor, we can most likely continue to have remote meetings. A special C/CAG Board meeting to make the finding pursuant to AB 361 might be necessary prior to the October meeting.

7.3 Board Members Report/ Communication

None.

8.0 EXECUTIVE DIRECTOR'S REPORT

Sean Charpentier, C/CAG Executive Director reported out that for future Board meetings, C/CAG has begun exploring options for a Zoom related room to better facilitate public involvement. Prior to Covid we did not stream or televised meetings. We will transition to action summary minute format. He will continue to attend each City Council meetings to introduce himself to the full City Councils and reaching out to each Board Member.

Board Member Papan congratulated Sean with the newsletter. Very comprehensive of the updates of all the things C/CAG has been working on. Sean gave the credit to staff.

Board Member Cunningham thanked Sean and welcomes him in introducing himself to staff and City Council.

9.0 COMMUNICATIONS - Information Only

9.1 Letters from Marie Chuang, Chair C/CAG Board of Directors, to The Honorable Senators Feinstein and Padilla; dated 7/21/21. RE: Support for C/CAG \$10 million funding request for US 101 Managed Lane Project North of I-380 (Project)

9.2 Letter from Marie Chuang, Chair, C/CAG Board of Directors, and Gina Papan, Chair, C/CAG Legislative Committee, to the Honorable Assemblymember Marc Berman, dated 8/3/21. RE: C/CAG Thank You Letter for San Mateo County State Legislative Delegation Meeting.

9.3 Letter from Marie Chuang, Chair, C/CAG Board of Directors, and Gina Papan, Chair, C/CAG Legislative Committee, to the Honorable Senator Scott Wiener, dated 8/3/21. RE: C/CAG Thank You Letter for San Mateo County State Legislative Delegation Meeting.

9.4 Letter from Marie Chuang, Chair, C/CAG Board of Directors, and Gina Papan, Chair, C/CAG Legislative Committee, to the Honorable Senator Josh Becker, dated 8/3/21. RE: C/CAG Thank You Letter for San Mateo County State Legislative Delegation Meeting.

9.5 Letter from Marie Chuang, Chair, C/CAG Board of Directors, and Gina Papan, Chair, C/CAG Legislative Committee, to the Honorable Assemblymember Kevin Mullin, dated 8/24/21. RE: C/CAG Thank You Letter for San Mateo County State Legislative Delegation Meeting.

9.6 Letters from Sandy Wong, C/CAG Executive Director; dated 7/20/21. RE: C/CAG Comments on MTC Plan Bay Area 2050 and DEIR.

10.0 ADJOURNMENT – 7:56 p.m.

The Chair adjourned the meeting in memory of Rosalie O'mahony. Rosellie was former C/CAG Board Member representing Burlingame, a five-time Mayor of City of Burlingame and she was a Professor of Mathematics at the College of San Mateo.

C/CAG AGENDA REPORT

ITEM 6.2

Date: October 14, 2021

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 21-69 supporting the Dumbarton Corridor Project Initiation Document project, authorizing submittal of an application for the 2021 Measure A and Measure W Highway Program Funding, and committing \$500,000 in matching funds.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-69, supporting the Dumbarton Corridor Project Initiation Document project, authorizing submittal of an application for the 2021 Measure A and Measure W Highway Program funding, and committing \$500,000 in matching funds.

FISCAL IMPACT

None. The \$500,000 in matching funds will be provided by the private sector.

BACKGROUND

On June 7, 1988 the voters of San Mateo County approved Measure A and, subsequently, reapproved the Measure on November 2, 2004; a one-half percent transaction and use tax for highway and transit improvements. On November 6, 2018 the voters authorized Measure W, an additional one-half percent sales tax.

The San Mateo County Transportation Authority (SMCTA) issues a call for projects for use of the Measure A and Measure W funds, including the Short-Range Highway Plan program. The most recent issuance was on August 6, 2021 and C/CAG responded with an application for the Short-Range Highway Plan on September 24, 2021, for Project Initiation Documents (PID) for a Dumbarton Roadway Improvements Project (Project). The Project will analyze the options for managed lane roadway facilities for express buses, other transit, shuttles, and high occupancy vehicles with the goal of reducing vehicle congestion and greenhouse gas emissions and increasing person throughput in this congested corridor. Other major goals include analyzing improvements to pedestrian and bike safety, connections to and along the Bayfront for commuting and recreation, and strategies to reduce transportation impacts on the local community. There will be significant stakeholder engagement including participation in identifying alternatives to be analyzed and key equity and community concerns. The project is separate from Dumbarton Rail studies.

The PID process will include considerable community engagement, especially with disadvantaged communities along the Corridor.

Staff requested \$4,500,000 of Measure A and Measure W funds and committed to a ten percent match of \$500,000. Prior to submission, staff received a letter from SAMCEDA committing to \$500,000 of matching private funds for the Project. See Attachment 1, Exhibit A.

Adoption of Resolution 21-69 will provide the necessary follow up commitment documents required by the SMCTA for the 2021 Highway Call for Projects, Dumbarton Roadway Improvement application. Resolution 21-69, the Dumbarton Roadway Improvement Application, and the SAMCEDA letter are provide as attachments to this staff report.

ATTACHMENTS

1. Resolution 21-69
 - a) Exhibit A: SAMCEDA Letter – Dumbarton Roadway Improvements Matching Funds Support
 2. Short Range Highway Plan – Dumbarton Roadway Improvement – Application
- Available on-line at: <http://ccag.ca.gov/committees/board-of-directors/>

RESOLUTION 21-69

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY SUPPORTING THE DUMBARTON CORRIDOR PROJECT INITIATION DOCUMENT PROJECT, AUTHORIZING SUBMITTAL OF AN APPLICATION FOR THE 2021 MEASURE A AND MEASURE W HIGHWAY PROGRAM FUNDING, AND COMMITTING \$500,000 IN MATCHING FUNDS

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

WHEREAS, roadway connections and interchanges between Highway 101 and the Dumbarton Bridge experience traffic congestion and lack managed lane, active transportation, and green infrastructure improvements; and

Whereas, the San Mateo County Transportation Authority (TA), the Metropolitan Transportation Commission, and communities along the corridor have completed or participated in studies to address the issues and provided alternatives; and

Whereas, C/CAG wishes to sponsor the implementation of a project to create Project Initiation Documents for Dumbarton Roadway Improvement Project; and

WHEREAS, C/CAG seeks \$4,500,000 for the Dumbarton Roadway Improvement Project, and

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the SMCTA of a half-cent transactions and use tax in San Mateo County for 25 years, with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the SMCTA of the half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A); and

WHEREAS, on November 6, 2018, the voters of San Mateo County approved a ballot measure known as "Measure W," which increased the sales tax in San Mateo County by 1/2 percent, and tasked the SMCTA with administering four of the five transportation program categories pursuant to the Congestion Relief Plan presented to the voters; and

WHEREAS, the SMCTA issued a Call for Projects for the Measure A and Measure W Highway Program funds on August 6, 2021; and

WHEREAS, the SMCTA requires applicants for Measure A and/or Measure W funds to submit a resolution in support of the application, in this case in support of C/CAG's application for \$4,500,000 in Measure A Highway Program funds for the Dumbarton Roadway Improvement PID Project; and

WHEREAS, SAMCEDA has provided a commitment letter for \$500,000 for the required local match and which is included in this resolution as Exhibit A; and

WHEREAS, the SMCTA also requires applicants to submit a resolution committing to the completion of the proposed project scope, in this case the Dumbarton Roadway Improvement PID Project; and

WHEREAS, if the SMCTA Board awards Measure A and/or Measure W Highway Program funds to the Project the SMCTA requires that C/CAG commence work on the Project within one year of SMCTA Board action; and

WHEREAS, the Project will analyze the options for managed lane roadway facilities for express buses, other transit, shuttles, and high occupancy vehicles with the goal of reducing vehicle congestion and greenhouse gas emissions; increasing person throughput in this congested corridor.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the City/County Association of Government of San Mateo County:

1. Directs staff to submit an application for TA 2021 Measure A and Measure W Highway Program funds for \$5,000,000 for the Dumbarton Corridor Project Initiation Document Project.
2. Authorizes the Chair to execute a funding agreement with the San Mateo County Transportation Authority for C/CAG to receive any Measure A and/or Measure W Highway Program funds awarded.
3. Commits \$500,000 in private matching funds committed by the San Mateo County Economic Development Association (SAMCEDA) for the completion of Dumbarton Corridor Project Initiation Document Project if awarded the requested TA Measure A and/or Measure W Highway Program funds.
4. Directs C/CAG staff to commence work on the Dumbarton Corridor Project Initiation Document Project within one year of receiving an award of Measure A and/or Measure W Highway Program Funds.

* * * * *

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the City/County Association of Governments of San Mateo County, California, held on the 14th day of October 2021 by the following vote:

AYES: [xx, xx, xx,]

NOES: [xxx]

ABSENT: [xx]

ABSTAIN: [xx]

[xxxx]

By: _____
Marie Chuang - Chair

ATTEST:

Mima Crume, Secretary of the Board



EXECUTIVE COMMITTEE

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Chair of the Board
Lucile Packard Children's Hospital Stanford

ARIANE HOGAN
Vice Chair
Genentech

ROBERT WEBSTER
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Past Chair of the Board
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RICK KNAUF
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FRANK R. PETRILLI
Coblentz Patch Duffy & Bass

MARIO PUCCINELLI
Recology San Mateo County

NIRAJ SINGH
Kaiser Permanente

JONATHAN SCHARFMAN
Real Estate Executive

ASHLEY STANLEY
BKF Engineers

LUCY WICKS
Stanford University

**EMERITUS ADVISOR
TO THE CHAIR**

T. JACK FOSTER, JR.
Foster Enterprises

September 23, 2021

Sean Charpentier
Executive Director
City/County Association of Governments (C/CAG)
555 County Center
Redwood City, CA 94063

Dear Sean,

Congratulations on your appointment as the new Executive Director. I look forward to your reaching out once you get settled to discuss how SAMCEDA can support your work and vision for the organization moving forward.

I am writing in support of C/CAG applying to the San Mateo County Transportation Authority (SMCTA) for the *Short-Range Highway Program* to fund the initiation of a project that would provide a connection from the Dumbarton Bridge to the US 101 Express Lanes.

We understand that the scope of work is to complete a *Project Study Report – Project Development Support (PSR-PDS)* that will evaluate concepts for connecting the existing US 101 Express Lanes to the Dumbarton Bridge. This study will analyze options to provide managed lane roadway facilities for express buses, other transit, shuttles, and high occupancy vehicles to reduce congestion, greenhouse gas emissions and increase person throughput in this highly congested corridor.

As you may be aware, SAMCEDA worked with Sandy Wong and C/CAG to facilitate private sector funding in the amount of \$3M for the 101 Express Lane EIR/EIS and \$50M for the 101 Express Lane construction costs.

SAMCEDA, along with the private sector, are committed to supporting the work of C/CAG again by providing \$500,000.00 to be used as matching funds if the project is selected for funding. We look forward to working in partnership to improve regional mobility in this area.

Sincerely,

Rosanne Foust
President & CEO, SAMCEDA

C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 21-70, authorizing the C/CAG Chair to execute Amendment No. 2 to Cooperative Agreement 04-2687, Amendment No. 1 to Cooperative Agreement 04-2726, and Amendment No. 1 to Cooperative Agreement 04-2767, of the San Mateo 101 Express Lanes Project.

(For further information, contact Van Ocampo at vocampo@smcgov.org)

RECOMMENDATION

Review and approve of Resolution 21-70, authorizing the C/CAG Chair to execute Amendment No. 2 to Cooperative Agreement 04-2687, Amendment No. 1 to Cooperative Agreement 04-2726, and Amendment No. 1 to Cooperative Agreement 04-2767, of the San Mateo 101 Express Lanes Project.

FISCAL IMPACT

There is no Fiscal Impact to C/CAG. There are no changes to the State Transportation Improvement Program (STIP) funds that C/CAG administers.

SOURCE OF FUNDS

Not Applicable

BACKGROUND

C/CAG and the San Mateo County Transportation Authority (SMCTA) are co-sponsors of the SM101 Express Lanes Project (Project). C/CAG, SMCTA and Caltrans (Parties) entered into multiple Cooperative Agreements, to specify the roles and responsibilities of each party, and show the source of funding/s and associated spending plan of each project phase. The project is being delivered by an integrated team comprised of Caltrans and consultants under contract with SMCTA.

As work progressed through the project development process, resources and levels of effort from the integrated team may shift, thus requiring spending plans to adapt accordingly. In addition, the savings in one phase of the project can be made available to cover higher than estimated cost of another phase. In line with these efforts, the proposed Amendments to the Cooperative Agreements listed below facilitates the shifting of Senate Bill 1 (SB-1) funds, as well as some savings from previous project phases to fund SMCTA's consultant's construction support cost. The Cooperative Agreements and proposed Amendments are more described as follows:

1. Cooperative Agreement No. 04-2687 was entered into by the Parties on July 11, 2018. It defines the terms and conditions for the Plans, Specifications, and Estimates (PS&E), and

Right of Way (ROW) Phases of a highway improvement project to incorporate Managed Lanes on U.S. 101 from the San Mateo/Santa Clara County Line to Interstate 380 (I-380). It also allotted, amongst others, \$1,000,000 of Local Measure A funds for ROW Support.

The proposed Amendment No. 2 to Cooperative Agreement No. 04-2687 shifts \$600,000 of the remaining ROW Support funds to SMCTA's Construction Support.

2. Cooperative Agreement No. 04-2726 was entered into on November 12, 2019. It defines the terms and conditions for the Civil Construction (Northern segment) of a highway improvement project and incorporates Managed Lanes to the Project. It also established the Construction Manager/General Contractor (CM/GC) method for delivering the Project with CALTRANS as the Implementing Agency for the Construction Phase. It also allotted, amongst others, \$8,500,000 for Caltrans Construction Support.

The proposed Amendment No. 1 shifts \$850,000 from Caltrans Construction Support to also add to SMCTA's Construction Support.

3. Cooperative Agreement No. 04-2767 was entered into on July 16, 2020. It established C/CAG and SMCTA as equal Co-Sponsors of the Project. It also states that SMCTA and C/CAG will work together as an integrated team for the delivery of the Plans, Specifications, and Estimates (PS&E), Right-of-way (ROW) and Construction Phases of the toll system integration component of the Project. It allocated, amongst others, \$38,680,000 of Local Measure A funds for Construction Capital and \$1,500,000 of State funds for Caltrans' Construction Capital costs.

The proposed Amendment No. 1 shifts \$500,000 of Local Measure A funds from Construction Capital and another \$500,000 from Caltrans' Construction Capital to SMCTA Construction Support.

These Amendments do not affect the STIP funds that C/CAG administers. The total project funding does not change, but the funding amounts shift to reflect the needs of the project. As Parties to the Cooperative Agreements, C/CAG, SMCTA and CALTRANS must review and execute the proposed amendments. Attachments 2-4 are the Proposed Amendments to the Cooperative Agreements, which include the updated expenditure and funding tables for each Cooperative Agreement.

ATTACHMENTS

1. Resolution 21-70
2. Proposed Amendment No. 2 to Cooperative Agreement No. 04-2687
3. Proposed Amendment No. 1 to Cooperative Agreement No. 04-2726
4. Proposed Amendment No. 1 to Cooperative Agreement No. 04-2767

RESOLUTION NO. 21-70

RESOLUTION BY THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE CHAIR OF C/CAG TO EXECUTE AMENDMENT No. 2 TO COOPERATIVE AGREEMENT 04-2687, AMENDMENT No. 1 TO COOPERATIVE AGREEMENT 04-2767, AND AMENDMENT No. 1 TO COOPERATIVE AGREEMENT 04-2726 OF THE SAN MATEO 101 EXPRESS LANES PROJECT

WHEREAS, US 101 is one of the most congested freeways in the region, with the congestion projected to worsen as a result of continued expansion of commercial and residential development adversely affecting the economic vitality and sustainability of San Mateo County; and

WHEREAS, the San Mateo 101 Express Lanes Project (Project) will create 44 miles (22 miles in each direction) of new express lanes along the US 101 between the San Mateo - Santa Clara County Line and Interstate 380 (I-380) in South San Francisco.

WHEREAS, the Project goal is to reduce congestion, increase person throughput and improve travel time reliability for motorists on US 101 by incentivizing the use of public transit, carpools, and other shared-ride options.

WHEREAS, the Project is being constructed in two segments; the southern segment from the San Mateo/Santa Clara County Line to Whipple Avenue in Redwood City, and the northern segment from Whipple to Interstate-380.

WHEREAS, C/CAG and the San Mateo County Transportation Authority (SMCTA) are co-sponsors of the SM101 Express Lanes Project (Project).

WHEREAS, C/CAG, SMCTA and Caltrans (Parties) entered into multiple Cooperative Agreements, to specify the roles and responsibilities of each party, and show the source of funding/s and associated spending plan of each project phase.

WHEREAS, as work progressed through the project development process, resources and levels of effort from the integrated team may shift, thus requiring spending plans to adapt accordingly and meet the current project needs; and

WHEREAS, the following proposed Amendments to the Cooperative Agreements below facilitates the shifting of funds, as well as some savings from previous project phases to fund SMCTA's Consultant's Construction Support Cost:

- Amendment No. 2 to Cooperative Agreement No. 04-2687 shifts \$600,000 of unused ROW Support funds to SMCTA's Construction Support.
- Amendment No. 1 to Cooperative Agreement No. 04-2726 shifts \$850,000 from Caltrans' Construction Support to SMCTA's Construction Support.
- Amendment No. 1 to Cooperative Agreement No. 04-2767 shifts \$500,000 of Local Measure A funds for Construction Capital and \$500,000 of State funds for Caltrans' Construction Capital to SMCTA Construction Support

NOW, THEREFORE, BE IT RESOLVED: that the Board of Directors of the City/County Association of Governments of San Mateo County hereby authorizes the Chair of the Board to execute Amendment No. 1 to Cooperative Agreement 04-2767, Amendment No. 1 to Cooperative Agreement 04-2726 and Amendment No. 2 to Cooperative Agreement 04-2687 of the San Mateo 101 Express Lanes Project.

* * * * *

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the City/County Association of Governments of San Mateo County, California, held on the 14th day of October, 2021 by the following vote:

AYES: [xx, xx, xx,]

NOES: [xxx]

ABSENT: [xx]

ABSTAIN: [xx]

[xxxx]

By: _____

Marie Chuang - Chair

ATTEST:

Mima Crume, Secretary of the Board

AMENDMENT NO. 2 TO AGREEMENT 04-2687

This Amendment No. 2 (AMENDMENT) to Agreement 04-2687 (AGREEMENT), effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

San Mateo County Transportation Authority, a public corporation/entity, referred to hereinafter as SMCTA, and

City/County Association of Governments of San Mateo County, referred to hereinafter as C/CAG.

RECITALS

1. CALTRANS, SMCTA and C/CAG, collectively referred to as PARTIES, entered into AGREEMENT on July 11, 2018, defining the terms and conditions for Plans, Specifications, and Estimates (PS&E) and Right of Way phases of a highway improvement project, to incorporate managed lanes on U.S. 101 from 0.3 Mile north of San Antonio Road Interchange (SC-PM 50.6) in Santa Clara to 0.3 Mile south of Grand Avenue Interchange in San Mateo County (SM PM 21.8), referred to as PROJECT.
2. PARTIES entered into Amendment No. 1 to AGREEMENT on June 28, 2019, to change the funding and to include requirements related to the new funding source, the Road Repair and Accountability Act of 2017 (SB 1).
3. The AGREEMENT established CALTRANS, SMCTA, and C/CAG as equal SPONSORS, with CALTRANS is the IMPLEMENTING AGENCT for the PROJECT's PS&E and Right of Way phases. CALTRANS and SMCTA will work together as an integrated team for the PS&E and Right of Way Project components. CALTRANS is the CEQA and NEPA lead agency for the PROJECT. Under AGREEMENT, funding for the PROJECT PS&E, in the amount of \$18,000,000 is to be provided by CALTRANS (STIP/IIP), \$18,730,000 is to be provided by SMCTA (Local and SB 1/LLP) and \$270,000 is to be provided by C/CAG (SB 1/LLP). Funding for the PROJECT Right of Way Capital, in the amount of \$16,000,000 is to be provided by C/CAG (STIP/RIP). Funding for the PROJECT Right of Way Support, in the amount of \$1,000,000 is to be provided by SMCTA (Local).

4. PARTIES now seek to adjust Right of Way Support spending from \$1,000,000 to \$400,000 to meet the current PROJECT needs. PARTIES wish to enter into AMENDMENT No. 2 to reflect the said funding changes for PROJECT.

IT IS THEREFORE MUTUALLY AGREED:

1. A revised FUNDING SUMMARY No. A2 is attached and made part of the AGREEMENT. FUNDING SUMMARY A2 will replace the FUNDING SUMMARY A1, as amended under AMENDMENT 1. Any reference to FUNDING SUMMARY No. A1 will now be deemed a reference to FUNDING SUMMARY A2.
2. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
3. This AMENDMENT is deemed to be included and made a part of the AGREEMENT.

DRAFT

CONTACT INFORMATION

The information provided below indicates the primary contact information for each PARTY to this AGREEMENT. PARTIES will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this AGREEMENT.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Joseph M. Hurley, Director, SMCTA Program
Phone Number: (650)508-7942
E-mail: hurleyj@samtrans.com
1250 San Carlos Avenue
San Carlos, CA 94070

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Van Dominic Ocampo, P. E. - Transportation Systems Coordinator
Office Phone: (650) 559-1460
Email: vocampo@smcgov.org
C/O CCAG
555 County Center, 5th Floor
Redwood City, CA 90036

CALTRANS

Mohammad Suleiman, Regional Project Manager
Phone Number: (510) 622-5943
E-mail: mohammad.Suleiman@dot.ca.gov
111 Grand Avenue
Oakland, CA 94612

SIGNATURES

PARTIES are authorized to enter into this AMENDMEENT and have delegated to the undersigned the authority to execute this AMENDMENT on behalf of the respective agencies and hereby covenants to have followed all the necessary legal requirements to validly execute this AMENDMENT.

The PARTIES acknowledge that executed copies of this AMENDMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: _____
Helena (Lenka) Culik-Caro
Deputy District Director, Design

VERIFIED OF FUNDS & AUTHORITY:

By: _____
Jefferey Kuehnel
District Budget Manager

CERTIFIED AS TO FINANCIAL
TERMS & POLICIES:

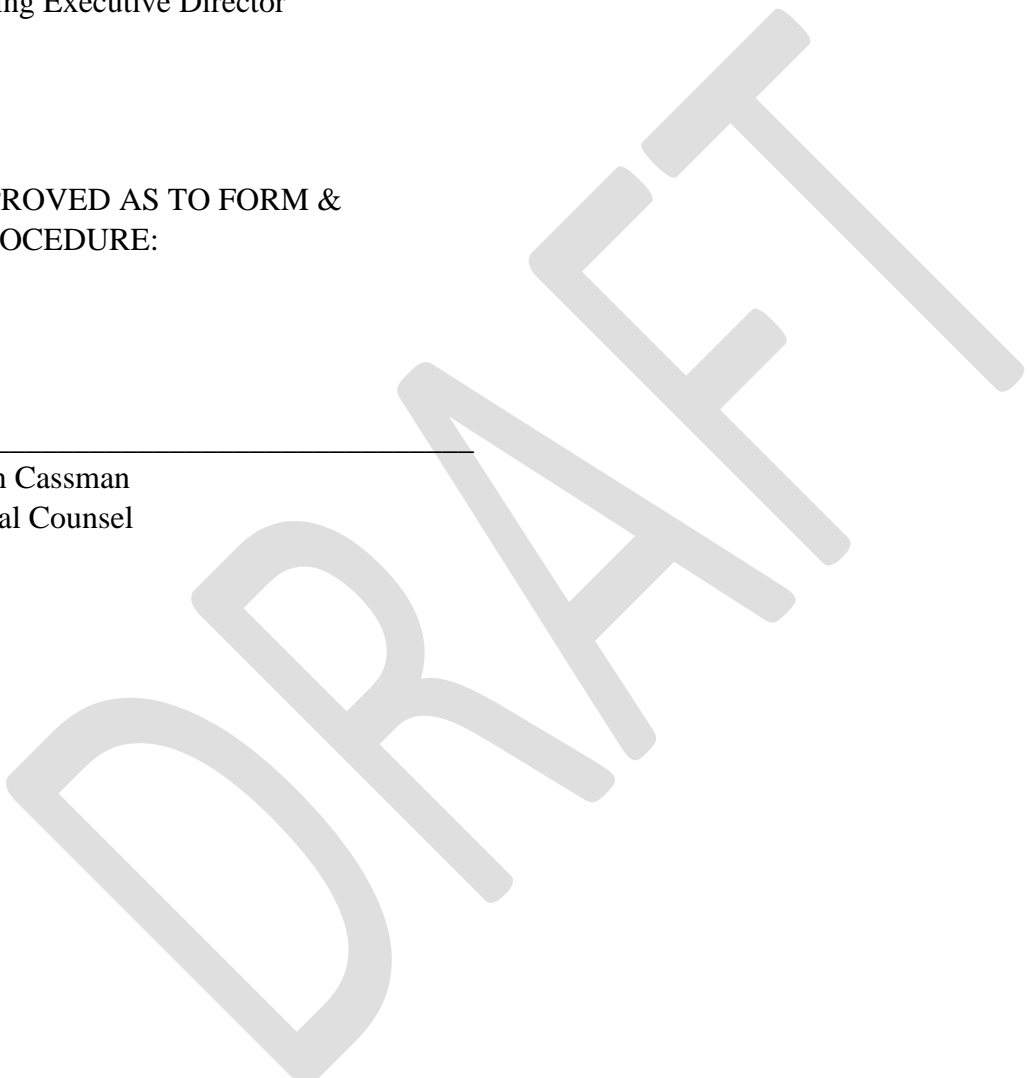
By: _____
Nadine Karavan
HQ Accounting Supervisor

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

By: _____
Carter Mau
Acting Executive Director

APPROVED AS TO FORM &
PROCEDURE:

By: _____
Joan Cassman
Legal Counsel



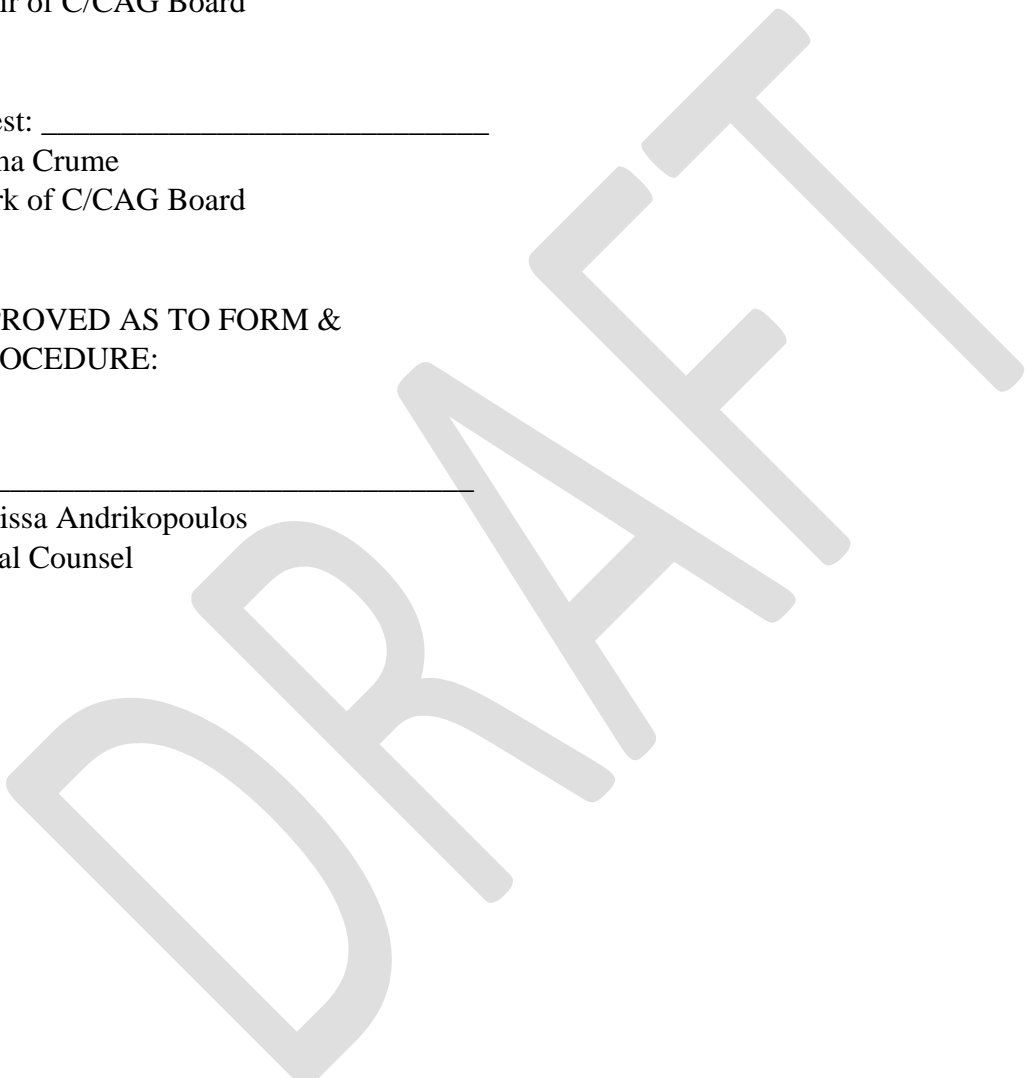
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

By: _____
Marie Chuang
Chair of C/CAG Board

Attest: _____
Mima Crume
Clerk of C/CAG Board

APPROVED AS TO FORM &
PROCEDURE:

By: _____
Melissa Andrikopoulos
Legal Counsel



FUNDING SUMMARY NO. A2

FUNDING TABLE						
IMPLEMENTING AGENCY →			CALTRANS	CALTRANS		Totals
Source	Party	Fund Type	PS&E	R/W SUPPORT	R/W CAPITAL	
STATE	CALTRANS	STIP/IIP	18,000,000	0	0	18,000,000
STATE	C/CAG	STIP/RIP	0	0	16,000,000	16,000,000
STATE	SMCTA	SB 1 - LPP	1,757,000	0	0	1,757,000
STATE	C/CAG	SB 1 - LPP	270,000	0	0	270,000
LOCAL	SMCTA	Local	16,973,000	400,000	0	17,373,000
Totals			37,000,000	400,000	16,000,000	53,400,000

v 221

SPENDING SUMMARY

Fund Type	PS&E		R/W Support		R/W CAPITAL	Totals
	<u>CALTRANS</u>	SMCTA/C/CAG	<u>CALTRANS</u>	SMCTA/C/CAG	<u>CALTRANS</u>	
STIP/IIP	18,000,000	0	0	0	0	18,000,000
STIP/RIP	0	0	0	0	16,000,000	16,000,000
Prop 1B	1,757,000	0	0	0	0	1,757,000
Prop 1B	270,000	0	0	0	0	270,000
Local	2,973,000	14,000,000	400,000	0	0	17,373,000
Totals	23,000,000	14,000,000	400,000	0	16,000,000	53,400,000

Funding

1. If there are insufficient funds available in this AGREEMENT to place the PROJECT right-of-way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTIES amend this AGREEMENT.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

2. If there are insufficient funds in this AGREEMENT to implement the obligations and responsibilities of this AGREEMENT, including the applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTY accepts responsibility to fund their respective WORK until such time as PARTIES amend this AGREEMENT.

Each PARTY may request reimbursement for these costs during the amendment process.

ICRP Rate

3. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

In accordance with California Senate Bill 848, the Administration Rate is capped at 10 percent until January 1, 2023, for Self-Help Counties with a countywide sales tax measure dedicated to transportation improvements.

4. In accordance with the CALTRANS Federal-Aid Project Funding Guidelines, PARTIES must obtain approval from the Federal Highway Administration prior to any PROJECT funding changes that that will change the federal share of funds.

5. Notwithstanding the terms of this AGREEMENT, PARTIES agree to abide by the STIP guidelines that require the PARTIES to apportion the project cost increases and savings in the same proportion as the current programmed ratio of funds that are not strictly a one-time only grant. In the alternate, PARTIES may be able to apportion cost increases and savings according to a cost sharing arrangement between the PARTIES that is approved by the CTC.

Invoicing and Payment

6. PARTIES will invoice for funds where the SPENDING SUMMARY shows that one PARTY provides funds for use by another PARTY. PARTIES will pay invoices within forty-five (45) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). When paying with EFT, SMCTA will pay invoices within five (5) calendar days of receipt of invoice.
7. If SMCTA has received EFT certification from CALTRANS then SMCTA will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
8. CALTRANS will draw from state and federal funds that are provided by SMCTA without invoicing SMCTA when CALTRANS administers those funds and CALTRANS has been allocated those funds by the CTC and whenever else possible.
9. When a PARTY is reimbursed for actual cost, invoices will be submitted each month for the prior month's expenditures. After all PROJECT COMPONENT WORK is complete, PARTIES will submit a final accounting of all PROJECT COMPONENT costs. Based on the final accounting, PARTIES will invoice or refund as necessary to satisfy the financial commitments of this AGREEMENT.

Plans, Specifications, and Estimate (PS&E)

10. CALTRANS will invoice SMCTA for a \$1,000,000 initial deposit after execution of this AGREEMENT and forty-five (45) working days prior to the commencement of PS&E expenditures. This deposit represents two (2) months' estimated costs.

Thereafter, CALTRANS will invoice and SMCTA will reimburse for actual costs incurred and paid.

RIGHT-OF-WAY Support

11. CALTRANS will invoice SMCTA for a \$150,000 initial deposit after execution of this AGREEMENT and forty-five (45) working days prior to the commencement of R/W SUPPORT expenditures. This deposit represents two (2) months' estimated costs.

Thereafter, CALTRANS will invoice and SMCTA will reimburse for actual costs incurred and paid.

RIGHT-OF-WAY Capital

12. No invoicing or reimbursement will occur for the R/W CAPITAL PROJECT COMPONENT.

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COOPERATIVE AGREEMENT COVER SHEET

Work Description

THE MODIFICATIONS TO INCORPORATE MANAGED LANES ON U.S 101 FROM 0.3 MILE NORTH OF SAN ANTONIO ROAD INTERCHANGE (SCL - PM 50.6) IN SANTA CLARA COUNTY TO 0.3 MILE SOUTH OF GRAND AVENUE INTERCHANGE IN SAN MATEO COUNTY (SM PM 21.8)

Contact Information

CALTRANS

Mohammad Suleiman, Project Manager
111 Grand Avenue
Oakland, CA 94612
Office Phone: (510) 622-5943
Email: mohammad_suleiman@dot.ca.gov

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Joseph M. Hurley, Director, SMCTA Program
1250 San Carlos Avenue
San Carlos, CA 94070
Office Phone: (650) 508-7942
Email: hurleyj@samtrans.com

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Van Dominic Ocampo, P.E., Transportation System Coordinator
c/o C/CAG
555 County Center, 5th Floor
Redwood City, CA 94063-1665
Office Phone: (650) 559-1460
Email: vocampo@smcgov.org

AMENDMENT NO. 1 TO AGREEMENT 04-2726

This Amendment No. 1 (AMENDMENT) to Agreement 04-2726 (AGREEMENT), effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

San Mateo County Transportation Authority, a public corporation/entity, referred to hereinafter as SMCTA, and

City/County Association of Governments of San Mateo County, referred to hereinafter as C/CAG.

RECITALS

1. CALTRANS, SMCTA and C/CAG, collectively referred to as PARTIES, entered into AGREEMENT on November 12, 2019, defining the terms and conditions for the Northern Segment Construction (Civil) phase of a highway improvement project, to incorporate managed lanes on U.S. 101 from 0.3 Mile north of San Antonio Road Interchange (SC-PM 50.6) in Santa Clara to 0.3 Mile south of Grand Avenue Interchange in San Mateo County (SM PM 21.8), referred to as PROJECT.

2. The AGREEMENT established CALTRANS, SMCTA and C/CAG are equal SPONSORS. CALTRANS is the IMPLEMENTING AGENCY for the PROJECT Construction phase. CALTRANS is the CEQA and NEPA lead agency for the PROJECT. Under AGREEMENT, funding for the PROJECT Construction Support, in the amount of \$1,000,000 is to be provided by LOCAL SMCTA (Measure A), \$8,500,000 is to be provided by CALTRANS (SB-1 SCCP), \$14,500,000 is to be provided by C/CAG (STIP/RIP) and \$5,000,000 is to be provided by SMCTA (Private). Funding for the PROJECT Construction Capital in the amount of \$116,690,000 is to be provided by CALTRANS (SB-1 SCCP), \$11,500,000 is to be provided by C/CAG (STIP/RIP), \$133,350,000 is to be provided by SMCTA (Local/Toll), \$20,000,000 is to be provided by SMCTA (SB-1 LPP comp) and \$45,000,000 is to be provided by SMCTA (Private).

3. PARTIES now seek to decrease Caltrans Construction Support from \$8,500,000 to \$ 7,650,000 and transferring the \$ 850,000 in savings to SMCTA Construction Support.. Transfer \$ 600,000 from R/W Support Coop to increase SMCTA Construction Support from \$1,000,000 to \$ 1,600,000 to meet the current PROJECT needs. PARTIES wish to enter into AMENDMENT No. 1 to reflect the said funding changes for PROJECT.

IT IS THEREFORE MUTUALLY AGREED:

1. PARTIES now seek to revise the FUNDING SUMMARY of AGREEMENT, including the SPENDING SUMMARY, will be replaced in its entirety by FUNDING SUMMARY NO. 02, attached herewith and made a part of AMENDMENT. Any reference to FUNDING SUMMARY will now be deemed a reference to FUNDING SUMMARY NO. 02.
2. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
3. This AMENDMENT is deemed to be included and made a part of the AGREEMENT.

SIGNATURES

PARTIES are empowered by the law to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT.

This AGREEMENT may be executed and delivered in counterparts, and by each PARTY in a separate counterpart, each of which when so executed and delivered shall constitute an original and all of which taken together shall constitute one and the same instrument.

The PARTIES acknowledge that executed copies of this AGREEMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

Helena (Lenka) Culik-Caro
Deputy District Director, Design

Verification of funds and authority:

Jeffrey Kuehnel
District Budget Manager

Certified as to financial terms and policies:

Nadine Karavan
HQ Accounting Supervisor

**SAN MATEO COUNTY
TRANSPORTATION AUTHORITY**

Carter Mau
Acting Executive Director

Approved as to form and procedure:

Joan Cassman
Legal Counsel

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Marie Chuang
Chair of C/CAG Board

Attest:

Mima Crume
Clerk of C/CAG Board

Approved as to form and procedure:

Melissa Andrikopoulos
Legal Counsel

FUNDING SUMMARY NO. 02

<u>FUNDING TABLE</u> v. 2					
<u>IMPLEMENTING AGENCY</u> →			<u>CALTRANS</u>		Totals
Source	Party	Fund Type	CONST. SUPPORT	CONST. CAPITAL	
STATE	CALTRANS	SB-1 SCCP	8,500,000	116,690,000	125,190,000
STATE	C/CAG	STIP/RIP	14,500,000	11,500,000	26,000,000
LOCAL	SMCTA	Measure A	1,600,000	0	1,600,000
LOCAL	SMCTA	Local/Toll	0	133,350,000	133,350,000
LOCAL	SMCTA	SB-1 LPP (comp)	0	20,000,000	20,000,000
LOCAL	SMCTA	Private	5,000,000	45,000,000	50,000,000
Totals			29,600,000	326,540,000	356,140,000

v 21				
<u>SPENDING SUMMARY</u>				
Fund Type	CONST. SUPPORT		CONST. CAPITAL	Totals
	<u>CALTRANS</u>	SMCTA	<u>CALTRANS</u>	
STIP/RIP	14,500,000	0	11,500,000	26,000,000
SB-1 SCCP	7,650,000	850,000	116,690,000	125,190,000
Measure A	0	1,600,000	0	1,600,000
Local/Toll	0	0	133,350,000	133,350,000
SB-1 LPP (comp)	0	0	20,000,000	20,000,000
Private	0	5,000,000	45,000,000	50,000,000
Totals	22,150,000	7,450,000	326,540,000	356,140,000

Funding

1. If there are insufficient funds available in this AGREEMENT to place the PROJECT right-of-way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTIES amend this AGREEMENT.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

2. If there are insufficient funds in this AGREEMENT to implement the obligations and responsibilities of this AGREEMENT, including the applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTY accepts responsibility to fund their respective WORK until such time as PARTIES amend this AGREEMENT.

Each PARTY may request reimbursement for these costs during the amendment process.

ICRP Rate

3. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

In accordance with California Senate Bill 848, the Administration Rate is capped at 10 percent until July 1, 2021, for Self-Help Counties with a countywide sales tax measure dedicated to transportation improvements.

4. In accordance with the CALTRANS Federal-Aid Project Funding Guidelines, PARTIES must obtain approval from the Federal Highway Administration prior to any PROJECT funding changes that that will change the federal share of funds.

Invoicing and Payment

5. PARTIES will invoice for funds where the SPENDING SUMMARY shows that one PARTY provides funds for use by another PARTY. PARTIES will pay invoices within forty-five (45) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). When paying with EFT, SMCTA will pay invoices within five (5) calendar days of receipt of invoice.
6. If SMCTA has received EFT certification from CALTRANS then SMCTA will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
7. When a PARTY is reimbursed for actual cost, invoices will be submitted each month for the prior month's expenditures. After all PROJECT COMPONENT WORK is complete, PARTIES will submit a final accounting of all PROJECT COMPONENT costs. Based on the final accounting, PARTIES will invoice or refund as necessary to satisfy the financial commitments of this AGREEMENT.

CONSTRUCTION Support

8. CALTRANS will invoice and SMCTA will reimburse for actual costs incurred and paid.
9. SMCTA will invoice CALTRANS for actual CONSTRUCTION support expenditures incurred by SMCTA as of October 1, 2021

CONSTRUCTION Capital

10. CALTRANS will invoice and SMCTA will reimburse for actual costs incurred and paid.

AMENDMENT NO. 1 TO AGREEMENT 04-2767

This Amendment No. 1 (AMENDMENT) to Agreement 04- 2767 (AGREEMENT), effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

San Mateo County Transportation Authority, a public corporation/entity, referred to hereinafter as SMCTA, and

City/County Association of Governments of San Mateo County, referred to hereinafter as C/CAG.

RECITALS

1. CALTRANS, SMCTA and C/CAG, collectively referred to as PARTIES, entered into AGREEMENT on July 16, 2020, defining the terms and conditions for Plans, Specifications, and Estimates (PS&E), Right of Way and Construction phases of a highway improvement project, to incorporate managed lanes on U.S. 101 from 0.3 Mile north of San Antonio Road Interchange (SC-PM 50.6) in Santa Clara to 0.3 Mile south of Grand Avenue Interchange in San Mateo County (SM PM 21.8), referred to as PROJECT.
2. The AGREEMENT established SMCTA and C/CAG are equal SPONSORS for the work. SMCTA is the IMPLEMENTING AGENCT for the PROJECT's PS&E, Right of Way and Construction phases. CALTRANS, SCMTA and C/CAG will work together as an integrated team for the PS&E, Right of Way and Construction Project components. CALTRANS is the CEQA and NEPA lead agency for the PROJECT. Under AGREEMENT, funding for the PROJECT PS&E, in the amount of \$3,200,000 is to be provided by SMCTA(Local). Funding for the PROJECT Right of Way Support, in the amount of \$15,000 and \$5,000 for Right of Way Capital is to be provided by SMCTA(Local), Funding for the PROJECT Construction Support, in the amount of \$3,100,000 and \$38,680,000 for Construction Capital is to be provided by SMCTA(Local).
3. PARTIES now seek to adjust Construction Support funding for SMCTA from \$3,100,000 to 3,600,000 and Construction Capital funding for SMCTA from \$38,680,000 to 38,180,000 to meet the current PROJECT needs. PARTIES wish to enter into AMENDMENT No. 1 to reflect the said funding changes for PROJECT.
4. PARTIES now seek to adjust Construction Support spending for SMCTA from \$2,800,000 to 3,300,000 and Construction Capital spending for CALTRANS from

Agreement 04-2767-A1
Project No. 0420000049
EA 1J568
04-SCL-101-50.6/52.55
04-SM-101-0.0/21.8

\$1,500,000 to 1,000,000 and to meet the current PROJECT needs. PARTIES wish to enter into AMENDMENT No. 1 to reflect the said funding changes for PROJECT

IT IS THEREFORE MUTUALLY AGREED:

1. A revised FUNDING SUMMARY No. A1 is attached and made part of the AGREEMENT. FUNDING SUMMARY NO. A1 will replace the FUNDING SUMMARY 01, as amended under AMENDMENT NO.1. Any reference to FUNDING SUMMARY No. 01 will now be deemed a reference to FUNDING SUMMARY A1.
2. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
3. This AMENDMENT is deemed to be included and made a part of the AGREEMENT.

CONTACT INFORMATION

The information provided below indicates the primary contact information for each PARTY to this AGREEMENT. PARTIES will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this AGREEMENT.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Project Manager: Joseph M. Hurley, Director, SMCTA Program
Phone Number: (650)508-7942
E-mail: hurleyj@samtrans.com
1250 San Carlos Avenue
San Carlos, CA 94070

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Van Dominic Ocampo, P.E.
Transportation Systems Coordinator
Office Phone: (650) 559-1460
Email: vocampo@smcgov.org
c/o C/CAG
555 County Center, 5th Floor
Redwood City, CA 94063-1665

CALTRANS

Project Manager: Mohammad Suleiman, Regional Project Manager
Phone Number: (510) 622-5943
E-mail: mohammad.Suleiman@dot.ca.gov
111 Grand Avenue
Oakland, CA 94612

SIGNATURES

PARTIES are empowered by the law to enter into this AMENDMENT and have delegated to the undersigned the authority to execute this AMENDMENT on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this AMENDMENT.

This AMENDMENT may be executed and delivered in counterparts, and by each PARTY in a separate counterpart, each of which when so executed and delivered shall constitute an original and all of which taken together shall constitute one and the same instrument.

The PARTIES acknowledge that executed copies of this AMENDMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: _____
Helena (Lenka) Culik-Caro
Deputy District Director, Design

VERIFIED OF FUNDS & AUTHORITY:

By: _____
Jefferey Kuehnel
District Budget Manager

CERTIFIED AS TO FINANCIAL
TERMS & POLICIES:

By: _____
Nadine Karavan
HQ Accounting Supervisor

Agreement 04-2767-A1
Project No. 0420000049
EA 1J568
04-SCL-101-50.6/52.55
04-SM-101-0.0/21.8

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

By: _____
Carter Mau
Acting Executive Director

APPROVED AS TO FORM & PROCEDURE:

By: _____
Joan Cassman
Legal Counsel

Agreement 04-2767-A1
Project No. 0420000049
EA 1J568
04-SCL-101-50.6/52.55
04-SM-101-0.0/21.8

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

By: _____

Marie Chuang
Chair of C/CAG Board

Attest: _____

Mima Crume
Clerk of C/CAG Board

APPROVED AS TO FORM & PROCEDURE:

By: _____

Melissa Andrikopoulos Legal Counsel

FUNDING SUMMARY NO. A1

FUNDING TABLE v. 122								
<u>IMPLEMENTING AGENCY</u> →			<u>SMCTA</u>	<u>SMCTA</u>		<u>SMCTA</u>		Totals
Source	Party	Fund Type	PS&E	R/W SUPPORT	R/W CAPITAL	CONST. SUPPORT	CONST. CAPITAL	
LOCAL	SMCTA	Local	3,200,000	15,000	5,000	3,600,000	38,180,000	45,000,000
Totals			3,200,000	15,000	5,000	3,600,000	38,180,000	45,000,000

SPENDING TABLE										
Fund Type	PS&E		R/W SUPPORT		R/W CAPITAL	CONST. SUPPORT		CONST. CAPITAL		Total
	CALTRANS	SMCTA	CALTRANS	SMCTA	CALTRANS	CALTRANS	SMCTA	CALTRANS	SMCTA	
LOCAL	300,000	2,900,000	15,000	0	5,000	300,000	3,300,000	1,000,000	37,180,000	45,000,000
Sub-Total	300,000	2,900,000	15,000	0	5,000	300,000	3,300,000	1,000,000	37,180,000	45,000,000
Grand Total	3,200,000		15,000		5,000	3,600,000		38,180,000		45,000,000

C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 21-71 awarding an aggregate total of \$421,000 in Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) County Program Manager Funds to Millbrae's citywide virtual bicycle and pedestrian detection and San Bruno's bicycle route installation projects, and further authorize the C/CAG Chair to execute associated funding agreements with project sponsors.

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

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 21-71 awarding an aggregate total of \$421,000 in Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) County Program Manager Funds to Millbrae's citywide virtual bicycle and pedestrian detection and San Bruno's bicycle route installation projects, and further authorize the C/CAG Chair to execute associated funding agreements with project sponsors.

FISCAL IMPACT

The total available amount of TFCA County Program Manager Funds is \$421,000 for Fiscal Year 2021/22.

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. In San Mateo County, C/CAG is the TFCA grant Program Manager.

BACKGROUND

In Fiscal Year 2021/22, the Air District allocated a total of \$1.2M to C/CAG for the implementation of projects that reduce air pollution from motor vehicles. In January 2021, the Committee recommended approval of funding to SamTrans for the BART shuttle program, and Commute.org for the countywide trip reduction program. An amount of \$421,000 remains in the Fiscal Year 2021/22 TFCA funding cycle. The Air District recently informed the Agency that this amount needs to be programmed by November 5, 2021. To ensure the timely obligation and use of funds, C/CAG staff proposed to direct

this limited amount to projects that did not receive funding from last year's TFCA Call for Projects. The project(s) with the highest cost effectiveness ratio will be recommended for funding. The need to reprogram the funding and the process were previewed with the Congestion Management Program Technical Advisory Committee (TAC) at its August meeting.

Item 6.3 of the October 15, 2020 [C/CAG Board agenda packet](#) summarizes all the applications received from last year's TFCA Limited Call for Projects and the grant amounts awarded. The eligible projects for the available Fiscal Year 2021/22 TFCA funds include virtual bike/pedestrian detection in Millbrae, bike route installation project in San Bruno, and Smart Corridor detection improvement in Burlingame. Construction for the Lyon Hoag traffic calming project in City of Burlingame had already begun in 2021, and therefore, it is not eligible for this year's TFCA funds. The City of Pacifica declined to re-submit their project due to a recently completed pavement project on Crespi Drive, which prohibits any additional work in that area in the near term.

Recommendation

By the September 3rd deadline, C/CAG staff received updated project cost-effectiveness worksheets from the following jurisdictions: Cities of Burlingame, Millbrae, and San Bruno. The results are summarized in Attachment 2, *FY 2021/22 Transportation Fund for Clean Air (TFCA) Projects Ranking*, with projects organized in the order of their cost effectiveness ranking, from the highest to lowest. Based on the current available funding, staff recommends fully funding the top project with the highest cost-effectiveness and partially fund the second highest cost-effective project.

Both the Congestion Management Program Technical Advisory Committee (TAC) and the Congestion Management and Environmental Quality (CMEQ) Committee reviewed and recommended the projects at their September 16th and September 27th meetings, respectively. Staff is asking that the C/CAG Board review and approve awarding \$174,240 in Fiscal Year 2021/22 TFCA Funds to Millbrae's citywide virtual bicycle and pedestrian detection project, and \$246,760 in Fiscal Year 2021/22 TFCA Funds to San Bruno's bicycle route installation project. Staff also requests the Board authorizes the C/CAG Chair to execute individual funding agreements with each project sponsor.

ATTACHMENT

1. Resolution 21-71
2. FY 2021/22 Transportation Fund for Clean Air (TFCA) Projects Ranking
3. Draft Funding Agreement Template (Available for review and download at <https://www.ccag.ca.gov/committees/board-ofdirectors/>)

RESOLUTION 21-71

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE INDIVIDUAL FUNDING AGREEMENTS IN THE AGGREGATE TOTAL AMOUNT OF \$421,000 UNDER THE FISCAL YEAR 2021/22 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER FUND FOR MILLBRAE’S CITYWIDE VIRTUAL BICYCLE AND PEDESTRIAN DETECTION AND SAN BRUNO’S BICYCLE ROUTE INSTALLATION PROJECTS

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

WHEREAS, the Board of Directors of the City/County Association of Governments, at its February 11, 2021 meeting, approved certain projects and programs for funding through San Mateo County’s local share of Transportation Fund for Clean Air (TFCA) revenues, including “other projects to be determined” at a later time; and

WHEREAS, to ensure the timely obligation and use of funds, C/CAG invited project sponsors who did not receive funding from Fiscal Year 2020/21’s TFCA Call for Projects to reapply. The projects with the highest cost effectiveness ratio are recommended projects to the Board of Directors for award; and

WHEREAS, City of Millbrae is recommended to receive up to \$174,240 of TFCA Funds for Millbrae’s citywide virtual bicycle and pedestrian detection project, and

WHEREAS, City of San Bruno is recommended to receive up to \$246,760 of TFCA Funds for San Bruno’s bicycle route installation project, and

WHEREAS, the Board of Directors approved the project scopes and specific recommended grant amounts for the aforementioned projects; and

WHEREAS, it is necessary for C/CAG to enter into Project Sponsor agreements with the individual agencies receiving TFCA project funding, setting forth the responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the aforementioned two projects are approved for TFCA funding and that the Chair is authorized to enter into funding agreements with the individual agencies receiving Fiscal Year 2021/22 Transportation Fund for Clean Air funding for an aggregate total amount of \$421,000, and further authorize the Executive Director 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 14TH DAY OF OCTOBER 2021.

Marie Chuang, Chair

**FY 2021/22 Transportation Fund for Clean Air (TFCA)
Projects Ranking**

Ranking	Lead Applicant (Agency/ Jurisdiction)	Project Type	Project Title	Brief Description	Total Project Cost	Cost-Effectiveness Ratio (\$/per weighted ton of reduced emissions)	Recommended TFCA Grant Award Amount
1	Millbrae	Arterial Traffic Management	Citywide Virtual Bicycle and Ped Detection	The Millbrae citywide virtual bicycle & pedestrian detection and cloud-based signal monitoring system will provide Internet of Things (IoT) equipment at City and Caltrans traffic signals to allow bicycles and pedestrians to share their GPS position data via mobile apps to actuate the traffic signal and HAWK facilities (Peds only for HAWKs). The system will provide a cloud based Advanced Transportation Management System for City and Caltrans monitoring and data analysis.	\$213,070	\$33,876/ton	\$174,240
2	San Bruno	Traffic Calming	San Bruno Bicycle Route Installation Project	The project proposes the implementation of class 3 bike routes identified in the City of San Bruno Walk 'n Bike Plan. The purpose of the project is to improve the environment and neighborhood livability by reducing traffic, air pollution, noise and energy consumption by implementing components of a comprehensive bikeway network and making biking in San Bruno safer, easier and more	\$615,000	\$140,458/ton	\$246,740

				popular.			
3	Burlingame	Arterial Traffic Management	Smart Corridor Detection Improvement	The proposed project would improve existing traffic signals along Burlingame's portion of the SMART Corridor with the addition of video detection systems. The project will procure and install video detection cameras at six intersections along the California Drive corridor. The purpose of adding video detection is to ensure detection of all modes at the Smart Corridor intersections, improve traffic flow along California Drive during normal operations, and more readily adaptable to changing conditions at the intersection.	\$311,000	\$185,688/ton	\$ -
						Total Available TFCA Funds	\$421,000

C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 21-72 authorizing the C/CAG Chair to execute Amendment No. 2 to the agreement with Fehr & Peers for development of the Vehicle Miles Traveled (VMT) Estimation Tool to add \$21,100 for a new not to exceed total of \$241,100 and time extension to December 31, 2022.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-72 authorizing the C/CAG Chair to execute Amendment No. 2 to the agreement with Fehr & Peers for development of the Vehicle Miles Traveled (VMT) Estimation Tool to add \$21,100 for a new not to exceed total of \$241,000 and time extension to December 31, 2022.

FISCAL IMPACT

There are sufficient funds in the adopted C/CAG budget.

SOURCE OF FUNDS

C/CAG Congestion Relief Funds

BACKGROUND

Senate Bill (SB) 743

In September 2013, the State Legislature passed, and the governor signed into law SB 743, which required agencies to change the significance metric used to assess the transportation impacts of land use and transportation projects under CEQA (California Environmental Quality Act) from LOS (automobile delay, Level of Service) to VMT (Vehicle Miles Traveled). The intent is that the new metric will better align with other statewide goals, such as greenhouse gas emissions reduction and Sustainable Communities Strategies (SCS) that encourage multimodal development and promote infill opportunities in dense urban areas.

OPR (Governor's Office of Planning Research) was the lead in developing guidelines to implement SB 743. Since early 2014, OPR has worked with numerous stakeholders across the state in developing guidelines for evaluation of the transportation impacts of proposed residential, mixed use, commercial developments, and transportation projects under CEQA. C/CAG has provided comments to OPR on previous draft and final guidelines. Statewide application of the new metric began on July 1, 2020.

As local agencies begin implement SB 743, one of the decisions they need to make is what tool they will use to estimate VMT for land use projects and plans in their CEQA documents. OPR provided some general guidance on estimating project VMT in their Technical Advisory, but has left much of the discretion to lead agencies to select a tool. Based on some of the Bay Area agencies that have made the switch from LOS to VMT so far, it appears that land use project evaluation will involve a combination of: (a) "screening out" projects that meet certain criteria so their VMT does not need to be quantified; (b) running a travel demand model for larger or more unique projects; and (c) using a spreadsheet or web-based "sketch/estimation tool" for more routine projects.

At the November 19, 2019 meeting, the C/CAG Board approved Resolution 19-75, which authorized C/CAG to enter into a contract with Fehr & Peers to develop a VMT Estimation Tool for San Mateo County in an amount not to exceed \$220,000 and a contract end date of December 31, 2021. This contract has subsequently been amended once: Amendment No.1 amended the scope of work to include additional tasks with no increase to the project budget.

C/CAG and Fehr & Peers have determined that additional presentations the C/CAG Board and Committees is necessary as part of the formal launch of the webtool. It is recommended that the contract be amended to add "Additional Services (#2)." To account for the additional meetings and potentially additional enhancements and upgrades to the tool during its first year in operation, it is recommended that an additional \$21,100 be added to the contract for a new total of \$241,100. It is also recommended that the contract end date be extended to December 31, 2022 to allow adequate time to schedule and hold the additional meetings and finalize the work. This amendment will also add terms and conditions related to Fehr & Peers providing web-based services to host the webtool on Fehr & Peers' servers for the first year of operation.

Staff is requesting approval of Resolution 21-72 to execute Amendment No. 2 with Fehr & Peers for additional funds and a time extension.

ATTACHMENTS

1. Resolution 21-72
2. Amendment No. 2 to the Agreement with Fehr & Peers (Can be found on the C/CAG Website: <http://ccag.ca.gov/committees/board-of-directors/>)

RESOLUTION 21-72

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO.2 TO THE AGREEMENT WITH FEHR & PEERS FOR DEVELOPMENT OF THE VEHICLES MILES TRAVELED (VMT) ESTIMATION TOOL TO ADD \$21,100 FOR A NEW NOT TO EXCEED TOTAL OF \$241,100 AND TIME EXTENSION TO DECEMBER 31, 2022

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 Congestion Management Agency for San Mateo County; and

WHEREAS, Senate Bill (SB) 743 was signed into law in 2013, which required agencies to change the significance metric used to assess the transportation impacts of land use and transportation projects under CEQA (California Environmental Quality Act) from LOS (automobile delay, Level of Service) to VMT (Vehicle Miles Traveled); and

WHEREAS, Statewide application of the new metric is slated to begin on July 1, 2020; and

WHEREAS, land use project VMT evaluation will involve a combination of: (a) "screening out" projects that meet certain criteria so their VMT does not need to be quantified; (b) running a travel demand model for larger or more unique projects; and (c) using a spreadsheet or web-based "sketch/estimation tool" for more routine projects; and

WHEREAS, C/CAG has convened the SB 743 Ad Hoc Working Group for member agencies to gather information and share updates on the SB 743 implementation; and

WHEREAS, C/CAG has received responses from the SB 743 Ad Hoc Working Group represented by staff of C/CAG member agencies for C/CAG to assist in the SB 743 implementation process by coordinating consistent methods to estimate VMT across the county; and

WHEREAS, C/CAG entered into an Agreement with Fehr & Peers on November 25, 2019 to develop a VMT Estimation Tool for San Mateo County at a cost of \$220,000 and a target completion date of December 31, 2021; and

WHEREAS, on January 14, 2021, the C/CAG Chair and Fehr & Peers approved Amendment No. 1 to the Agreement with Fehr & Peers to amend the scope of work to include additional tasks with no increase to the project budget; and

WHEREAS, additional terms and conditions are necessary Fehr & Peers to provide web-based services to host the webtool on Fehr & Peers' servers for the first year of operation is requested to be executed; and

Whereas, in order to complete this work, it has been determined that a budget amendment and contract term extension are needed for additional presentations at the launch of the webtool and potential additional enhancements and upgrades to the tool during its first year in operation.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute Amendment No. 2 to the agreement with Fehr & Peers for development of the Vehicle Miles Traveled (VMT) Estimation Tool to add \$21,100 for a new Not to Exceed total of \$241,000 and time extension to December 31, 2022,. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said amendment 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 14TH DAY OF OCTOBER 2021

Marie Chaung, Chair

C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, C/CAG Executive Director

Subject: Review and approval of Resolution 21-73 adopting Caltrans Local Assistance Procedures Manual Chapter 10: Consultant Selection.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-73 adopting Caltrans Local Assistance Procedures Manual Chapter 10: Consultant Selection

FISCAL IMPACT

N/A

SOURCE OF FUNDS

Caltrans Local Assistance Procedures Manual Chapter 10: Consultant Selection applies to all C/CAG administered contracts funded by state and federal funds. The majority of C/CAG's major consultant contracts are funded by state or federal funds.

BACKGROUND

Title 23 Code of Federal Regulations Part 172 (23 CFR 172) allows Caltrans Division of Local Assistance to prescribe the policies and procedures for engineering and design related services, also known as Architectural and Engineering (A&E). Local Public Agencies, such as C/CAG, are responsible for adopting the written policies and procedures prescribed by the awarding State Transportation Agency (STA).

Caltrans policies and procedures for A&E presently reside in Local Assistance Procedures Manual (LAPM) Chapter 10 Consultant Selection (Section 10.1: Federally Funded A&E Contracts). Local agencies accept this responsibility when receiving federal funds from DLA, and by signing the Master Agreement for Federal-Aid Projects. Caltrans requires that local agencies adopt LAPM Chapter 10.

The current C/CAG Procurement Policy, adopted in 2017, reflects requirements to include procurement standards for contracts that utilize federal funds. The C/CAG procurement policy already implements the standards of, but not limited to, the Office of Management and Budget Uniform Guidance and the Caltrans Local Assistance Procedures Manual.

To comply with Caltrans, C/CAG is required to adopt a resolution to formally adopt Caltrans Local Assistance Procedures Manual Chapter 10 by November 15, 2021. Approval of Resolution 21-73 would fulfill this requirement.

ATTACHMENTS

1. Resolution 21-73
2. Caltrans Division of Local Assistance - Office Bulletin
3. C/CAG Procurement Policy (Can be found on the C/CAG Website:
<https://ccag.ca.gov/policy/>)

RESOLUTION 21-73

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ADOPTING CALTRANS LOCAL ASSISTANCE PROCEDURES MANUAL CHAPTER 10: CONSULTANT SELECTION

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

WHEREAS, C/CAG is responsible for constructing transportation projects that are state and federally funded; and

WHEREAS, in order to comply with the Federal regulations and due to limited staffing and expertise, certain services including Architectural and Engineering (A&E) are contracted out to qualified firms; and

WHEREAS, the Federal regulations set forth standards for procuring and administering A&E contracts; and

WHEREAS, the provisions of the Brooks Act (40 United States Code, Section 1104) requires local agencies to award federally funded engineering and design-related contracts, otherwise known as A&E contracts, on the basis of fair and open competitive negotiations, demonstrated competence, and professional qualifications (23 CFR 31.201-3); and

WHEREAS, pursuant to 23 CFR 172.5 (b), local agencies shall develop and sustain organizational capacity and provide the resources necessary for the procurement, management, and administration of engineering and design related consultant services, reimbursed in whole or in part with Federal-Aid Highway Program funding as specified in 23 U.S.C. 106(g)(4)(A); and

WHEREAS, the provision 23 CFR 172.5 (b)(1) requires local agencies to adopt written policies and procedures for the procurement, management, and administration of engineering and design related consultant services in accordance with applicable Federal and State laws and regulations; and

WHEREAS, the State of California Department of Transportation (Caltrans) has developed the Local Assistance Procedures Manual (LAPM), Chapter 10, Consultant Selection which sets forth policies and procedures to be utilized by local agencies in the procurement and management of A&E contracts on state and federal funded transportation projects to ensure compliance with applicable Federal and State laws and regulations and to maintain eligibility for Federal-Aid reimbursement; and

WHEREAS, C/CAG has developed additional policies, dated November 9, 2017, to ensure avoidance of conflict of interests in the performance of A&E services for state and federal funded transportation projects; and

WHEREAS, C/CAG desires to adopt Caltrans's LAPM Chapter 10 and the City's conflict of interest policies for compliance with Federal regulations on the procurement and administration of A&E contracts.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County as follows:

SECTION 1. The above recitals are true and correct findings of the Board of Directors

SECTION 2. The Local Assistance Procedures Manual, Chapter 10, Consultant Selection dated January 2021 or as amended in future updates, is approved and adopted.

SECTION 3. The A&E Services Administration and Procurement Policies developed by C/CAG for State and Federal Funded Projects dated November 9, 2017, are approved and adopted.

SECTION 4. Authorizes the C/CAG Executive Director to approve amendments to the City's adopted A&E Services Administration and Procurement Policies in consultation with the Federal Highways Administration.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF OCTOBER 2021.

Marie Chaung, Chair



Expires – Upon Issuance of LPP

Adopting Caltrans Local Assistance Procedures Manual Chapter 10: Consultant Selection

I. BACKGROUND

Title 23 Code of Federal Regulations Part 172 (23 CFR 172) allows Caltrans Division of Local Assistance (DLA) to prescribe the policies and procedures for engineering and design related services, also known as Architectural and Engineering (A&E). Local Public Agencies (LPAs) are responsible for adopting the written policies and procedures prescribed by the awarding State Transportation Agency (STA).

FHWA's expectation is to achieve a 100% compliance rate in this area. Past process review findings by DLA showed a significant lack of, or incomplete A&E procurement policies and procedures as one of the most common findings. A non-compliance of this matter can result in a loss of funds and/or other sanctions.

II. POLICY

DLA's policies and procedures for A&E presently reside in Local Assistance Procedures Manual (LAPM) Chapter 10 Consultant Selection (Section 10.1: Federally Funded A&E Contracts). LPAs accept this responsibility when receiving federal funds from DLA, and by signing the Master Agreement for Federal-Aid Projects. DLA requires that local agencies adopt LAPM Chapter 10.

III. PROCEDURE

To meet this requirement, LPAs are required to email and provide one of the following documents to the DLA Office of Guidance and Oversight (OGO) at aeoversight@dot.ca.gov:

- 1) A Board Resolution showing that the LPA is adopting Caltrans LAPM Chapter 10; OR
- 2) An official letter signed by the LPA's Public Works Director or equivalent manager addressed to the DLA OGO Office Chief, stating that the LPA is adopting Caltrans LAPM Chapter 10

Examples of adoption resolution and letter are provided - see Attachments 1 and 2. These examples are for reference only; the appropriate language to be used is determined by the individual LPA.

The target deadline for a 100% compliance rate is November 15th, 2021 for LPAs to demonstrate compliance.



IV. APPLICABILITY/IMPACTS

If DLA's policies & procedures are not adopted, then the Independent Office of Audits and Investigations (IOAI) will likely continue to disclose this audit finding. Failure to comply with this requirement may result in loss of funds as well as jeopardizing future opportunities to receive federal and state funds.

Recommended:	Original Signature by	08/04/21
	The' Pham Acting A&E Oversight Program Manager	Date
Approved:	Original Signature by	08/04/21
	Bruce Roberts, Acting Office Chief Office of Guidance and Oversight	Date

Attachments:

- Attachment 1 – [Sample Agency Letter Adopting Chapter 10](#)
- Attachment 2 – [Sample Agency Resolution Adopting Chapter 10](#)

C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, C/CAG Executive Director

Subject: Review and approval of Resolution 21-78 amending the One Bay Area Grant 2 (OBAG 2) Program to reflect a reallocation of \$797,250 to two new projects in the Cities of Daly City and Millbrae.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-78 amending the One Bay Area Grant 2 (OBAG 2) Program to reflect a reallocation of \$797,250 to two new projects in the Cities of Daly City and Millbrae.

FISCAL IMPACT

No direct fiscal impact to C/CAG other than staff time. Upon C/CAG and MTC approval, OBAG 2 funds will be allocated to project sponsors directly.

SOURCE OF FUNDS

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

BACKGROUND

One Bay Area Grant (OBAG) 2

On November 18, 2015, MTC and ABAG adopted Resolution 4202 outlining and approving the OBAG 2 Grant Program. The OBAG 2 Program is composed of two fund sources, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ). The Program covers a five-year fiscal year period of FY 2017/18 through FY 2021/22, funding various transportation projects. As the County Transportation Agency (CTA) and Congestion Management Agency (CMA) for San Mateo County, C/CAG is the designated agency responsible for administrating the OBAG 2 Program for San Mateo County.

On May 12, 2016, the C/CAG Board adopted the funding Framework for the One Bay Area Grant 2 (OBAG 2) Program in San Mateo County. The OBAG 2 Program is comprised of various transportation categories, such as Local Streets and Roads Rehabilitation Preservation (LS&R), Bicycle and Pedestrian Improvements (BPIP), Transportation for Livable Communities (TLC), Planning, and outreach activities. On March 9, 2017, the C/CAG Board approved the One Bay Area

Grant 2 (OBAG 2) Bicycle Pedestrian Improvement Program (BPIP) through Resolution 17-10. **All OBAG 2 funds are required to be obligated for construction (E-76) no later than January 31, 2023.**

The City of Redwood City was awarded funding for the 101 Woodside Class I Bikeway Project. In August 2020, City staff indicated that the project was not possible to be completed within the timely use of funds guidelines and relinquished the \$948,000 STP grant amount.

MTC Safe and Seamless Mobility Quick Strike Program

In 2021, The Metropolitan Transportation Commission (MTC) prepared a one-time regional competitive call for approximately \$49 million in additional Surface Transportation Grant Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funds.

At the 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 MTC provided funding to eight of the projects/programs totaling \$6.3 million.

The table below has the remaining 7 Quick Strike projects that have not been funded.

	Jurisdiction	Project Title	Funding Requested	C/CAG Quick Strike Score	Jurisdiction Received Other Quick Strike Funding
1	Daly City	Southgate Avenue and School Street Safety Improvements Project	\$450,000	4.75	No
2	Millbrae	Park Blvd – Cypress Ave to Juanita Ave. & Santa Teresa Way – Park Blvd. to Lomita Ave.	\$347,250	3.75	No
3	San Bruno	San Bruno Citywide Bicycle Route Network	\$615,000	4.75	Yes
4	Burlingame	Carmelita Avenue and Paloma Avenue Traffic Calming and Bicycle Safe Routes Project	\$850,000	3.75	Yes
5	Brisbane	Bayshore Blvd/Van Waters and Rodgers Rd Bus Stop Improvements	\$360,000	3.50	No
6	County of San Mateo	Coleman-Ringwood Pedestrian and Bicycle Safe Routes to School Improvements	\$808,562	3.50	Yes
7	Millbrae	Millbrae – Citywide Virtual Mobility Detection	\$223,591	2.50	No
		Total	\$ 3,554,403		

As a separate C/CAG Board agenda item, C/CAG staff are recommending allocating Transportation Fund for Clean Area (TFCA) funding to fund or partially fund projects #3 and #7. See Attachment 3 for a summary of the Quick Strike Projects, MTC recommended funding, and C/CAG OBAG 2 and TFCA funding recommendations.

Recommendation

Taking into consideration the timing constraints and the proximity of the scoring, C/CAG staff recommends that the C/CAG Board approve the reallocation of \$797,250 in available OBAG 2 funds to the following jurisdictions that both had high scoring projects and did not receive any Quick Strike funding:

- Daly City - Southgate Avenue and School Street Safety Improvements.
- Millbrae - Park Blvd, Santa Teresa Way, San Anselmo Ave Traffic Calming Quick Build.

C/CAG staff has confirmed that the project sponsors of the recommended projects can meet the timely use of funds requirements of the OBAG 2 program and will be able to obligate the funds by the January 31, 2023 timeline. Also, the funding requests of both projects meet the \$250,000 minimum federal grant amount for OBAG 2.

At the September 16th C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) Meeting, the TAC reviewed and recommended approval of the proposed reallocation. At the September 23rd C/CAG Bicycle and Pedestrian Advisory Committee (BPAC), the Committee received the item as an informational item due to lack of quorum at the meeting. However, the Committee has previously reviewed the MTC Complete Streets Checklist as part of the Quick Strike requirements. At the September 27th C/CAG Congestion Management and Environmental Quality Committee (CMEQ), the Committee reviewed and recommended approval of the proposed reallocation.

The next steps include:

Event	Date
C/CAG Board of Directors Considers Recommendation	October 14, 2021
C/CAG and project sponsors submit necessary revisions in FMS	November 1, 2021
MTC revises OBAG 2 program to reflect programming change	November 2021
MTC approves TIP amendment	December 2021
Project sponsors can seek to obligate funds	February 2022

ATTACHMENTS

1. Resolution 21-78
2. Letter from City of Redwood City
3. Safe and Seamless Mobility Quick- Strike Program – Funding Recommendation

RESOLUTION 21-78

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY TO AMEND THE ONE BAY AREA GRANT 2 (OBAG 2) PROGRAM TO REFLECT A REALLOCATION OF \$797,250 TO TWO NEW PROJECTS IN THE CITIES OF DALY CITY AND MILLBRAE

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

WHEREAS, the Metropolitan Transportation Commission (MTC) adopted Resolution No. 4202 outlining the One Bay Area 2 Grant (OBAG2) Program's policies and procedures to be used in the selection of projects to be funded with Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds; and

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

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

WHEREAS, on March 9, 2017 the C/CAG Board adopted the list of projects for the OBAG 2 Bicycle and Pedestrian Improvement Program (BPIP) Program which provides funding to bicycle and pedestrian improvement projects; and

WHEREAS, the City of Redwood City received \$948,000 through the BPIP Call for Projects for the 101 Woodside Class I Bikeway Project; and

WHEREAS, the City of Redwood City indicated that indicated that the project was not possible to be completed within the timely use of funds guidelines and relinquished the \$948,000 STP grant amount; and

WHEREAS, on March 11, 2021, the C/CAG Board authorized the C/CAG Chair to sign a letter of interest nominating 15 projects requesting approximately \$9.7 million for the MTC Safe and Seamless Mobility Quick Strike Program to also be funded with Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds; and

WHEREAS, MTC recommended funding to eight of the projects totaling \$6.3 million resulting in seven unfunded projects totaling \$3.5 million from the Safe and Seamless Mobility Quick Strike Program; and

WHEREAS, C/CAG Staff took into consideration the timing constraints and the proximity of the scoring, C/CAG staff recommends reallocating \$797,250 in available OBAG 2 funds to the following jurisdictions that both had high scoring projects and did not receive any Quick Strike funding: Daly City (Southgate Avenue and School Street Safety Improvements) and Millbrae (Park Blvd, Santa Teresa Way, San Anselmo Ave Traffic Calming Quick Build); and

WHEREAS, the C/CAG Management Program Technical Advisory Committee (CMP TAC) and the Congestion Management and Environmental Quality Committee recommended approval of the proposed allocation at its respective September 16 and 27, 2021 meetings; and

WHEREAS, the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) had previously reviewed the MTC Complete Streets Checklist as part of the MTC Safe and Seamless Mobility Quick Strike Program on May 27, 2021; and

WHEREAS, C/CAG is submitting the amendment for the San Mateo County BPIP list of projects to reflect the reallocation to the MTC for funding from the OBAG 2 Program.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County to amend the One Bay Area Grant 2 (OBAG 2) program to reflect a reallocation of \$797,250 to two new aforementioned projects in the Cities of Daly City and Millbrae and authorize the C/CAG Executive Director to negotiate with the MTC to make minor modifications as necessary.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF OCTOBER 2021.

Marie Chaung, Chair



August 11, 2020

Mr. Jeffrey Lacap *by email only jlacap@smcgov.org*
Transportation Program Specialist
C/CAG - City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, California 94063

RE: Notice of Intent to Relinquish OBAG 2 Funds
US 101/Woodside Road Class 1 Bikeway

Dear Jeff:

As Paul Krupka indicated by email July 2, 2020, the City determined it was not possible to complete the US 101/Woodside Road Class 1 Bikeway as planned and described in its 2017 ATP Augmentation Application dated August 1, 2017. Therefore, the City intends to relinquish the \$948,000 OBAG 2 Bicycle and Pedestrian Improvement Program (BPIP) funding grant.

Thank you for your support.

Sincerely,



Jessica Manzi, PE
Transportation Manager

MTC Safe and Seamless Mobility Quick Strike Program							
	Project Sponsor	Project Title	Funding Request	MTC Quick Strike or ATP Regional	C/CAG OBAG 2 Recommendation Sept 2021	C/CAG TFCA Recommendation Sept 2021	Remaining
0	CCAG	CTA Planning and Programming	\$183,000	\$183,000			
1	CCAG	Countywide implementation of safe and seamless mobility planning and programming efforts	\$200,000	\$200,000			
2	RWC	Roosevelt Avenue Quick-build Traffic Calming Project	\$755,000	\$755,000			
3	San Mateo	Delaware Street Quick-Build Bike Improvements	\$610,007	\$610,007			
4	SSF	El Camino Real Grand Boulevard Initiative Phase III (GBI III) OBAG Project	\$2,120,000	\$2,120,000			
5	Burlingame	City-Wide Pedestrian Safe Routes and Mobility Improvements	\$200,000	\$200,000			
6	County of San Mateo	San Mateo County Broadmoor Safe Routes to School Pedestrian Safety and Mobility Improvements	\$1,418,412	\$1,418,412			
7	San Bruno	Transit Corridor Pedestrian Connection Project Phase 4 (San Bruno and Green)	\$385,000	\$385,000			
8	SSF	East of 101 Transit Expansion Project	\$480,000	\$480,000			
9	Daly City	Southgate Avenue and School Street Safety Improvements Project	\$350,000		\$450,000		
10	Millbrae	Park Blvd – Cypress Ave to Juanita Ave. & Santa Teresa Way – Park Blvd. to Lomita Ave.	\$347,250		\$347,250		
11	Millbrae	Millbrae – Citywide Virtual Mobility Detection	\$223,591			\$174,240	
12	San Bruno	San Bruno Citywide Bicycle Route Network	\$615,000			\$246,760	
13	Burlingame	Carmelita Avenue and Paloma Avenue Traffic Calming and Bicycle Safe Routes Project	\$850,000				\$850,000
14	Brisbane	Bayshore Blvd/Van Waters and Rodgers Rd Bus Stop Improvements	\$360,000				\$360,000
15	County of San Mateo	Coleman-Ringwood Pedestrian and Bicycle Safe Routes to School Improvements	\$808,562				\$808,562
		TOTAL	\$9,905,822	\$6,351,419	\$797,250	\$421,000	\$2,018,562

C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, 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 City of Half Moon Bay for the Main Street Traffic Calming project, expanding their scope of work to include Town Boulevard at no additional cost.

(For further information, 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 City of Half Moon Bay for the Main Street Traffic Calming project, expanding their scope of work to include Town Boulevard 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 October 15, 2020 meeting, the C/CAG Board approved Resolution 20-56 authorizing the C/CAG Chair to execute a funding agreement with City of Half Moon Bay in the total amount up to \$109,650, under the Fiscal Year 2020/21 TFCA program, for the Main Street Traffic Calming Project.

The project was set to take place within the Downtown “Historic District” along Main Street and streets adjacent to Main Street. In August 2021, the City of Half Moon Bay requested to expand the geographic scope to cover the City’s Town Boulevard including parts of Highway 1 and 92 that fall within City Limits at no additional cost. The request also had an improved cost-effectiveness ratio, that the BAAQMD requires TFCA projects to meet. Attachment 1 is a copy of the scope expansion request letter from City of Half Moon Bay.

C/CAG staff supported the scope expansion and requested the C/CAG Chair execute Amendment No. 1 to the funding agreement with City of Half Moon Bay. Attachment 2 is a copy of the executed Amendment No. 1 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with City of Half Moon Bay for the Main Street Traffic Calming project, expanding their scope of work to include Town Boulevard at no additional cost.

ATTACHMENTS

1. Request letter from City of Half Moon Bay
2. Amendment No. 1 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with City of Half Moon Bay for the Main Street Traffic Calming project

August 2, 2021

Ms. Kimberly Wever
Transportation Program Specialist
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, California 94063

Dear Ms. Wever:

The purpose of this letter is to provide a formal request and rationale to expand the geographic scope of the City of Half Moon Bay's Main Street Traffic Calming Project (project number 21SM06). This request is being made after email correspondence with you in late May.

The City of Half Moon Bay entered into a funding agreement with the City / County Association of Governments (CCAG) under the Transportation Fund for Clean Air Program in November of last year. The funding under this agreement currently supports the City's efforts to improve outside temporary facilities and traffic calming measures in the downtown Half Moon Bay / Main Street area. The City would now like to expand the geographic scope of this project to include a potential project outside of the downtown Half Moon Bay / Main Street area and along the City's "Town Boulevard" (parts of Highways 1 and 92 that fall within City limits).

The rationale for geographic expansion is that a lack of outdoor street eateries along the Town Boulevard leads cars parked at the beach to make an additional trip to find food options. By providing outdoor dining options near state beaches, visitors are less inclined to enter the line of traffic on Highway 1. The presence of family-friendly outdoor dining also enables locals not living in the downtown Half Moon Bay / Main Street area to stay closer to home, opting to walk or use bicycles for transportation rather than cars. The estimated reduction in vehicle miles traveled and car emissions from these changes results in an improved cost effectiveness ratio of \$116,906 in TFCA funding per ton of reduced emissions versus \$160,682. Please see the attached Cost Effectiveness Worksheet with these calculations.

The proposed geographic expansion is entirely consistent with the activities in the current funding agreement and results in approximately 30 percent improvement in cost effectiveness with no additional funding required. The City thanks you for your consideration of this request and hopes that it will be approved.

Sincerely,



Karen Decker
Senior Management Analyst, City of Half Moon Bay

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

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as "C/CAG") and City of Half Moon Bay are parties to the Fiscal Year 2020-2021 Transportation Fund for Clean Air (TFCA) Funding Agreement (the "Agreement"), effective November 1, 2020; and

WHEREAS, the Agreement provides funds to City of Half Moon Bay for the Main Street Traffic Calming Project (Project); and

WHEREAS, Attachment A, Project Information states the Project would take place within the Downtown "Historic District" along Main Street and streets adjacent to Main Street;

WHEREAS, City of Half Moon Bay requests to expand the geographic scope to cover the City's "Town Boulevard" (parts of Highway 1 and 92 that fall within City limits) at no additional cost; and

WHEREAS, C/CAG and City of Half Moon Bay desire to amend the Agreement as set forth herein.

NOW, THEREFORE, IT IS HEREBY AGREED by C/CAG and City of Half Moon Bay that:

- 1. Attachment A, Project Information under Section G, Project Description, the first sentence shall be replaced and revised to read as follows: "This project is located in the Downtown area of Half Moon Bay, along Main Street area and the City's "Town Boulevard" (parts of Highway 1 and 92 that fall within City limits)."

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:

BDF7E448AAA2433...
Marie Chuang, C/CAG Chair

Date: 10/4/2021

Approved as to form:

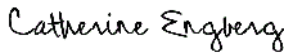
DocuSigned by:

ED938D8404994FE...
Melissa Andrikopoulos
Legal Counsel for C/CAG

City of Half Moon Bay


Bob Nisbet, City Manager
City of Half Moon Bay

Date: 9/22/2021

Approved as to form:


Catherine Engberg
Legal Counsel for City of Half Moon Bay

C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, 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 City of South San Francisco for the East of 101 Bicycle Safety Improvement project, removing two intersections in their scope of work at no additional cost.

(For further information, 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 City of South San Francisco for the East of 101 Bicycle Safety Improvement project, removing two intersections in their scope of work 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 October 15, 2020 meeting, the C/CAG Board approved Resolution 20-56 authorizing the C/CAG Chair to execute a funding agreement with City of South San Francisco in the total amount up to \$150,000, under the Fiscal Year 2020/21 TFCA program, for the he East of 101 Bicycle Safety Improvement Project.

The project was set to take place at seven intersections including E. Grand Ave./Dubuque Ave., E. Grand Ave./E. Grand Ave., E. Grand Ave./Forbes Blvd., E. Grand Ave./Littlefield Ave., Forbes Blvd./Eccles Ave., E. Grand Ave./Pointe Grand and E. Grand Ave./Haskins Ave. However, as part of unrelated development projects, developers have replaced the existing detection system at two intersections identified: E Grand Ave./Forbes Blvd. and Forbes Blvd./Eccles Ave. Therefore, in August 2021, the City of South San Francisco requested to use resulting unused funds to hire a contractor to install the new detection system at the remaining five intersections. The City of San Francisco also updated their cost-effectiveness ratio with just five intersections and still meets the BAAQMD's cost-effectiveness requirement. Attachment 1 is a copy of the request letter from the City of South San Francisco.

C/CAG staff supported the scope change at no additional cost and requested the C/CAG Chair execute Amendment No. 1 to the funding agreement with City of South San Francisco. Attachment 2 is a copy of the executed Amendment No. 1 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with City of South San Francisco for the East of 101 Bicycle Safety Improvement project, removing two intersections in their scope of work at no additional cost.

ATTACHMENTS

1. Request letter from City of South San Francisco
2. Amendment No. 1 to the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Funding Agreement with City of South San Francisco for the East of 101 Bicycle Safety Improvement project



OFFICE OF
Director of Public Works

CITY COUNCIL 2021

MARK ADDIEGO, MAYOR
MARK NAGALES, VICE MAYOR (DIST. 2)
JAMES COLEMAN, MEMBER (DIST. 4)
EDDIE FLORES, MEMBER
FLOR NICOLAS, MEMBER

MIKE FUTRELL, CITY MANAGER

August 26, 2021

ATTN: Kim Wever
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063

Re: TFCA Funding Agreement Amendment Request

Dear Ms. Wever,

The City of South San Francisco's East of 101 Bicycle Safety Improvement Project (Project) includes installing a new multi-modal video detection system at seven intersections. However, recent development construction included installing new video detection at two of the Project's intersections. The City of South San Francisco respectfully requests to remove the two intersections noted below:

E. Grand/Dubuque
E. Grand/ E Grand
~~E. Grand/Forbes~~
Forbes/ Eccles
E. Grand/ Pointe Grand
E. Grand /Littlefield
E. Grand/Haskins

The City also respectfully requests to utilize the cost savings to hire a contractor to install the new detection system at the five remaining intersections.

Sincerely,

Bianca Liu, PE
Senior Civil Engineer

On behalf of:
Eunejune Kim, PE, PLS
Director of Public Works/City Engineer

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

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

WHEREAS, the Agreement provides funds to City of South San Francisco for the East 101 of Bicycle Safety Improvement Project (Project); and

WHEREAS, Attachment A, Project Information states the Project would take place at seven intersections including E. Grand Ave./Dubuque Ave., E. Grand Ave./E. Grand Ave., E. Grand Ave./Forbes Blvd., E. Grand Ave./Littlefield Ave., Forbes Blvd./Eccles Ave., E. Grand Ave./Pointe Grand and E. Grand Ave./Haskins Ave.;

WHEREAS, as part of unrelated development projects, developers have replaced the existing detection system at two intersections identified in the Project scope: E Grand Ave./Forbes Blvd. and Forbes Blvd./Eccles Ave.; and

WHEREAS, City of South San Francisco has requested to use resulting unused funds to hire a contractor to install the new detection system at the remaining five intersections.

WHEREAS, C/CAG and City of South San Francisco desire to amend the Agreement as set forth herein.

NOW, THEREFORE, IT IS HEREBY AGREED by C/CAG and City of South San Francisco that:

1. Attachment A, Project Information under Section G, Project Description shall be replaced in its entirety and revised to read as follows:

“Project Sponsor will use TFCA funds to complete specific activities as described below: The Project proposes to improve safety and traffic flow by providing detection upgrades which would include a bicycle detection system along E Grand Ave. This corridor is a key connection to East of 101 businesses. This grant would provide funds to furnish a video detection system which includes detection of bicyclists at five (5) intersections along East Grand Ave. to provide a means for visual monitoring of the intersection and the capability to supply bicycle count data to a new automated traffic signal performance measures system. City staff would coordinate the installation of the new detection system with the selected vendor and contractor

The five intersections include E. Grand Ave./Dubuque Ave., E Grand Ave./E. Grand Ave., E Grand Ave./Littlefield Ave., E. Grand Ave./Pointe Grand and E. Grand Ave./Haskins Ave.

This Project will further enhance the City’s adaptive traffic signal system capabilities by providing bicycle detection functionality that is not currently present. The bike detection functionality will allow the adaptive system to better differentiate, and accommodate, bicycle traffic from vehicular traffic.

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:
Marie Chuang
1550ACE4732A4E2...
Marie Chuang, C/CAG Chair

City of South San Francisco

DocuSigned by:
Mike Futrell
6852134787CA4DB...
Mike Futrell, City Manager
City of South San Francisco

Date: September 30, 2021 | 1:29:36 PM PDT

Date: October 3, 2021 | 9:02:33 AM PDT

Approved as to form:

DocuSigned by:
Melissa Andrikopoulos
669CD9CF31BA4F5...
Melissa Andrikopoulos
Legal Counsel for C/CAG

Approved as to form:

DocuSigned by:
Claire Lai
951A604F45D4468...
Claire Lai
Legal Counsel for City of South San Francisco

Attest:

DocuSigned by:
Rosa Gomez Acosta
5908B15FF83F418...
City Clerk



C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, Executive Director

Subject: Receive a copy of the executed Amendment No. 1 to the agreement with City of South San Francisco to extend the design phase of the South San Francisco Smart Corridor extension project through December 31, 2022.

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

RECOMMENDATION

That the C/CAG Board receive a copy of the executed Amendment No. 1 to the agreement with City of South San Francisco to extend the design phase of the South San Francisco Smart Corridor extension project through December 31, 2022, in accordance with C/CAG Procurement Policy.

FISCAL IMPACT

There is no financial impact related to this item. This amendment is for time extension only. The cost to design the project was \$360,000.

SOURCE OF FUNDS

Under the original agreement, \$240,000 will come from the State Transportation Improvement Program (STIP) and \$120,000 is from the C/CAG Measure M – ITS/Smart Corridor funds.

BACKGROUND

San Mateo County Smart Corridor

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

The Smart Corridor project is being built from south to north, and eventually will span the entire county from Santa Clara county border to San Francisco border. The already completed segment between Santa Clara county border and I-380 (San Bruno) was fully funded by State grants as well as C/CAG funds.

Consistent with the implementation approach used to deliver the completed segment described above, the Smart Corridor northwards extension project from I-380 through the City of South San Francisco is a joint effort between C/CAG, City of South San Francisco, and Caltrans. The project will include the alternate routes located in South San Francisco and include the following arterial streets: Airport

Boulevard, Oyster Point Road, Gateway Boulevard and Grand Avenue. The South San Francisco Expansion will encompass the design of the ITS infrastructure that will support the overall Smart Corridors program.

Project Development for South San Francisco Extension

C/CAG was the lead agency for the project development phases which included development of the Project Study Report (PSR) and Project Approval and Environmental Document (PA&ED) phases. For the design phase and preparation of the Plan, Specifications and Estimate (PS&E bid package), the City of South San Francisco is designated as the lead agency for the project with funding to be provided by C/CAG.

Per C/CAG Board Resolution 19-76, on November 14th, 2019, C/CAG entered into a funding agreement with the City of South San Francisco to provide the necessary funds for the design phase of the project. The total cost for design, which includes consultant fees, City staff time and contingency of the project is \$360,000. One task in the design phase is for the consultant to provide design support during construction. Construction of the South San Francisco Smart Corridor extension project is expected to start in December 2021 and conclude in August of 2022. In order to ensure adequate design support during construction, additional time is required. Therefore, C/CAG and the City have agreed to extend the agreement by executing Amendment No. 1 for a time extension to December 31, 2022.

ATTACHMENTS

1. Amendment No. 1 to Funding Agreement with City of San Francisco
(Available on-line at: <http://www.ccag.ca.gov/committees/board-of-directors-2/>)

C/CAG AGENDA REPORT

ITEM 6.9

Date: October 14, 2021

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 21-74 authorizing the C/CAG Chair to execute Amendment No.1 to an agreement between C/CAG and County Office of Sustainability for staff services for the San Mateo County Energy Watch Program adding \$405,620 for a new amount not to exceed of \$882,600.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-74 authorizing the C/CAG Chair to execute Amendment No.1 to an agreement between C/CAG and County Office of Sustainability for staff services for the San Mateo County Energy Watch Program adding \$405,620 for a new amount not to exceed of \$882,600.

FISCAL IMPACT

Expenses for the San Mateo County Energy Watch program are reimbursed by the Local Government Partnership Agreement between C/CAG and PG&E.

BACKGROUND

The San Mateo County Energy Watch (SMCEW), Local Government Partnership (LGP) with PG&E began on January 1, 2009, under the auspices of the California Public Utilities Commission (CPUC). Since the original program cycle, which ended on December 31, 2009, PG&E has contracted with C/CAG for the SMCEW for multiple additional program cycles. On May 14, 2020, C/CAG adopted Resolution 20-19 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo Office of Sustainability for staffing services for fiscal years 2020/21 through 2022/23 (the current program cycle) for a total amount not to exceed \$476,980. The current program cycle is fully funded by the C/CAG – PG&E Local Government Partnership contract, which was authorized to be executed by the C/CAG Chair by Resolution 20-18, also on May 14, 2020.

Since the SMCEW LGP began, C/CAG has contracted with the County of San Mateo, Department of Public Works for management and staffing of the program and said County staff has since moved to the County's Office of Sustainability (OOS). The County has successfully supported the SMCEW, meeting goals and developing the program, which currently serves municipalities, K-12 public schools, and small disadvantaged businesses, and partially funds the C/CAG Regionally Integrated Climate Action Planning Suite (RICAPS) program.

At the time the current staff services agreement between C/CAG and OOS was approved, the final C/CAG - PG&E contract was very new and staff was still clarifying what costs for services (outside of staffing), such as consulting for the SMCEW program, could be contracted directly by OOS, as opposed to by C/CAG. The amount of the existing agreement was based on past program cycles, when C/CAG carried all large consulting contracts for the Program.

OOS recently obtained additional funding for the RICAPS portion of the SMCEW program from Peninsula Clean Energy (PCE). The adoption of Resolution 21-74 and execution of Amendment No.1 to the existing Agreement will:

- allow County OOS, with combined funds from C/CAG and PCE, to contract for climate action planning technical services for SMC cities, directly, and be reimbursed by C/CAG,
- allow C/CAG to leverage other consulting services available through OOS for the Program when consistent with C/CAG's Procurement Policy,
- provide the necessary funds for OOS staffing of the Program through the end of the current program cycle, and
- reduce C/CAG staff time for processing of additional invoices.

The proposed resolution and contract amendment are attached to this staff report for review.

ATTACHMENTS

1. Resolution 21-74
2. Amendment No.1 to existing Agreement between C/CAG and the County of San Mateo Office of Sustainability.

RESOLUTION 21-74

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 TO AN AGREEMENT BETWEEN C/CAG AND COUNTY OFFICE OF SUSTAINABILITY FOR STAFF SERVICES FOR THE SAN MATEO COUNTY ENERGY WATCH PROGRAM ADDING \$405,620 FOR A NEW AMOUNT NOT TO EXCEED OF \$882,600.

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

WHEREAS, for past program cycles, C/CAG and the County of San Mateo have entered into agreements for staff support for the San Mateo County Energy Watch (SMCEW) program from calendar year 2009 through July 31, 2020; and

WHEREAS, C/CAG entered into the current staff services agreement with the County by Resolution 20-19 on May 14, 2020; and

WHEREAS, the current three-fiscal-year program cycle is fully funded by the C/CAG – PG&E Local Government Partnership contract, which was authorized to be executed by the C/CAG Chair by Resolution 20-18, also on May 14, 2020; and

WHEREAS, County staff have successfully managed and staffed the San Mateo County Energy Watch to the satisfaction of C/CAG; and

WHEREAS, County staff have obtained additional funding from Peninsula Clean Energy for the Regionally Integrated Climate Action Planning Suite (RICAPS) portion of the SMCEW program and C/CAG desires to leverage other consulting services contracted directly by the County; and

WHEREAS, C/CAG desires to amend the existing agreement to allow the County to charge for staffing and direct consulting for the SMCEW program and add additional funding for County staffing of the program through the end of the current program cycle; and

WHEREAS, the program is fully funded by the existing C/CAG – PG&E SMCEW program contract; and

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City and County Association of Governments of San Mateo County that the Chair is authorized to execute Amendment No.1 to an agreement between C/CAG and County Office of Sustainability for staff services for the San Mateo County Energy Watch Program adding \$405,620 for a new amount not to exceed of \$882,600.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF OCTOBER 2021.

Marie Chuang, Chair

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

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as "C/CAG") and the County of San Mateo (hereinafter referred to as "Contractor") are parties to an agreement dated June 23, 2020 for staff services for the San Mateo County Energy Watch Program for fiscal years 2020/21 through 2022/23 (the "Agreement"); and

WHEREAS, the Agreement, effective July 1, 2020 through July 31, 2023, was for an amount not to exceed \$476,980; and

WHEREAS, the parties desire to add additional funding through July 31, 2023 to allow Contractor ample funding for staff services and other expenses for the program, such as costs for outside contractors and printing expenses; and

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

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

1. Section 2 of the Agreement is hereby replaced in its entirety by the following:

Payments. In consideration of the services rendered in accordance with all terms, conditions and specifications set forth herein and in Exhibit A, C/CAG shall reimburse COUNTY for eligible costs as set forth in Exhibit A. Payments shall be made within 60 days after receipt and approval of monthly invoices from the COUNTY. The total cost reimbursement under this Agreement for work completed from July 1, 2020 through June 30, 2023 will not exceed \$882,600, subject to C/CAG annual budget approval and allocation of funds from Pacific Gas & Electric (PG&E) under the PG&E and C/CAG contract for the 2020-2023 San Mateo County Energy Watch program.

2. Section 1.0 of Exhibit A – Scope of Work to the Agreement is replaced in its entirety by the following:

Introduction - The City/ County Association of Governments (C/CAG) is committed to working with Pacific Gas and Electric (PG&E) and the County of San Mateo to continue the San Mateo County Energy Watch program. The County of San Mateo will provide staff support functions, outside consultant services, and supplies for the C/CAG San Mateo County Energy Watch program, within the budget and contract limitations and requirements provided in the C/CAG – PG&E Contract.

3. Section 7.0 of Exhibit A – Scope of Work to the Agreement is replaced in its entirety by the following:

To retain the experience and knowledge gained by staff over the years, the parties understand and agree that those staff assigned to perform services under this Agreement shall be from the County of San Mateo, Office of Sustainability and may be reassigned by the County of San Mateo, subject to the provisions of Section 11 of this Agreement. Notwithstanding any other provision of this Agreement, County of San Mateo shall obtain prior approval from C/CAG prior to changing the staff assigned to perform

services under this Agreement from those staff that are assigned as of the date of execution of this Agreement. In the event the parties cannot reach mutual agreement regarding staffing, either party may terminate the agreement upon 30 days' written notice." This provision shall not limit the County's ability to retain subconsultants to perform services under this Agreement, subject to the prior written approval of the C/CAG Executive Director or designee.

4. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.

COUNTY OF SAN MATEO

By _____
Supervisor David Canepa
President, Board of Supervisors, San Mateo County

Date _____

APPROVED AS TO FORM:

ATTEST:

By _____
County Counsel

By: _____
Clerk of Said Board

City/County Association of Governments (C/CAG)

By _____
Marie Chuang
C/CAG - Chair

_____ Date

C/CAG Legal Counsel

By _____
Melissa Andrikopoulos

_____ Date

C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 21-75 authorizing the C/CAG Chair to execute Amendment No. 6 to the Agreement with Advanced Mobility Group for work related to implementation of the updated Congestion Management Plan Land Use Impact Analysis Program to add \$30,000, for a new not to exceed total of \$105,666, and extend the term of the contract to June 30, 2022.

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

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-75 authorizing the C/CAG Chair to execute Amendment No. 6 to the Agreement with Advanced Mobility Group for work related to implementation of the updated Congestion Management Plan Land Use Impact Analysis Program to add \$30,000, for a new not to exceed total of \$105,666, and extend the term of the contract to June 30, 2022.

FISCAL IMPACT

The Congestion Management Plan Land Use Impact Analysis Program was completed and adopted in September 2021, at a cost of \$75,666. The subject contract amendment related to implementation work would add \$30,000, for a total of \$105,666.

SOURCE OF FUNDS

Congestion Management Fund

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. The policy provides guidelines for analyzing the impact of land use decisions made by local jurisdictions in San Mateo County. 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. The current 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.

At the July 12, 2018 meeting, the C/CAG Board approved Resolution 18-43, which authorized C/CAG

to enter into a contract with Advanced Mobility Group (AMG) to assist with updating the Land Use Impact Analysis Program, including TDM guidelines, at a cost of \$45,666 and a contract end date of July 31, 2019. This contract has subsequently been amended: Amendment No.1 was approved by the Board in June 2019, pursuant to Resolution 19-44, to expand outreach with local jurisdictions, increase the budget by \$15,000 and extend the term to December 31, 2019; Amendment No. 2 was approved by the C/CAG Executive Director on January 7, 2020, extending the end date to September 30, 2020; on September 10, 2020, the Board approved Resolution 20-52 authorizing Amendment No. 3 which extended the contract term to April 30, 2021; on January 14, 2021, the Board approved Resolution 21-03 approving Amendment No. 4 to add \$15,000, for a new not to exceed amount of \$75,666, and extend the term of the contract to June 30, 2021; and on June 11, 2021 the Board approved Resolution 21-36 extending the contract term to December 31, 2021.

The final TDM Update was adopted on September 9, 2021 and is set to go into effect in January 2022. This contract amendment would address the implementation phase of the policy update, including creation of a TDM Toolkit comprised of digitized scoring sheets, a step by step “how-to” guide and related forms and informational materials, as well as creation of a web-based system for deploying the TDM Toolkit. The majority of the work would be completed in January, but it is recommended that the contract be extended until June 30, 2022, to address any potential issues that may arise during early implementation.

ATTACHMENTS

1. Resolution 21-75
2. Amendment No. 6 to the Agreement with Advance Mobility Group

RESOLUTION 21-75

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. NO. 6 TO THE AGREEMENT WITH ADVANCED MOBILITY GROUP FOR WORK RELATED TO IMPLEMENTATION OF THE UPDATED CONGESTION MANAGEMENT PLAN LAND USE IMPACT ANALYSIS PROGRAM TO ADD \$30,000 AND EXTEND THE TERM OF THE CONTRACT TO JUNE 30, 2022.

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 Congestion Management Agency for San Mateo County; and

WHEREAS, C/CAG entered into an Agreement with Advanced Mobility Group (AMG) on July 23, 2018 to update the Land Use Impact Analysis Program of the Congestion Management Plan to reflect current TDM best practices, provide updated performance targets, and standardize an annual survey, monitoring and reporting requirements at a cost of \$45,666 and a target completion date of July 31, 2019; and

WHEREAS, on June 13, 2019, C/CAG approved Amendment No. 1 to the AMG Agreement, including a budget amendment of \$15,000 and time extension to December 21, 2019 on June 13, 2019; and

WHEREAS, on January 7, 2020, the C/CAG Executive Director and AMG approved Amendment No. 2 to the AMG Agreement extending the contract to September 30, 2020; and

WHEREAS, on September 10, 2020, the C/CAG Board approved Resolution 20-52 authorizing Amendment No. 3 which extended the contract term to April 30, 2021; and.

WHEREAS, on January 14, 2021, the Board approved Resolution 21-03 approving Amendment No. 4 to add \$15,000, for a new not to exceed amount of \$75,666, and extend the term of the contract to June 30, 2021; and

WHEREAS, on June 10, 2021, the Board approved Resolution 21-36 authorizing Amendment No. 5 to extend the contract end date to December 31, 2021; and

WHEREAS, the final TDM Policy Update was approved by the Board on September 9, 2021; and

WHEREAS, additional assistance is needed to address the implementation phase of the policy update, including creation of a TDM Toolkit comprised of digitized scoring sheets, a step by step “how-to” guide and related forms and informational materials, and creation of a web-based system for deploying the TDM Toolkit.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County, that the C/CAG Chair is hereby authorized to execute Amendment No. 6 to the agreement with Advanced Mobility Group to add \$30,000 for a new not to exceed total of \$105,666, and extend the term of the contract to June 30, 2022.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF OCTOBER 2021.

Marie Chuang, Chair

**AMENDMENT NO. 6 TO THE AGREEMENT
BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
AND
ADVANCED MOBILITY GROUP**

WHEREAS, the City/County Association of Governments for San Mateo County (hereinafter referred to as “C/CAG”) and Advanced Mobility Group, (hereinafter referred to as “Consultant”) are parties to an Agreement originally dated July 23, 2018, to update the existing Land Use Impact Analysis Program for an amount not-to-exceed \$45,666 and a term through July 31, 2019 (the “Agreement”); and

WHEREAS, Amendment No. 1, executed on June 13, 2019, added \$15,000 for a new total Agreement amount of \$60,666 and extended the Agreement term to December 31, 2019; and

WHEREAS, Amendment No. 2, executed on January 7, 2020, extended the Agreement term to September 30, 2020; and

WHEREAS, Amendment No. 3, executed on September 28, 2020, extended the Agreement term to April 30, 2021; and

WHEREAS, Amendment No. 4, executed on January 14, 2021, augmented the budget by \$15,000 for a new contract total of \$75,666, and extended the term of the Agreement to June 30, 2021; and

WHEREAS, Amendment No. 5, executed on June 10, 2021, extended the Agreement term to December 31, 2021; and

WHEREAS, C/CAG and Consultant have determined that additional budget and time is needed to address the implementation phase of the policy update; 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 Scope of Work shall be amended to include Exhibit A-1, which outlines the additional tasks to be performed.
2. The budget for the Agreement, as provided in Section 2 “Payments”, shall be augmented by \$30,000, resulting in a new not to exceed budget of \$105,666.
3. The Agreement shall be amended to include Exhibit B-2, attached, which sets forth the additional budget.

4. The term of the Agreement, as provided in Section 5 “Contract Term”, shall be extended through June 30, 2022.
5. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.
6. This amendment shall take effect upon execution by both parties.

City/County Association of Governments
(C/CAG)

Advanced Mobility Group

Marie Chuang, Chair

By

Title: _____

Date: _____

Date: _____

Approved as to form:

Legal Counsel for C/CAG

Scope of Work

Introduction

It is proposed that additional tasks be split into two phases under the same contract. This scope of work document - and the budget and tasks described herein. Task 7 is reserved until after the previous tasks have been completed. Separate work orders, approved in advance by the C/CAG Executive Director, will be required for Task 7.

We have allocated a budget for all meetings to be conducted virtually. Material deliverables are budgeted for one round of initial review and one round of final review and approval by C/CAG staff. This is intended to facilitate timely and effective project management and delivery.

Furthermore, regarding design of the web user interface, this scope budgets for functionality using existing web design tools that are readily available. Any bespoke or custom graphic design or web user interface design would require separate scoping and budget, which can be discussed as part of the final scope of work in Task 2.

Task 1 – Project Administration

This task encompasses standard project management and document quality control duties, to ensure efficient and effective project completion.

Task 2 - Define C/CAG TDM Measures Toolkit & Finalize Scope of Work

To prepare for digitizing C/CAG Land Use TDM Policy resources, including the C/CAG TDM Measures Checklists, AMG proposes creating an official “TDM Toolkit” consisting of a refined series of deliverables that were provided during the last project as part of the TDM Policy Update.

As a first step in this task, AMG will outline and seek concurrence from C/CAG and Commute.org staff on the Toolkit contents. For this scope of work, AMG proposes including the following resources:

1. Simplified TDM Measures Checklists (Score Sheets)
2. Frequently Asked Questions (FAQs)
3. Implementation Guide (step-by-step)
4. TDM Self-Certification Form

Based on final concurrence regarding the makeup of the TDM Toolkit, AMG will present an outline of how each toolkit item can be refined in the next task. Concurrently, AMG alongside BlinkTag will seek C/CAG concurrence to finalize this Scope of Work for Tasks 2-5.

Task Deliverable(s):

- Initial meeting with C/CAG and Commute.org staff, including agenda & summary
- Draft outline and concurrence of the C/CAG Land Use Policy TDM Measures Toolkit
- Second meeting with C/CAG and Commute.org staff, including agenda & summary
- Final outline and concurrence of the C/CAG Land Use Policy TDM Measures Toolkit
- Final Scope of Work for Tasks 2-5

Task 3 – Refine TDM Measures Toolkit

Based on work accomplished in Task 2, AMG will refine the agreed-upon Toolkit items. Refinement will consist of updating the presentation and layout (i.e., user interface) for each Toolkit component. The intent of this refining process will be to simplify Toolkit materials as much as possible in order to make the TDM Policy more understandable for countywide stakeholders.

Task Deliverable(s):

- Initial meeting with C/CAG and Commute.org staff, including agenda & summary
- Draft refined Toolkit deliverables
- Second meeting with C/CAG and Commute.org staff, including agenda & summary
- Final refined Toolkit deliverables

Task 4 – Information Architecture for the Web-Based C/CAG TDM Measures Toolkit

In this phase, AMG and BlinkTag will work with C/CAG and Commute.org staff to identify requirements for the web-based toolkit and map out exactly how it will work for stakeholders, Commute.org, member agency staff, project applicants, the general public, and C/CAG staff. Work will focus on making the web-based toolkit as user-friendly for administrators and users as possible.

To start this task, AMG and BlinkTag propose meeting virtually with C/CAG and Commute.org staff. The primary goals of this meeting will be to share essential background information, identify preferred technologies (including those from recent, successful case study web-based TDM programs), and agree upon collaboration tools, schedules, and processes for attaining operational web-based capabilities.

BlinkTag will rely on information gathered during the prior Tasks 2 & 3 to create a flowchart of how the digital system will work. This will include, but is not limited to, the following:

- Review of successful case study web-based TDM platforms
- Digitally formatting FAQ(s)
- Digitally formatting TDM Measures Checklists
- Outline of “How-To” video and help text for users filling out the TDM Measures Checklists,

AMG and BlinkTag will work collaboratively with C/CAG and Commute.org staff to refine the text, flowchart and requirements related to each of the above-listed items.

BlinkTag will also conduct “wireframing”. To do this, BlinkTag will use the materials developed above, and will use interactive and visual facilitation methods to develop a wireframe of how the checklist form will be laid out, how all interactive elements will work and finally the text that will be used.

At the end of this phase, the project team will have all the information needed to determine the technical requirements for building the web-based checklist system.

Task Deliverable(s):

- Initial meeting with C/CAG and Commute.org staff, including agenda & summary
- Draft Technical Requirements Memorandum/Report
- Second meeting with C/CAG and Commute.org staff, including agenda & summary
- Final Technical Requirements Memorandum/Report

Task 5 – Development of Web-Based TDM Measures Toolkit

In this phase, BlinkTag will develop and deploy the Checklist system specified in Task 4. This may involve using off-the-shelf form systems like Google Forms or could involve building a web application from scratch, depending on the final scope of work and requirements gathered in Tasks 2-4.

Simultaneously, BlinkTag will lead development of web-based training materials for countywide stakeholder education and “on-boarding”, in order to become sufficiently comfortable implementing the TDM Checklist system according to C/CAG TDM Policy.

Task Deliverable(s):

- Initial meeting with C/CAG and Commute.org staff, including agenda & summary
- Beta (Test) digital TDM Checklists
- Functional web-based materials, including:
 - How-to manual with process flowchart and sample development score sheets
 - Video tutorial with audio explanation of the following:
 - Which TDM Checklists to use based on project variables such as land use and size
 - How to complete and submit Checklists
 - Where to locate relevant TDM Policy resources, such as FAQs and Implementation Guide
- Second meeting with C/CAG and Commute.org staff, including agenda & summary
- Final web-based TDM Checklists and materials listed above

Task 6 – Launch of Web-Based TDM Measures Toolkit

In this phase, BlinkTag will lead testing and launch of the system created in Task 5. The exact launch plan will be developed once it is determined which web-based program should be used. Additionally, as part of finalizing the scope of work during Task 2 – and subject to scheduling and budget constraints - the project team may also consider development of an “administrative instructions memorandum” (or similar instructional guide) for use by C/CAG and Commute.org staff, to be used as future reference on how to administer the web-based toolkit.

Task Deliverable(s):

- Operational web-based C/CAG TDM Policy resources, including TDM Measures Toolkit

Task 7 –Post-Launch Implementation & Monitoring

This optional task is proposed to address any potential issues that may arise during the six months after launch and under the same contract. Task 7 could accomplish the following tasks including, but not limited to:

- Survey TDM Toolkit users for feedback on user experience and quality
- Iterate web-based TDM Toolkit program in response to user survey feedback
- Explore advanced web applications and database integration for process automation (if necessary)
- *Other tasks to be determined*

As previously mentioned, separate work orders, approved in advance by the C/CAG Executive Director, will be required for Task 7.

Budget

Below is the proposed budget for above-described tasks.

Item	Cost
1 Project Administration	
<i>Task Value</i>	\$1,568
2 Define TDM Measures Toolkit	
<i>Task Value</i>	\$950
3 Refine TDM Measures Toolkit	
<i>Task Value</i>	\$1,105
4 Information Architecture	
<i>Task Value</i>	\$4,260
5 Development	
<i>Task Value</i>	\$13,260
6 Launch	
<i>Task Value</i>	\$3,660
Total	\$24,803

As of the date of this document, Task 7 is a potential additional task not to exceed \$5,000. Task 7 is presented as a line item below.

Item	Cost
Task 7 Post-Launch Implementation & Monitoring	
<i>Task Value</i>	\$5,000

AMG Budget Summary

- Original Agreement \$45,666
- Amendment No. 1 \$15,000
- Amendment No. 4 \$15,000
- Amendment No. 6 \$30,000
- \$105,666

C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, 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 focusing on the end of the first year of the 2021-22 Legislative Session, recent budget trailer bills (including a \$15 billion climate resilience package) and the status of legislation that C/CAG has taken a position on this year and that has gone to the Governor for consideration. C/CAG's legislative consultants will provide an end-of-year summary and outlook for the start of the next state legislative calendar year. The C/CAG Legislative Committee is scheduled to meet again on December 9, 2021.

ATTACHMENTS

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

Below are informational links:

2. [Joint MTC/ABAG Legislative Committee 2021 Legislative Scorecard, Oct 8, 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://syaslparkers.com/clients/>



September 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 – October 2021**

Legislative Update

The Legislature concluded business for the first year of the 2021-22 Legislative Session on Friday, September 10. In the final two weeks of the Legislative Session, roughly 700 bills to Governor Newsom for final action. The Governor has until October 10 to act on the bills that were transmitted to him by the Legislature.

On Tuesday, September 14, voters in California rejected the petition to recall Governor Newsom from office by an overwhelming margin. With 32 days left for Secretary of State Weber to certify the election results, early tallies indicate that approximately 7.8 million votes were cast to reject the recall while 4.8 million votes were cast in favor of removing Governor Newsom from office. As of September 29, there were still about 270,000 ballots left to process. In San Mateo County, the recall is failing 77.9% to 22.1%, slightly higher than the state average of 62.1%.

On the question of who should replace Governor Newsom if the recall vote had been successful, Larry Elder received the largest number of votes among the field of replacement candidates, garnering 48.3 percent of total votes to date. Interestingly, Larry Elder has received 3.5 million votes so far, significantly less than the number of individuals that voted against the recall. As a reminder, statewide officers, including the Governor, are up for election in 2022.

Bills of Interest

SB 7 (Atkins) Jobs and Economic Improvement Through Environmental Leadership Act – Signed by Governor Newsom

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.

SB 9 (Atkins) Ministerial Approval of Housing Developments – Signed by Governor Newsom

[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 C/CAG Board OPPOSES this bill.**

SB 10 (Wiener) Housing Production – Signed by Governor Newsom

[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 – Signed by Governor Newsom

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 – Pending Governor's Action

[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 – Held in Senate Appropriations

Existing law establishes the Air Quality Improvement Program (AQIP), administered by CARB to fund projects that reduce criteria air pollutants and improve of 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 361 (Rivas) Local Agency Teleconferencing – Signed by Governor Newsom

Executive Order No. N-29-20 suspended the Ralph M. Brown Act’s requirements for teleconferencing during the COVID-19 pandemic. The current authority expires September 30. This bill, until January 1, 2024, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency. This bill contains an urgency clause and would take effect as soon as it is signed by the Governor.

AB 377 (Rivas) Water Quality – Two-Year Bill

[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.***

AB 629 (Chiu) Seamless Bay Area – Two-Year Bill

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.

AB 1200 (Ting) Hazardous Food Packaging – Pending Governor’s Action

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 – Held in Senate Appropriations

[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 – Signed by Governor Newsom

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 – Two-Year Bill

[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: October 14, 2021

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 21-76 approving the Proposed 2022 State Transportation Improvement Program (STIP) for San Mateo County and also authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make minor modifications as necessary. (Special voting procedures apply).

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

RECOMMENDATION

That the C/CAG Board review and approve of Resolution 21-76 approving the Proposed 2022 State Transportation Improvement Program (STIP) for San Mateo County and also authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make minor modifications as necessary.

FISCAL IMPACT

No direct impact to the C/CAG budget other than staff time. Funding for approved projects are awarded to project sponsors directly.

SOURCE OF FUNDS

The 2022 State Transportation Improvement Program (STIP) fund will come from State and Federal fund sources.

BACKGROUND

The STIP is the biennial five-year plan for future allocations of state transportation funds, developed in coordination with and developed by the Metropolitan Transportation Commission (MTC) for adoption by the California Transportation Commission (CTC). It is a five-year document adopted every two years by the CTC to program certain portions of the gas tax for transportation projects.

On June 23, 2021, Caltrans presented the draft STIP Fund Estimate for the five-year STIP period (Fiscal Year (FY) 2022-23 through FY 2026-27) to the CTC. The CTC adopted this estimate at their August 18, 2021 meeting.

C/CAG is the designated agency responsible to develop the regional share of the State Transportation Improvement Program (STIP) for San Mateo County. STIP candidate projects must be consistent with the Regional Transportation Plan (RTP) as well as the County's Congestion Management Plan (CMP). In addition, projects must have an approved Project Study Report (PSR). Phases of projects

to be included in the STIP must be able to show a full funding plan. Also, projects in excess of \$50 million in total project cost must include a project level performance analysis and lifecycle cost benefit analysis.

The last adopted cycle, 2020 STIP, covered the period between FY 2020-21 through FY 2024-25. Funds previously programmed for highway and transportation projects as adopted in the 2020 STIP are still committed; however, the timing of those funds being available is not guaranteed. CTC may also reprogram current projects into later years.

The estimated available new funds for San Mateo County are approximately \$16 million dollars for the 2022 STIP for transportation projects. Of the approximately \$16 million of new STIP funds, \$3 million is from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA).

As a result, the current working estimate is approximately \$13 million dollars for the 2022 STIP to program for transportation projects, available to be programmed in FY 2025-26 and FY 2026-27 and approximately \$3 million in CRRSAA funds is required to be programmed in FY2022-23 and FY2023-24. Staff will use this as a working estimate, which may later be adjusted by the CTC upon adoption of the final STIP Fund Estimate.

Staff collaborated with partner transportation agencies such as Caltrans and the San Mateo County Transportation Authority as well as Public Works Directors in identifying top regional projects that supports the continued policy of directing the STIP funds towards major highway improvement projects of regional significance in order to best leverage other state and federal funds (such as SB1) in addition to the San Mateo County Transportation Authority Highway Program funds.

The C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) recommended approval of the Draft 2022 STIP at their August 19th, 2021 meeting. The C/CAG Congestion Management and Environmental Quality (CMEQ) Committee recommended approval of the Draft 2022 STIP at their August 20th, 2021 meeting. The Draft 2022 STIP, including its proposed technical changes and new project proposals, was presented to the C/CAG Board at their September 9, 2021 meeting for review and received no comments.

Below are highlights of the 2022 STIP:

1. From 2020 STIP - Program \$1,685,000 in CRRSAA funds to fund construction support phase in FY24 for 92/101 Area Improvement Project
2. From 2020 STIP - Program \$1,412,000 in CRRSAA funds to fund construction phase in FY23 for ITS/Smart Corridor Northern Cities Segment Project
3. From 2020 STIP – Re-program a portion \$7,177,000 in 2020 STIP funds to fund right of way phase for the US 101 Managed Lane Project North of I-380 Project
4. New – Program \$13,158,000 in 2022 STIP funds to design phase in FY24 for the SR-92/US - 101 Direct Connector Project

The MTC adopted the regional policies on September 22, 2021; MTC staff has directed the CMA's to submit a project summary listing of projects to MTC by October 6, 2021 and a final project listing and other necessary documents by November 1, 2021.

Upon approval by the C/CAG Board, the Proposed 2022 STIP for San Mateo County will be forwarded to the Metropolitan Transportation Commission (MTC) for inclusion in the Bay Area regional STIP proposal, also known as the Regional Transportation Improvement Program (RTIP). If

approved by the MTC, as scheduled on December 15, 2021, the proposal will be forwarded to the California Transportation Commission (CTC) for approval in March 2022. During the coming months, it is anticipated Bay Area-wide and statewide negotiations will take place regarding the exact amount of funds available for each county in each fiscal year.

ATTACHMENTS

1. Resolution 21-76
2. Summary of Proposed 2022 STIP for San Mateo County

RESOLUTION 21-76

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY APPROVING THE PROPOSED 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR SAN MATEO COUNTY AND ALSO AUTHORIZE THE C/CAG EXECUTIVE DIRECTOR TO NEGOTIATE WITH THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) AND CALIFORNIA TRANSPORTATION COMMISSION (CTC) TO MAKE MINOR MODIFICATIONS AS NECESSARY

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

WHEREAS, the City/County Association of Governments (C/CAG) of San Mateo County is the designated Congestion Management Agency (CMA) for San Mateo County; and

WHEREAS, the California Transportation Commission (CTC) has adopted the Fund Estimate for the 2022 State Transportation Improvement Program (STIP) on August 18, 2021; and

WHEREAS, the Fund Estimate for the San Mateo County 2020 STIP is \$16 million dollars in new funds available for transportation projects and \$586,000 in Planning/Programming/Monitoring (PPM) funds; and

WHEREAS, the current working estimate is approximately \$13 million dollars in STIP funds for the 2022 STIP to program for transportation projects, available to be programmed in FY 2025-26 and FY 2026-27 and approximately \$3 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds is required to be programmed in FY2022-23 and FY2023-24; and

WHEREAS, the Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC) may need to go through iterations of STIP proposals submitted by various counties in the region and throughout the state in order to develop the final statewide STIP program.

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County to approve the San Mateo County Proposed 2022 State Transportation Improvement Program (STIP), as attached, and also authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make minor modifications as necessary.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF OCTOBER 2021.

Marie Chaung, Chair

CCAG San Mateo County - 2022 STIP
(Amounts in \$1000's)

		Lead Agency	Rte	PPNO	Project	Project Totals by Fiscal Year						Project Totals by Component					Comments					
						Prior (Info Only)	21-22 (Info Only)	22-23	23-24	24-25	25-26	26-27	R/W	Const	E & P	PS&E		R/W Sup	Con Sup			
Adopted in 2020 STIP (Carryover)	Projects	SM C/CAG	92	668D	SR 92/US 101 Short Term Area Improvements	2,411	3,217	1,685									2,411	3,217		1,685	Program \$1,685 CRRSAA funds to fund CON-SUP phase in FY24-FY23	
		Redwood City	101	692K	Woodside Interchange Improvements		8,000							8,000								
		South San Francisco	101	702D	Produce Interchange - Improvements	5,000													5,000			
		Daly/Bris/Colma	101/280	658G	ITS Improvements in San Mateo Northern Cities - (Daly City, Brisbane, and Colma)			9,312							9,312							Program \$1,412 in CRRSAA funds to fund CON phase in FY23 (Project previously programmed \$7,900 in 2020 STIP funds)
		SM C/CAG	101	658M	US 101 Managed Lane Project North of I-380			5,477	1,700									5,477	1,700			Split previously programmed \$7,177 in FY24 for PS&E to: \$1,700 ROW in FY24 and \$5,477 to PS&E in FY23.
	Admin	SM C/CAG		2140A	Planning, programming, and monitoring (CMA)			154	154													
Proposed for 2022 STIP	Projects	SM C/CAG	92	NEW	SR92/US 101 Direct Connector				13,158								13,158				Program \$13,158 funds for PS&E phase in FY24.	
	Admin	SM C/CAG			CRRSAA PPM			81	82													
	Admin	SM C/CAG		2140A	Planning, programming, and monitoring (CMA)					195	195	196										

CRRSAA Available to Program in FY23 and FY24:	3,097	2022 STIP Available to Program in FY26 and FY 27:	13,158
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C/CAG AGENDA REPORT

Date: October 14, 2021

To: City/County Association of Governments Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 21-77 authorizing the filing of an application for \$13,158,000 in funding from the Regional Transportation Improvement Program (RTIP) for the SR-92/US-101 Direct Connector Project.

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

RECOMMENDATION

That the C/CAG Board review and approve of Resolution 21-77 authorizing the filing of an application for \$13,158,000 in funding from the Regional Transportation Improvement Program (RTIP) for the SR-92/US-101 Direct Connector Project.

FISCAL IMPACT

No direct impact to the C/CAG budget other than staff time. Funding for approved projects are awarded to project sponsors directly.

SOURCE OF FUNDS

The 2022 STIP fund will come from State and Federal fund sources.

BACKGROUND

Upon approval by the C/CAG Board, the 2022 STIP for San Mateo County will be forwarded to the Metropolitan Transportation Commission (MTC) for inclusion in the Bay Area regional State Transportation Regional Transportation Program (STIP) proposal, also known as the Regional Transportation Improvement Program (RTIP).

MTC requires that every new STIP project must be accompanied with an adopted “Resolution of Local Support” in order to file an application for STIP funding, using the MTC prescribed template. The SR-92/US-101 Direct Connector Project is a new project that will be receiving 2022 STIP funds. Approval of Resolution 21-77 would fulfill this requirement.

ATTACHMENTS

1. Resolution 21-77

RESOLUTION 21-77

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE FILING OF AN APPLICATION FOR \$7,177,000 IN FUNDING FROM THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) FOR THE SR-92/US-101 DIRECT CONNECTOR PROJECT

WHEREAS, the City/County Association of Governments of San Mateo County (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$13,158,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the **SR-92/US-101 Direct Connector Project** (herein referred to as PROJECT) for the **Regional Transportation Improvement Program (RTIP)** (herein referred to as PROGRAM); and

WHEREAS, APPLICANT is a co-sponsor of the PROJECT with the San Mateo County Transportation Authority (herein referred to as SMCTA); and

WHEREAS, SMCTA also intends to submit a resolution of local support for the PROJECT; and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

PASSED, APPROVED, AND ADOPTED, THIS 14TH DAY OF OCTOBER 2021.

Marie Chaung, Chair

C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 21-68 supporting the US 101 Managed Lanes Project North of Interstate 380, the US 101/SR 92 Interchange Area Improvement Project and the US 101/SR 92 Interchange Direct Connector Project, and Authorizing Submittal of Applications for 2021 Measure A and Measure W Highway Program Funding.

(For further information, contact Van Ocampo at vocampo@smcgov.org)

RECOMMENDATION

Review and approve Resolution 21-68 supporting the US 101 Managed Lanes Project North of Interstate 380, the US 101/SR 92 Interchange Area Improvement Project and the US 101/SR 92 Interchange Direct Connector Project, and Authorizing Submittal of Applications for 2021 Measure A and Measure W Highway Program Funding.

FISCAL IMPACT

There is no Fiscal Impact associated with supporting the three highway projects and authorizing the submittal of application for Measure A and Measure W Highway Program Funds. The San Mateo County Transportation Authority (SMCTA) administers the funds from Measure A and Measure W and is a co-sponsor, together with C/CAG, for the three projects

SOURCE OF FUNDS

Not Applicable

BACKGROUND

C/CAG and SMCTA are co-sponsors on a number of regionally significant highway projects including, the US 101 Express Project that is currently under construction; the US 101 Managed Lanes Project North of Interstate 380; the US 101/SR 92 Interchange Area Improvement Project; and the US 101/SR 92 Interchange Direct Connector Project.

The US 101 Managed Lanes Project North of Interstate 380 would improve the operational efficiency for multi-occupant vehicles and Managed Lanes users of US101 from I-380 to the San Mateo/San Francisco County Line. Its purpose is to increase person throughput and encourage carpooling and transit use, improve travel time and reliability for HOV and transit users, minimize degradation to general purpose lanes and local streets, and create a facility that extends the benefits of the San Mateo 101 Express Lane Project. On October 18, 2019, the Project Study Report - Project Document Support (PSR-PDS) was approved by Caltrans to complete the Project Initiation Document (PID) Phase. The project is currently in the Project Approval and Environmental Document (PA&ED) Phase, which is scheduled for completion in January 2023. Once the PA&ED Phase is completed the project will be

ready to proceed with the next phase, the Plan, Specification and Estimate (PS&E) Phase. Project PS&E Phase is estimated to cost \$16,800,000 to complete and C/CAG as the project co-sponsor wishes to seek \$11,323,000 of Measure A and/or Measure W money to fully fund the PS&E Phase.

The US 101/SR 92 Interchange is a major facility that serves substantial regional traffic as well as local street connections. Heavy traffic volumes, inadequate capacity, and inefficient weaving and merging at the interchange ramp connections cause substantial delays and congestion within the interchange, and its vicinity, during peak travel periods. The US 101 / SR 92 Interchange Area Improvement Project considers four non-complex improvements within the project limits that can be rapidly implemented at a relatively lower cost, do not require right of way acquisition, and has minimal environmental impacts.

The four locations and the type of improvements being proposed are as follows:

1. Westbound SR 92 to southbound US 101 loop ramp and structure widening improvements.
2. Northbound and southbound US 101 to eastbound SR 92 merging and re-striping improvements
3. Southbound US 101 Fashion Island Blvd off-ramp improvements
4. Northbound US 101 at Hillsdale Blvd off-ramp and intersection modification and widening improvements;

These improvements can be implemented independently or together:

On September 8, 2021 the PA&ED Phase of the project was completed with the approval of the Project Report. The next project phases will be the PS&E, Right of Way (ROW) and Construction (CON) Phase, which are estimated to cost \$3,950,000, \$225,000 and \$32,600,000 to implement, respectively. C/CAG and SMCTA are also co-sponsors for this project and seek a total of \$5,075,000 (\$750,000 for the PS&E, \$200,000 for ROW and \$4,125,000 for CON) of Measure A and Measure W money to fully fund the implementation of these phases.

In addition to the heavy traffic volumes, inadequate capacity, and inefficient weaving and merging that causes substantial delays and congestion within the US101/SR 92 Interchange, there is also the absence of no existing options for multi-occupant vehicles to bypass the existing congested conditions. The US 101 / SR 92 Interchange Direct Connector Project proposes to add a managed lane (ML) direct connector from SR 92 to US 101 and vice versa. This project is ready to advance to the PA&ED phase after Caltrans had approved the PSR-PDS on November 16, 2020. It is estimated for the PA&ED phase to cost \$12,200,000 to implement and C/CAG along with SMCTA seek \$10,200,000 of Measure A and/or Measure W money to fully funds the implementation of the said phase.

C/CAG and the SMCTA collaborate on the funding of highway projects of regional significance to ensure that the local sales tax funds leverage the maximum amount of State and Federal funding. C/CAG has an existing policy to prioritize the use of STIP funds for highway projects of regional significance.

Accordingly, C/CAG has made (or is recommended to make as part of the 2022 STIP Update) the following STIP funding investments in these projects.

Table 1: Committed and Recommended STIP funding

Project	PAED	PSE/ROW	Construction	Total
92/101 Area Improvements	\$2.4	\$3.2	\$1.6 (recommended)	\$7.2
92/101 Direct Connector		\$13 (recommended)		\$13
Managed Lanes North of I-380		\$7.1		\$7.1
Total	\$2.4	\$23.3	\$1.6	\$27.3

(1) Funds in millions, and reflects committed funding unless denoted otherwise.

The recommended funding is included in the recommended 2022 STIP update that the C/CAG Board of Directors will be considering at the October 14th meeting.

On August 6, 2021, SMCTA issued a call for project nomination for its Measure A and/or Measure W Highway Program. A grant application for each of these three projects was prepared through the combined efforts of SMCTA and C/CAG staff. However, in order for the application to be deemed complete, a resolution supporting the project and authorizing the submittal of grant application has to be adopted by the governing board of both sponsoring agencies and submitted by November 19, 2021.

Staff recommends that the C/CAG Board adopt the attached resolution, which is in strict format by SMCTA, Resolution 21-68 Supporting the US 101 Managed Lanes Project North of Interstate 380, the US 101/SR 92 Interchange Area Improvement Project and the US 101/SR 92 Interchange Direct Connector Project, and Authorizing Submittal of Applications for 2021 Measure A and Measure W Highway Program Funding.

ATTACHMENTS

1. Resolution 21-68 supporting the US 101 Managed Lanes Project North of Interstate 380, the US 101/SR 92 Interchange Area Improvement Project and the US 101/SR 92 Interchange Direct Connector Project, and Authorizing Submittal of Applications for 2021 Measure A and Measure W Highway Program Funding.

RESOLUTION NO. 21-68

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY SUPPORTING THE US 101 MANAGED LANES PROJECT NORTH OF INTERSTATE 380, THE US 101/SR 92 INTERCHANGE AREA IMPROVEMENT PROJECT AND THE US 101/SR 92 INTERCHANGE DIRECT CONNECTOR PROJECT, AND AUTHORIZING SUBMITTAL OF AN APPLICATION FOR 2021 MEASURE A AND MEASURE W HIGHWAY PROGRAM FUNDING

WHEREAS, US 101 is one of the most congested freeways in the region, with the congestion projected to worsen as a result of continued expansion of commercial and residential development adversely affecting the economic vitality and sustainability of San Mateo County; and

WHEREAS, all vehicles traveling on US101, whether they are in single or multiple occupant vehicles or buses, experience delays in both the northbound and southbound directions during the AM and PM peak hours as well as other periods of the week.

WHEREAS, the proposed US 101 Managed Lanes Project North of Interstate 380 would improve the operational efficiency for multi-occupant vehicles and Managed Lanes users, increase person throughput and encourage carpooling and transit use, improve travel time and reliability for HOV and transit users, minimize degradation to general purpose lanes and local streets, and create a facility that extends the benefits of the San Mateo 101 Express Lane Project; and

WHEREAS, the Project Initiation Document (PID) Phase of the US 101 Managed Lanes Project North of Interstate 380 was completed on October 18, 2019 with Caltrans' approval of the Project Study Report - Project Document Support (PSR-PDS); and

WHEREAS, the US 101 Managed Lanes Project North of Interstate 380 is currently in the Project Approval and Environmental Document Phase (PA&ED) to be completed in January of 2023; and

WHEREAS, C/CAG together with SMCTA wish to co-sponsor the implementation of the succeeding project phase, the PS&E Phase, with an estimated cost of \$16,800,000; and

WHEREAS, C/CAG and SMCTA seek \$11,323,000 of Measure A and/or Measure W money to fully fund the PS&E Phase of the US 101 Managed Lanes Project North of Interstate 380; and

WHEREAS, the US 101 / SR 92 interchange is a major facility that serves substantial regional traffic as well as local street connections; and

WHEREAS, heavy traffic volumes, inadequate capacity, and inefficient weaving and merging at the interchange ramp connections cause substantial delays and congestion within the interchange, and its vicinity, during peak travel periods; and

WHEREAS, the US 101 / SR 92 Interchange Area Improvement Project considers four non-complex improvements within the project limits that can be rapidly implemented at a relatively lower cost, do not require right of way acquisition, and has minimal environmental impacts; and

WHEREAS, the US 101 / SR 92 Interchange Area Improvement Project proposes the following improvements at four locations, which can be implemented independently or together:

1. Westbound SR 92 to southbound US 101 loop ramp and structure widening improvements.
2. Northbound and southbound US 101 to eastbound SR 92 merging and re-striping improvements
3. Southbound US 101 Fashion Island Blvd off-ramp improvements
4. Northbound US 101 at Hillsdale Blvd off-ramp and intersection modification and widening improvements; and

WHEREAS, the Project Approval and Environmental Document (PA&ED) Phase of the US 101/SR 92 Interchange Area Improvement Project was completed on September 8, 2021 with Caltrans' approval of the Project Report; and

WHEREAS, it will cost \$3,950,000 to implement the PS&E Phase, \$225,000 for the Right of Way (ROW) Phase and \$32,600,000 for the Construction (CON) Phase of the US 101 / SR 92 Interchange Area Improvement Project; and

WHEREAS, the C/CAG and SMCTA as project co-sponsors seek a total of \$5,075,000 (\$750,000 for the PS&E, \$200,000 for ROW and \$4,125,000 for CON) of Measure A and Measure W money to fully fund the implementation of the PS&E, ROW and CON Phases of the US 101 / SR 92 Interchange Area Improvement Project; and

WHEREAS, there are no existing options for multi-occupant vehicles to bypass the existing congested conditions at the US 101 / SR 92 Interchange.

WHEREAS, the US 101 / SR 92 Interchange Direct Connector Project proposes to add a managed lane (ML) direct connector at the US 101 and SR 92 Interchange area; and

WHEREAS, the Project Initiation Document (PID) Phase of the US 101/SR 92 Interchange Direct Connector Project was completed on November 16, 2020 with Caltrans' approval of the Project Study Report - Project Document Support (PSR-PDS); and

WHEREAS, it will cost \$12,200,000 to implement the next project phase, which is the PA&ED Phase; and

WHEREAS, C/CAG and SMCTA, as project co-sponsors, seek \$10,200,000 of Measure A and/or Measure W money to fully funds the implementation of the PA&ED Phase US 101/SR 92 Interchange Direct Connector Project; and

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by SMCTA of a half-cent transactions and use tax in San Mateo County for 25 years, with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by SMCTA of the half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A); and

WHEREAS, on November 6, 2018, the voters of San Mateo County approved a ballot measure known as "Measure W," which increased the sales tax in San Mateo County by 1/2 percent, and tasked the TA with administering four of the five transportation program categories pursuant to the Congestion Relief Plan presented to the voters; and

WHEREAS, SMCTA issued a Call for Projects for the Measure A and Measure W Highway Program funds on August 6, 2021, and

WHEREAS, SMCTA requires applicants for Measure A and/or Measure W funds to submit a resolution in support of the application, in this case for \$11,323,000 for the PS&E Phase of the US 101 Managed Lanes Project North of Interstate 380, \$5,075,000 for the PS&E, ROW and CON Phases of the US 101 / SR 92 Interchange Area Improvement Project, and \$10,200,000 for the PA&ED Phase US 101/SR 92 Interchange Direct Connector Project; and

WHEREAS, SMCTA also requires applicants to submit a resolution committing to the completion of the proposed project scope, in this case the PS&E Phase of the US 101 Managed Lanes Project North of Interstate 380, the PS&E, ROW and CON Phases of the US 101 / SR 92 Interchange Area Improvement Project, and the PA&ED Phase US 101/SR 92 Interchange Direct Connector Project; and

WHEREAS, if SMCTA Board awards Measure A and/or Measure W Highway Program funds to the PS&E Phase of the US 101 Managed Lanes Project North of Interstate 380 and/or the PS&E, ROW and CON Phases of the US 101/SR 92 Interchange Area Improvement Project and/or the PA&ED Phase US 101/SR 92 Interchange Direct Connector Project, the TA will requires that C/CAG and SMCTA as project co-sponsors commence work on the funded project scope within one year of SMCTA Board action.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the City/County Association of Governments of San Mateo County

1. Directs staff to work with SMCTA staff and submit an application for SMCTA 2021 Measure A and/or Measure W Highway Program funds for \$11,323,000 for the PS&E Phase of the US 101 Managed Lanes Project North of Interstate 380, \$5,075,000 for the PS&E, ROW and CON Phases of the US 101 / SR 92

Interchange Area Improvement Project, and \$10,200,000 for the PA&ED Phase US 101/SR 92 Interchange Direct Connector Project.

2. Authorizes the Chair to execute a funding agreement with the San Mateo County Transportation Authority for the C/CAG to be a co-recipient, together with SMCTA, of any Measure A and/or Measure W Highway Program funds awarded.
3. Commits \$5,477,000 in STIP funds, as matching funds for the completion of the PS&E phase of the US 101 Managed Lanes Project North of Interstate 380, if awarded the requested TA Measure A and/or Measure W Highway Program funds; and
4. Commits \$3,217,000 and \$1,685,000 in STIP funds, as matching funds for the completion of the PS&E and CONSTRUCTION phases respectively, of the US 101 / SR 92 Interchange Area Improvement Project, if awarded the requested TA Measure A and/or Measure W Highway Program funds.
5. Directs C/CAG staff to work with SMCTA to commence work on the PS&E Phase of the US 101 Managed Lanes Project North of Interstate 380 and/or the PS&E, ROW and CON Phases of the US 101/SR 92 Interchange Area Improvement Project and/or the PA&ED Phase US 101/SR 92 Interchange Direct Connector Project within one year of receiving an award of Measure A and/or Measure W Highway Program Funds.

* * * * *

PASSED AND ADOPTED at a regular meeting of the Board of Directors of the City/County Association of Governments of San Mateo County, California, held on the 14th day of October, 2021 by the following vote:

AYES: [xx, xx, xx,]

NOES: [xxx]

ABSENT: [xx]

ABSTAIN: [xx]

[xxxx]

By: _____

Marie Chuang - Chair

ATTEST:

Mima Crume, Secretary of the Board

C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, Executive Director of C/CAG

Subject: Receive a Presentation on the Recruitment process for three seats (City At-Large, Central Region, and Coast Region) on the OneShoreline (San Mateo County Flood and Sea Level Rise Resiliency District) Board of Directors.

Recommendation:

That the C/CAG Board of Directors receive a Presentation on the Recruitment process for three seats (City At-Large, Central Region, and Coast Region) on the OneShoreline (San Mateo County Flood and Sea Level Rise Resiliency District) Board of Directors.

Fiscal Impact:

None.

Background:

The C/CAG Board of Directors played a leadership role in the formation of OneShoreline, also known as the San Mateo County Flood and Sea Level Rise Resiliency District. See Attachment 2, Exhibit 3 for information on the Flood and Sea Level Rise Resiliency District Proposal. In September 2019, the Governor signed AB 825 that modified the existing San Mateo County Flood Control District to establish OneShoreline. The statutory language of AB 825 can be found at Attachment 2, Exhibit 4.

OneShoreline's objectives are to address sea level rise, flooding, coastal erosion, and large-scale stormwater infrastructure improvements through integrated regional planning, design, permitting, project implementation, and long-term operations and maintenance to create a resilient "one shoreline" San Mateo County. In 2019, all 20 Cities and San Mateo County approved resolutions of support and funding for OneShoreline during a start-up period of three years.

Key OneShoreline priorities for this fiscal year and beyond include:

1. Complete the first construction project in early 2022 – a long-planned effort to protect mobile home parks from frequent flooding from the Bayfront Canal and Atherton Channel.
2. Advance new multi-jurisdictional projects that connect and align substantial protection

- for neighboring jurisdictions, and projects in 3 long-standing flood zones.
3. Work with cities and developers so that private property and public infrastructure is planned in the context of future climate conditions and regional protection efforts.
 4. Develop a source of long-term, stable funding for OneShoreline operations and climate resilience work.

For more information, see the OneShoreline website at: <https://oneshoreline.org/>

As detailed in the authorizing legislation, the OneShoreline Board of Directors consists of seven seats, including five regional geographic representatives (four City Council representatives from the north, central, south, and coastal regions and one County Board of Supervisors representative from the coastal district) and two at-large seats designated for one City Council member and one County Supervisor from any area of the county. A map of the Districts is included as Attachment 2, Exhibit 2.

Pursuant to Assembly Bill 825, the C/CAG Board of Directors appoints all five of the city seats. To accomplish staggered Board member terms, AB 825 established four-year terms for most seats, except for two-year terms for the City At-Large, Central Region, and Coast Region seats; as well as the County At-Large seat. The C/CAG Board of Directors appointed all five city seats in June 2019. The initial 2-year term on the staggered seats expires on December 31, 2021. The current OneShoreline Roster is shown in Attachment 1.

At the December 9, 2021 C/CAG Board of Directors meeting, the C/CAG Board of Directors must appoint Directors for the following three OneShoreline seats.

1. City At-large (all 20 cities and towns) (Currently held by MaryAnn Moise Derwin, Portola Valley Town Councilmember).
2. Central (Hillsborough, San Mateo, Foster City, Belmont, San Carlos) (Currently held by Diane Papan, City of San Mateo Councilmember).
3. Coastside (Daly City, Pacifica, Half Moon Bay) (Currently held by Deborah Ruddock, City of Half Moon Bay Councilmember).

Staff has prepared a draft recruitment package, included as Attachment 2, which will be distributed to City Councilmembers, C/CAG Board members, City Managers, and City Clerks.

Staff proposes the following draft schedule.

- Mid October - C/CAG staff releases the Recruitment package.
- November 18th, C/CAG Board of Directors meeting - OneShoreline presentation by Len Materman, Executive Director.
- November 30, 2021- Deadline to submit Candidacy Forms for seats.
- December 9, 2021 - C/CAG Board of Directors appoints three members.
- January 1, 2022- New 4-year term begins for the appointed OneShoreline Board members.

The recruitment package summarizes the purpose of the recruitment, defines the geographic boundaries for the five seats (at-large, north, central, south, and coastal), and requires submittal

of a Candidacy Form specifying the seat for which they are running and a letter of interest. Candidates will be provided an opportunity to speak to the C/CAG Board at the December 9, 2021 Board meeting, prior to the C/CAG Board voting to appoint candidates to each of the three available seats.

Attachments:

1. Current OneShoreline Board of Directors' Roster
2. Candidate Recruitment Package
 - a) Exhibit 1: Candidacy Form
 - b) Exhibit 2: Map showing geographic areas for city/town council appointees
 - c) Exhibit 3: Flood and Sea Level Rise Resiliency District Proposal (due to document length, materials are available on the C/CAG Website:
<http://ccag.ca.gov/committees/board-of-directors/>)
 - d) Exhibit 4: Assembly Bill 825 (online at
http://www.leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB825)

Attachment to Resolution 19-52

C/CAG-Appointed Members to the Governing Board of the
San Mateo County Flood and Sea Level Rise Resiliency District

Appointed at the June 13, 2019 C/CAG Board meeting

At-Large Member

Maryann Moise Derwin, Town of Portola Valley

North Member

Donna Colson, City of Burlingame

Central Member

Diane Papan, City of San Mateo

South Member

Lisa Gauthier, City of East Palo Alto

Coastal Member

Deborah Ruddock, City of Half Moon Bay

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

Date: **October DATE, 2021**

To: Council members from San Mateo County Cities and Towns

From: Marie Chuang, C/CAG Chair

Subject: **RECRUITMENT OF INTERESTED CITY AND TOWN COUNCIL MEMBERS TO SERVE ON THE FLOOD AND SEA LEVEL RISE RESILIENCY DISTRICT (ONESHORELINE) BOARD OF DIRECTORS FOR THE CITY AT-LARGE, CENTRAL REGION, AND COAST REGION SEATS.**

C/CAG is currently recruiting elected officials from cities and towns in San Mateo County for **three seats** on the Flood and Sea Level Rise Resiliency District Board of Directors (OneShoreline).

C/CAG is recruiting for the following City seats.

1. City At-large (all 20 cities and towns) (Currently held by MaryAnn Derwin, Portola Valley Town Councilmember).
2. Central (Hillsborough, San Mateo, Foster City, Belmont, San Carlos) (Currently held by Diane Papan, City of San Mateo Councilmember).
3. Coastside (Daly City, Pacifica, Half Moon Bay) (Currently held by Deborah Ruddock, City of Half Moon Bay Councilmember).

The term will be for 4 years, from January 1, 2022 to January 2026.

The recruitment is necessary because AB 825, the authorizing State legislation, outlined a process for a Board of Directors with specific 4-year terms, and created staggered terms by stipulating a two-year initial appointment for the three seats mentioned above. See Exhibit 4 for a link to AB 825.

OneShoreline - The Organization

OneShoreline's objective is to address sea level rise, flooding, coastal erosion, and large-scale stormwater infrastructure improvements through integrated regional planning, design, permitting, project implementation, and long-term operations and maintenance to create a resilient "one shoreline" San Mateo County. The C/CAG Board of Directors played a leadership role in the formation of OneShoreline, also known as the San Mateo County Flood and Sea Level Rise Resiliency District. See Exhibit 3 for information on the Flood and Sea Level Rise Resiliency District Proposal. In 2019, all 20 Cities and San Mateo County approved resolutions of support and funding during a start up period of three years. OneShoreline held its first Board Meeting in January 2020 and continues to meet monthly.

Key OneShoreline priorities for this fiscal year and beyond include:

1. Complete in early 2022 the first construction project – a long-planned effort to protect mobile home parks from frequent flooding from the Bayfront Canal and Atherton Channel.
2. Advance new multi-jurisdictional projects that connect and align substantial protection for

- neighboring jurisdictions, and projects in 3 long-standing flood zones.
3. Work with cities and developers so that private property and public infrastructure is planned in the context of future climate conditions and regional protection efforts.
 4. Develop a source of long-term, stable funding for OneShoreline operations and climate resilience work.

For more information, see the OneShoreline website pages at:

<https://oneshoreline.org/>

<https://oneshoreline.org/priorities/>

The Board of Directors

The OneShoreline Board of Directors consists of seven seats: five seats appointed by C/CAG for elected officials from among the twenty City and Town Councils in San Mateo County, and two seats for the County Board of Supervisors appointed by the Board of Supervisors. One of the City and Town Council seats is at-large and the other four represent specific geographic areas of the county. See Exhibit 2 for a map of the specific geographic areas.

The Recruitment Process

Any individual wishing to be considered for appointment to the City At-Large, Central, or Coastsides seats should: (1) fill out the attached Candidacy Form designating which of the five city/town seats they are seeking (i.e., at-large, central, or coastal – A CANDIDATE MAY SELECT AND RUN FOR ONLY ONE POSITION), and (2) submit a letter of interest stating why you wish to be appointed, affirming your commitment to serve for the four-year term, and any particular experience, background, or qualities that you feel would bring value to the governing board and be of interest to the C/CAG Board when making appointments.

Candidacy Forms must be received by **5 PM on Tuesday, November 30, 2021**, and should be sent to:

Sean Charpentier, C/CAG Executive Director
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063
(650) 599-1409
e-mail to scharpentier@smcgov.org

Candidate appointments will be considered by the C/CAG Board of Directors at the December 9, 2021 meeting, and all potential candidates will be provided an opportunity to speak to the Board regarding their qualifications and interest in participating on the OneShoreline Board of Directors.

The C/CAG Board will vote to appoint one person for each of the three seats. The candidate receiving the most votes for a given seat will be selected for appointment. In the case of a tie vote for one or more seats, the C/CAG Board will revote with only the candidates that were tied for subsequent votes.

Sincerely,

Marie Chuang
C/CAG Chair

Exhibits:

1. Candidacy Form
2. Map showing geographic areas for city/town council appointees
3. Flood and Sea Level Rise Resiliency District Proposal (due to document length, material is available on the C/CAG Website: <http://ccag.ca.gov/committees/board-of-directors/>)
4. Assembly Bill 825 (online at http://www.leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB825)

DRAFT

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*

Date: _____

I, _____, am hereby submitting my candidacy for the
(Please print name)

following seat on OneShoreline (Flood and Sea Level Rise Resiliency District).

(Select only one)

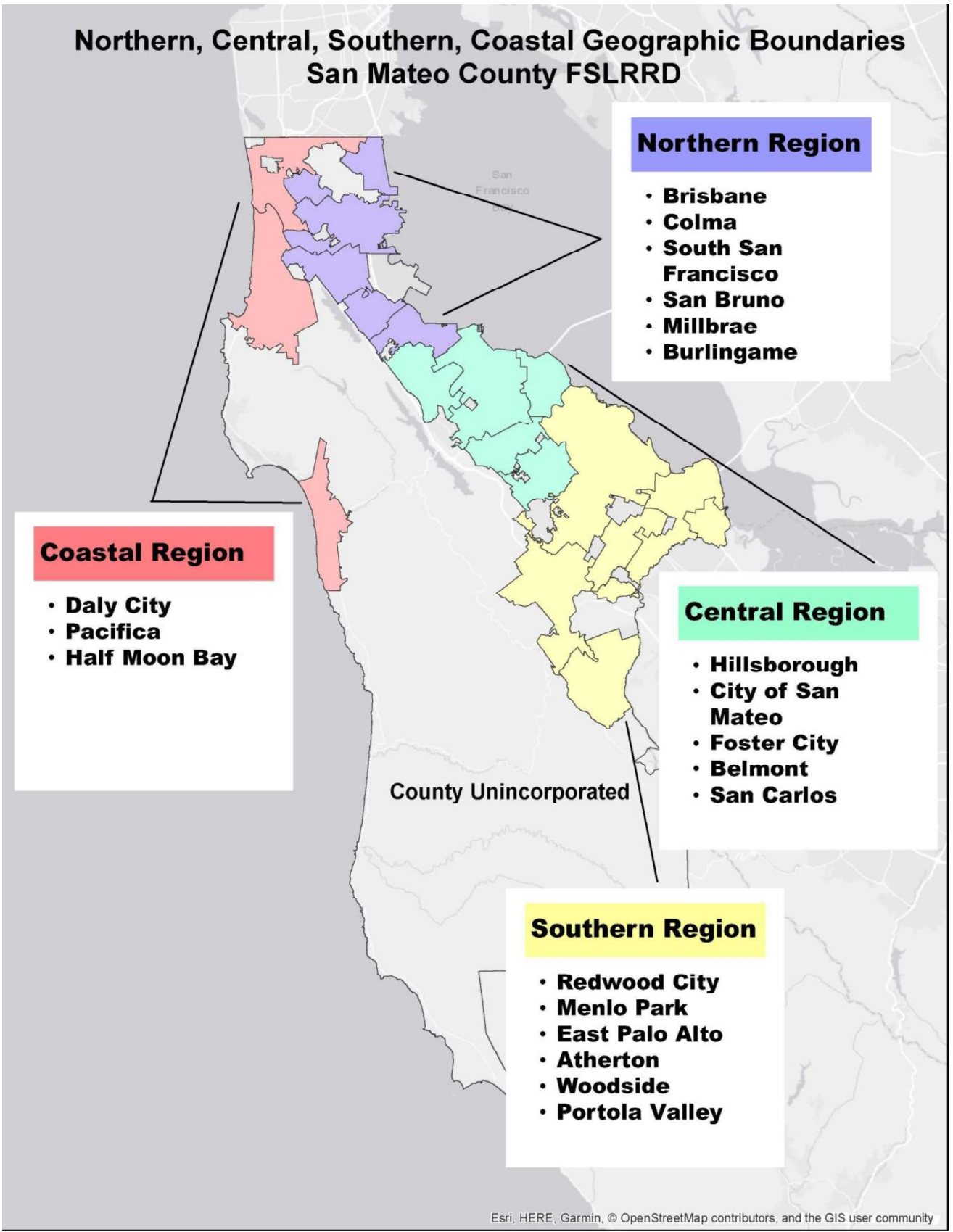
_____ **City At-Large Seat**

_____ **Central** (Hillsborough, San Mateo, Foster City, Belmont, San Carlos)

_____ **Coastal** (Daly City, Pacifica, Half Moon Bay)

Signature

Northern, Central, Southern, Coastal Geographic Boundaries San Mateo County FSLRRD



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C/CAG AGENDA REPORT

Date: October 14, 2021

To: C/CAG Board of Directors

From: Sean Charpentier, Executive Director

Subject: Receive a Presentation on Tentative Order of the reissued Municipal Regional Stormwater Permit and summary of October 12th and 13th Water Board hearings.

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

RECOMMENDATION

That the C/CAG Board of Directors receive a presentation on Tentative Order of the reissued Municipal Regional Stormwater Permit and summary of October 12th and 13th Water Board hearings.

BACKGROUND/DISCUSSION

The five-year term of the Municipal Regional Stormwater Permit Order No. R2-2015-0049 (MRP 2.0) issued by the San Francisco Bay Regional Water Quality Control Board (Water Board) ended on December 31, 2020. Water Board staff administratively extended the permit until reissuance and, on February 9, released an Administrative Draft of “MRP 3.0” for permittee review and comment by April 8. On behalf of the San Mateo County permittees, C/CAG staff submitted a comment letter and attachments summarizing the priority issues in the Administrative Draft and detailing C/CAG’s progressive approach to cost-effective implementation of existing regulations and planning for the future. The memo summarizing C/CAG’s innovative approach, focused on ongoing regional collaborative efforts, including advancing three regional-scale stormwater capture projects through environmental documentation, building a business case for regional-scale stormwater management, identifying and developing concepts for the next round of regional multi-benefit stormwater capture projects, progressive policies to go above and beyond current green infrastructure requirements, and integrating infrastructure investments to better address active transportation, climate resiliency and water quality goals with limited resources.

On September 10, Water Board staff released the Tentative Order of MRP 3.0 with a 60-day comment period. The noticing of the Tentative Order triggers the formal public process for providing comment on the record for the draft permit before it is finalized and considered for adoption by the Water Board in early 2022 (tentatively set for February 9, 2022). As part of the public process, there is a two-day Water Board hearing on the Tentative Order scheduled for October 12 and 13, during which Water Board staff, countywide program and permittee representatives, as well as stakeholders from non-governmental organizations and community-based organizations will present and testify on the Tentative Order. The hearings will cover overarching comments on the Tentative Order and process to-date, as well as in-depth discussion on priority issues categorized by permit provision. Many of the issues identified by permittees

and program representatives in the Administrative Draft remained unaddressed in the Tentative Order, including significant revisions to requirements for new and redevelopment projects and implementation of green infrastructure; elimination of existing source control credits toward meeting trash load reduction requirements (i.e., credits for things like plastic bag and polystyrene foam food ware packaging will go away in achieving final load reductions); a requirement to treat/manage runoff from 10% of remaining old industrial land uses for reduction in polychlorinated biphenyls (PCBs) and mercury; expanded monitoring provisions; and inclusion of new provisions for addressing water quality impacts from homeless encampments, managing and reducing impacts from urban firefighting discharges, managing sediment from rural roads in San Mateo County, stormwater program cost reporting, and asset management.

Staff will present at a high level the priority issues identified in the Tentative Order with respect to San Mateo County, the schedule for providing public comment, and the outcomes from the October 12 and 13 Water Board hearings.

ATTACHMENTS

1. Presentation summarizing Tentative Order priority issues and outcomes from October 12 and 13 Water Board hearings – materials will be posted on C/CAG website day of meeting - <https://ccag.ca.gov/committees/board-of-directors-2/>

C/CAG AGENDA REPORT

Date: October 14, 2021

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

From: Sean Charpentier, Executive Director

Subject: Communications - Information Only

(For further information, please contact Mima Guilles at mguilles@smcgove.org)

BACKGROUND

This item is for information only. The following written communications are available on the C/CAG Website: <http://ccag.ca.gov/committees/board-of-directors/>

10.1 Letter from Sean Charpentier, C/CAG Executive Director, to CA High Speed Rail Authority, dated 09/08/21; RE: Comments on Supplemental DEIR.

10.2 Press Release, dated 9/26/2021; RE: Bulk Order Rain Barrel Campaign.

10.3 Letters from Marie Chuang, Chair, C/CAG Board of Directors, to the Honorable Governor Gavin Newsom, dated 9/1/21-9/13/21 RE:

- a) Request for Veto on SB 9 (Atkins)
- b) Request for Signature on SB 339 (Wiener)
- c) Request for Signature on AB 1200 (Ting)
- d) Request for Signature on AB 1499 (Daly)
- e) Request for Signature on AB 43 (Friedman)

ATTACHMENT

1. The written communications are available on the C/CAG Website: <http://ccag.ca.gov/committees/board-of-directors/>