

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

BOARD MEETING NOTICE

Meeting No. 214

- DATE:** Thursday, June 11, 2009
- TIME:** 7:00 P.M. Board Meeting
- PLACE:** San Mateo County Transit District Office
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, CA
- PARKING:** Available adjacent to and behind building.
Please note the underground parking garage is no longer open.
- PUBLIC TRANSIT:** SamTrans Bus: Lines 261, 295, 297, 390, 391, 397, PX, KX.
CalTrain: San Carlos Station.
Trip Planner: <http://transit.511.org>

- | | | |
|-----|---|-----------|
| 1.0 | CALL TO ORDER/ ROLL CALL | 7:00 p.m. |
| 2.0 | PLEDGE OF ALLEGIANCE | 7:05 p.m. |
| 3.0 | PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA
<i>Note: Public comment is limited to two minutes per speaker.</i> | 7:10 p.m. |
| 4.0 | RESOLUTIONS OF APPRECIATION / PRESENTATIONS/ ANNOUNCEMENTS | |
| 5.0 | CONSENT AGENDA | 7:15 p.m. |
- Consent Agenda items are considered to be routine and will be enacted by one motion.
There will be no separate discussion on these items unless members of the Board, staff or
public request specific items to be removed for separate action*
- 5.1 Review and approval of the Minutes of Regular Business Meeting No. 213 dated
May 14, 2009. ACTION p. 1

- 5.2 Receive an update on the American Recovery and Reinvestment Act (ARRA) transportation funding projects. INFORMATION p. 9
- 5.3 Review and approval of Resolution 09-33 authorizing the C/CAG Chair to execute an amendment to the AB1546 Intelligent Transportation System funding agreement with the City of Menlo Park for an additional \$24,065 to a total of \$104,065. ACTION p. 11
- 5.4 Review and approval of Resolution 09-34 authorizing the C/CAG Chair to execute amendments to the agreements with various cities and the Alliance for the provision of Congestion Relief Program shuttle services for a total cost not to exceed \$786,398 from July 1, 2009 through June 30, 2010. ACTION p. 17
- 5.5 Review and accept the Quarterly Investment Report ending March 31, 2009. ACTION p. 31
- 5.6 Attendance report for C/CAG Board and Committees. INFORMATION p. 37
- 5.7 Consideration/Approval of a Recommendation from the C/CAG Airport Land Use Committee (ALUC) of a referral from the City of Burlingame, Re: Comprehensive Land Use Compatibility Plan (CLUP) Consistency Review of a General Plan Amendment: Draft Housing Element 2009-2014. ACTION p. 55
- 5.8 Consideration/Approval of a Recommendation from the C/CAG Airport Land Use Committee (ALUC) of a referral from the City of South San Francisco, Re: Comprehensive Land Use Compatibility Plan (CLUP) Consistency Review of a General Plan Amendment: Draft Housing Element May 2009. ACTION p. 83
- 5.9 Review and approval of Resolution 09-36 authorizing the C/CAG Chair to execute an agreement between C/CAG and the San Mateo County Department of Housing for Cooperative Pursuit of Housing Solutions and to share costs for consulting service and staff support service at the net costs to C/CAG not to exceed \$75,000 and \$60,000, respectively. ACTION p. 133

NOTE: All items on the Consent Agenda are approved/accepted by a majority vote. A request must be made at the beginning of the meeting to move any item from the Consent Agenda to the Regular Agenda.

6.0 REGULAR AGENDA

- 6.1 Review and approval of C/CAG Legislative priorities, positions and Legislative update. 7:25 p.m.
(A position may be taken on any legislation, including legislation not previously identified.) ACTION p. 141
- 6.1.1 Presentation from Advocacion on State issues. INFORMATION
- 6.2 Review and approval of Resolution 09-31 approving the C/CAG 2009-10 Program Budget and Fees. 7:55 p.m.
ACTION p. 147

- 6.3 Review and approval of Resolution 09-29 authorizing the C/CAG Chair to enter into a funding agreement with San Francisco International Airport (SFIA) for the Hydrogen Station for a maximum amount of \$200,000 consistent with the previously executed Memorandum of Understanding between the parties. ACTION p. 197 8:15 p.m.
- 6.4 Status update on the implementation of the San Mateo County Smart Corridor Project. ACTION p. 219 8:35 p.m.
- 7.0 COMMITTEE REPORTS 8:40 p.m.
- 7.1 Committee Reports (oral reports).
- 7.2 Chairperson's Report.
- 8.0 EXECUTIVE DIRECTOR'S REPORT 8:45 p.m.
- 9.0 COMMUNICATIONS - Information Only 8:50 p.m.
- Copies of communications are included for C/CAG Board Members and Alternates only. To request a copy of the communications, contact Nancy Blair at 650 5991406 or nblair@co.sanmateo.ca.us or download a copy from C/CAG's website – www.ccag.ca.gov.
- 9.1 Letter from Richard Napier, Executive Director C/CAG, to Robin Hunt, Manager, FAA San Francisco Airports District Office (ADO), dated 4/28/09. Re: Request for Consideration for Future Federal Grant Funding to Prepare an Update of the Comprehensive Airport Land Use Compatibility Plans (CLUPs) for the Environs of Half Moon Bay Airport (HAF) and San Carlos Airport (SQL). p. 221
- 9.2 Letter from Richard Napier, Executive Director C/CAG, to Ms. Kristen Helsel, Director, EV solutions, dated 5/08/09. Re: Letter of Commitment to participate with Nissan North America and Aero Vironment in submitting a proposal to the United States Department of Energy for the Funding Opportunity Announcement DOE-FOA-0000028. p. 223
- 9.3 Letter from Richard Napier, Executive Director C/CAG, to 12th Congressional District Citizens Oversight Panel, dated 5/14/09. Re: Transportation and Infrastructure Funding for SR92/El Camino Real Interchange Project: p. 225
- 10.0 MEMBER COMMUNICATIONS 9:00 p.m.
- 11.0 ADJOURN

Next scheduled meeting: August 13, 2009 Regular Board Meeting.

PUBLIC NOTICING: All notices of C/CAG Board and Committee meetings will be posted at San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the City/ County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making those public records available for inspection. The documents are also available on the C/CAG Internet Website, at the link for agendas for upcoming meetings. The website is located at: <http://www.ccag.ca.gov>.

NOTE: Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Nancy Blair at 650 599-1406, five working days prior to the meeting date.

If you have any questions about the C/CAG Board Agenda, please contact C/CAG Staff:

Executive Director: Richard Napier 650 599-1420 Administrative Assistant: Nancy Blair 650 599-1406

FUTURE MEETINGS

June 11, 2009	Legislative Committee - SamTrans 2 nd Floor Auditorium - 5:00 p.m.
June 11, 2009	C/CAG Board - SamTrans 2 nd Floor Auditorium - 7:00 p.m.
June 18, 2009	NPDES Technical Advisory Committee - TBD - 10:00 a.m.
June 29, 2009	CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 p.m.
June 21, 2009	CMP Technical Advisory Committee - SamTrans 2 nd Floor Auditorium - 1:15 p.m.
June 25, 2009	Bicycle and Pedestrian Advisory Committee (BPAC) - San Mateo City Hall - Conference Room C - 7:00 p.m.
June 30, 2009	Airport Land Use Commission - Burlingame City Hall - Council Chambers - 4:00 P.M.
August 3, 2009	Administrators' Advisory Committee - 555 County Center, 5 th Fl, Redwood City - Noon

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*

Meeting No. 213
May 14, 2009

1.0 CALL TO ORDER/ROLL CALL

Chair Kasten called the meeting to order at 7:00 p.m. Roll Call was taken.

Jerry Carlson - Atherton
Christine Wozniak - Belmont
Sepi Richardson - Brisbane
Rosalie O'Mahony - Burlingame, San Mateo County Transportation Authority
Joseph Silver - Colma
David Canepa - Daly City
Carlos Romero - East Palo Alto (7:30)
Linda Koelling - Foster City
Tom Kasten - Hillsborough
Andrew Cohen - Menlo Park
Gina Papan - Millbrae
Barbara Pierce - Redwood City
Irene O'Connell - San Bruno
Bob Grassilli - San Carlos
Brandt Grotte - San Mateo (7:10)
Carole Groom - San Mateo County
Karyl Matsumoto - South San Francisco, San Mateo County Transit District
Deborah Gordon - Woodside

Absent:

Half Moon Bay
Pacifica
Portola Valley

Others:

Richard Napier, Executive Director - C/CAG
Nancy Blair, C/CAG Staff
Sandy Wong, Deputy Director - C/CAG
Carol L. Woodward, C/CAG - Legal Counsel
Tom Madalena, C/CAG Staff
John Hoang, C/CAG Staff
Jean Higaki, C/CAG Staff
Joe Kott, C/CAG Staff
Matt Fabry, C/CAG Staff
Dave Carbone, C/CAG Staff
Parviz Mokhtari, C/CAG Staff

ITEM 5.1

Jim Bigelow, Redwood City/San Mateo County Chamber, CMEQ Member
Peninsula Interfaith Action (PIA)
Jerry Grace, San Lorenzo, CA
Chris Moor, Housing Leadership Council
Christine Maley-Grubl, Alliance
Duane Bay, San Mateo County Housing
Greg Greenway, Executive Director, Threshold 2008

2.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Chris Moor, Leadership Council - affordable housing week.

Jerry Grace, San Lorenzo, CA

3.0 RESOLUTIONS OF APPRECIATION / PRESENTATIONS/ ANNOUNCEMENTS

3.1 RESOLUTIONS OF APPRECIATION

- 3.1.1 Review and approval of Resolution 09-18 expressing appreciation to Deborah Gordon, Councilmember for Woodside, for her service as C/CAG Chair from April 2007 to March 2009.

APPROVED

Board Member Richardson MOVED to approve Resolutions 09-18. Board Member Papan SECONDED. **MOTION CARRIED** 16-0.

3.2 PRESENTATIONS

- 3.2.1 Presentation to Deborah Gordon, Councilmember for Woodside, for her service as C/CAG Chair from April 2007 to March 2009.

INFORMATION

- 3.2.2 Presentation on the status of the Countywide Water Pollution Prevention Program's "Sustainable Green Streets and Parking Lots Program."

INFORMATION

4.0 CONSENT AGENDA

Board Member Koelling MOVED approval of Consent Items 4.1, 4.2, 4.3, 4.4, 4.6, 4.10, 4.11, 4.12 and 4.13. Board Member Gordon SECONDED. **MOTION CARRIED** 18-0.

- 4.1 Review and approval of the Minutes of Regular Business Meeting No. 211 dated March 12, 2009.

APPROVED

Minutes will be amended to show Board Member Papan was in attendance.

- 4.2 Consideration/Approval of a Recommendation from the C/CAG Airport Land Use Committee (ALUC), Regarding an Airport Land Use Compatibility Plan (CLUP) Consistency Review of a Referral from the City of South San Francisco, Re: *General Plan Amendment – South El Camino Real Corridor*.

APPROVED

- 4.3 Consideration/Approval of a Recommendation from the C/CAG Airport Land Use Committee (ALUC), Regarding an Airport Land Use Compatibility Plan (CLUP) Consistency Review of a Referral from the Town of Hillsborough, RE: General Plan Amendment: *Housing Element 2007-2014 Final Administrative Draft March 27, 2009.* APPROVED
- 4.4 Review and approval of the 2nd Cycle Tier 2 Lifeline Transportation Program call for projects. APPROVED
- 4.6 Review and approval of Resolution 09-23 authorizing the adoption of the San Mateo County Transportation Development Act (TDA) Article 3 Program for Fiscal Year 2009/10 for \$1,010,236. APPROVED
- 4.10 Review and approval of Resolution 09-19 authorizing the C/CAG Chair to execute an amendment to the AB1546 Intelligent Transportation System funding agreement with the City of Brisbane for an additional \$74,534 to a total of \$199,534. APPROVED
- 4.11 Review and approval of Resolution 09-28 authorizing the C/CAG Chair to execute an agreement with the Peninsula Traffic Congestion Relief Alliance (Alliance) for an amount not to exceed \$15,000 for the Alliance Strategic Plan. APPROVED
- 4.12 First Quarter 2009 status report on the San Mateo County Energy Watch partnership with PG&E. APPROVED
- 4.13 Review and approval of Resolution 09-32 authorizing the Executive Director or his/her duly authorized representative to execute Master Agreements, Program Supplements, Fund Exchange Agreements, and/or Fund Transfer Agreements and other forms with the California Department of Transportation. APPROVED

Items 4.5, 4.7, 4.8, 4.9 were removed from the Consent Calendar.

- 4.5 Receive an update on the American Recovery and Reinvestment Act (ARRA) transportation funding and direct staff to advocate for equitable allocation of the "freed up" bond funds resulting from State ARRA funds being directed to regional transportation projects. APPROVED

Board Member O'Mahony MOVED to approve Item 4.5. Board Member O'Connell SECONDED. **MOTION CARRIED** 18-0.

- 4.7 Review and approval of Resolution 09-24 authorizing the C/CAG Chair to execute a technical consultant contract with San Mateo County for a cost of \$296,928 for support of the Countywide Water Pollution Prevention Program in Fiscal Year 2009-10. APPROVED

Board Member Matsumoto MOVED to approve Items 4.7, 4.8, and 4.9. Board Member O'Connell SECONDED. **MOTION CARRIED** 18-0.

- 4.8 Review and approval of Resolution 09-25 authorizing the C/CAG Chair to execute an amendment to the technical consultant contract with Eisenberg, Olivieri, and Associates, Inc., to approve 2009-10 costs of \$632,000 for support of the Countywide Water Pollution Prevention Program. APPROVED

4.9 Review and approval of Resolution 09-26 authorizing the C/CAG Chair to execute a twelve-month extension to the City of Brisbane's contract to provide coordinator services to the San Mateo Countywide Water Pollution Prevention Program for a cost not to exceed \$60,000. APPROVED

5.0 REGULAR AGENDA

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

The C/CAG Legislative Committee recommended the following position on pending State legislations:

ACA 9 - Local Governments Bonds: Special Taxes, Voter Approval (allows 55% voter approval) – Support

AB 68 - Solid Waste: Single-use Carryout Bags: The Committee feels this sort of funding should be maintained within each city. Staff directed to write letter stating “local decision, local control/local option” amendment needed.

Committee recommends a No-Position stance on propositions that are to be voted on Tuesday, 5/19/09. Voters are encouraged to make their own decisions jurisdictionally or individually.

Staff has been asked to expand their reports. When agencies have taken a position on certain bills, staff is to research why the agency came to their decision, and reflect this in the report.

Board Member Richardson MOVED to approve the legislative recommendation by the Legislative Committee. Board Member Koelling SECONDED. **MOTION CARRIED** 17-0-1. Board Member Grotte Abstaining.

5.2 Review and Approval of Resolution 09-21 authorizing the C/CAG Chair to execute a Funding Agreement with SanTrans for an amount not to exceed \$77,000 for Community-Based Transportation Planning Services, and review and approval of Resolution 09-22 authorizing the C/CAG Chair to execute a Funding Agreement with the Metropolitan Transportation Commission (MTC) for an amount not to exceed \$60,000 for Community Based Transportation Planning Services, and further authorizing the Executive Director to make minor changes to said agreements upon consultation with signatory agencies. The final draft of the agreement will be reviewed and approved by Legal Counsel as to form. APPROVED

Board Member O’Mahony MOVED to approve Resolution 09-21 for \$77,000. Board Member Koelling SECONDED. **MOTION CARRIED** 18-0.

Board Member Carlson MOVED to approve Resolution 09-22 for \$77,000. Board Member Pierce SECONDED. **MOTION CARRIED** 18-0.

Board Member Richardson MOVED to authorize the Executive Director to make minor changes to said agreements upon consultation with signatory agencies. Board Member Grotte SECONDED. **MOTION CARRIED** 18-0.

- 5.3 Direction on Priorities for C/CAG's Continuing Efforts to Address the Housing Supply Shortfall Identified in C/CAG's Housing Needs Study. INFORMATION

Staff provided a summary of C/CAG's leadership in housing-related activities over the past 12 years, and provided potential "next step" projects for the Board's consideration.

Staff made a correction on page 246 - last box/paragraph: it should read "SB 500" instead of "AB 500".

C/CAG Board members had the following comments:

- * Look for ways to leverage funds across the areas of Transportation/Housing/Energy.
- * Approach the various housing related issues from a regional standpoint.
- * Effort towards SB 500, GIS, Grand Boulevard Economic and Housing Opportunity Study, and parking policy would be beneficial.

Allan Jaffe, Peninsula Interfaith Action.

Chris Mohr, Executive Director, Housing Endowment and Regional Trust of San Mateo County (HEART)

- 5.4 Review and approval of Resolution 09-29 authorizing the C/CAG Chair to enter into a funding agreement with the San Francisco International Airport (SFO) for the Hydrogen Station for a maximum amount of \$200,000 and further authorizing the C/CAG Executive Director to negotiate the details of the agreement. ACTION

This item is delayed pending receipt of information to be brought back to the next C/CAG Board meeting.

- 5.5 Status update on the proceedings of the May 13 Regional Water Quality Control Board hearing on the proposed Municipal Regional Stormwater Permit. INFORMATION

Out of 22 presenters (elected officials) eight were from the County of San Mateo.

The hearing started at 8:00 a.m. and ended at 8:00 p.m.

The permit will be brought back in the Fall, for possible approval by the Regional Water Quality Control Board.

- 5.6 Status update and implementation of the San Mateo County Smart Corridors Project. INFORMATION

Staff provided an update and answered questions.

- 5.7 Review and approval of Resolution 09-30 authorizing the C/CAG Chair to execute an agreement with Threshold 2008 for \$15,000 to support the Threshold 2008 work plan for 2009. APPROVED

Greg Greenway, Executive Director, provided a presentation and answered questions.

Board Member Papan MOVED authorization to the C/CAG Chair to execute an agreement with Threshold 2008. Board Member Pierce SECONDED. **MOTION CARRIED** 18-0.

5.8 Initial draft, assumptions, and input on the C/CAG 2009-10 Program Budget and Fees.

INFORMATION

The initial draft of the C/CAG 2008-09 Program Budget and Fees was provided to the Board. The complete budget, in detail, will be brought back to the June meeting for adoption.

6.0 COMMITTEE REPORTS

6.1 Committee Reports (oral reports).

None.

6.2 Chairperson's Report.

None.

7.0 EXECUTIVE DIRECTOR'S REPORT

The Pledge of Allegiance will be added to future C/CAG Board Meetings.

8.0 COMMUNICATIONS - Information Only

Copies of communications are included for C/CAG Board Members and Alternates only: To request a copy of the communications, contact Nancy Blair at 650 5991406 or nblair@co.sanmateo.ca.us or download a copy from C/CAG's website -- www.ccag.ca.gov.

8.1 Letter from Richard Napier, Executive Director C/CAG, to Honorable Anna Eshoo, United States Congress, dated 3/23/09. Re: San Mateo County Transit District FY 2010 Appropriations Request, The Grand Boulevard Initiative - \$1,000,000.

8.2 Letter from Richard Napier, Executive Director C/CAG, to Honorable Anna Eshoo, United States Congress, dated 3/13/09. Re: Support of Caltrain FY 2010 Appropriations Request for the Positive Train Control Project - \$1,000,000..

8.3 Letter from Richard Napier, Executive Director C/CAG, to Honorable Jackie Speier, United States Congress, dated 3/13/09. Re: San Mateo County Transit District FY 2010 Appropriations Request, The Grand Boulevard Initiative - \$1,000,000.

8.4 Letter from Richard Napier, Executive Director C/CAG, to Honorable Jackie Speier, United States Congress, dated 3/13/09. Re: Support of Caltrain FY 2010 Appropriations Request for the Positive Train Control Project - \$1,000,000.

8.5 Letter from Thomas M. Kasten, C/CAG Chair, to Honorable Christine Kehoe, California State Senate, dated 04/03/09. Re: SB 346 (Kehoe) - Prevent Water Pollution from Brake Pads - Support.

8.6 Letter from Thomas M. Kasten, C/CAG Chair, to Honorable Anna Eshoo, United States Congress, dated 4/09/09. Re: Support for the University Avenue/ U.S. 101 Overcrossing Widening Project.

- 8.7 Letter from Thomas M. Kasten, C/CAG Chair, to Honorable Anna Eshoo, United States Congress, dated 4/10/09. Re: Thank you for your support of the San Mateo County Smart Corridors Project.
- 8.8 Letter from Thomas M. Kasten, C/CAG Chair, to Honorable Jackie Speier, United States Congress, dated 4/10/09. Re: Thank you for your support of the San Mateo County Smart Corridors Project.
- 8.9 Letter from Thomas M. Kasten, C/CAG Chair, to Honorable Anna Eshoo, United States Congress, dated 4/10/09. Re: Support for the San Francisco Bay Trail Route 101 Bike and Pedestrian Overpass in East Palo Alto.
- 8.10 Letter from Richard Napier, Executive Director C/CAG, to Honorable Jackie Speier, United States Congress, dated 4/29/09. Re: Caltrans support for Broadway Interchange project for its inclusion under SAFETY-LU funding.
- 8.11 Letter from Richard Napier, Executive Director C/CAG, to Bijan Sartipi, Director Caltrans District 4, dated 5/4/09. Re: Request for \$2.7 million in State American Recovery and Reinvestment Act (ARRA) Transportation Enhancement (TE) funds for the Belmont Bicycle and Pedestrian Bridge at Ralston and US 101.
- 8.12 Letter from Richard Napier, Executive Director C/CAG, to Honorable Scott Haggerty, Chair, Metropolitan Transportation Commission, dated 4/29/09. Request for \$2.7 million in State American Recovery and Reinvestment Act (ARRA) Transportation Enhancement (TE) funds for the Belmont Bicycle and Pedestrian Bridge at Ralston and US 101.

9.0 MEMBER COMMUNICATIONS

10.0 ADJOURN

Meeting adjourned at 9:32 p.m.

C/CAG AGENDA REPORT

Date: June 11, 2009
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: Receive an update on the American Recovery and Reinvestment Act (ARRA) transportation funding projects.

(For further information contact Sandy Wong 599-1409 or Jean Higaki at 599-1462)

RECOMMENDATION

That the C/CAG Board receive an update on American Recovery and Reinvestment Act (ARRA) transportation funding.

FISCAL IMPACT

American Recovery and Reinvestment Act (ARRA) transportation funding, also known as Economic Stimulus funding will be directed towards specific capital projects. It will have no impact on C/CAG budget. Staff time spent on this item has been incorporated into adopted C/CAG budget.

SOURCE OF FUNDS

ARRA (Economic Stimulus) funds come from Federal funds.

BACKGROUND/DISCUSSION

At the February 25, 2009 the Metropolitan Transportation Commission (MTC) adopted the Bay Area spending plan for the initial \$154 million regional ARRA transportation fund through the Surface Transportation Program.

C/CAG received an allocation of \$11.08 million for Local Streets and Road System Preservation projects (Tier 1). All jurisdictions were allocated a share of this fund for Streets and Roads projects via a C/CAG approved formula. At the end of March, San Mateo County received an additional \$2.13 million for Local Streets and Roads (Tier 2). Using the C/CAG approved process; the additional funds were spread amongst the jurisdictions based on the approved formula. This brought the total ARRA funding level to \$13.21 million for Local Streets & Roads projects.

All jurisdictions met the MTC Tier 1 deadline by submitting their projects to Caltrans on or before April 30, 2009. By meeting the Tier 1 deadline for submittals, all jurisdictions have also met the Tier 2 deadline for submittal. All projects, who have not yet received obligation, are with Caltrans or FHWA awaiting approval of their obligation and authorization to proceed to construction.

ITEM 5.2

The next milestone deadline is for agencies to meet the conditional requirements issued with their obligation and to award the project by or before September 30th. C/CAG staff will continue to work with agencies towards meeting the upcoming deadline.

In May, MTC was seeking to allocate Regional ARRA Transportation Enhancement (TE) funds, dedicated only for enhancement type of projects, such as bicycle and pedestrian improvements. Projects also needed to be able to obligate funds by June 30, 2009. A bike/ pedestrian bridge, crossing US 101 at Ralston Avenue, in Belmont fit those criteria.

C/CAG worked with MTC staff to secure \$2.1 million in Regional ARRA TE to partially fund the Belmont project. C/CAG also submitted a request to Caltrans to program another \$2.493 million in State discretionary ARRA TE funds. The two ARRA TE funds, along with local match, would fully fund the Belmont project shortfall of \$4.7 million. The California Transportation Commission (CTC) is expected to vote on the \$2.493 million at the June 11, 2009 meeting. Belmont has submitted their package to Caltrans and is expected to make the obligation deadline.

C/CAG AGENDA REPORT

Date: June 11, 2009
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Review and approval of Resolution 09-33 authorizing the C/CAG Chair to execute an amendment to the AB1546 Intelligent Transportation System funding agreement with the City of Menlo Park for an additional \$24,065 to a total of \$104,065

(For further information contact Richard Napier at 599-1420 or John Hoang at 363-4105)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 09-33 authorizing the C/CAG Chair to execute an amendment to the AB1546 Intelligent Transportation System funding agreement for the City of Menlo Park for an additional \$24,065 to a total of \$104,065, in accordance with staff recommendation.

FISCAL IMPACT

None. \$1,244,000 of the net revenue collected between July 2005 and December 2008 was budgeted for the Countywide Traffic Congestion Management component of AB1546 and was approved by the Board in November 2007. The additional \$24,065 to the City of Menlo Park is from cost savings.

SOURCE OF FUNDS

Funds for these projects are collected from the Vehicle License Fees (VLF) through the AB1546 Program.

BACKGROUND/DISCUSSION

Assembly Bill 1546 (AB1546) imposes an annual fee of up to four dollars (\$4) on motor vehicles registered in San Mateo County to fund traffic congestion management and stormwater pollution prevention programs. The collection of the fees began on July 1, 2005 and terminated on January 1, 2009. (Senate Bill 348, which the Board adopted in November 2008, reauthorized the \$4 annual fee for an additional four years until January 1, 2013.) Fifty percent of the VLF revenue is allocated to individual jurisdictions within San Mateo County and fifty percent is allocated to C/CAG for Countywide projects.

The Board approved the AB1546 Countywide Traffic Congestion Management Program for Intelligent Transportation System (ITS) in November 2007 and awarded up to \$1,244,000 to fund 78 projects for upgrading signal controller and video detection systems. Any resulting cost savings would be applied to the seven projects that were not originally funded, as applicable. The

reimbursement requests processed to date have resulted in overall cost savings totaling \$139,597.72.

At the April 9, 2009 C/CAG Board Meeting, the Board approved amending the funding agreement with the City of Brisbane to add funds for three additional video detection projects totaling \$74,534. Taking into account the additional funds for Brisbane, the resulting “cost savings” balance available for unfunded projects is \$65,063.72.

The City of Menlo Park applied for three projects and was awarded \$80,000 for two projects. Menlo Park completed the two projects for a cost of \$58,565, resulting in a cost savings of \$21,435 (this amount is included in the “cost savings” balance stated above). Based on available program funds due to “cost savings”, the City requested funding for their third video detection project (originally unfunded), in an amount up to \$45,500.

There is currently sufficient funds available (\$65,063.72) from cost savings to fund a third project for Menlo Park, therefore staff recommends Board approval to amend the Funding Agreement with the City to add \$24,065 (net difference between cost of additional services and Menlo Park’s cost savings) to a total of \$104,065.

Pending future reimbursement requests, the remaining cost savings balance of \$19,563.72 plus any future amounts will be made available to other jurisdiction also for their respective unfunded projects, if requested. Unused funds will be returned to the SB348 Countywide Traffic Congestion Management Program for future allocations. All jurisdictions have until June 30, 2009 to submit their requests for reimbursement.

ATTACHMENT

- Resolution 09-33
- Funding Agreement Amendment 1

RESOLUTION NO. 09-33

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AMENDMENT TO THE AB1546 INTELLIGENT TRANSPORTATION SYSTEM FUNDING AGREEMENT WITH THE CITY OF MENLO PARK FOR AN ADDITIONAL \$24,065 TO A TOTAL OF \$104,065

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

WHEREAS, C/CAG collects funds for Countywide Traffic Congestion Management projects through an increase in vehicle license fees in San Mateo County under Assembly Bill 1546 (AB1546); and,

WHEREAS, C/CAG approved the Countywide Traffic Congestion Management Program guidelines for funding projects Intelligent Transportation System (ITS) projects to upgrade traffic signal controllers and traffic detection systems with closed circuit television (CCTV) cameras; and

WHEREAS, sufficient funds for ITS projects have been collected through the vehicle license fee increase; and

WHEREAS, C/CAG and the City of Menlo Park has entered into a Funding Agreement for the AB1546 Countywide Traffic Congestion Management Program for ITS projects; and

WHEREAS, the parties agree to additional services for installing video detection cameras at one additional location for an amount of \$45,500; and

WHEREAS, the funding agreement amendment for the City of Menlo Park in the amount of \$24,065 (net difference between cost of additional services and the City of Menlo Park' cost savings) is attached; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute an amendment to the Funding Agreement between C/CAG and City of Menlo Park for the AB1546 Countywide Traffic Congestion Management Program for ITS to increase the funding in an amount not to exceed \$24,065 for additional services, for a new maximum amount of \$104,065.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF JUNE 2009.

Thomas M. Kasten, Chair

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

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as "C/CAG") and the City of Menlo Park (hereinafter referred to as "CITY") entered into a Funding Agreement for the "AB1546 Countywide Traffic Congestion Management Program for Intelligent Transportation System projects" on April 4, 2008 (the "Existing Funding Agreement"); and,

WHEREAS, the parties wish to amend the Existing Funding Agreement to add one (1) more project location, which project must be completed on or before June 30, 2009, and add funding in the amount of \$24,065;

WHEREAS, the Existing Funding Agreement, as amended by this Amendment No. 1, shall be referred to as the "Funding Agreement".

IT IS HEREBY AGREED by C/CAG and CITY that the Funding Agreement is hereby revised and amended to provide that:

1. Section 1, Payments, is revised to read as follows:

Payments. Upon receipt of letter and backup information from the CITY indicating that the projects have been completed on or before June 30, 2009, which projects shall include 3 project locations, C/CAG shall make payment to the CITY on a reimbursement basis for actual construction costs incurred by the CITY in an amount up to one hundred four thousand, sixty-five dollars (\$104,065) for all 3 projects.

2. Except as specified herein, the provisions of the Funding Agreement shall remain in full force and effect.

3. This Amendment No. 1 shall take effect upon signature by all parties.

CITY OF MENLO PARK

CITY/COUNTY ASSOCIATION OF
GOVERNMENTS OF SAN MATEO COUNTY

By: _____
Name, Title

By: _____
Thomas M. Kasten, C/CAG Chair

Date: _____

Date: _____

By: _____
City Attorney

By: _____
Counsel for C/CAG

Date: _____

Date: _____

C/CAG AGENDA REPORT

Date: June 11, 2009

To: City/County Association of Governments Board of Directors

From: Congestion Management and Environmental Quality (CMEQ) Committee

Subject: Review and approval of Resolution 09-34 authorizing the C/CAG Chair to execute amendments to the agreements with various cities and the Alliance for the provision of Congestion Relief Program shuttle services for a total cost not to exceed \$786,398 from July 1, 2009 through June 30, 2010.

(For further information or questions contact Tom Madalena at 599-1460)

RECOMMENDATION

That the Board of Directors Review and approve Resolution 09-34 authorizing the C/CAG Chair to execute amendments to the agreements with various cities and the Alliance for the provision of Congestion Relief Program shuttle services for a total cost not to exceed \$786,398 from July 1, 2009 through June 30, 2010.

FISCAL IMPACT

The total additional funding obligated through the extensions will not exceed \$786,398 in order to continue services through June 30, 2010.

SOURCE OF FUNDS

Funding to support the shuttle programs will be derived from the Congestion Relief Plan adopted by C/CAG and included in the Fiscal Year 09/10 budget. C/CAG's budget for Local Service Programs for FY 09/10 is \$500,000. The San Mateo County Transportation Authority (TA) is providing matching funds of up to \$300,000 for shuttles that take riders to a Caltrain Station.

BACKGROUND/DISCUSSION

The C/CAG Shuttle Program was developed out of the Congestion Relief Plan. In connection with the Congestion Management Program, individual cities do not have to prepare deficiency plans on a biannual basis, instead C/CAG took on the responsibility by setting up the Congestion Relief Plan. One of the measures in the Congestion Relief Plan is the local shuttle program. The objective of the Congestion Relief Plan is to absolve cities from the responsibility of preparing a deficiency plan.

ITEM 5.4

The shuttle applications encompass eight jurisdictions and these will all be continuations of ongoing shuttle operations with the addition of a Weekday Community Shuttle in East Palo Alto. The City of Millbrae decided not to reapply for funding for the FY 09/10 funding cycle. A Shuttle Review Committee was convened and has recommended the shuttles be funded at the amounts listed in the table below. There was more funding requested than is available for the FY 09/10 Local Transportation Services Program. The Shuttle Review Committee determined that the Burlingame Trolley was a shuttle that is designed to serve hotel guest and not “residents” of San Mateo County and therefore the Burlingame Trolley is not being recommended for funding. The Burlingame Trolley has been an ongoing shuttle that has not been using C/CAG funds to operate in the past.

The Congestion Management Program Technical Advisory Committee (TAC) and the Congestion Management and Environmental Quality (CMEQ) Committee approved the staff recommendation to fund the shuttles for FY 09/10 as listed in the table below. However, the CMEQ Committee was concerned as to how the absence of C/CAG funding would affect the Burlingame Trolley service. The CMEQ Committee has requested that staff bring back more information on the Burlingame Trolley at the next CMEQ Committee meeting.

City	Requested Funding for FY 09/10	FY 08/09 Grant Amount	Funding Recommendation for FY 09/10
Brisbane / Daly City	\$97,546	\$89,309	\$97,546
Burlingame	\$153,725	\$54,000	\$52,825
East Palo Alto	\$140,486	\$72,405	\$140,486
Foster City	\$155,000	\$151,000	\$155,000
Menlo Park	\$130,541	\$116,089	\$130,541
Redwood City	\$90,000	\$90,000	\$90,000
South San Francisco	\$120,000	\$150,000	\$120,000
Total	\$887,298	\$738,803	\$786,398

Each of the City shuttle programs will require amendments to the existing agreements for an increase of funds and extension of time. Please see the table below to view the operating cost per passenger for each of the shuttle routes. The C/CAG benchmark for the operating cost per passenger as a performance standard is \$6.00 per passenger for fixed route shuttles and \$15.00 per passenger for door-to-door shuttles.

C/CAG Shuttle Monitoring for Quarter (Q) 1, Quarter 2 and Quarter 3 of Fiscal Year 08/09			
Shuttle	Operating Cost/Passenger Q1	Operating Cost/Passenger Q2	Operating Cost/Passenger Q3
Brisbane/Daly City Senior (door-to-door)	\$10.61	\$10.95	\$12.24
Brisbane/Daly City Commuter	\$6.90	\$7.71	\$8.47
Burlingame	\$5.81	\$5.46	\$5.73
East Palo Alto Weekend	\$4.86	\$6.06	\$6.03
East Palo Alto Senior/Shopper	\$17.15	\$15.37	\$17.68
Foster City Connection Blue	\$3.20	\$3.77	\$3.39
Foster City Connection Red	\$1.56	\$2.81	\$3.86
Menlo Park Marsh	\$2.15	\$3.05	\$3.08
Menlo Park Willow	\$3.48	\$3.77	\$3.56
Menlo Park Midday	\$7.64	\$7.23	\$6.17
Menlo Park Shopper (door-to-door)	\$18.25	\$24.60	\$28.11
Millbrae (door-to-door)	\$8.77	\$13.89	\$3.05
Redwood City Mid Point Employer	\$8.26	\$7.77	\$5.94
Redwood City Community (door-to-door)	\$16.41	\$18.78	\$18.82
South San Francisco OP BART	\$4.95	\$5.38	\$5.64
South San Francisco UG BART	\$6.20	\$7.42	\$7.58
South San Francisco OP Caltrain	\$4.27	\$5.63	\$5.87
South San Francisco UG Caltrain	\$6.55	\$7.32	\$7.41

ATTACHMENTS

- Resolution 09-34
- 8 shuttle agreement amendments

RESOLUTION 09-34

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 AMENDMENTS TO THE AGREEMENTS WITH VARIOUS CITIES AND THE PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE TO EXTEND THE PROVISION OF LOCAL AND EMPLOYER BASED SHUTTLE SERVICES FOR A TOTAL ADDITIONAL COST NOT TO EXCEED \$786,398 FROM JULY 1, 2009 THROUGH JUNE 30, 2010. THESE FUNDS ARE DERIVED FROM THE CONGESTION RELIEF PROGRAM WITH SOME MATCHING FUNDS FROM THE TRANSPORTATION AUTHORITY.

WHEREAS, the Board of Directors of the City/County Association of Governments at its February 14, 2002 meeting approved the Countywide Traffic Congestion Relief Plan; and,

WHEREAS, one component of that Plan was support for the Local and Employer Based Shuttle Programs; and,

WHEREAS, on June 9, 2005 the C/CAG Board selected through a request for proposals process, six programs to be funded through June 30, 2006; and

WHEREAS, on August 10, 2006 the C/CAG Board approved an agreement with the Peninsula Traffic Congestion Relief Alliance for the support of an employer-based shuttle program in the City of South San Francisco; and

WHEREAS, on June 14, 2007 the C/CAG Board approved an agreement for the Redwood City shuttle program; and

WHEREAS, all of these programs have been successfully operating and the C/CAG Board desires to extend these services for an additional year; and

WHEREAS, C/CAG has determined that the added cost of these extensions shall not cumulatively exceed seven hundred eighty-six thousand three hundred and ninety-eight dollars (\$786,398); and

WHEREAS, the following agencies and programs shall be covered by this extension.

<u>Agency</u>	<u>Increase in Funding</u>
City of Burlingame	\$52,825
City of East Palo Alto	\$140,486
City of Foster City	\$155,000
City of Menlo Park	\$130,541
Cities of Brisbane and Daly City	\$97,546
South San Francisco and the Alliance	\$120,000
Redwood City	\$90,000
Total	\$786,398

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that on behalf of C/CAG the Chair is authorized to execute amendments to these agreements with the aforementioned agencies increasing the funding by the amounts listed above and extending the contract period through June 30, 2010. The amendments shall be in a form approved by C/CAG Legal Counsel. In accordance with C/CAG adopted policy, the C/CAG Chair may administratively authorize up to an additional 5% of the original total contract amount in the event that there are unforeseen costs associated with the project.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF JUNE 2009.

Thomas M. Kasten, Chair

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
FOURTH AMENDMENT TO AGREEMENT WITH THE CITY OF
BURLINGAME**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), and the City of Burlingame (hereinafter referred to as City) are parties to an Agreement dated June 9, 2005, regarding the Local Transportation Services component of the County-wide Congestion Relief Plan (the "Original Agreement"); and

WHEREAS, the Original Agreement was amended in 2006, 2007, and again in 2008 (the "Original Agreement as Amended").

WHEREAS, the C/CAG, at its June 11, 2009 meeting, approved this fourth amendment to the agreement with the City for the provision of locally based shuttle services; and

WHEREAS, City has reviewed and accepted this fourth amendment;

IT IS HEREBY AGREED by C/CAG and City that:

1. This fourth amendment shall be to provide additional funding and an extension of time in order for the City to continue the provision of locally based shuttle services and the Original Agreement as Amended is hereby further amended as set forth herein.

2. The added funding provided to City by C/CAG under this fourth amendment will be fifty two thousand, eight hundred twenty-five dollars (\$52,825), thereby making the new total contract maximum amount two hundred forty-nine thousand, seven hundred seventy-five dollars (\$249,775). This fourth amendment shall be in effect as of July 1, 2009. The maximum amount available pursuant to this fourth amendment for Fiscal Year 2009/2010 will be fifty two thousand, eight hundred twenty-five dollars (\$52,825). The additional funds will be paid based upon the receipt of invoices for the actual costs.

3. City shall be required to provide a dollar for dollar match for the C/CAG funds provided under this fourth amendment.

4. The Contract Term, as specified in section 9 (Contract Term) of the Original Agreement as Amended, shall terminate on June 30, 2010.

5. All other provisions of the Original Agreement as Amended shall remain in full force and effect.

For C/CAG:

For City:

Thomas M. Kasten, Chair

Date: _____

Date: _____

Approved as to form:

C/CAG Legal Counsel

City Legal Counsel

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
FOURTH AMENDMENT TO AGREEMENT WITH THE
CITY OF EAST PALO ALTO**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), and the City of East Palo Alto (hereinafter referred to as City) are parties to an Agreement dated June 9, 2005, regarding the Local Transportation Services component of the County-wide Congestion Relief Plan (the "Original Agreement"); and

WHEREAS, the Original Agreement was amended in 2006, 2007, and again in 2008 (the "Original Agreement as Amended").

WHEREAS, the C/CAG, at its June 11, 2009 meeting, approved this fourth amendment to the agreement with the City for the provision of locally based shuttle services; and

WHEREAS, City has reviewed and accepted this fourth amendment;

IT IS HEREBY AGREED by C/CAG and City that:

1. This fourth amendment shall be to provide additional funding and an extension of time in order for the City to continue the provision of locally based shuttle services and the Original Agreement as Amended is hereby further amended as set forth herein.

2. The added funding provided to City by C/CAG under this fourth amendment will be one hundred forty thousand four hundred eighty-six dollars (\$140,486), thereby making the new total contract maximum amount four hundred twenty-nine thousand, two hundred forty-seven dollars (\$429,247). This fourth amendment shall be in effect as of July 1, 2009. The maximum amount available pursuant to this fourth amendment for Fiscal Year 2009/2010 will be one hundred forty thousand four hundred eighty-six dollars (\$140,486). The additional funds will be paid based upon the receipt of invoices for the actual costs.

3. City shall be required to provide a dollar for dollar match for the C/CAG funds provided under this fourth amendment

4. The Contract Term, as specified in section 11 (Contract Term) of the Original Agreement as Amended, shall terminate on June 30, 2010.

5. All other provisions of the Original Agreement as Amended shall remain in full force and effect.

For C/CAG:

For City:

Thomas M. Kasten, Chair

Date: _____

Approved as to form:

C/CAG Legal Counsel

Date: _____

City Legal Counsel

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
FOURTH AMENDMENT TO AGREEMENT WITH THE CITY OF
FOSTER CITY**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), and the City of Foster City (hereinafter referred to as City) are parties to an Agreement dated June 9, 2005, regarding the Local Transportation Services component of the County-wide Congestion Relief Plan (the "Original Agreement"); and

WHEREAS, the Original Agreement was amended in 2006, 2007, and again in 2008 (the "Original Agreement as Amended").

WHEREAS, the C/CAG, at its June 11, 2009 meeting, approved this fourth amendment to the agreement with the City for the provision of locally based shuttle services; and

WHEREAS, City has reviewed and accepted this fourth amendment;

IT IS HEREBY AGREED by C/CAG and City that:

1. This fourth amendment shall be to provide additional funding and an extension of time in order for the City to continue the provision of locally based shuttle services and the Original Agreement as Amended is hereby further amended as set forth herein.

2. The added funding provided to City by C/CAG under this fourth amendment will be one hundred fifty-five thousand dollars (\$155,000), thereby making the new total contract maximum amount five hundred thirty-seven thousand, one hundred dollars (\$537,100). This fourth amendment shall be in effect as of July 1, 2009. The maximum amount available pursuant to this fourth amendment for Fiscal Year 2009/2010 will be one hundred fifty-five thousand dollars (\$155,000). The additional funds will be paid based upon the receipt of invoices for the actual costs.

3. City shall be required to provide a dollar for dollar match for the C/CAG funds provided under this fourth amendment.

4. The Contract Term, as specified in section 7 (Contract Term) of the Original Agreement as Amended, shall terminate on June 30, 2010.

5. All other provisions of the Original Agreement as Amended shall remain in full force and effect.

For C/CAG:

For City:

Thomas M. Kasten, Chair

Date: _____

Approved as to form:

C/CAG Legal Counsel

City Legal Counsel

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
FIFTH AMENDMENT TO AGREEMENT WITH THE CITY OF MENLO
PARK**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), and the City of Menlo Park (hereinafter referred to as City) are parties to an Agreement dated June 9, 2005, regarding the Local Transportation Services component of the County-wide Congestion Relief Plan (the "Original Agreement"); and

WHEREAS, the Original Agreement was amended in 2006, twice in 2007, and again in 2008 (the "Original Agreement as Amended").

WHEREAS, the C/CAG, at its June 11, 2009 meeting, approved this fifth amendment to the agreement with the City for the provision of locally based shuttle services; and

WHEREAS, City has reviewed and accepted this fifth amendment;

IT IS HEREBY AGREED by C/CAG and City that:

1. This fifth amendment shall be to provide additional funding and an extension of time in order for the City to continue the provision of locally based shuttle services and the Original Agreement as Amended is hereby further amended as set forth herein.

2. The added funding provided to City by C/CAG under this fifth amendment will be one hundred thirty thousand, five hundred forty-one dollars (\$130,541), thereby making the new total contract maximum amount five hundred one thousand, six hundred sixty-eight dollars (\$501,668). This fifth amendment shall be in effect as of July 1, 2009. The maximum amount available pursuant to this fifth amendment for Fiscal Year 2009/2010 will be one hundred thirty thousand, five hundred forty-one dollars. The additional funds will be paid based upon the receipt of invoices for the actual costs.

3. City shall be required to provide a dollar for dollar match for the C/CAG funds provided under this fifth amendment.

4. The Contract Term, as specified in section 5 of the Original Agreement as Amended, shall terminate on June 30, 2010.

5. All other provisions of the Original Agreement as Amended shall remain in full force and effect.

For C/CAG:

For City:

Thomas M. Kasten, Chair

Date: _____

Approved as to form:

C/CAG Legal Counsel

City Legal Counsel

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
FOURTH AMENDMENT TO AGREEMENT WITH THE CITIES OF
BRISBANE AND DALY CITY**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), and the City of Daly City (hereinafter referred to as City) are parties to an Agreement dated June 9, 2005, regarding the Local Transportation Services component of the County-wide Congestion Relief Plan (the "Original Agreement"); and

WHEREAS, the Original Agreement was amended in 2006, 2007, and again in 2008 (the "Original Agreement as Amended").

WHEREAS, the C/CAG, at its June 11, 2009 meeting, approved this fourth amendment to the agreement with the City for the provision of locally based shuttle services; and

WHEREAS, the Cities have reviewed and accepted this fourth amendment;

IT IS HEREBY AGREED by C/CAG and Cities that:

1. This fourth amendment shall be to provide additional funding and an extension of time in order for the Cities to continue the provision of locally based shuttle services and the Original Agreement as Amended is hereby further amended as set forth herein.

2. The added funding provided to Cities by C/CAG under this fourth amendment will be ninety-seven thousand, five hundred forty-six dollars (\$97,546), thereby making the new total contract maximum amount three hundred sixty-one thousand, six hundred eighty-three dollars fifty cents (\$361,683.50). This fourth amendment shall be in effect as of July 1, 2009. The maximum amount available pursuant to this fourth amendment for Fiscal Year 2009/2010 will be ninety-seven thousand, five hundred forty-six dollars (\$97,546). The additional funds will be paid based upon the receipt of invoices for the actual costs.

3. Cities shall be required to provide a dollar for dollar match for the C/CAG funds provided under this fourth amendment.

4. The Contract Term, as specified in section 15 of the Original Agreement as Amended, shall terminate on June 30, 2010.

5. All other provisions of the Original Agreement as Amended shall remain in full force and effect.

For C/CAG:

For Brisbane:

For Daly City:

Thomas M. Kasten, Chair

Date: _____

Approved as to form:

C/CAG Legal Counsel

Date: _____

City Legal Counsel

Date: _____

City Legal Counsel

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
THIRD AMENDMENT TO AGREEMENT WITH THE PENINSULA
TRAFFIC CONGESTION RELIEF ALLIANCE**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), and the Peninsula Traffic Congestion Relief Alliance (hereinafter referred to as the Alliance) are parties to an Agreement dated August 10, 2006, regarding the Local Transportation Services component of the County-wide Congestion Relief Plan (the "Original Agreement"); and

WHEREAS, the Original Agreement was amended in 2007 and 2008 (the "Original Agreement as Amended").

WHEREAS, the C/CAG, at its June 11, 2009 meeting, approved this third amendment to the agreement with the Alliance for the provision of locally based shuttle services; and

WHEREAS, the Alliance has reviewed and accepted this third amendment;

IT IS HEREBY AGREED by C/CAG and the Alliance that:

1. This third amendment shall be to provide additional funding and an extension of time in order for the Alliance to continue the provision of locally based shuttle services and the Original Agreement as Amended is hereby further amended as set forth herein.

2. The added funding provided to the Alliance by C/CAG under this third amendment will be one hundred twenty thousand dollars (\$120,000), thereby making the new total contract maximum amount four hundred seventy thousand dollars (\$470,000). This third amendment shall be in effect as of July 1, 2009. The maximum amount available pursuant to this third amendment for Fiscal Year 2009/2010 will be one hundred twenty thousand dollars (\$120,000). The additional funds will be paid based upon the receipt of invoices for the actual costs.

3. The Alliance shall be required to provide a dollar for dollar match for the C/CAG funds provided under this third amendment.

4. The Contract Term, as specified in section 5 of the Original Agreement as Amended, shall terminate on June 30, 2010.

5. All other provisions of the Original Agreement as Amended shall remain in full force and effect.

For C/CAG:

For the Alliance:

Thomas M. Kasten, Chair

Diane Howard, Chair

Date: _____

Date: _____

Approved as to form:

C/CAG Legal Counsel

The Alliance Legal Counsel

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY
SECOND AMENDMENT TO AGREEMENT WITH THE CITY OF
REDWOOD CITY**

WHEREAS, the Board of Directors of the City/County Association of Governments (hereinafter referred to as C/CAG), and the City of Redwood City (hereinafter referred to as City) are parties to an Agreement dated June 14, 2007, regarding the Local Transportation Services component of the County-wide Congestion Relief Plan (the "Original Agreement"); and

WHEREAS, the Original Agreement was amended in 2008 (the "Original Agreement as Amended").

WHEREAS, the C/CAG, at its June 11, 2009 meeting, approved this second amendment to the agreement with the City for the provision of locally based shuttle services; and

WHEREAS, City has reviewed and accepted this second amendment;

IT IS HEREBY AGREED by C/CAG and City that:

1. This second amendment shall be to provide additional funding and an extension of time in order for the City to continue the provision of locally based shuttle services and the Original Agreement as Amended is hereby further amended as set forth herein.

2. The added funding provided to the City by C/CAG under this second amendment will be ninety thousand dollars (\$90,000), thereby making the new total contract maximum amount two hundred forty-seven thousand, four hundred dollars (\$247,400). This second amendment shall be in effect as of July 1, 2009. The maximum amount available pursuant to this second amendment for Fiscal Year 2009/2010 will be ninety thousand dollars (\$90,000). The additional funds will be paid based upon the receipt of invoices for the actual costs.

3. City shall be required to provide a dollar for dollar match for the C/CAG funds provided under this second amendment.

4. The Contract Term, as specified in section 5 of the Original Agreement as Amended, shall terminate on June 30, 2010.

5. All other provisions of the Original Agreement shall remain in full force and effect.

For C/CAG:

For City:

Thomas M. Kasten, Chair

Date: _____

Date: _____

Approved as to form:

C/CAG Legal Counsel

City Legal Counsel

C/CAG AGENDA REPORT

Date: June 11, 2009
To: C/CAG Board of Directors
From: Richard Napier, Executive Director - C/CAG
Subject: Review and accept the Quarterly Investment Report ending March 31, 2009
(For further information or response to questions, contact Richard Napier at 650 599-1420)

Recommendation:

Review and accept the Quarterly Investment Report ending March 31, 2009 in accordance with the staff recommendations.

Fiscal Impact:

None.

Revenue Source:

All C/CAG revenue sources.

Background:

C/CAG's financial agent (City of San Carlos) provides a quarterly report of investments. Attached is the Quarterly Investment Report as of March 31, 2009. The report indicates a reduction in the funds held by the San Mateo County pool. Staff recommends acceptance of the report. C/CAG staff plans to meet with the Finance Committee to review a revised C/CAG Investment Policy in June or July.

Attachments:

Quarterly Investment Report as of March 31, 2009

Alternatives:

- 1- Review and accept the Quarterly Investment Report ending March 31, 2009 in accordance with the staff recommendations.
- 2- No action.

ITEM 5.5

CITY AND COUNTY ASSOCIATION OF GOVERNMENTS
Board of Directors Agenda Report

To: Richard Napier, Executive Director
From: Jeff Maltbie, Administrative Services Director
Date: May 2009

SUBJECT: Quarterly Investment Report as of March 31, 2009

RECOMMENDATION:

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

ANALYSIS

The attached investment report indicates that on March 31, 2009, funds in the amount of \$ 8,048,565 were invested producing a weighted average yield of 1.89%. Accrued interest this quarter totaled \$40,035.

Below is a summary of the changes in the portfolio:

	Qtr Ended 3/31/09	Qtr Ended 12/31/08	Increase (Decrease)
Total Portfolio	\$ 8,048,565	\$ 8,791,116	\$ (742,551)
Wgtd Avg Yield	1.89%	2.54%	-0.65%
Interest Earnings	\$ 40,035	\$ 57,448	\$ (17,413)

The decrease in the portfolio totaling \$742,551 is attributable to the following: reduction in excess amounts available for transfer from checking into the investment accounts due to disbursements exceeding deposits for the quarter and the reduction in accrued interest revenue deposited into the investment accounts from the prior quarter. The decrease in interest income is due to the continued decline in market rates.

Historical cash flow trends are compared to current cash flow requirements on an ongoing basis to ensure that C/CAG's investment portfolio will remain sufficiently liquid to meet all reasonably anticipated operating requirements. As of March 31, 2009, the portfolio contains enough liquidity to meet the next six months of expected expenditures by C/CAG. All investments are in compliance with the Investment Policy. Attachment 2 shows a historical comparison of the portfolio for the past seven quarters.

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

Attachments

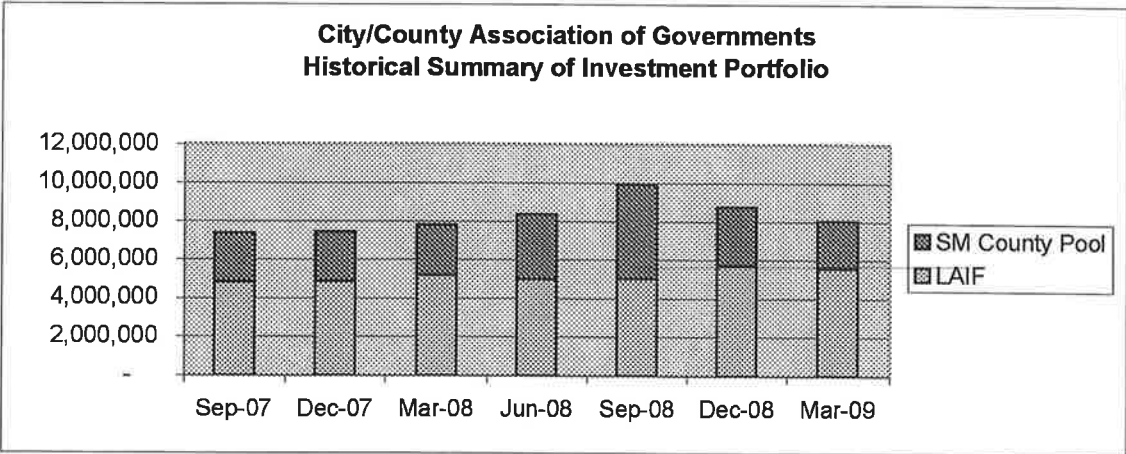
- 1 – Investment Portfolio Summary for the Quarter Ended March 31, 2009
- 2 – Historical Summary of Investment Portfolio

CITY & COUNTY ASSOCIATION OF GOVERNMENTS

SUMMARY OF ALL INVESTMENTS
For Quarter Ending March 31, 2009

Category	Maturity		Weighted Average Interest Rate	HISTORICAL Book Value	GASB 31 ADJ Market Value
	Days	Months			
Liquid Investments:					
Local Agency Investment Fund (LAIF)	1		1.91%	5,540,310	5,540,310
S. M. County Investment Pool (COPOOL)	2		1.86%	2,508,254	2,508,254
Agency Securities					
Total - Investments			1.89%	8,048,565	8,048,565
GRAND TOTAL OF PORTFOLIO			1.89%	8,048,565	8,048,565
Total Accrued Interest this Quarter					40,035
Total Lehman Loss					(222,171)
Total Interest Earned (Loss) Fiscal-Year-to-Date					(56,528)

**City/County Association of Governments
Historical Summary of Investment Portfolio**



City/County Association of Governments Investment Portfolio

	Sep-07	Dec-07	Mar-08	Jun-08	Sep-08	Dec-08	Mar-09
LAIF	4,807,185	4,859,593	5,169,947	4,972,951	5,018,363	5,703,382	5,540,310
SM County Pool	2,567,481	2,597,368	2,626,922	3,405,619	4,926,763	3,087,734	2,508,254
Total	\$7,374,666	\$7,456,961	\$7,796,869	\$8,378,570	\$9,945,126	\$8,791,116	\$8,048,565

C/CAG AGENDA REPORT

Date: June 11, 2009
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Attendance Report for C/CAG Board and Committees
(For further information or questions contact Richard Napier at 599-1420)

RECOMMENDATION

That the C/CAG Board accept this report on attendance.

FISCAL IMPACT

None.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/DISCUSSION

Periodically throughout the year the C/CAG Board receives reports of the attendance for the Board and its standing committees. There is no attendance requirement for the C/CAG Board because there is one seat designated for every member jurisdiction. However the C/CAG adopted attendance policy for its standing committees is as follows:

“During any consecutive twelve month period, members will be expected to attend at least 75% of the scheduled meetings and not have more than three consecutive absences. If the number of absences exceed these limits, the seat may be declared vacant by the C/CAG Chair.”

ATTACHMENTS

Calendar year 2008/2009 attendance reports for the following:

- C/CAG Board
- Congestion Management & Environmental Quality (CMEQ)
- The Airport Land Use Committee (ALUC).
- Bicycle and Pedestrian Advisory Committee (BPAC)
- Congestion Management Program Technical Advisory Committee (TAC)
- National Pollutant Discharge Elimination System Technical Advisory Committee (NPDES TAC)
- Legislative Committee Attendance Report

ITEM 5.6

C/CAG Attendance Report 2009

Agency	Representative / Alternate	Feb 5 ¹	Feb 12	Mar 12	May 14
Atherton	Jerry Carlson	x ²	x	x	x
	Kathy McKeithen				
Belmont	Christine Wozniak			x	x
	Bill Dickenson		x		
Brisbane	Sepi Richardson	x		x	x
Burlingame	Rosalie O'Mahony Terry Nagel	x	x	x	x
Colma	Joseph Silva Joanne del Rosario		x	x	x
Daly City	David Canepa	x	x	x	x
	Carol Klatt				
East Palo Alto	Carlos Romero	x		x	x
	Ruben Abrica		x		
Foster City	Linda Koelling	x		x	x
	Pam Frisella				
Half Moon Bay	John Muller	x	x	x	
	Bonnie McClung				
Hillsborough	Tom Kasten	x	x	x	x
	Christine Krolik				
Menlo Park	Kelly Fergusson		x	x	
	Andrew Cohen				x
Millbrae	Gina Papan	x		x	x
	Paul Seto				
Pacifica	Julie Lancelle	x	x		
	Sue Digre				
Portola Valley	Ann Wengert				
	Maryann Moise Derwin		x		
Redwood City	Diane Howard	x ³	x	x	
	Councilmember				x ⁴
San Bruno	Irene O'Connell	x	x		x
	Larry Franzella				
San Carlos	Bob Grassilli	x	x		x
	Omar Ahmad				x
San Mateo	Brandt Grotte	x	x	x	x
	Jack Matthews				
San Mateo County	Carole Groom		x	x	x
	Richard Gordon				
South San Francisco	Karyl Matsumoto	x	x	x	x
	Kevin Mullin				
Woodside	Deborah Gordon	x	x	x	x
SMCTA	Rosalie O'Mahony	x	x	x	x
SamTrans	Karyl Matsumoto	x	x	x	x

¹Special meeting.

²Elizabeth Lewis

³Ian Bain

⁴Barbara Pierce

C/CAG Attendance Report 2008

Agency	Representative / Alternate	Feb 14	Mar 13	Apr 10	May 8	June 12	Aug 14	Sep 11	Oct 9	Nov 13	Dec 11
Atherton	James Janz Jerry Carlson		x		x	x	x		x	x	
Belmont	Bill Dickenson Christine Wozniak	x									
Brisbane	Sepi Richardson	x	x	x	x			x	x	x	x
Burlingame	Rosalie O'Mahony Terry Nagel	x	x	x	x	x		x	x	x	x
Colma	Joanne del Rosario Joseph Silva	x	x	x			x	x		x	x
Daly City	Judith Christensen Carol Klatt	x	x	x		x	x	x		x	x ²
East Palo Alto	Patricia Foster David Woods	x			x						
Foster City	Linda Koelling Pam Frisella		x	x	x	x	x	x	x	x	x
Half Moon Bay	Bonnie McClung John Muller	x	x	x	x	x	x		x	x	x
Hillsborough	Tom Kasten Catherine Mullooly	x	x		x	x	x	x	x	x	x
Menlo Park	Kelly Fergusson Andrew Cohen		x	x	x	x	x		x		x
Millbrae	Gina Papan Paul Seto	x	x		x	x	x	x	x	x	x
Pacifica	Julie Lancelle Sue Digre			x		x	x	x	x	x	x
Portola Valley	Maryann Moise Derwin Ann Wengert							x			x
Redwood City	Diane Howard Councilmember	x	x	x ¹	x	x	x	x	x ¹	x	x
San Bruno	Irene O'Connell Larry Franzella	x	x	x	x	x	x		x	x	x
San Carlos	Bob Grassilli Brad Lewis	x	x		x	x	x		x	x	x
San Mateo	Carole Groom Jack Matthews		x	x	x	x	x	x	x	x	x
San Mateo County	Rose Jacobs-Gibson Richard Gordon		x		x	x			x	x	
South San Francisco	Karyl Matsumoto Kevin Mullin	x	x	x	x	x	x	x	x	x	x
Woodside	Deborah Gordon	x		x		x		x	x	x	x
SMCTA	Rosalie O'Mahony	x	x	x	x	x		x	x		
SamTrans	Karyl Matsumoto	x	x	x	x	x		x	x	x	x

¹Barbara Pierce

²David Canepa.

CMEQ 2009 Attendance Record				
Name	Jan 26	Feb 23	April 27	May 18
Arthur Lloyd	Yes	Yes	Yes	Yes
Barbara Pierce	Yes	Yes	Yes	Yes
Daniel Quigg	Yes			
Gina Papan	Yes	Yes	Yes	Yes
Heyward Robinson	NA	Yes	Yes	Yes
Irene O'Connell	Yes	Yes	Yes	
Jim Bigelow	Yes	Yes	Yes	Yes
Karyl Matsumoto	Yes	Yes	NA	NA
Lennie Roberts	Yes	Yes	Yes	
Linda Koelling	Yes	Yes	Yes	Yes
Naomi Patridge		Yes	Yes	Yes
Onnolee Trapp	Yes	Yes	Yes	Yes
Richard Garbarino	NA	Yes		Yes
Sepi Richardson	Yes		Yes	Yes
Steve Dworetzky	Yes	Yes	Yes	Yes
Sue Lempert		Yes	Yes	Yes
Zoe Kersteen- Tucker	Yes	Yes	Yes	Yes

CMEQ 2008 ATTENDANCE REPORT

Name	Jan 28	Feb 25	Apr 28	May 19	July 28	Oct 27	Nov 17
Jim Bigelow	Yes	Yes	Yes	Yes		Yes	Yes
Judith Christensen	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Linda Koelling	Yes				Yes		
Sue Lempert	Yes	Yes	Yes	Yes		Yes	
Arthur Lloyd	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Karyl Matsumoto	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Irene O'Connell	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Naomi Patridge		Yes		Yes		Yes	Yes
Barbara Pierce	Yes	Yes	Yes		Yes	Yes	Yes
Sepi Richardson	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lennie Roberts	Yes		Yes		Yes	Yes	
Onnolee Trapp	Yes	Yes		Yes	Yes	Yes	Yes
Zoe Kersteen-Tucker	yes		Yes	Yes	Yes	Yes	
Daniel Quigg	NA	NA	Yes		Yes	Yes	
Steve Dworetzky	NA	NA	NA		yes	Yes	Yes

Quorum = 8 voting members

Blank = Absent

2008 C/CAG Airport Land Use Committee (ALUC) Attendance Report

Summary

The 13-member C/CAG Airport Land Use Committee (ALUC) was scheduled to hold three Regular Meetings in calendar year 2008, on the following dates (fourth Thursday of the month): February 28, May 22, and August 28. A Special Meeting was held on Thursday, January 31, 2008, to accommodate agenda items from the City of San Bruno and the County of San Mateo. The May 22, 2008 Regular Meeting was cancelled, due to a lack of pending business. Therefore, the Committee held 2 Regular Meetings (February 28 and August 28) and 1 Special Meeting (January 31) in 2008. There must be at least seven (7) representatives present to achieve a quorum to hold an official meeting. Special Meetings can be held on any date and at any time and place with appropriate public notice per the relevant provisions in the Brown Act.

2008 ATTENDANCE REPORT

MEETING DATES

ALUC MEMBER	JAN 31	FEB 28	AUG 28
Brisbane	C. Bologoff	Absent	C. Bologoff
Burlingame	A. Keighran	A. Keighran	A. Keighran
Daly City	J. Christensen	J. Christensen	J. Christensen
Foster City	Absent	Absent	A. Kiesel*
Half Moon Bay	Absent	Absent	Absent
Millbrae	P. Seto	P. Seto	P. Seto
Redwood City	B. Pierce	B. Pierce	B. Pierce
San Bruno	R. Medina*	K. Ibarra	K. Ibarra
San Carlos	O. Ahmad	B. Grassilli*	Absent
Co. of San Mateo	M. Church	M. Church	Absent
So. San Francisco	Absent	Absent	M. Addiego
Aviation Rep.	R. Newman	R. Newman	R. Newman
HAF Pilots Assn.	G. Auld	G. Auld	G. Auld
TOTAL	10	9	10

* Denotes Alternate; all others shown are the appointed representatives from their parent bodies (ALUC Members).

BPAC 2009 ATTENDANCE REPORT

Name	January 22	February 26	March 26	June 25	September 24	October 22
Matt Grocott 851-4886	Yes	Yes	Yes			
Michael Barnes 808-6153	No	Yes	Yes			
Cathy Baylock 579-2623	No	Yes	Yes			
Juda Tolmasoff 599-1005	Yes	Yes	Yes			
Karyl Matsumoto 508-7940	No	Yes	Yes			
Mike Harding 325-9362	Yes	Yes	Yes			
Ian Bain 780-7565	No	Yes	Yes			
Ken Ibarra 589-4613	Yes	Yes	Yes			
Judi Mosqueda 697-6696	Yes	Yes	Yes			
Julie Lancelle 455-0346	Yes	Yes	Yes			
Naomi Patridge 726-8270 568-1230 msg	Yes	Yes	Yes			
Mark Meadows 746-7460	Yes	Yes	Yes			
Cory Roay 991-8270	Yes	Yes	Yes			
Joel Slavitt 508-6476	Yes	Yes	Yes			
Lucy Wicks 510-290- 7338	Yes	No	Yes			

Quorum = 8 + 4 elected officials

BPAC 2008 ATTENDANCE REPORT

Name	January 24	February 28	March 27	June 26	August 28	October 23
David Alfano 604-3409	yes	yes	yes	yes	no	yes
Michael Barnes 808-6153	yes	yes	yes	yes	yes	yes
Cathy Baylock 579-2623	yes	yes	yes	no	yes	yes
Juda Tolmasoff 599-1005	yes	yes	yes	yes	yes	yes
Robert Cronin 323-3436	yes	yes	yes	yes	yes	yes
Karyl Matsumoto 508-7940	yes	yes	yes	yes	yes	no
Matt Grocott 851-4886	yes	yes	yes	yes	no	yes
Mike Harding 325-9362	yes	yes	yes	yes	yes	yes
Ian Bain 780-7565	no	yes	yes	yes	no	yes
Ken Ibarra 589-4613	yes	no	yes	no	yes	no
Judi Mosqueda 697-6696	yes	yes	no	yes	yes	yes
Julie Lancelle 455-0346	no	yes	no	yes	yes	yes
Naomi Patridge 726-8270 568-1230 msg	yes	yes	no	yes	no	yes
Mark Meadows 746-7460	yes	yes	yes	yes	no	yes
Cory Roay 991-8270	yes	yes	yes	yes	no	no

Quorum = 8 + 4 elected officials

2009 CMP TAC Roster and Attendance

Member	Agency	Email	Jan	Feb	Mar	May
Ian McAvoy (Co-Chair)	SamTrans	mcavoyi@samtrans.com	x	x	x	x
Jim Porter (Co-Chair)	San Mateo County Engineering	jporter@co.sanmateo.ca.us	x	x	x	x
Duncan Jones	Atherton Engineering	djones@ci.atherton.ca.us	x	x	x	
Karen Borrmann	Belmont Engineering		x		x	x
Randy Breault	Brisbane Engineering	rbreault@ci.brisbane.ca.us	x	x	x	x
Syed Murtuza	Burlingame Engineering		x	x	x	x
Bill Meeker	Burlingame Planning	wmeeker@burlingame.org	x	x	x	
Sandy Wong	C/CAG CMP	slwong@co.sanmateo.ca.us	x	x	x	x
Gene Gonzalo	Caltrans	gene_gonzalo@dot.ca.gov	x		x	
Rick Mao	Colma Engineering	rick.mao@colma.ca.gov	x	x	x	x
Robert Ovadia	Daly City Engineering	ray.razavi@ssf.net	x	x	x	x
Tatum Mothershead	Daly City Planning	tmothershead@dalycity.org	x	x	x	x
Ray Towne	Foster City Engineering	rtowne@fostercity.org	x	x		x
Chip Taylor	Menlo Park Engineering	rrino@menlopark.org	x	x		
Ron Popp	Millbrae Engineering		x	x	x	x
Van Ocampo	Pacifica Engineering	ocampov@ci.pacifica.ca.us	x	x	x	x
April Chan	Peninsula Corridor JPB	chana@samtrans.com	x	x	x	
Peter Vorametsanti	Redwood City Engineering	jlynch@redwoodcity.org	x	x	x	x
Robert Weil	San Carlos Engineering	pmokhtari@cityofsancarlos.org	x	x	x	
Larry Patterson	San Mateo Engineering	lpatterson@cityofsanmateo.org	x	x	x	x
Bob Beyer	San Mateo Planning		x	x	x	x
Steve Monowitz	San Mateo County Planning	rdavis@belmont.gov	x		x	x
Joseph Hurley	SMCTA	hurleyj@samtrans.com	x	x	x	x
Dennis Chuck	So. San Francisco Engineering	ray.razavi@ssf.net	x	x	x	x
Kenneth Folan	MTC	kfolan@mtc.ca.gov				

2008 TAC Roster and Attendance							
Member	Agency	Jan	Mar	May	Jul	Oct	Nov
Ian McAvoy (Co-Chair)	SamTrans	x					x
Jim Porter (Co-Chair)	San Mateo County Engineering	x		x	x	x	x
Duncan Jones	Atherton Engineering	x	x	x		x	x
Karen Borrmann	Belmont Engineering	n/a	n/a	x	x	x	x
Randy Breault	Brisbane Engineering	x	x	x	x	x	x
Syed Murtuza	Burlingame Engineering	x	x	x	x	x	x
Bill Meeker	Burlingame Planning		x		x		x
Sandy Wong	C/CAG CMP	x	x	x	x	x	
Gene Gonzalo	Caltrans	x		x		x	
Rick Mao	Colma Engineering	x			x	x	x
Robert Ovadia	Daly City Engineering	n/a	n/a	x	x	x	x
Tatum Mothershead	Daly City Planning	x		x		x	x
Ray Towne	Foster City Engineering	x	x	x	x	x	x
Chip Taylor	Menlo Park Engineering	n/a	n/a	n/a	n/a	n/a	x
Ron Popp	Millbrae Engineering	x	x	x	x	x	
Kenneth Folan	MTC						
Van Ocampo	Pacifica Engineering	x		x	x	x	x
April Chan	Peninsula Corridor JPB	x					
Peter Vorametsanti	Redwood City Engineering	n/a	n/a	n/a	n/a	n/a	x
Robert Weil	San Carlos Engineering	n/a	n/a	n/a	n/a	n/a	x
Larry Patterson	San Mateo Engineering		x	x	x	x	
Bob Beyer	San Mateo Planning	x	x	x			x
Steve Monowitz	San Mateo County Planning	n/a	n/a	x			x
Joseph Hurley	SMCTA	x	x	x	x	x	x
Dennis Chuck	So. San Francisco Engineering	n/a	n/a	n/a	n/a	n/a	x

2009 NPDES TAC Attendance Record

AGENCY AND NAME	Telephone #	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Portola Valley													
Howard Young	851-1700x14												
Brad Payton													
Josh Maierle	851-1700 x20												
Redwood City													
Marilyn Harang	780-7477		X	X									
San Bruno													
Nader Dahu	616-7065	X	X	X		N							
Jim Shannon	616-7065					O							
San Carlos													
Gavin Moynahan						M							
Robert Weil	650-802-4202	X	X	X	X	E							
San Mateo, City						E							
Vern Bessey	522-7342	X	X	X	X	T							
Martin Quan	522-7330		X			I							
San Mateo, County						N							
Ann Stillman	599-1417					G							
Mark Chow	599-1489		X										
Dermot Casey	372-6257	X	X	X	X								
Camille Leung	363-1826												
Julie Casagrande	599-1457	X		X	X								
Sarah Pratt	372-6245												
Mary Bell Austin	372-6259	X	X	X									
So.Bayside Sys Auth													
Ken Kaufman	594-8411x128												
So. San Francisco													
Cassie Prudhel	829-3840	X	X	X	X								
Daniel Fulford													
Rob Lecel	829-3882	X		X									
Woodside													
Gratien Etchebehere	851-6790		X	X	X								
C/CAG													
Richard Napier	599-1406	X	X		X								
Caltrans													
John Michels	510-622-5996		X										
Guests/Public													
John Balobeck, MACTEC	510-628-3234		X										
Attendance		20	27	24	16								
* NO MEETING													

2008 NPDES TAC Attendance Record		Page 1											
AGENCY AND NAME	Telephone #	Jan	Feb	Mar	Apr*	May	Jun*	Jul	Aug	Sep*	Oct	Nov	Dec*
STOPPP/Brisbane													
Matt Fabry	415-508-2134	X	X	X		X		X	X		X	X	
EOA, Inc.													
Fred Jarvis	510 832-2852 x111	X	X	X		X		X	X		X	X	
Regional Board													
Sue Ma	510-622-2386										X		
Habte Kifle	510-622-2371	X	X	X		X			X				
Atherton					N		N			N			N
Steve Tyler	752-0570	X		X	O	X	O	X	X	O		X	O
Belmont													
Gilbert Yau	595-7425	X	X		M		M			M			M
Karen Borrmann	595-7427			X	E	X	E	X		E	X		E
Burlingame					E		E			E			E
Phil Monaghan	558-7230		X	X	T		T			T			T
Eva Justimbaste	333-4626	X	X	X	I	X	I	X	X	I	X	X	I
Victor Voong	558-7230				N		N		X	N		X	N
Kiley Kinnon					G		G			G	X	X	G
Colma													
Muneer Ahmed	757-8888							X				X	
Josh Rawley											X		
Daly City													
Cynthia Royer	991-8203	X	X			X			X				
Ward Donnelly	991-8208	X	X	X		X		X			X		
Patrick Sweetland	991-8200		X								X	X	
Mike Peterson	991-5752			X									
East Palo Alto													
Jaime Camacho	853-3189	X											
Lucy Chen	853-3191					X		X	X		X		
John Latu	853-3165		X	X								X	
Foster City													
Norm Dorais	286-3279	X	X	X		X		X	X		X	X	
Allan Shu	286-3271											X	
Half Moon Bay													
Charlie Voos	726-8299	X				X					X	X	
Hillsborough													
Dave Bishop	375-7488												
Jen Chen	375-7488	X	X	X		X		X	X		X	X	
Menlo Park													
Jennifer Ng	330-6740	X	X	X		X		X	X		X	X	
Virgina Parks	330-6752												
Millbrae													
Khee Lim	259-2347	X	X										
Florian Ebo	259-2337	X		X				X	X			X	
Pacifica													
Raymund Donguines	738-3768	X											
Kathryn Farbstein													
Elizabeth Claycomb	738-7361	X				X		X	X		X	X	
* NO MEETING													

2008 NPDES TAC Attendance Record		Page 2											
AGENCY AND NAME	Telephone #	Jan	Feb	Mar	Apr*	May	Jun*	Jul	Aug	Sep*	Oct	Nov	Dec*
Portola Valley													
Howard Young	851-1700x14							X					
Brad Payton													
Josh Maierle	851-1700 x20	X	X										
Redwood City													
Marilyn Harang	780-7477	X							X				
San Bruno													
Nader Dahu	616-7065				N	X	N	X	X	N	X	X	N
Jim Shannon	616-7065				O		O			O		X	O
San Carlos													
Gavin Moynahan												X	
Serena Ponzo	802-4267	X			M		M			M			M
Jamie Bourne	650-274-4308				E		E	X	X	E			E
San Mateo, City					E		E			E			E
Vern Bessey	522-7342		X	X	T	X	T			T	X	X	T
Martin Quan	522-7330			X	I		I		X	I		X	I
San Mateo, County					N		N			N			N
Ann Stillman	599-1417				G		G			G			G
Mark Chow	599-1489		X										
Dermot Casey	372-6257			X		X		X			X	X	
Camille Leung	363-1826												
Julie Casagrande	599-1457	X		X		X		X	X		X	X	
Sarah Pratt	372-6245	X	X										
Mary Bell Austin	372-6259							X					
So.Bayside Sys Auth													
Ken Kaufman	594-8411x128												
So. San Francisco													
Cassie Prudhel	829-3840	X	X	X				X	X		X	X	
Frank Mandola	829-3880	X	X			X		X	X				
Daniel Fulford						X							
Woodside													
Gratien Etchebehere	851-6790								X		X		
C/CAG													
Richard Napier	599-1406	X										X	
Caltrans													
John Michels	510-622-5996	X											
Guests/Public													
Josh Hugg		X											
Susan Gladstone								X					
John Balobek, Mactec											X	X	
Barbara Patterson												X	
Attendance		24	20	19		20		22	20		22	27	
* NO MEETING													

Legislative Committee 2009 Attendance Record					
Name	Feb 21	Mar 12	May 14		
Deborah Gordon	Yes	Yes	Yes		
Thomas Kasten	Yes	Yes	Yes		
Irene O'Connell	Yes	No	Yes		
Andrew Cohen	Yes	Yes	Yes		
Robert Grassilli	No	No	Yes		
Linda Koelling	NA	Yes	Yes		
Kevin Mullin	Yes	Yes	Yes		
Rosalie O'Mahony	Yes	Yes	Yes		
Gina Papan	Yes	Yes	NA		
Sepi Richardson	Yes	Yes	Yes		

C/CAG AGENDA REPORT

Date: June 11, 2009
To: City/County Association of Governments Board of Directors
From: C/CAG Airport Land Use Committee (ALUC)
Subject: Consideration/Approval of a recommendation from the C/CAG Airport Land Use Committee (ALUC) of a referral from the City of Burlingame, Re: Comprehensive Land Use Compatibility Plan (CLUP) Consistency Review of a General Plan Amendment: Draft Housing Element 2009-2014

(For further information contact Richard Napier at 599-1420 or Dave Carbone at 363-4417)

RECOMMENDATION

That the C/CAG Board consider and approve a recommendation from the C/CAG Airport Land Use Committee (ALUC) of a referral from the City of Burlingame, Re: Comprehensive Land Use Compatibility Plan (CLUP) Consistency Review of a General Plan Amendment: Draft Housing Element 2009-2014 in accordance with the staff recommendations.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND/DISCUSSION

A C/CAG Airport Land Use Committee (ALUC) meeting was held on May 28, 2009. The Committee reviewed a referral from the City of Burlingame's proposed general plan amendment, Draft Housing Element 2009-2014, to determine consistency with the Comprehensive Land Use Plan (CLUP) taking into considerations relevant recommended guidance from the *California Airport Land Use Planning Handbook*, relevant sections of the California Public Utilities Code/Airport Land Use Commission, and the applicable airport/land use compatibility criteria and guidelines contained in the *San Mateo County Comprehensive Airport Land Use Plan* (as amended for the environs of San Francisco International Airport (SFIA)).

The Committee found the City of Burlingame's general plan amendment, Draft Housing Element 2009-2014, to be consistent with the CLUP and recommends approval by the C/CAG Board incorporating the comments provided in the attached 5/20/09 ALUC Staff Report including the comments on aviation easements from the ALUC staff memorandum to the C/CAG Board dated 9/9/04.

ITEM 5.7

ATTACHMENT

ALUC Staff Report Dated 5/20/09 regarding a referral from the City of Burlingame


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 AIRPORT LAND USE COMMITTEE (ALUC)

STAFF REPORT

Please Reply To : Dave Carbone, ALUC Staff, 455 County Center, Second Floor,
Redwood City, CA 94063; TEL: 650-363-4417; FAX: 650-363-4849;
email: dcarbone@Dco.sanmateo.ca.us

TO: C/CAG Airport Land Use Committee (ALUC) Representatives and Alternates
FROM: Dave Carbone, ALUC Staff 
DATE: May 20, 2009
RE: **Agenda Item No. 3** for May 28, 2009 - Comprehensive Airport Land Use
Compatibility Plan (CLUP) Consistency Review of a Referral From the City of
Burlingame, Re: General Plan Amendment: *Draft Housing Element 2009 -2014*

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the Board, acting as the Airport Land Use Commission, determine that the City of Burlingame proposed general plan amendment, *Draft Housing Element 2009 -2014* is consistent with (1) the relevant recommended guidance from the *California Airport Land Use Planning Handbook January 2002*, (2) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5, Airport Land Use Commission, and (3) the applicable airport/land use compatibility criteria for the environs of San Francisco International Airport, as contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended, based on the following condition:

ALUC Chairperson:
Richard Newman
Aviation Representative

ALUC Vice Chairperson:
Mark Church, Supervisor
County of San Mateo

Airport Land Use Committee (ALUC) Staff:
David F. Carbone, Transportation Systems Coordinator/Airport
Environs Planning, Co. of San Mateo Planning & Bldg. Dept.

C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Burlingame, Re: General Plan Amendment: *Draft Housing Element 2009-2014* May 20, 2009

Page 2 of 8

California Government Code 65302.3, Re: General Plan Consistency With Comprehensive Airport Land Use Compatibility Plan (CLUP). Revise the text in the last sentence of the second full paragraph on p. 5 of the *Draft Housing Element* document to address compliance with the relevant airport/land use compatibility criteria for the environs of San Francisco International Airport, to read as follows:

"The housing goals, polices, programs and other relevant content contained herein do not conflict with the recommended guidance from the *California Airport Land Use Planning Handbook January 2002*, (2) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5 Airport Land Use Commission, and (3) the applicable airport/land use compatibility criteria for the environs of San Francisco International Airport, as contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended."

BACKGROUND

I. City of Burlingame *Draft Housing Element 2009-2014*

The State of California requires each city, county, or city and county, to adopt a comprehensive, long-term general plan for the future physical development of the community. The housing element is one of seven mandated elements of a local agency general plan. Housing element law mandates that local governments update their housing elements every five years to identify plans and programs to meet existing and projected housing needs for all economic segments of the community. As a result, housing policy in the State of California rests largely upon the effective implementation of local agency general plans and, in particular, local housing elements.

The City of Burlingame has referred its *Draft Housing Element 2009-2014* to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with the relevant airport/land use compatibility criteria and guidelines contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended for the environs of San Francisco International Airport (see Attachment No. 1). The *Draft Housing Element* document is subject to ALUC/C/CAG review, pursuant to California Public Utilities Code Section 21676 (b). The 60-day review period will expire on June 29, 2009.

Nearly the entire City of Burlingame is located within Area B of the preliminary Airport Influence Area (AIA) boundary for San Francisco International Airport based, on criteria developed in the current SFO CLUP update project. Area B defines a geographic area within which affected jurisdictions must refer their proposed land use policy actions (i.e. general plan amendments, specific plans, etc.) to the ALUC and C/CAG Board for a CLUP consistency review/action (see Attachment Nos. 2A and 2B).

C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Burlingame, Re: General Plan Amendment: *Draft Housing Element 2009-2014* May 20, 2009

Page 3 of 8

The *Draft Housing Element 2009-2014* is a policy document that identifies goals, policies, programs, and other city actions to address existing and projected housing needs in the City of Burlingame. The Association of Bay Area Governments (ABAG) projected regional housing needs allocation (RHNA) requires the City of Burlingame to plan for the construction 650 new dwelling units between 2009 and 2014.

The *Draft Housing Element* document identifies 79 potential sites in Burlingame that are likely to be available for housing by 2014. The estimated total number of future dwelling units that could be built on those sites is 772. As explained in the text of the document, there is more than enough available land in Burlingame to provide for the construction of at least 650 new dwelling units over the next five years.

II. City of Burlingame *North Burlingame/Rollins Road Specific Plan 2004*

The Burlingame City Council adopted the *North Burlingame/Rollins Road Specific Plan* in 2004. The *Specific Plan* is a subset of the General Plan. The *Plan* contains goals, objectives, and policies to guide future development in the north end of Burlingame, to take advantage of the proximity of the planning area to the Millbrae BART/Caltrain/Samtrans multi-modal transit station, for high-density housing and other land use development opportunities.

The potential housing sites identified in the *Draft Housing Element 2009-2014* document that are affected by airport/land use compatibility issues are located in the North Burlingame area (see Attachment No. 3). The *North Burlingame/Rollins Road Specific Plan* includes several policies that address airport/land use compatibility and related development standards and criteria. The content of the *Specific Plan* is consistent with the policies contained in the *Draft Housing Element 2009-2014* document.

The Airport Land Use Committee (ALUC) reviewed the *North Burlingame/Rollins Road Specific Plan* in August 2004. The C/CAG Board, acting as the Airport Land Use Commission, unanimously approved a recommendation from the ALUC for a finding of consistency of *Plan* with the relevant airport/land use compatibility criteria for the environs of San Francisco International Airport, based on seven conditions (see Attachment No. 4).

DISCUSSION

I. Airport/Land Use Compatibility Issues

There are three airport/land use compatibility issues contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended, for the environs of San Francisco International Airport, that relate to the proposed general plan amendment. These include: (a.) Height of Structures, Use of Airspace, and Airspace Compatibility, (b.) Aircraft Noise Impacts, and (c.) Safety Criteria. The following sections address each issue.

(a.) Height of Structures, Use of Airspace, and Airspace Compatibility

The Airport Land Use Commission (C/CAG Board) has adopted the provisions in Federal Aviation Regulations FAR Part 77, "Objects Affecting Navigable Airspace," to establish height restrictions, airspace protection, and federal notification requirements related to proposed development within the FAR Part 77 airspace boundaries for San Francisco International Airport. The regulations contain three key elements: (1.) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2.) requirements for project sponsors to provide notice to the FAA of certain proposed construction or alteration of structures that may affect the navigable airspace and (3.) initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of proposed construction or alterations of structures on the subject airspace.

This issue was discussed in detail in the ALUC Staff Report for the *North Burlingame/Rollins Road Specific Plan*. Recommended Conditions No. 1 and 2 in the September 9, 2004 C/CAG Agenda Report on the CLUP consistency review of the *Specific Plan* includes specific text to address airspace protection, per the provisions in FAR Part 77, including the federal notification process and the findings of any subsequent FAA aeronautical study.

(b.) Aircraft Noise Impacts

The 65 db CNEL (Community Noise Equivalent Level) aircraft noise contour defines the state and federal thresholds for aircraft noise impacts. The City of Burlingame is located outside of the most recent (2007) 65 dB CNEL aircraft noise contour for San Francisco International Airport and therefore the city is not located within the Airport's noise impact boundary. However, two types of aircraft noise impact the City: (1) low frequency "backblast" noise from aircraft departures on Runways 1. This type of noise is not generally reflected in the configuration of aircraft noise contours. However, the steep terrain in the western portion of the city can affect the level and location of backblast noise; (2) high frequency noise impacts from aircraft departures on Runways 19 during strong south wind conditions. These runways are used for departures (toward Hillsborough/Burlingame) less than one percent of the time.

The airport noise issue was also addressed in detail in the ALUC Staff Report for the *North Burlingame/Rollins Road Specific Plan*. Condition No. 3 in the Recommendation Section in the September 9, 2004 C/CAG Agenda Report includes specific text to address noise impacts in the planning area from aircraft operations at San Francisco International Airport. However, it is important to note that the City of Burlingame *Draft Housing Element 2009-2014* document and the *North Burlingame/Rollins Road Specific Plan* document are policy documents. They do not include any specific housing development proposals on any identified potential housing sites.

C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Burlingame, Re: General Plan Amendment: *Draft Housing Element 2009-2014* May 20, 2009

Page 5 of 8

(c.) **Safety Criteria**

1. Safety Zones

The *California Airport/Land Use Planning Handbook January 2002* requires airport/land use compatibility plans (CLUPs) to identify safety zones and related land use compatibility criteria for each runway end. Since this referral identifies potential housing sites and does not include any specific housing proposals, it is premature to address safety issues related to future housing development. Furthermore, the current SFO CLUP document does not include safety zones for the runway ends at SFO. The SFO CLUP update that is currently in progress will include the required safety zones and related land use compatibility policies and criteria.

2. Land Uses

Certain types of land uses are recognized by the Airport Land Use Commission (C/CAG Board) as hazards to air navigation in the vicinity of San Francisco International Airport. These land uses are listed in the CLUP for San Francisco International Airport and include the following:

- Any use that would attract concentrations of birds within approach/climbout areas
- Any use that would generate electrical interference that may affect aircraft communications or aircraft instrumentation.
- Any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a final approach for landing, other than an FAA-approved navigational lights
- Any use that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a final approach for landing.

It is highly unlikely that any future housing development in Burlingame would include any of the above parameters that would be a safety issue for aircraft in flight. Such land use characteristics should be addressed in the Land Use Element an/or in the Safety Element of the Burlingame General Plan. These parameters would be considered in a formal FAA FAR Part 77 airspace impact review and as part of a CLUP consistency review by the ALUC and C/CAG, if necessary.

C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Burlingame, Re: General Plan Amendment: *Draft Housing Element 2009-2014* May 20, 2009

Page 6 of 8

II. Real Estate Disclosure

California Public Utilities Code PUC Section 21674.7 states the following:

"An airport land use commission ... shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the Airport Land Use Planning Handbook published by the Division of Aeronautics ..."

The *California Airport Land Use Planning Handbook January 2002* states the following:

"ALUCs are encouraged to adopt policies defining the area within which information regarding airport noise impacts should be disclosed as part of real estate transactions."

Chapter 496, Statutes of 2002 (formerly AB 2776 (Simitian)) affects all sales of real property that may occur within an airport influence area (AIA) boundary. It requires a statement (notice) to be included in the property transfer documents that indicates (1) the subject property is located within an airport influence area (AIA) boundary and (2) the property may be subject to certain impacts from airport/aircraft operations. The wording of the disclosure notice is as follows:

"NOTICE OF AIRPORT IN VICINITY

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

The current CLUP for the environs of San Francisco International Airport does not contain specific policies or guidance regarding real state disclosure of potential airport/aircraft impacts related to proposed development near the airport. However, both airport management and the Airport Land Use Committee (ALUC) are strong supporters of such disclosure. Since the City of Burlingame *Draft Housing Element 2009-2014* is a policy document, it does not include any proposals for housing development at any specific location. The issue of real estate disclosure would be more appropriately addressed as part of a future ALUC/C/CAG review of a specific housing development proposal. It will also be addressed in detail in the current update of the SFO CLUP document.

C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Burlingame, Re: General Plan Amendment: *Draft Housing Element 2009-2014* May 20, 2009

Page 7 of 8

III. Compliance with California Government Code Section 65302.3

California Government Code Section 65302.3 states that a local agency general plan and/or any affected specific plan must be consistent with the applicable airport/land use compatibility criteria in the relevant adopted airport land use plan (CLUP). The City of Burlingame *Draft Housing Element 2009-2014* includes text that indicates the goals, objectives, policies, and programs contained in the document are consistent with the relevant airport/land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan (CLUP)*, as amended, for San Francisco International Airport. This consistency connection is shown in the last sentence of the second full paragraph on p. 5 of the *Draft Housing Element 2009-2014* document.

ALUC Staff recommends that the text on p. 5 be revised to read as follows:

"The housing goals, policies, programs and other relevant content contained herein do not conflict with the recommended guidance from the *California Airport Land Use Planning Handbook January 2002*, (2) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5 Airport Land Use Commission, and (3) the applicable airport/land use compatibility criteria for the environs of San Francisco International Airport, as contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended."

IV. Guidance From the *Airport Land Use Planning Handbook*

ALUC Staff reviewed the relevant content of the *California Airport Land Use Planning Handbook January 2002* to prepare this report. The staff analysis and recommendation contained herein are consistent with and guided by the relevant recommendations and guidelines contained in the *Handbook*.

ATTACHMENTS

- Attachment No. 1: Letter to Dave Carbone, ALUC Staff, from Maureen Brooks, Planning Manager, City of Burlingame, dated April 29, 2009; re: review of the City of Burlingame *Draft Housing Element 2009-2014* by the Airport Land Use Committee (ALUC).
- Attachment No. 2A: Graphic: Preliminary configuration of Area B of the Airport Influence Area (AIA) Boundary for San Francisco International Airport.
- Attachment No. 2B: Graphic: Enlargement of the configuration of Area B of the Airport Influence Area (AIA) Boundary for San Francisco International Airport, Re: City of Burlingame

C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Burlingame, Re: General Plan Amendment: *Draft Housing Element 2009-2014* May 20, 2009

Page 8 of 8

ATTACHMENTS - continued

Attachment No. 3: Selected pages/graphics from the City of Burlingame *Draft Housing Element 2009-2014* document:

- Cover Page
- Table of Contents
- Graphic: North Burlingame Area Housing Opportunity Sites
- Graphic: Downtown Burlingame Housing Opportunity Sites
- Graphic: Carolan Ave. Housing Opportunity Sites
- Table VI-2 Quantified Summary of 2009-2014 Housing Element Work Program

Attachment No. 4: September 9, 2004 CCAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Burlingame, Re: *North Burlingame/Rollins Road Specific Plan* for an Area Near San Francisco International Airport

CITY OF BURLINGAME

City Hall – 501 Primrose Road
Burlingame, California 94010-3997



ATTACHMENT NO. 1 COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division
PH: (650) 558-7250
FAX: (650) 696-3790

April 29, 2009

Dave Carbone, ALUC Staff
City and County Association of Governments
Airport Land Use Committee
455 County Center, Second Floor
Redwood City, CA 94063

Re: ALUC Review of Draft 2009-2014 Housing Element

Dear Mr. Carbone,

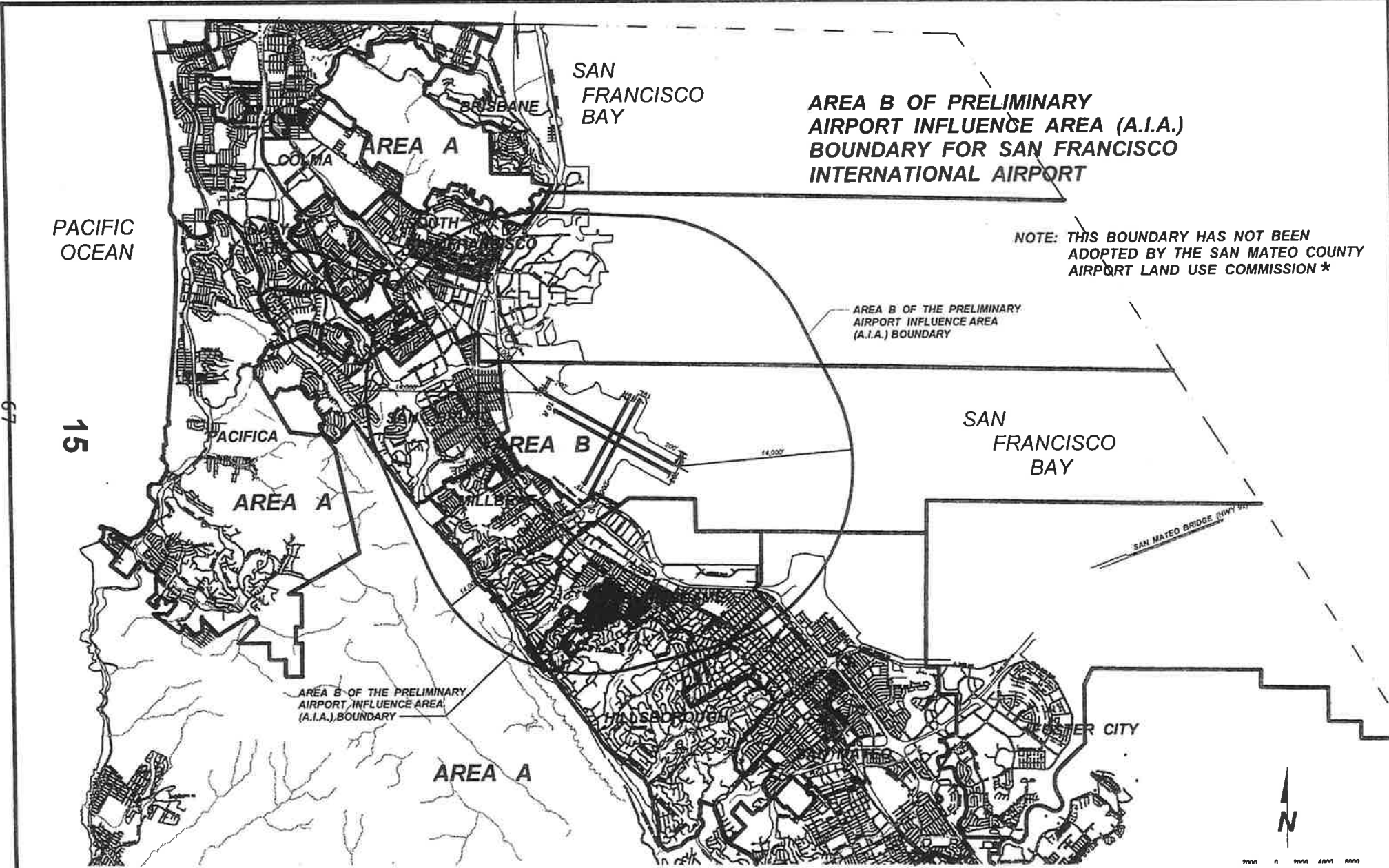
On March 16, 2009, the Burlingame City Council reviewed the Draft 2009-2014 Housing Element of the Burlingame General Plan and directed staff to submit the document to the State Department of Housing and Community Development (HCD) for review. The document was submitted to HCD on March 20, 2009 and is now being reviewed. It is expected that HCD will complete their review by the end of May, 2009. Enclosed is a copy of the Draft 2009-2014 Housing Element for Airport Land Use Committee (ALUC) review for consistency with the Comprehensive Airport Land Use Plan. Please let me know when this item will be scheduled on the ALUC and/or City and County Association of Governments (C/CAG) agendas.

Once the draft document has been reviewed by the State HCD, ALUC and C/CAG, Community Development Department staff will make any necessary changes and schedule public hearings before the Planning Commission and City Council on the general plan amendment to update the Housing Element. Thank you for your assistance. If you have any questions, please call me at (650) 558-7253.

Sincerely,

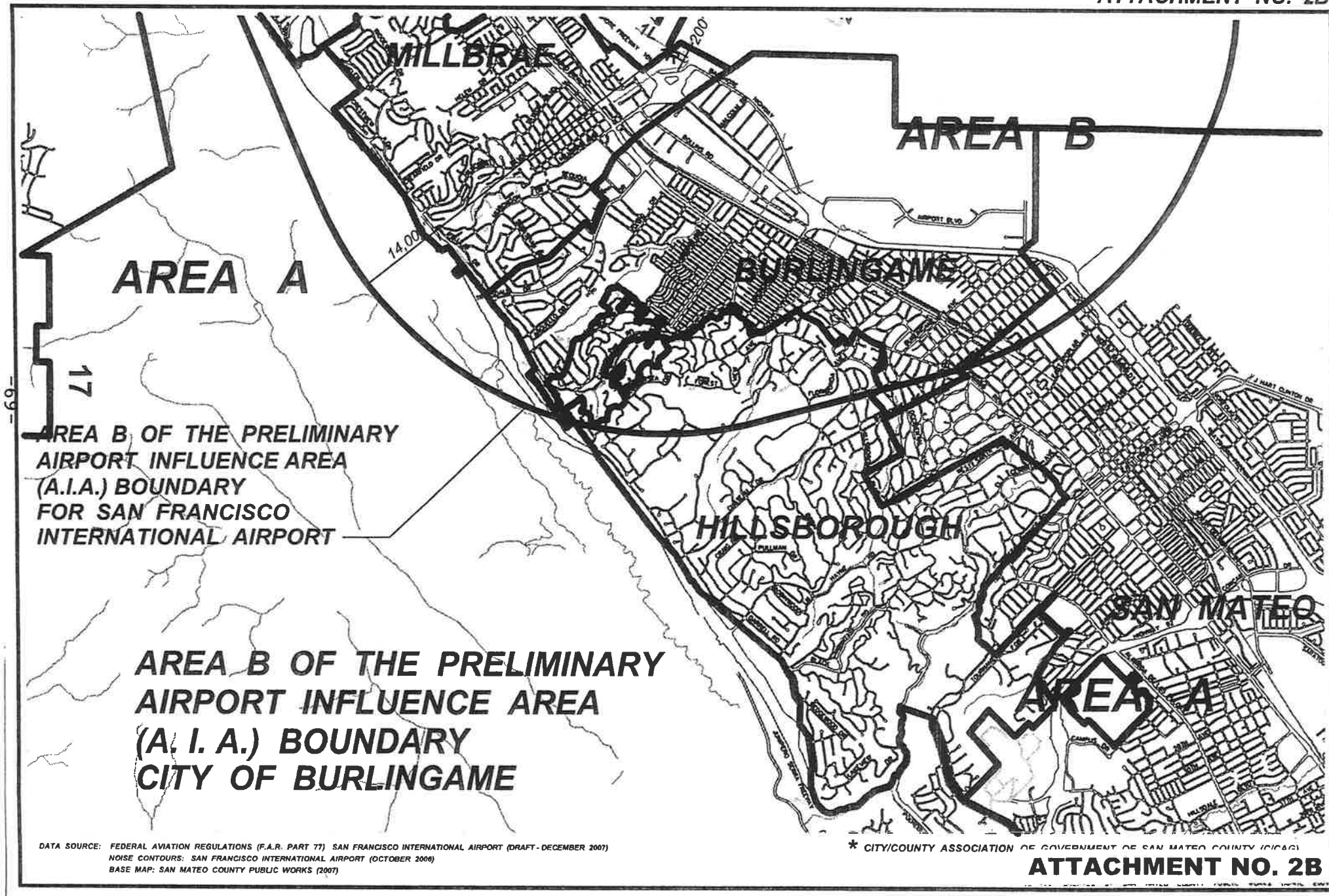
Maureen Brooks
Planning Manager

Enclosure: City of Burlingame Draft 2009-2014 Housing Element dated March 18, 2009



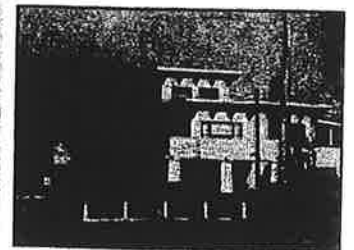
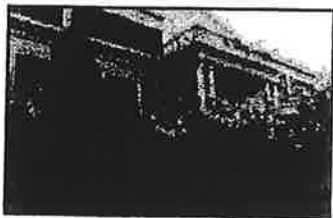
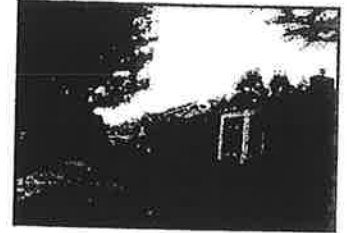
DATA SOURCE: FEDERAL AVIATION REGULATIONS (F.A.R. PART 77) SAN FRANCISCO INTERNATIONAL AIRPORT (DRAFT - DECEMBER 2007)
 NOISE CONTOURS: SAN FRANCISCO INTERNATIONAL AIRPORT (OCTOBER 2006)
 BASE MAP: SAN MATEO COUNTY PUBLIC WORKS (2007)

* CITY/COUNTY ASSOCIATION OF GOVERNMENT OF SAN MATEO COUNTY (C/CAG)





City of Burlingame



DRAFT Housing Element 2009 - 2014

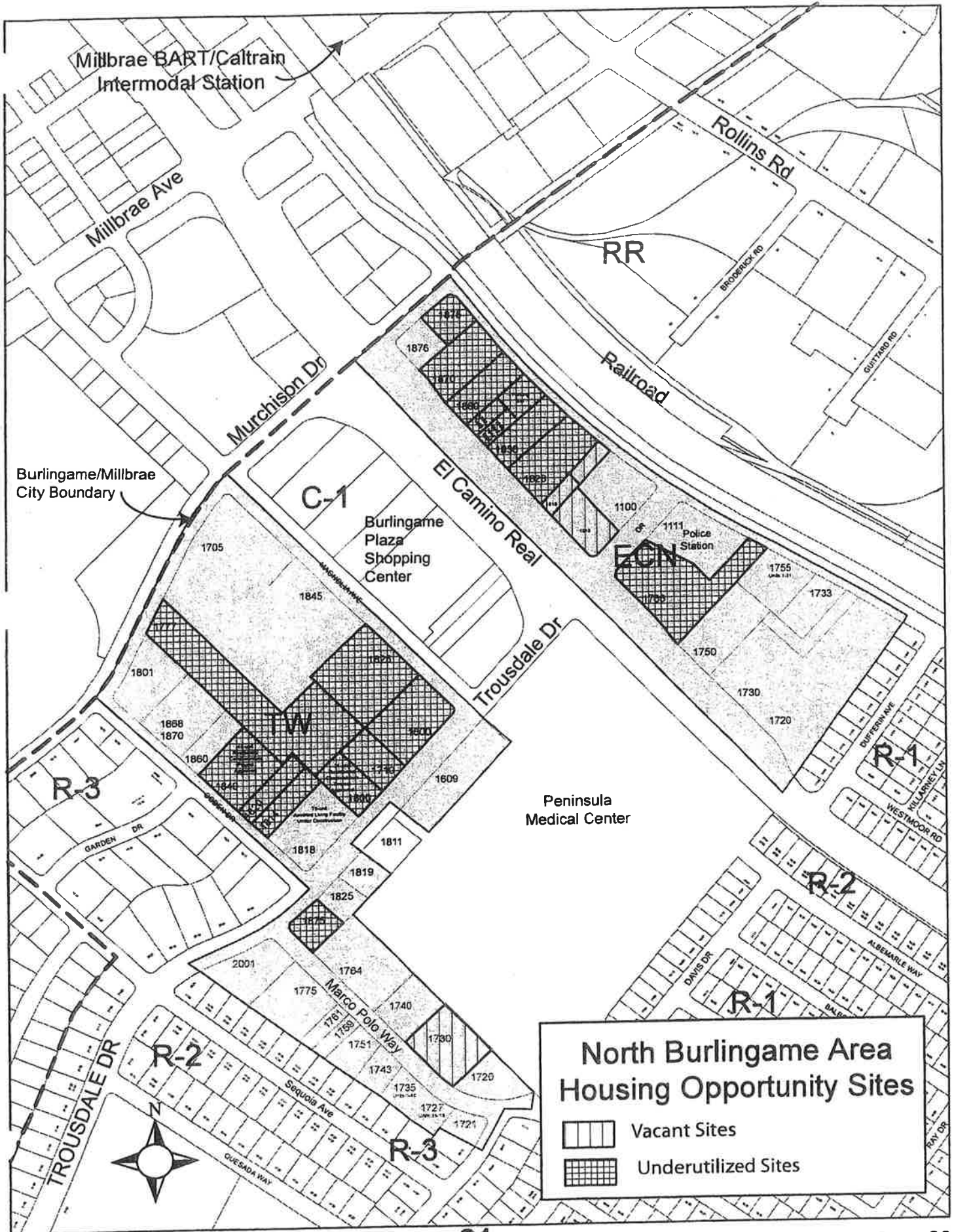
March 18, 2009

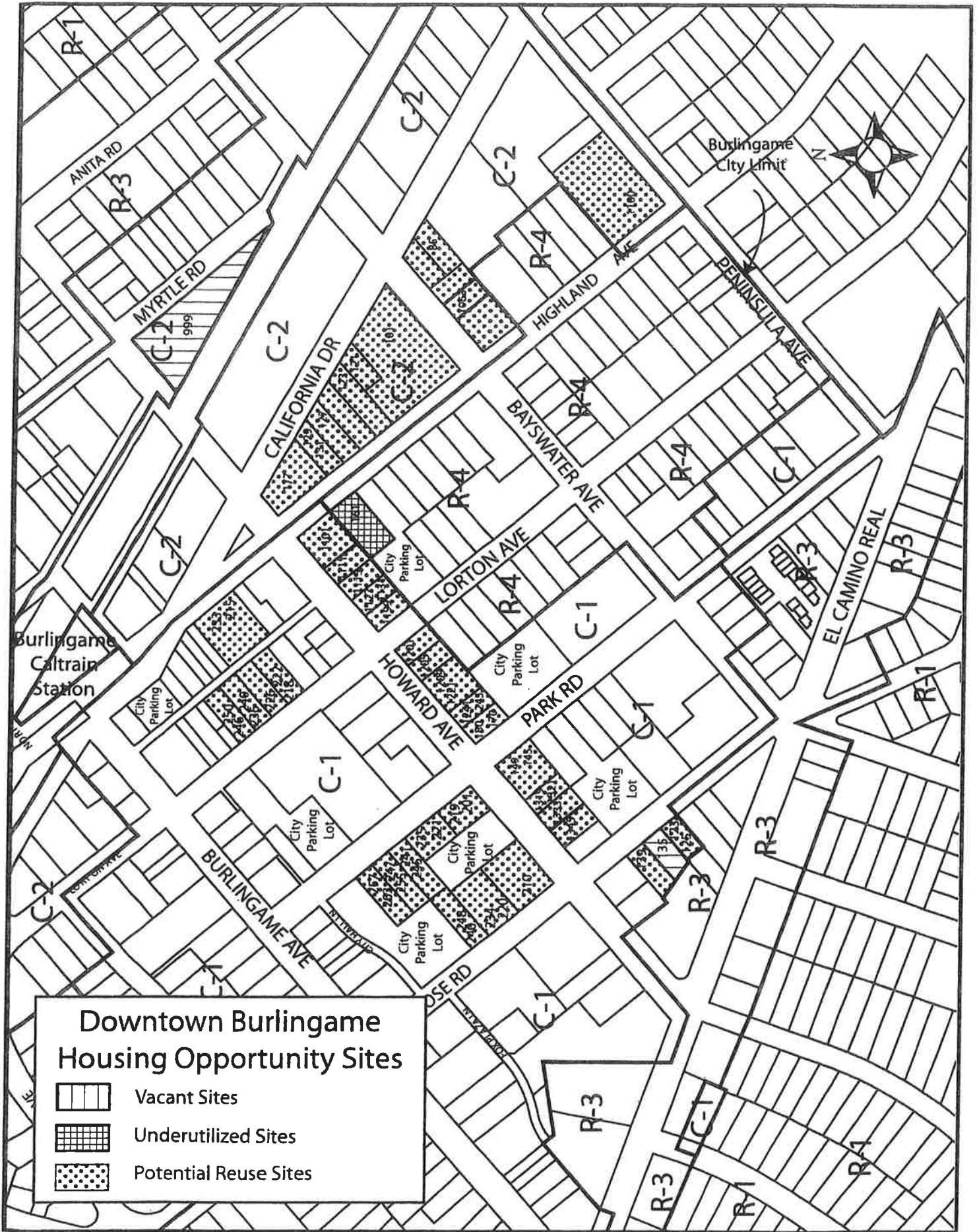
For Review by
California
Department of
Housing & Community
Development

Housing Element

Table of Contents

I. Executive Summary	1
II. Introduction	3
Role and Organization of Housing Element	
Sources of Information	
Civic Engagement	
Consistency with other General Plan Elements	
III. Profile of the Community	7
Burlingame Today	
Housing Needs Assessment	
IV. Housing Constraints	35
Governmental Constraints	
Non-Governmental Constraints	
V. Community Resources and Opportunities	49
Land Inventory and Site Identification	
Actions Required/Zoning Changes	
Public Facility Capacity	
Financial Resources	
Opportunities for Energy Conservation	
VI. Housing Goals, Policies and Action Program	89
Evaluation of 2002 Housing Element Work Program	
2009-2014 Goals and Policies	
Action Programs	
VII. Data Sources	102
VIII. Appendices – Public Outreach	103
A. October 7, 2008 Community Workshop Summary Report	
B. November 18, 2008 Community Workshop Summary Report	





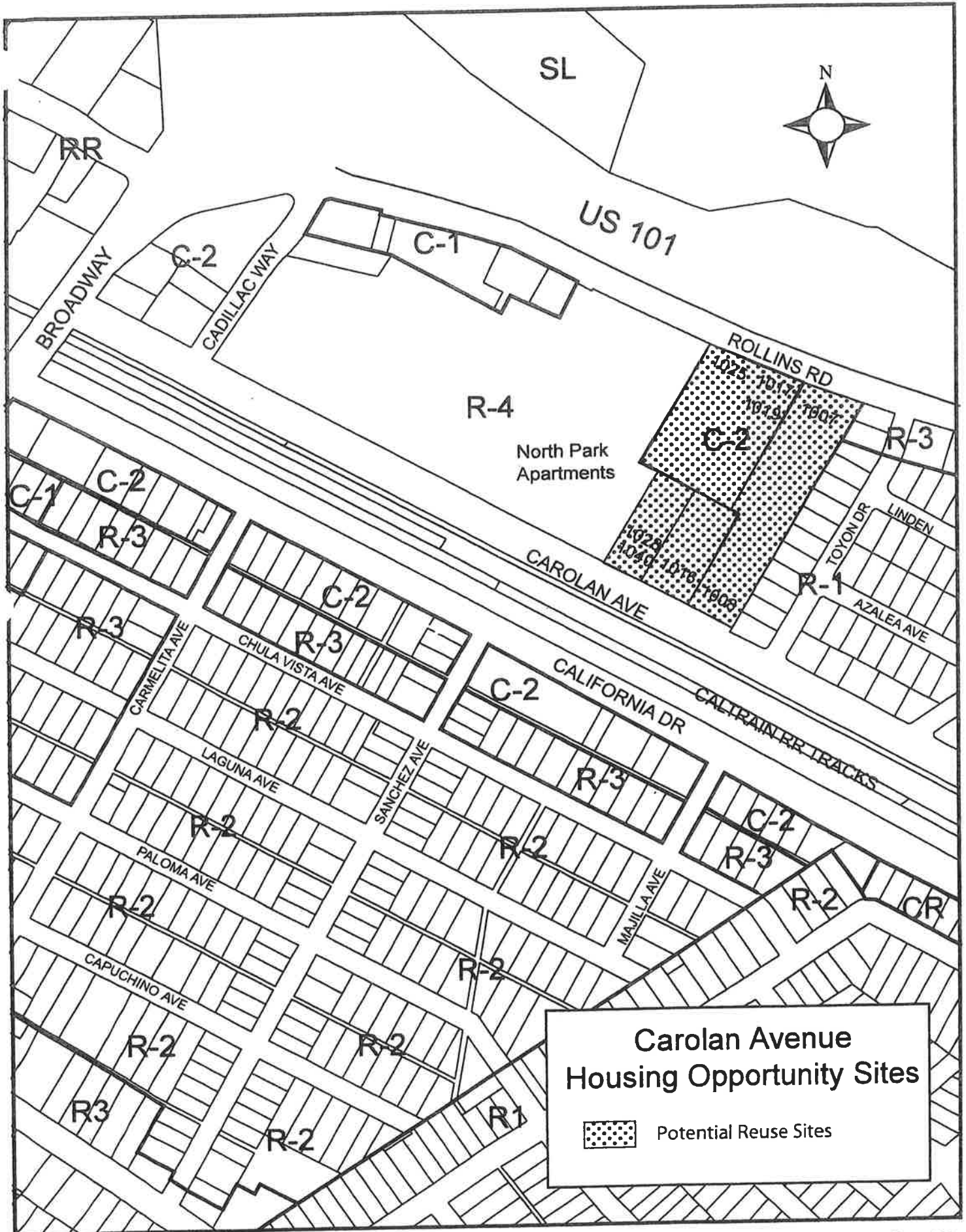


Table VI-2: Quantified Summary of 2009 – 2014 Housing Element Work Program

Income Category	ABAG Fair Share	New Construction	Rehabilitation*	Conservation*	Total
Very low	148	150	0	0	150
Low	107	135	0	0	135
Moderate	125	135	0	0	135
Above Moderate	270	452	0	0	452
Total	650	772	0	0	772

*Since Burlingame's older housing stock does not have affordability restrictions which are at risk of conversion to market rate housing, it is unlikely that there will be units rehabilitated or conserved pursuant to the requirements under the revised State legislation of Assembly Bill 2348.

CCAG AGENDA REPORT

Date: September 9, 2004

To: CCAG Board of Directors

From: Dave Carbone, CCAG Airport Land Use Committee (ALUC) Staff
TEL: 650/363-4417; FAX: 650/363-4849; email: dcarbone@co.sanmateo.ca.us

Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the City of Burlingame, Re: North Burlingame/Rollins Road Specific Plan for an Area Near San Francisco International Airport

RECOMMENDATION

That the CCAG Board of Directors, acting as the Airport Land Use Commission, accept the following recommendation from the CCAG Airport Land Use Committee (ALUC): that the Airport Land Use Commission (CCAG) determine that the proposed City of Burlingame North Burlingame/Rollins Road Specific Plan is consistent with the applicable airport/land use compatibility criteria for San Francisco International Airport, as contained in the San Mateo County Comprehensive Airport Land Use Plan December 1996, as amended, based on the following conditions:

1. Add appropriate text to *Chapter 7* to identify all of the FAR Part 77 height/airspace protection parameters (imaginary surfaces) that affect the planning area and include a revised version of *Figure 7.3* that illustrates the configuration of the Horizontal Surface over the planning area.
2. Revise the text in *Chapter 7* to indicate all future development in the Specific Plan area is subject to the limitations of the applicable FAR Part 77 airspace parameters and the formal federal notification process, via FAA Form 7460-1, "*Notice of Proposed Construction or Alteration*" and further indicate that the findings of all FAA aeronautical studies conducted by the FAA, per the federal notification process, will be incorporated into the final approval for all new development in the planning area.
3. Revise the text in *Chapter 7* to address aircraft noise impacts as follows:

"All project development sponsors within the Specific Plan area shall retain a qualified acoustical engineer familiar with aviation noise impacts to prepare an acoustical study, in accordance with State Title 24 requirements. The acoustical study shall identify methods of design and construction to comply with the applicable portions of the Uniform Building Code Title 24, Appendix 36, Sound Transmission Controls and with the FAA Part 150 Noise Compatibility Program so that construction will achieve an indoor noise level of 45 dBA, or less, as measured for aircraft noise events. The cost of the noise insulation measures shall be borne by the development project sponsor."

**CCAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the City of Burlingame, Re: North Burlingame/Rollins Road Specific Plan for an Area Near San Francisco International Airport
September 9, 2004**

Page 2

4. Revise the text in *Chapter 7* to address airport-related safety concerns, as follows:

“Future development in the Specific Plan area shall comply with all relevant FAA standards and criteria for safety, regarding flashing lights, reflective material, land uses which may attract large concentrations of birds, HVAC exhaust vents, and uses which may generate electrical interference with aircraft communications and/or instrumentation.”

5. Add appropriate text in the draft Specific Plan that indicates all of the planning area is located within the current airport influence area (AIA) boundary for San Francisco International Airport and that all property for sale in the planning area will be subject to the real estate disclosure requirements per Chapter 496, Statutes 2002 (the Simitian bill).

6. Add appropriate text to address compliance with the airport/land use plan as follows:

“Government Code Section 65302.3 requires that local agency general plans and/or any affected specific plan must be consistent with the applicable airport/land use compatibility criteria in the relevant adopted airport land use plan (CLUP). The goals, objectives, and polices contained herein, do not conflict with the airport/land use compatibility criteria contained in the San Mateo County Comprehensive Airport Land Use Plan December 1996, as amended, for San Francisco International Airport.”

7. Add the following text to *Chapter 7*, as drafted and proposed by the City of Burlingame, to address concerns regarding future development in the Specific Plan area, as expressed by the Director of San Francisco International Airport:

“The areas below address the existing regulations regarding noise and safety as they relate to current airport operations and as reflected in the adopted San Mateo County Comprehensive Land Use Plan and FAA requirements. It is recognized that the planning area, particularly the El Camino Real North Subarea, is proximate to the San Francisco International Airport and is subject to impacts associated with operations of an airport. As operating conditions at the airport change and information becomes available which result in changes to the regulations, development in the planning area may be subject to additional requirements related to noise and safety (such as additional height restrictions, noise insulation measures affecting construction, and aviation easements for certain uses.)

In addition to the above conditions, the ALUC advises the CCAG Board that the Caltrans Division of Aeronautics raised an issue in its comment letter on the draft Specific Plan, regarding the applicability of safety zones for Runways 1/19 at San Francisco International Airport, that relate to the proposed residential land uses in the Plan. The ALUC advises the Board that the additional text proposed by the City of Burlingame, in Condition No. 7 above, is broad enough to address the safety zone issue in the near term. However, the ALUC suggests that this issue be addressed in a future CLUP amendment for San Francisco International Airport in sufficient detail to reflect guidance from the California Airport Land Use Planning Handbook January 2002 (Handbook) and be consistent with previous safety compatibility policies.

**CCAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the City of Burlingame, Re: North Burlingame/Rollins Road Specific Plan for an Area Near San Francisco International Airport
September 9, 2004**

Page 3

FISCAL IMPACT

None.

BACKGROUND

The City of Burlingame has submitted its North Burlingame/Rollins Road Specific Plan May 28, 2004, to CCAG, acting as the Airport Land Use Commission, for a determination of the consistency of the Specific Plan with the relevant airport/land use compatibility criteria, as contained in the San Mateo County Comprehensive Airport Land Use Plan December 1996, as amended, for San Francisco International Airport (see Attachment No. 1 of the attached ALUC Staff Report, dated August 20, 2004). The draft document is also a general plan amendment and therefore, is subject to ALUC/CCAG review, pursuant to PUC Section 21676(b). The 60-day state-mandated review process will expire on September 15, 2004.

The Specific Plan is a land use and development policy document that will guide future development in the north (west) end of Burlingame and the Rollins Road industrial corridor. The draft document notes the plan "...includes land use changes and design improvements for the northwestern part of Burlingame. The City foresees the potential for change in this area because of the opening of the Millbrae Intermodal Station and the planned replacement of the Mills Peninsula Hospital with a medical office building and support parking facilities. Additionally, the City has recently updated its *Housing Element* and a number of potential housing sites were identified in the Specific Plan area."

DISCUSSION

Relevant Specific Plan Content

The Specific Plan area configuration is an inverted L-shaped area, bounded by the City of Millbrae city limits to the north, U.S. Highway 101 on the east, Broadway on the south, the Caltrain right-of-way on the west, and a portion of the El Camino Real commercial corridor, west of the El Camino Real and divided by Trousdale Drive. It also includes the Mills Peninsula Hospital site (see Attachment No. 2 in the attached ALUC Staff Report).

The planning area includes the following existing land uses: Industrial/Office, Office/Commercial, Shopping and Service Commercial, Institutions (hospital), and Commercial Service. It also includes a small pocket of multi-family residential uses along California Drive just south of Trousdale Drive. There are no single-family residences in the planning area. (see Attachment No. 3 in the attached ALUC Staff Report). A key proposal in the Specific Plan is to include multi-family residential land uses as part of a mixed-use area on the west side of El Camino Real in the vicinity of Mills Hospital. (see Goal D below).

The draft Specific Plan contains eight goals (A-G) and 33 objectives/policies to guide future development in the planning area. Goal D is the goal most closely related to airport/land use compatibility because it encourages a mixed-use neighborhood in the El Camino Real/Mills Peninsula Hospital area. It also includes four objectives/policies to support the implementation of the goal at specific locations in the planning area. Goal D and the four objectives/policies are stated as follows:

**CCAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the City of Burlingame, Re: North Burlingame/Rollins Road Specific Plan for an Area Near San Francisco International Airport
September 9, 2004**

Page 4

“Goal D: The El Camino Real/Mills Peninsula Hospital area offers opportunities for a safe and viable mixed-use neighborhood that takes advantage of its proximity to the Millbrae Intermodal Station and the regional access it provides, as well as nearby employment and health service opportunities.

D-1: Encourage the transition to higher density residential development and supporting local retail and service businesses on parcels in the El Camino Real North area to take advantage of the proximity to the regional transportation opportunities and to meet the community’s housing needs.

D-2: Focus Medium –High Density Residential uses along the El Camino Real corridor to continue and strengthen the existing multiple-family residential pattern on El Camino Real and the rest of Burlingame.

D-3: Development on the California Drive frontage shall be residential in character and shall be attractive, pedestrian-scaled and designed to address its proximity to the Caltrain main line.

D-4: The area north of Trousdale Drive shall provide a mix of office and residential uses to provide a transition between the denser residential development in the El Camino Real corridor and the single-family residential neighborhood to the west.”

The revised text of *Chapter 7: Development Framework* contains a list of Community Standards to address some of the airport/land use compatibility issues, such as height of structures, and real estate disclosure. However, neither the goals and objectives/policies listed above nor the revised text in *Chapter 7* address noise impacts from aircraft operations at nearby San Francisco International Airport. They also do not fully address height of structures/airspace protection, and safety concerns. Those issues are addressed in detail in the attached ALUC staff report.

CCAG Airport Land Use Committee (ALUC) Review

The CCAG Airport Land Use Committee (ALUC) reviewed the draft Specific Plan at its Regular Meeting on August 26, 2004. The Committee discussed the airport/land use compatibility issues contained in the attached ALUC staff report. The proposed six conditions to achieve consistency with the relevant land use compatibility policies and criteria contained in the CLUP for San Francisco International Airport, as contained in the ALUC staff report, were acceptable to the City of Burlingame and endorsed by the Committee members. Two additional issues were addressed in the ALUC review. They included the following: (1) a request for the grant of an avigation easement in favor of San Francisco International Airport (SFO) from all future development sponsors in the Specific Plan area and (2) a comment from the Caltrans Division of Aeronautics, regarding safety zones and related airport/land use compatibility criteria for specific runways at SFO, as described in the Handbook. Each of these issues is addressed below.

**CCAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the City of Burlingame, Re: North Burlingame/Rollins Road Specific Plan for an Area Near San Francisco International Airport
September 9, 2004**

Page 5

(1) Grant of an Avigation Easement in Favor of San Francisco International Airport (SFO)

The City of Burlingame received a comment letter from the Airport Director John Martin, dated July 30 2004, regarding the content of the draft Mitigated Negative Declaration for the Specific Plan. That letter indicated that "Should the City of Burlingame...choose to adopt the Specific Plan as proposed, then at the very least the Mitigated Negative Declaration should include the following specific mitigation measures:

All development project sponsors shall be required to execute an avigation easement in favor of San Francisco International Airport for new residential units proposed under the Specific Plan."

There were three other suggested mitigation measures included in the Airport Director's letter, regarding noise and safety impacts and mitigation actions. The City of Burlingame agreed with those three measures but voiced its strong opposition to requiring the grant of an avigation easement to the Airport, as part of the approval of all future residential development in the Specific Plan area.

At the suggestion of ALUC staff, a meeting was convened at Burlingame City Hall on August 24, 2004, to further address the avigation easement issue. The meeting attendees included City of Burlingame staff, SFO Airport staff, the CCAG Executive Director, and ALUC Staff (see list of attendees below). After discussing the issue and hearing the concerns of both parties (Burlingame and SFO), the City of Burlingame agreed to amend the text in *Chapter 7* of the draft Specific Plan to include the following:

"The areas below address the existing regulations regarding noise and safety as they relate to current airport operations and as reflected in the adopted San Mateo County Comprehensive Land Use Plan and FAA requirements. It is recognized that the planning area, particularly the El Camino Real North Subarea, is proximate to the San Francisco International Airport and is subject to impacts associated with the operation of an airport. As operating conditions at the airport change and information becomes available which result in changes to the regulations, development in the planning area may be subject to additional requirements related to noise and safety (such as additional height restrictions, noise insulation measures affecting construction and avigation easements for certain uses)."

This language was acceptable to Airport staff and is included as part of the ALUC's recommendation to the CCAG Board. The City of Burlingame has also agreed to all six of the recommended conditions contained in the attached ALUC staff report.

(2) Comment from the Caltrans Division of Aeronautics, re: Safety Zones for San Francisco International Airport as defined by the Handbook

The City of Burlingame received a comment letter from Sandy Hesnard, Aviation Environmental Planner, at the Caltrans Division of Aeronautics, dated June 17, 2004 regarding the content of the Mitigated Negative Declaration prepared for the Specific Plan. Her letter included the following comment:

Avigation easement meeting attendees: M. Monroe/M. Brooks, City of Burlingame staff; N. Lam/B. Ganoung, SFO staff; R Napier, CCAG Executive Director, R. Newman, ALUC Chairperson; and D. Carbone, ALUC staff.

**CCAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the City of Burlingame, Re: North Burlingame/Rollins Road Specific Plan for an Area Near San Francisco International Airport
September 9, 2004**

Page 6

“We are also concerned with the proposed residential development north of Trousdale Drive. In addition to noise concerns, the area appears to be within the Inner Approach/Departure Zone (2) and the Inner Turning Zone (3) for San Francisco International Airport’s Runway 1R-19L, as defined by the 2002 California Airport Land Use Planning Handbook (Handbook) published by the Division of Aeronautics. In accordance with CEQA...the Handbook must be utilized as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries...The Handbook recommends that residential be prohibited within Zone 2 and limited to “low densities...within Zone 3.”

I explained that Ms Hesnard’s comment is technically correct but the referenced safety zones are not included in the current CLUP for San Francisco International Airport. I indicated safety zones will be included in a future CLUP amendment for the Airport, along with several other revisions, as necessary, to update the CLUP to be more consistent with the relevant guidance from the Handbook. I also noted that a CLUP amendment for San Francisco International Airport would be initiated by the ALUC in the near future.

The Committee members felt this issue would be addressed in the near term by the additional broad language proposed by the City of Burlingame to be added to *Chapter 7* of the draft Specific Plan. The Committee members also felt, however, that this issue should be highlighted as part of the Committee’s recommendation to the CCAG Board, to ensure that future discussion of this issue is consistent with previous policies regarding residential development near the Airport. Therefore, the ALUC recommendation includes a highlighted reference to this issue.

Guidance From the California Airport Land Use Planning Handbook January 2002

ALUC Staff reviewed the relevant content of the California Airport Land Use Planning Handbook to prepare this report and the attached ALUC staff report. The staff analysis and recommendations contained herein are consistent with and guided by the relevant provisions contained in the Handbook.

ATTACHMENT

CCAG Airport Land Use Committee (ALUC) Staff Report, dated August 20, 2004, with seven attachments

C/CAG AGENDA REPORT

Date: June 11, 2009
To: City/County Association of Governments Board of Directors
From: C/CAG Airport Land Use Committee (ALUC)
Subject: Consideration/Approval of a recommendation from the C/CAG Airport Land Use Committee (ALUC) of a referral from the City of South San Francisco, Re: Comprehensive Land Use Compatibility Plan (CLUP) Consistency Review of a General Plan Amendment: Draft Housing Element May 2009

(For further information contact Richard Napier at 599-1420 or Dave Carbone at 363-4417)

RECOMMENDATION

That the C/CAG Board consider and approve a recommendation from the C/CAG Airport Land Use Committee (ALUC) of a referral from the City of South San Francisco, Re: Comprehensive Land Use Compatibility Plan (CLUP) Consistency Review of a General Plan Amendment: Draft Housing Element May 2009 in accordance with the staff recommendations.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND/DISCUSSION

A C/CAG Airport Land Use Committee (ALUC) meeting was held on May 28, 2009. The Committee reviewed a referral from the City of South San Francisco's proposed General Plan Housing Element, to determine consistency with the Comprehensive Land Use Plan (CLUP) taking into considerations relevant recommended guidance from the *California Airport Land Use Planning Handbook*, relevant sections of the California Public Utilities Code/Airport Land Use Commission, and the applicable airport/land use compatibility criteria and guidelines contained in the *San Mateo County Comprehensive Airport Land Use Plan* (as amended for the environs of San Francisco International Airport (SFIA)).

The Committee found the City of South San Francisco's General Plan Housing Element May 2009, to be consistent with the Comprehensive Land Use Plan (CLUP) and recommends approval by the C/CAG Board incorporating the comments provided in the attached 5/20/09 ALUC Staff Report including the comments on aviation easements from the ALUC staff memorandum to the C/CAG Board dated 9/9/04 setting forth a methodology for consideration of aviation easements.

ITEM 5.8

ATTACHMENT

ALUC Staff Report Dated 5/20/09 regarding a referral from the City of South San Francisco


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 AIRPORT LAND USE COMMITTEE (ALUC)

STAFF REPORT

Please Reply To : Dave Carbone, ALUC Staff, 455 County Center, Second Floor,
Redwood City, CA 94063; TEL: 650-363-4417; FAX: 650-363-4849;
email: dcarbone@co.sanmateo.ca.us

TO: C/CAG Airport Land Use Committee (ALUC) Representatives and Alternates
FROM: David F. Carbone, ALUC Staff 
DATE: May 20, 2009
RE: **Agenda Item No. 4** for May 28, 2009 - Comprehensive Airport Land Use
Compatibility Plan (CLUP) Consistency Review of a Referral From the City of
South San Francisco, Re: Proposed *General Plan Housing Element May 2009*

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the Board, acting as the Airport Land Use Commission, determine that the City of South San Francisco proposed *General Plan Housing Element May 2009* is consistent with (1) the relevant recommended guidance from the *California Airport Land Use Planning Handbook January 2002*, (2) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5, Airport Land Use Commission, and (3) the applicable airport/land use compatibility criteria for the environs of San Francisco International Airport, as contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended, based on the following condition:

ALUC Chairperson:
Richard Newman
Aviation Representative

ALUC Vice Chairperson:
Mark Church, Supervisor
County of San Mateo

Airport Land Use Committee (ALUC) Staff:
David F. Carbone, Transportation Systems Coordinator/Airport
Environs Planning, Co. of San Mateo Planning & Bldg. Dept.

C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of South San Francisco, Re: Proposed *General Plan Housing Element May 2009* May 20, 2009

Page 2 of 9

California Government Code 65302.3, Re: General Plan Consistency With Comprehensive Airport Land Use Compatibility Plan (CLUP). Include the following text in the South San Francisco City Council resolution to adopt the *General Plan Housing Element May 2009* document to address compliance with the relevant airport/land use compatibility criteria for the environs of San Francisco International Airport:

“The housing goals, polices, programs and other relevant content contained herein do not conflict with the recommended guidance from the *California Airport Land Use Planning Handbook January 2002*, (2) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5 Airport Land Use Commission, and (3) the applicable airport/land use compatibility criteria for the environs of San Francisco International Airport, as contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended.”

BACKGROUND

The State of California requires each city, county, or city and county, to adopt a comprehensive, long-term general plan for the future physical development of the community. The housing element is one of seven mandated elements of a local agency general plan. State law mandates that local governments update their housing elements every five years to identify plans and programs to meet existing and projected housing needs for all economic segments of the community.

The City of South San Francisco housing element must identify sites for future housing development to accommodate the City's share of its regional housing needs allocation (RHNA) number, as determined by the Association of Bay Area Governments (ABAG) for the planning period (2007-2014). The ABAG projected regional housing needs allocation (RHNA) requires the City of South San Francisco to plan for the construction of 1,635 new dwelling units between 2007 and 2014. The City has approved 830 dwelling units since 2007 that are either completed or under construction. The City's remaining RHNA obligation is 805 dwelling units.

The City of South San Francisco *General Plan Housing Element May 2009* identifies 19 sites that could accommodate future housing development by 2014. The total acreage of those sites is 43.6 acres. Development of those sites would yield 1,245 dwelling units, as follows:

BART Transit Village Area:	7 sites, 18.0 acres, 622 dwelling units
South El Camino Real Corridor:	3 sites, 21.3 acres, 474 dwelling units
Downtown (Linden Ave. corridor area):	9 sites, 4.3 acres, 149 dwelling units

Data source: City of South San Francisco *General Plan Housing Element May 2009*.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of South San Francisco, Re: Proposed General Plan Housing Element May 2009
May 20, 2009**

Page 3 of 9

The total potential number of new dwelling units (1,245) exceeds the City's remaining RHNA obligation (805 units) by 440 units (1,245 minus 805).

The City of South San Francisco has referred its *General Plan Housing Element May 2009* document to C/CAG, acting as the Airport Land Use Commission, for a determination of the consistency of the content of the document with the relevant airport/land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended for the environs of San Francisco International Airport (see Attachment No. 1). The document is subject to ALUC/C/CAG review, pursuant to California Public Utilities Code Section 21676 (b). The 60-day review period will expire on July 12, 2009.

A large portion of the City of South San Francisco is located within Area B of the preliminary Airport Influence Area (AIA) boundary for San Francisco International Airport based, on criteria developed in the current SFO CLUP update project. Area B defines a geographic area within which affected jurisdictions must refer their proposed land use policy actions (i.e. general plan amendments, specific plans, etc.) to the ALUC and C/CAG Board for a CLUP consistency review/action (see Attachment Nos. 2A and 2B).

DISCUSSION

I. Airport/Land Use Compatibility Issues

There are three airport/land use compatibility issues contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended (CLUP), for the environs of San Francisco International Airport, that must be considered to determine the consistency of the proposed land use policy action with the relevant content of the CLUP. These include: (a.) Height of Structures, Use of Airspace, and Airspace Compatibility, (b.) Aircraft Noise Impacts, and (c.) Safety Criteria. The following sections address each issue.

(a.) Height of Structures, Use of Airspace, and Airspace Compatibility

The Airport Land Use Commission (C/CAG Board) has adopted the provisions in Federal Aviation Regulations FAR Part 77, "Objects Affecting Navigable Airspace," to establish height restrictions, airspace protection, and federal notification requirements related to proposed development within the FAR Part 77 airspace boundaries for San Francisco International Airport. The regulations contain three key elements: (1.) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2.) requirements for project sponsors to provide notice to the FAA of certain proposed construction or alteration of structures that may affect the navigable airspace and (3.) initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of proposed construction or alterations of structures on the subject airspace.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of South San Francisco, Re: Proposed General Plan Housing Element May 2009
May 20, 2009**

Page 4 of 9

The City of South San Francisco *General Plan Housing Element May 2009* is a policy document that does not include any specific housing development proposal on any of the identified sites. The height of structures/airspace protection issue would be addressed in future ALUC/CCAG reviews of proposed housing developments on specific sites that would require a land use and/or zoning change or a specific plan.

It is important to note here that the ALUC reviewed the City of South San Francisco *General Plan Amendment – South El Camino Real Corridor* document at a Special Meeting on April 30, 2009. The Committee approved the following conditions regarding Federal Aviation Regulations FAR Part 77 height restrictions for airspace protection:

2. Federal Aviation Regulations FAR Part 77 Height Restrictions/Airspace Protection.

- A. Replace Figure 2-2 with the current version of the FAR Part 77 airspace diagram for San Francisco International Airport to illustrate the correct configuration and maximum heights of the FAR Part 77 imaginary surfaces that affect the City of South San Francisco.
- B. Incorporate text that indicates all future development in the South El Camino Real Corridor is subject to the FAR Part 77 airspace protection surfaces (height limits) for the environs of San Francisco International Airport and the related federal notification and review process for new construction.

(b.) Aircraft Noise Impacts

The Community Noise Equivalent Level in decibels (dB CNEL) is a noise metric that represents the average daytime noise level during a 24-hour day, based on a compilation of individual noise events and adjusted to an equivalent level to account for the lower tolerance of people to noise during evening hours, relative to the daytime period. The State of California and the FAA define an airport's noise impact boundary, based on the configuration of the airport's 65 dB CNEL aircraft noise contour. This boundary is also used to define a geographic area within which to apply noise mitigation actions, such as sound insulation, property acquisition, etc).

The current comprehensive airport/land use compatibility plan (CLUP) for the environs of San Francisco International Airport includes an FAA-accepted Noise Exposure Map (NEM) from the Airport's 1983 FAR Part 150 Noise Compatibility Program. That map is outdated and will be replaced by the 2008 NEM map, as part of a future CLUP amendment. The configuration of the 65 dB CNEL contour, shown on the 2007 NEM, includes a large portion of the City of South San Francisco, generally between Interstate 280 on the southwest and Del Monte Ave./ Caltrain right-of-way on the northeast, south of Hickey Blvd.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of South San Francisco, Re: Proposed General Plan Housing Element May 2009
May 20, 2009**

Page 5 of 9

The City of South San Francisco *General Plan Housing Element May 2009* is a policy document that does not include any specific housing development proposal on any of the identified sites. However, the issue of aircraft noise impacts was addressed in the ALUC review of the City of South San Francisco *General Plan Amendment – South El Camino Real Corridor* at a Special Meeting on April 30, 2009. The Committee approved the following conditions, regarding aircraft noise impacts in the South El Camino Real Corridor, related to new development, including housing:

3. **Aircraft Noise Impacts.** Amend the text in Chapter 8 – Noise to address aircraft noise impacts, as follows:

A. Revise the text at the top of p. 9-3 to read as follows:

“* The ALUC is currently preparing an update of the comprehensive airport land use compatibility plan (CLUP) for the environs of San Francisco International Airport. That plan is expected to be completed in final draft form in 2010. The updated plan will include the 2008 FAA-accepted Noise Exposure Maps (NEMs). The 2008 contours – 65 dB and 70 dB CNEL – are shown in Figure 9-1. Large portions of the city are located within the 2008 65 dB CNEL aircraft noise contour. The 70 dB CNEL aircraft noise contour impacts a small portion of the city’s eastern industrial area near the San Bruno border.”

B. Combine the text in Policies 9-1-4 and 9-1-5 into one policy to read as follows:

“ Ensure that project applications for all new noise-sensitive land uses (plans and specifications), including schools, hospitals, churches, and residential units proposed within the 65 dB CNEL to 69 dB CNEL aircraft noise contour include an acoustical study, prepared by a professional acoustic engineer, that specifies the appropriate noise mitigation features to be included in the design and construction of those uses, to achieve an interior noise level of not more than 45 dB in any habitable room, based on measured aircraft noise events at the land use location.”

(c.) Safety Criteria

1. Safety Zones

The *California Airport/Land Use Planning Handbook January 2002* requires airport/land use compatibility plans (CLUPs) to identify safety zones and related land use compatibility criteria for each runway end. Since this referral identifies potential housing sites and does not include any specific housing proposals, it is premature to address safety issues related to future housing development. Furthermore, the current SFO CLUP document does not include safety zones for the runway ends at SFO. The CLUP update currently in progress will include the required safety zones and related land use compatibility policies and criteria.

C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of South San Francisco, Re: Proposed *General Plan Housing Element May 2009* May 20, 2009

Page 6 of 9

2. Land Uses

Certain types of land uses are recognized by the Airport Land Use Commission (C/CAG Board) as hazards to air navigation in the vicinity of San Francisco International Airport. These land uses are listed in the CLUP for the environs of San Francisco International Airport and include the following:

- Any use that would attract concentrations of birds within approach/climbout areas
- Any use that would generate electrical interference that may affect aircraft communications or aircraft instrumentation.
- Any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a final approach for landing, other than an FAA-approved navigational lights
- Any use that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a final approach for landing.

It is highly unlikely that any future housing development in the City of South San Francisco would include any of the above parameters that would be a safety issue for aircraft in flight. Such land use characteristics should be addressed in the Land Use Element an/or in the Safety Element of the South San Francisco General Plan. These parameters would be considered in a formal FAA FAR Part 77 airspace impact review and as part of a CLUP consistency review by the ALUC and C/CAG, if necessary.

II. Housing Element Policies, Re: Airport Noise and Land Use Compatibility

The *General Plan Housing Element May 2009* document contains the following policies to address airport noise and land use compatibility in the environs of San Francisco International Airport:

“Policy 4-4 – The City shall require new residential developments to comply with the Aircraft Noise/Land Use Compatibility Standards for the San Francisco International Airport Plan Area, as contained in the San Mateo County Airport Land Use Plan (Existing Policy 5-4)”

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of South San Francisco, Re: Proposed *General Plan Housing Element May 2009*
May 20, 2009**

Page 7 of 9

"Program 4-4A – Review all new residential development for compliance with the County Airport Land Use Plan. Any incompatible residential use will be either eliminated or mitigation measures will be taken to reduce noise levels within the acceptable range in accordance with the Noise Element. (Existing Program 5-4A)"

"Program 4-4B – Support the Airport Noise Insulation Program. Assist homeowners in insulating units adversely affected by airport noise, pursuant to the Aviation Safety and Noise Abatement Act of 1979 (Section 49 USC 2102et seq.). This program is available regardless of income level. (Existing Policy 5-4B)"

Source: City of South San Francisco *General Plan Housing Element May 2009* document, pp. 94-95

II. Real Estate Disclosure

California Public Utilities Code PUC Section 21674.7 states the following:

"An airport land use commission...shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the Airport Land Use Planning Handbook published by the Division of Aeronautics ..."

The *California Airport Land Use Planning Handbook January 2002* states the following:

"ALUCs are encouraged to adopt policies defining the area within which information regarding airport noise impacts should be disclosed as part of real estate transactions."

Chapter 496, Statutes of 2002 (formerly AB 2776 (Simitian)) affects all sales of real property that may occur within an airport influence area (AIA) boundary. It requires a statement (notice) to be included in the property transfer documents that indicates (1) the subject property is located within an airport influence area (AIA) boundary and (2) the property may be subject to certain impacts from airport/aircraft operations. The wording of the disclosure notice is as follows:

"NOTICE OF AIRPORT IN VICINITY

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

C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of South San Francisco, Re: Proposed *General Plan Housing Element May 2009* May 20, 2009

Page 8 of 9

The current comprehensive airport land use compatibility plan (CLUP) for San Francisco International Airport does not contain specific policies or guidance regarding real estate disclosure of potential airport/aircraft impacts related to proposed development near the airport. However, both San Francisco International Airport management and the Airport Land Use Committee (ALUC) are strong supporters of such disclosure. Since the City of South San Francisco *General Plan Housing Element May 2009* is a policy document and does not include any proposals for housing development at any specific location. The issue of real estate disclosure would be more appropriately addressed as part of a future ALUC/C/CAG review of a specific housing development proposal. It will also be addressed in detail in the current update of the SFO CLUP document.

It is important to note here that the ALUC reviewed the City of South San Francisco *General Plan Amendment – South El Camino Real Corridor* document at a Special Meeting on April 30, 2009. The Committee approved the following condition, regarding real estate disclosure:

4. **Real Estate Disclosure.** Amend the text in *Chapter 2 - Land Use, Chapter 8 – Noise*, or elsewhere in the *General Plan* document to address state-mandated real estate disclosure, as follows:

“All real estate transactions within the preliminary airport influence area (AIA) boundaries for San Francisco International Airport (Areas A and B), as shown in Figure*__ herein, are subject to the real estate disclosure requirements of Chapter 496, Statutes 2002.”

III. Compliance with California Government Code Section 65302.3

California Government Code Section 65302.3 states that a local agency general plan and/or any affected specific plan must be consistent with the applicable airport/land use compatibility criteria in the relevant adopted airport land use plan (CLUP). The City of South San Francisco *Draft Housing Element 2009-2014* includes text that indicates the goals, objectives, policies, and programs contained in the document are consistent with the relevant airport/land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan* (CLUP), as amended, for San Francisco International Airport. This consistency connection is shown in the last sentence of the second full paragraph on p. 5 of the *Draft Housing Element 2009-2014* document.

ALUC Staff recommends that the following text be included in the South San Francisco City Council resolution to adopt the *General Plan Housing Element May 2009* document to address compliance with the relevant airport/land use compatibility criteria for the environs of San Francisco International Airport:

C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of South San Francisco, Re: Proposed *General Plan Housing Element May 2009* May 20, 2009

Page 9 of 9

“The housing goals, polices, programs and other relevant content contained herein do not conflict with the recommended guidance from the *California Airport Land Use Planning Handbook January 2002*, (2) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5 Airport Land Use Commission, and (3) the applicable airport/land use compatibility criteria for the environs of San Francisco International Airport, as contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended.”

IV. Guidance From the *Airport Land Use Planning Handbook*

ALUC Staff reviewed the relevant content of the *California Airport Land Use Planning Handbook January 2002* to prepare this report. The staff analysis and recommendation contained herein are consistent with and guided by the relevant recommendations and guidelines contained in the *Handbook*.

ATTACHMENTS

- Attachment No. 1: Letter to David F. Carbone, Transportation Systems Coordinator/Airport Environs Planning, from Linda Ajello, Associate Planner, City of South San Francisco, dated may 12, 2009, re: ALUC Review of the 2007-2014 Draft Housing Element
- Attachment No. 2A: Graphic: Preliminary configuration of Area B of the Airport Influence Area (AIA) Boundary for San Francisco International Airport.
- Attachment No. 2B: Graphic: Enlargement of the configuration of Area B of the Airport Influence Area (AIA) Boundary for San Francisco International Airport, Re: City of South San Francisco
- Attachment No. 3: Selected pages/graphics from the City of South San Francisco *General Plan Housing Element May 2009* document:
- Cover Page
 - Table of Contents
 - Executive Summary – Regional Housing Needs Allocation (pp. vii –viii)
 - Housing Resources pp. 66-81
 - Housing Plan – Goal 4 pp. 94-95

alucstaffreportSSFhousingelementMay20090509.doc

CITY COUNCIL 2009

KARYL MATSUMOTO, MAYOR
MARK N. ADDIEGO, VICE MAYOR
RICHARD A. GARBARINO, COUNCILMEMBER
PEDRO GONZALEZ, COUNCILMEMBER
KEVIN MULLIN, COUNCILMEMBER

BARRY M. NAGEL, CITY MANAGER



DEPARTMENT OF ECONOMIC
AND COMMUNITY DEVELOPMENT
PLANNING DIVISION
(650) 877-8535
FAX (650) 829-6639

May 12, 2009

David F. Carbone, Transportation Systems Coordinator/Airport Environs Planning
San Mateo County Planning and Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063

RE: ALUC Review of 2007-2014 Draft Housing Element

Dear Mr. Carbone:

As required by State Law, the City of South San Francisco is in the process of updating its Housing Element. The draft document is scheduled to go forward to the Planning Commission and City Council on June 4th and June 24th, 2009, respectively. In anticipation of the adoption and submittal to the State Department of Housing and Community Development (HCD) by the June 30, 2009 deadline, the City is requesting that the Airport Land Use Committee (ALUC) review the draft document for consistency with the Comprehensive Airport Land Use Plan. In order to meet the HCD submittal deadline, the City is requesting that this item be scheduled for the May 28, 2009 ALUC and/or City and County Association of Governments (C/CAG) Agenda. Please let me know if this will be possible.

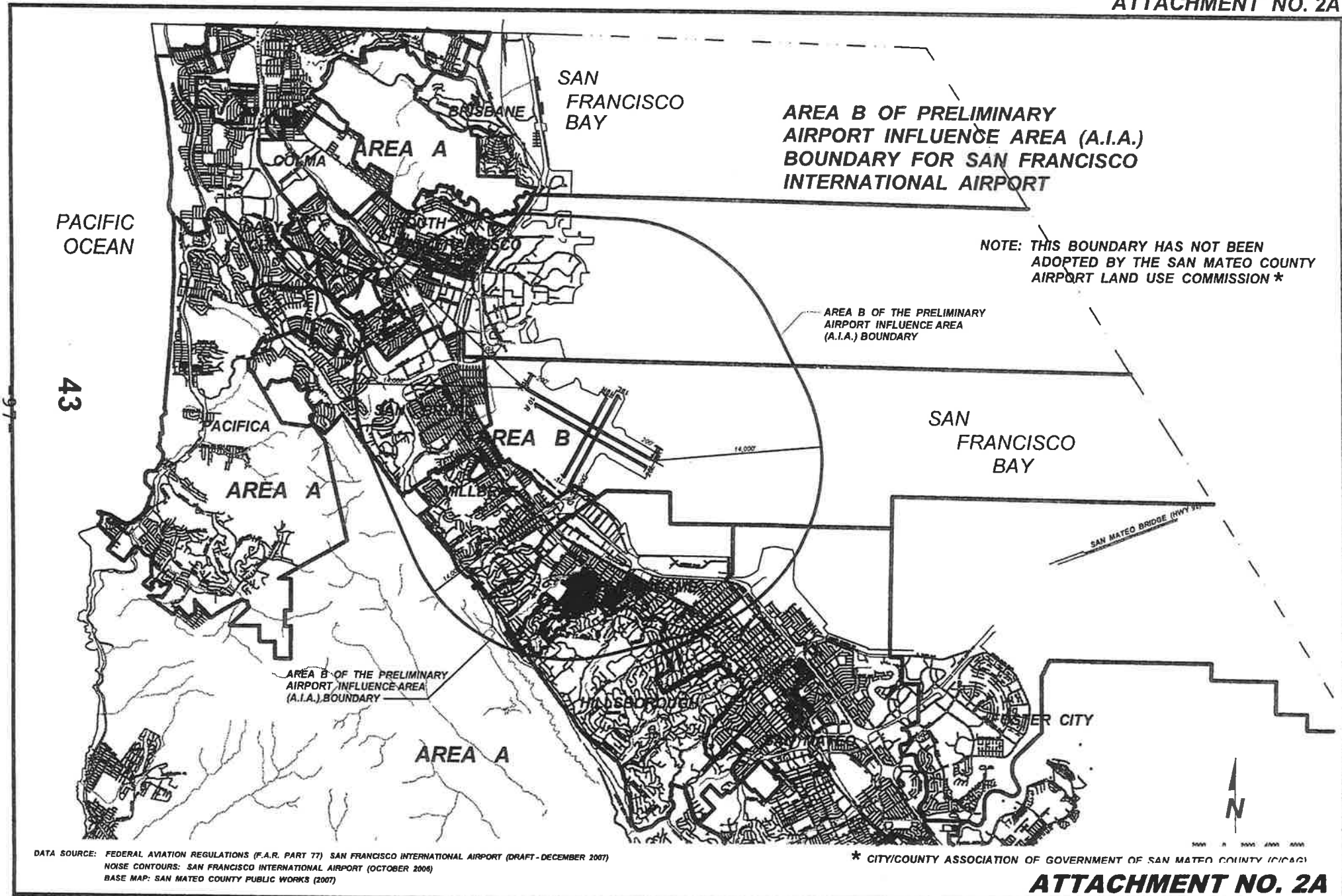
If you have any questions, please feel free to contact me at (650) 877-8535.

Regards,

Linda Ajello, AICP
Associate Planner

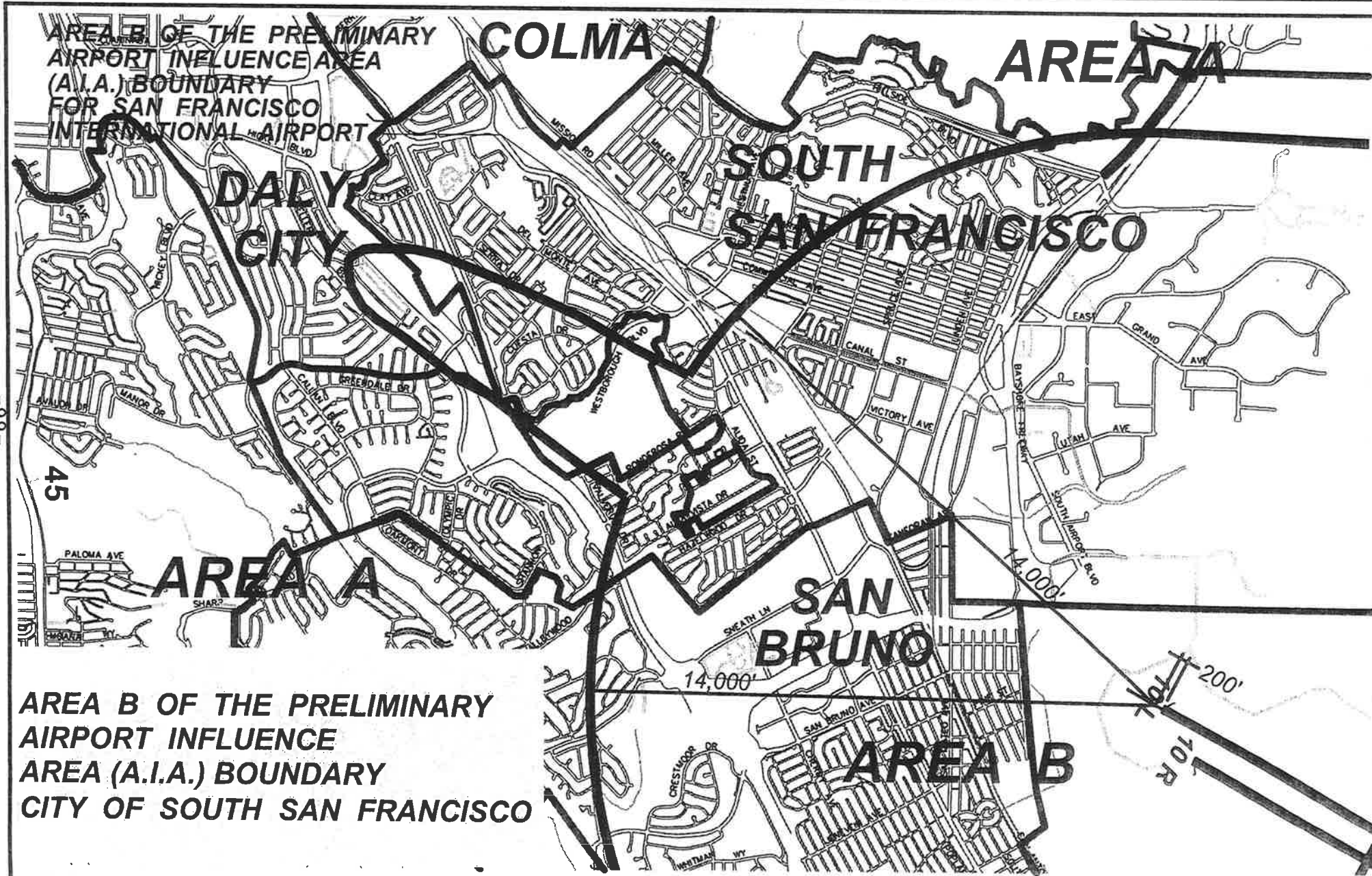
Enclosure: City of South San Francisco 2007-2014 Draft Housing Element dated May 2009

Cc: Gerry Beaudin, Senior Planner, City of South San Francisco



DATA SOURCE: FEDERAL AVIATION REGULATIONS (F.A.R. PART 77) SAN FRANCISCO INTERNATIONAL AIRPORT (DRAFT - DECEMBER 2007)
 NOISE CONTOURS: SAN FRANCISCO INTERNATIONAL AIRPORT (OCTOBER 2008)
 BASE MAP: SAN MATEO COUNTY PUBLIC WORKS (2007)

* CITY/COUNTY ASSOCIATION OF GOVERNMENT OF SAN MATEO COUNTY (C/CAG)



AREA B OF THE PRELIMINARY AIRPORT INFLUENCE AREA (A.I.A.) BOUNDARY FOR SAN FRANCISCO INTERNATIONAL AIRPORT

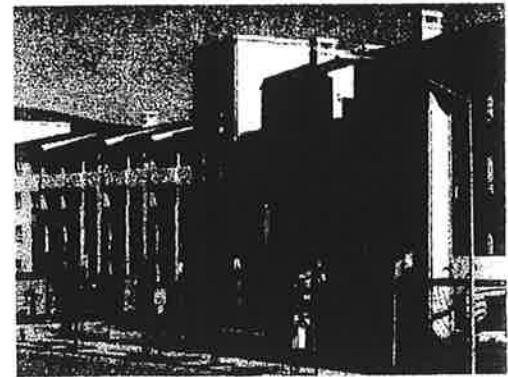
AREA B OF THE PRELIMINARY AIRPORT INFLUENCE AREA (A.I.A.) BOUNDARY CITY OF SOUTH SAN FRANCISCO

DATA SOURCE: FEDERAL AVIATION REGULATIONS (F.A.R. PART 77) SAN FRANCISCO INTERNATIONAL AIRPORT (DRAFT - DECEMBER 2007)
 NOISE CONTOURS: SAN FRANCISCO INTERNATIONAL AIRPORT (OCTOBER 2006)
 BASE MAP: SAN MATEO COUNTY PUBLIC WORKS (2007)

* CITY/COUNTY ASSOCIATION OF GOVERNMENT OF SAN MATEO COUNTY (2010)



ATTACHMENT NO. 3



**City of South San Francisco
General Plan
Housing Element**

May 2009

Headquarters 510.547.9380
1285 66th Street fax 510.547.9388
Emeryville, CA 94608 bae1@bae1.com
bayareaeconomics.com

47-b

Table of Contents

Executive Summary	i
Introduction.....	i
Housing Accomplishments 1999 to 2006	ii
Housing Needs and Market Conditions	iv
Regional Housing Needs Allocation.....	vii
Housing Constraints & Resources	ix
Housing Plan.....	x
Introduction	1
Role and Content of Housing Element	1
Relationship with General Plan	2
Related Planning Efforts.....	2
Other City Efforts	3
Public Participation.....	3
Organization of Housing Element	3
Review of Housing Element Past Performance.....	4
New Residential Construction	4
Maintenance of Existing Affordable Housing Stock	6
Special Needs Populations.....	7
Equal Opportunity	7
Neighborhood Safety and Energy Conservation.....	8
Housing Element Changes.....	8
Housing Needs Assessment.....	9
Regional Context	9
Population and Household Trends.....	10
Employment Trends.....	13
Housing Characteristics	17
Market Conditions	25
Housing Affordability.....	29
Projected Housing Needs.....	35
Special Housing Needs	37
Housing Constraints	48
Government Constraints	48
Housing for Persons with Disabilities	59
Non-Governmental Constraints	62
Environmental & Infrastructure Constraints.....	64
Opportunities for Energy Conservation.....	65

Housing Resources.....	66
Available Sites for Housing.....	66
Financial Resources.....	81
Opportunities for Energy Conservation.....	82
Summary.....	83
Housing Plan	84
Promote New Housing Development.....	85
Remove Constraints to Housing Development.....	89
Conserve Existing Housing & Neighborhoods.....	91
Maintain and Improve Quality of Life.....	94
Support Development of Special Housing Needs.....	96
Assure Equal Access to Housing.....	101
Energy Conservation	103
Quantified Objectives.....	105
Means to Achieve Consistency with Remainder of General Plan.....	105
Related Plans & Policy Documents.....	106
Appendix A: Housing Accomplishments, 1999 to 2006	107
Appendix B: Comparison of Housing Permit Issuance by Jurisdiction	114
Appendix C: Home Price Affordability Calculations by Income Level.....	116
Appendix D: Glossary of Housing Terms	118

Tables and Figures

Tables

Table 1: Regional Housing Needs Allocation, July 1, 1999 to June 30, 2006	5
Table 2: Housing Permit Issuance by Income Level, July 1, 1999 to June 30, 2006	5
Table 3: Housing Production by Income Level, 1999 to 2006	6
Table 4: Population and Household Trends, 1990 to 2008.....	11
Table 5: Age Distribution, 2008	12
Table 6: Household Income Distribution, 2008.....	13
Table 7: Jobs by Sector, 2003 to 2007.....	14
Table 8: Major Employers, South San Francisco, 2008	15
Table 9: Employment Trends, 2003 to 2007 (a).....	16
Table 10: Population, Household, and Job Projections, 2005 to 2035	17
Table 11: Housing Structures, Year Built, 2000 (a)	18
Table 12: Housing Conditions, South San Francisco, 2000	18
Table 13: Housing Units by Type, 2000 to 2008 (a)	20
Table 14: Units Permitted by Building Type, South San Francisco, 1999 to 2008 (a).....	21
Table 15: Overcrowded Households, 2000 (a)	22
Table 16: Inventory of Income-Restricted, Affordable Housing Units, 2009	23
Table 17: At-Risk Housing Preservation Analysis, Fairview Apartments	24
Table 18: Rental Market Trends at Large Apartment Complexes, South San Francisco	26
Table 19: Average Asking Rents, South San Francisco, May 2009.....	27
Table 20: Units Sold and Median Price, South San Francisco, 1990 – 2008	29
Table 21: Household Income Limits, San Mateo County, 2008.....	30
Table 22: Wages for 20 Most Common Occupations, San Mateo County, 2008.....	30
Table 23: Affordability of Market Rate Housing in South San Francisco, 2008.....	33
Table 24: Regional Housing Needs Allocation, January 1, 2007 to June 30, 2014.....	36
Table 25: Housing Units Completed / Rehabilitated, January 1, 2007 to June 30, 2009	37
Table 26: Household Size by Tenure, 2000.....	38
Table 27: Existing Housing Stock by Number of Bedrooms by Tenure, 2000	38
Table 28: Family Characteristics, 2000	39
Table 29: Housing Needs for Extremely Low-Income Households, South San Francisco, 2000	40
Table 30: Households by Age and Tenure, 2000.....	40
Table 31: Household Income of Elderly Households, South San Francisco, 2000 (a).....	41
Table 32: Housing Cost Burden of Elderly, South San Francisco, 2000 (a)	42
Table 33: Persons with Disability by Age, 2000	44
Table 34: Persons with Disability by Employment Status, 2000.....	44
Table 35: Community Care Facilities in South San Francisco, 2008	45
Table 36: Homeless Population, San Mateo County, January 30, 2007 (a)	47
Table 37: Land Use Designation, South San Francisco General Plan, 2008	49
Table 38: Zoning and Development Standards, City of South San Francisco, 2008.....	51
Table 39: Planning/Building and Impact Fees, South San Francisco, 2008	55

Table 40: Summary of Housing Opportunity Sites Development Capacity	67
Table 41: Housing Opportunity Sites in Transit Village Area.....	68
Table 42: Housing Opportunity Sites in South El Camino Real Area.....	73
Table 43: Housing Opportunity Sites in Downtown Area.....	77
Table 44: Summary of Quantified Objectives	105

Figures

Figure 1: Representative Households for San Mateo County, 2008.....	31
Figure 2: Housing Cost Burden for Renters, South San Francisco, 2000.....	34
Figure 3: Housing Cost Burden for Owners, South San Francisco, 2000	35
Figure 4: Housing Cost Burden, Elderly Households, South San Francisco, 2000	43
Figure 5: Comparison of Planning/Building and Impact Fees, San Mateo Jurisdictions, 2008	56
Figure 6: Residential Building Permit Activity, 1996 to 2006	58
Figure 7: Producer Price Index for Key Construction Costs	64
Figure 8: Housing Opportunity Sites in Transit Village Area	70
Figure 9: Housing Opportunity Sites in South El Camino Real Area	74
Figure 10: Housing Opportunity Sites in Downtown Area	78

homeless or at-risk of homelessness, the City provides funding to a variety of San Mateo County service agencies, including most importantly Samaritan House, which operates a 90-bed year round shelter for the homeless in South San Francisco. The City also supports the not-for-profit Community Overcoming Relationship Abuse (CORA), which provides emergency shelter for battered women and their children.

Regional Housing Needs Allocation

Pursuant to California Government Code Section 65584, the State, regional councils of government (in this case, ABAG) and local governments must collectively determine each locality's share of regional housing need. In conjunction with the State-mandated Housing Element update cycle that requires Bay Area jurisdictions to update their Housing Elements by June 30, 2009, ABAG allocated housing unit production needs for each county within the Bay Area and, with the exception of San Mateo County, also allocated housing unit production need to the City level. These allocations set housing production goals for the planning period that runs from January 1, 2007 through June 30, 2014.

In the case of San Mateo County, the County, in partnership with all twenty cities in the county, formed a subregion, for the purposes of conducting the RHNA, as allowed by state law. The San Mateo subregion designated the City /County Association of Governments (C/CAG) as the entity responsible for coordinating and implementing the subregional RHNA process. Their process paralleled, but was separate from, the Bay Area's RHNA process. San Mateo County created its own methodology, issued draft allocations, and handled the revision and appeal processes. They also issued final allocations to members of the subregion. Although the subregion worked independently of the regional RHNA process, the final allocation methodology was ultimately similar to ABAG's methodology.

Shown below, the RHNA process determined a need for 1,635 housing units in South San Francisco between January 1, 2007 and June 30, 2014. This need is divided among income categories with 23 percent of the need identified for very-low income households, 16 percent for low income households, 19 percent for moderate income households and the remaining 42 percent for above-moderate income households.

<u>Income Category</u>	<u>Projected Need</u>	<u>Percent of Total</u>
Very Low (0-50% of AMI)	373	23%
Low (51-80% AMI)	268	16%
Moderate (81-120% of AMI)	315	19%
Above Moderate (over 120% of AMI)	<u>679</u>	<u>42%</u>
Total Units	1,635	100%

Sources: ABAG, 2008; BAE, 2008.

Between January 2007 and June 2009, there was a substantial amount of housing built or rehabilitated in South San Francisco. Pursuant to State law, the City is allowed to count this production toward its progress in meeting the determined need for the 2007 to 2014 planning period. As shown in Table 25, there were 815 units built in the City between January 1, 2007 and June 30, 2009. These include 50 very low income units, 64 low income units, 74 moderate income units and 627 above moderate income units. In addition there were 15 housing units that were substantially rehabilitated and converted from market rate to affordable housing, including 6 very low income units and 9 low income units. Consequently, the City has a remaining balance of 805 units which it must plan for during the remainder of the planning period, including 317 very low income units, 195 low income units, 241 moderate income units, and 52 above-moderate income units.

New Construction	Affordability				Total
	Very Low	Low	Moderate	Above	
Archstone South (Solaire)	0	29	43	288	360
Grand Oaks	43	0	0	0	43
90 Oak Ave.	0	1	1	11	13
South City Lights	0	26	26	228	280
440 Commercial Ave.	4	0	0	0	4
Park Station	3	8	4	84	99
Stonegate Estates	0	0	0	16	16
Total New Construction	50	64	74	627	815
Rehabilitation (a)					
317 - 321 Commercial Ave.	6	9	0	0	15
Total Rehabilitation Units	6	9	0	0	15
Calculation of Remaining Need					
2007-2014 RHNA	373	268	315	679	1,635
Total Credits (New & Rehab) (b)	56	73	74	627	830
Balance of RHNA	317	195	241	52	805

Note:

(a) These units were acquired by the RDA, rehabilitated, and converted to income-restricted affordable housing units.

(b) Sum of units constructed or rehabilitated between June 2007 and June 2009.

Sources: BAE, 2009; City of South San Francisco, 2009.

Housing Resources

Available Sites for Housing

The purpose of the adequate sites analysis is to demonstrate that the City of South San Francisco has a sufficient amount of land to accommodate its fair share of the region's housing needs during the planning period (January 1, 2007 – June 30, 2014). The State Government Code requires that the Housing Element include an “inventory of land suitable for residential development, including vacant sites and sites having the potential for redevelopment” (Section 65583(a)(3)). It further requires that the Element analyze zoning and infrastructure on these sites to ensure housing development is feasible during the planning period.

Demonstrating an adequate land supply, however, is only part of the task. The City must also show that this supply is capable of supporting housing demand from all economic segments of the community and for various housing types, including multifamily rental, manufactured housing, and group housing, and transitional housing. High land costs in the Bay Area make it difficult to meet the demand for affordable housing on sites that are designated for low densities. The State has generally held that the most appropriate way to demonstrate adequate capacity for low and very low income units is to provide land zoned for multiple-family housing with an allowed density of 30 dwelling units per acre or more. Hence this analysis focuses on the identification of sites that could accommodate this level of density, in order to accommodate the need for lower-income housing units.

For the purposes of this analysis, housing sites in South San Francisco have been grouped into three geographic areas. Each of these areas is described below, with accompanying maps and tables used to quantify development potential. Because more than a quarter of the 7.5-year planning period has already passed, the analysis also accounts for housing that has been constructed since January 1, 2007.

The following analysis of sites in South San Francisco indicates the potential to develop 1,244 units of new housing during the current planning period. Moreover, nearly all opportunity sites would support housing densities of 30 units per acre or greater, providing favorable prospects for affordable units. Compared against the RHNA, the City's housing opportunity sites offer a development capacity that exceeds the needs determination by more than 50 percent. As discussed before, the City has a determined need of 1,635 units during the 2007 to 2014 planning period. A total of 830 units have already been approved, constructed, or rehabilitated in the City since the start of the current planning period in January 2007 and prior to the adoption of this Housing Element update. Hence, there is a remaining need for 805 units, compared against an available capacity for 1,244 units on identified sites.

Table 40: Summary of Housing Opportunity Sites Development Capacity

<u>Area</u>	<u>Acreage</u>	<u>Assumed Avg. Density</u>	<u>Unit Capacity</u>
Transit Village	18.0	35	622
South El Camino Real	8.5	56	474
Downtown	<u>4.3</u>	<u>34</u>	<u>149</u>
Total Capacity	30.8	40	1,244
Balance of 2007 - 2014 RHNA (a)			805
Capacity as a Percentage of Remaining RHNA Balance			155%

Note:

(a) See Table 25. Equals RHNA minus units built/rehabilitated between January 2007 and June 2009.

Sources: City of South San Francisco, 2009; BAE, 2009.

The available sites inventory conducted for the Housing Element focuses on sites with the potential for 10 or more units. It also focuses on sites with near-term development potential, where the site is currently vacant, highly underutilized, or where developers have come forward with plans to redevelop existing uses. There may be additional sites in South San Francisco with housing potential, including individual vacant lots and developed sites with marginally viable existing uses.

Approximately 50 percent of the City's near-term residential development potential is in the Transit Village area, which is already zoned for medium (30 dwelling units per acre) to high (50 dwelling units per acre) density residential development. An additional 38 percent of near-term residential development potential is in the South El Camino Real area where existing zoning allows densities of up to 30 dwelling units per acre, and where the City is currently amending the General Plan and updating the zoning to facilitate mixed-use and high-density residential development. Finally, 12 percent of near-term residential development potential is in the Downtown area, which is currently zoned for mixed-use residential development up to 30 dwelling units per acre and where the General Plan allows for higher densities

Transit Village Sites

With the adoption of the BART Transit Village Plan in 2001, the City of South San Francisco established zoning standards and design guidelines that promote a vibrant mixed-use district consistent with the area's role as an important transit hub. A key element of the plan was to upzone various parcels to allow for more intensive residential development. Since its adoption, the City has realized more than 450 units of residential development within the Transit Village, including a 361-unit apartment development, which includes 70 units deed restricted for low- and moderate-income households, and a 99-unit condominium development with 20% of the units deed restricted for low and moderate income households. Built at densities of approximately 50 dwelling units per acre, these properties are consistent with the City's vision for higher density, mixed use development in the area.

Looking ahead there are several vacant or underutilized parcels in and around the Transit Village

area that present an excellent opportunity for housing development. Listed in Table 41 and shown in Figure 8, these parcels contain 18 acres of land with a combined capacity for 622 units of housing.

Table 41: Housing Opportunity Sites in Transit Village Area

Site	APN	Acres	Existing Use	Adjacent Uses	Existing Zoning/GP	Allowable DU/Acre (a)	Estimated Actual		I/L Ratio (b)
							DU/Acre	Units	
1	010-213-070	0.5	Vacant	MFR, BART, Retail	TV-C/TV-RM	30	30	14	0.0
Site 1		0.5					30	14	0.0
2	011-171-500	0.1	Vacant SFR	SFR, MFR	TV-RM	30	30	3	1.0
2	011-171-330	1.5	Vacant	BART	TV-RM	30	30	44	0.5
Site 2		1.6					30	47	0.7
3	010-292-130	1.3	Vacant Motel	Hospital, MFR	TV-C	30	30	38	0.1
3	010-292-280	1.3	Vacant		TV-RH	50	50	63	0.0
3	010-292-270	3.1	Lumber Yard		TV-RH	50	50	156	0.0
Site 3		5.8						257	0.0
4	NA	7.6	Vacant	MFR, Colma Creek	TV-RM/P-C-L	30	30	228	0.0
Site 4		7.6					30	228	0.0
5	011-327-050	0.3	Utility	MFR	R-3-L	30	23	7	0.0
Site 5		0.3					23	7	0.0
6	011-312-090	0.5	Vacant	SFR, MFR	R-3-L	30	24	12	0.0
Site 6		0.5					24	12	0.0
7	NA	1.5	Vacant	Colma Creek	P-C-L	30	30	45	0.0
7	NA	0.4	Vacant	Hospital	P-C-L	30	30	12	0.0
Site 7		1.9					30	57	0.0
TOTAL		18.0					35	622	
Sites Estimated									
30 DU/Acre +		17.2						603	

Note:

(a) Allowable density is based on existing, adopted zoning standards.

(b) Ratio of Improvement (or Building) Value to Land Value.

Sources: City of South San Francisco, 2009; BAE, 2009.

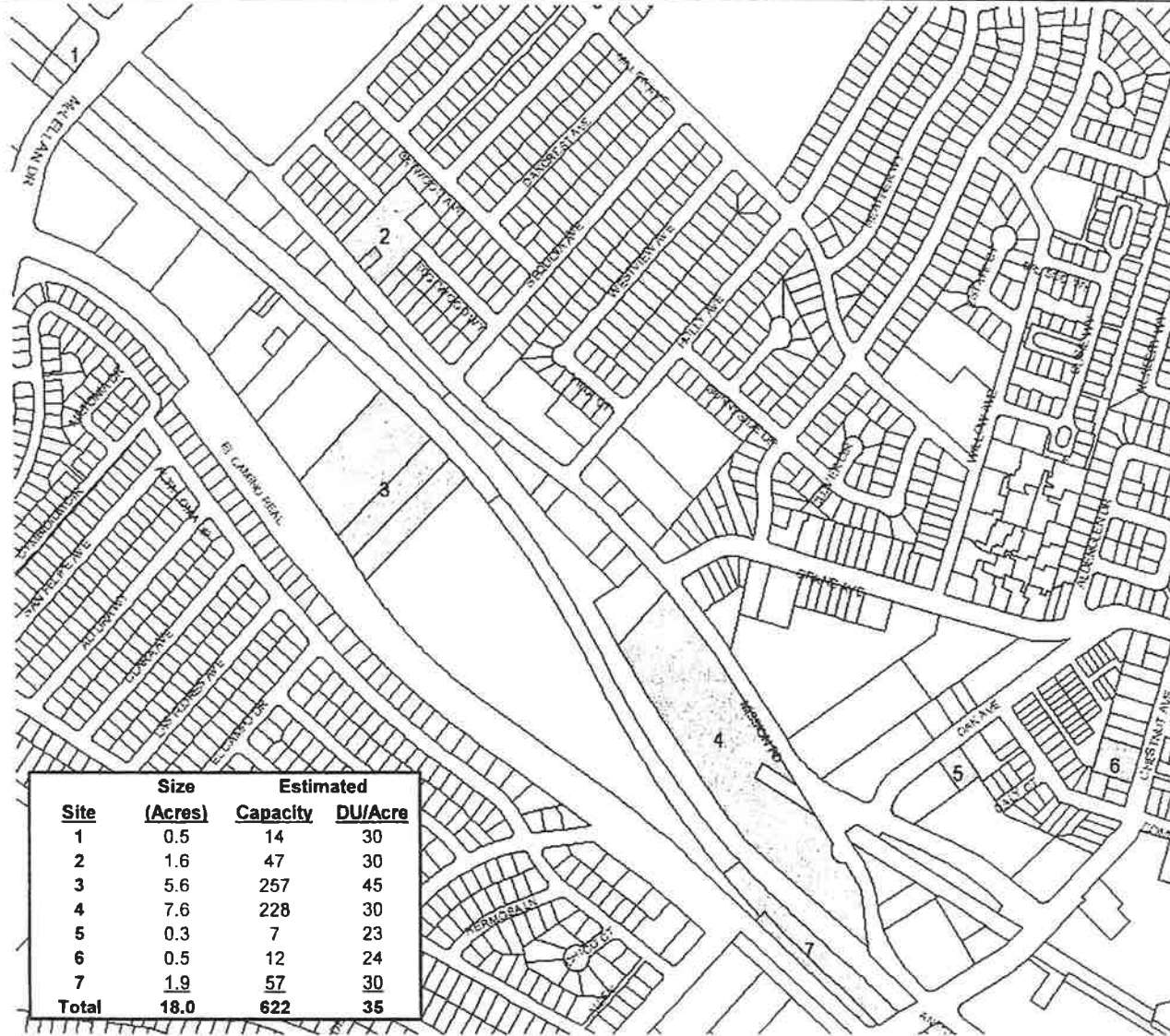
Making these sites good candidates for housing development during the planning period, each opportunity site is owned by a single entity, including Sites 4 and 7, which were recently acquired by the Redevelopment Agency. Moreover, all are either vacant or underutilized in the sense of having very little improvement value compared to the high values of underlying land.

- **Sites 1, 4, 6, and 7** are entirely vacant.
- **Site 2** is highly underutilized and contains only a vacant single family residence with no other permanent structures. The site is currently listed for sale by a commercial broker and the City has engaged in pre-development discussions with an interested developer for the site.
- **Site 3** consists of three parcels in common ownership. One parcel (010-292-130) contains a vacant motel use whose parking lot is currently used as overflow parking for the adjacent hospital. Per current San Mateo County Assessor's records, the value of improvements on the site is only one-tenth the value of the underlying land. The next parcel (010-292-280)

is vacant. The final parcel (010-292-270) is leased to a lumber yard and has minimal built improvements which are valued at less than one-tenth the value of underlying land.

- **Site 5** contains a small Cal Water pumping station but is otherwise vacant.

Figure 8: Housing Opportunity Sites in Transit Village Area



Source: City of South San Francisco, 2009; BAE, 2009.

Capacity Analysis

Below is an analysis of the realistic development capacity of housing opportunity sites in the Transit Village area. This analysis considers factors including recent development trends, lot size, physical constraints, and infrastructure.

Small Sites. Site 1 is small, approximately one-half acre in size. Nonetheless, located in the heart of the Transit Village, adjacent to BART and other multifamily residential development, it is expected to develop with relatively dense multifamily development. Approximately one quarter of the site is zoned TV-C, which allows multifamily residential above commercial with a density of up to 30 dwelling units per acre, while the remaining three-quarters is zoned as TV-RM, which also allows residential development up to 30 dwelling units per acre. Based on the following development standards for the site, it could comfortably accommodate approximately 14 dwelling units (i.e., 30 dwelling units per acre):

- Lot Size = 20,875 square feet
- Minimum Setback Requirement = 0 to 10 feet
- Maximum FAR = 2.0
- Maximum Building Size = 41,750 square feet (FAR x Lot Size)
- Gross Residential Square Footage = 30,000 square feet (assume approx. 70 percent residential)
- Net Residential Square Footage = 25,000 square feet (assume 15 percent for common areas)
- Average Unit Size = 1,200 square feet (typical for two-bedroom unit)
- Expected Number of Units = 14 units

Site 5 and 6 are located adjacent to existing multifamily housing developments and are located in an R-3-L zone, which allows residential development up to 30 dwelling units per acre. Both sites are less than an acre in size. Site 5 currently houses a Cal Water pumping station that occupies approximately 1,500 square feet of the site, while the remainder of the site is vacant. Site 6 is entirely vacant. Allowing for the Cal Water pumping station to remain, Site 4 has approximately 12,150 square feet of area available for residential development. Site 6 is approximately 22,000 square feet in size.

The City's most recent experience with small scale residential development in the R-3-L zone is a Habitat for Humanity development at 440 Commercial Avenue. This development was built within a single-family neighborhood at a density of 25 dwelling units per acre. Assuming a similar intensity of development, Site 4 would accommodate approximately seven units, while Site 5 would accommodate approximately 12 units.

Other Sites. Sites 2, 3, 4 and 7 are larger, measuring between 1.6 and 7.6 acres in size and are zoned to allow densities of between 30 to 50 dwelling unit per acre, not including the available affordable housing density bonus allowed under local ordinance and state law. With other recent multifamily development in the Transit Village area, having recently been completed at the

maximum density as allowed under existing zoning, 50 dwelling units per acre, it is assumed development on these sites will be able to achieve the maximum densities as allowed under current zoning. Hence, sites zoned for TV-RM are assumed to be able to accommodate development of 30 dwelling units per acre, while sites zoned for TV-RH are assumed to be able to accommodate development of 50 dwelling units per acre. Sites 4 and 7 are part of the ongoing El Camino Real / Chestnut Specific Plan process, which may ultimately allow higher density development on these sites. Based on these density assumptions, the larger sites in the Transit Village area could accommodate 588 housing units.

Environmental and Infrastructure Analysis

There are no known environmental issues that would limit development of the identified sites in the Transit Village Area. Recent residential developments in the area, including the 99-unit Park Station project completed in 2008, have submitted negative declarations. Moreover, no sites in the area are listed with the State as having known or potential contamination.¹

The City Engineer has confirmed that infrastructure in the area is sufficient to support identified levels of development, including the capacity of sewer, water, and waste water treatment facilities. As is common practice in the City, developers may be required to pay for intersection or other infrastructure improvements to offset project-specific impacts.

South El Camino Real Sites

The City is currently amending the General Plan policies that pertain to South El Camino Real area updating the Zoning Ordinance. The City expects both of these planning projects to be completed in 2009. The South El Camino Real General Plan update is intended to help transform an area with a concentration of aging strip retail, into a more vibrant, transit corridor, including substantial mixed use high-density (60 du/acre) residential development.

For purposes of this analysis, the City has identified three sites along the South El Camino Real corridor with near-term redevelopment potential for multifamily housing. While numerous other sites along the corridor are also ultimately expected to support residential development, due to existing developer interest and/or a high degree of underutilization, these three present the most significant and realistic opportunity for housing development within the current Housing Element cycle, ending in 2014.

Listed in Table 42 and shown in Figure 9 are the near-term housing opportunity sites in the South El Camino Real corridor. These sites total 21.3 acres and could accommodate approximately 475 housing units.

¹ Source: Department of Toxic Control Substances, March 2009.

Table 42: Housing Opportunity Sites in South El Camino Real Area

Site	APN	Acres	Existing Use	Adjacent Uses	Existing		Proposed		Estimated		Owner	I/L Ratio (a)
					GP	Max Density	GP	Max Density	Actual Density	Units		
8	014160040	2.0	Mobile Home Park	High School, SFR, Retail	MDR	30 DU/Acre	Mixed Use	60 DU/Acre	50 DU/Acre	100	A	0.02
Site 8		2.0						(Less 12 existing residential units on site)		88		0.02
9	014183110	14.8	Retail	Retail, Office	MDR	30 DU/Acre	Mixed Use	60 DU/Acre	60 Du/Acre on 1/3 of Site	295	B	0.41
Site 9		14.8								295		0.41
10	014183220	0.6	Parking		Commercial	30 DU/Acre	Mixed Use	60 DU/Acre		13	C	0.00
10	014183230	0.5	Parking		Commercial	30 DU/Acre	Mixed Use	60 DU/Acre	60 Du/Acre on 1/3 of Site	10	C	0.32
10	014183270	3.4	Vacant Cinema	Retail, Office	Commercial	30 DU/Acre	Mixed Use	60 DU/Acre		68	C	1.49
Site 10		4.5								91		1.16
TOTAL		21.3								474		
AVAILABLE FOR HOUSING DEVELOPMENT (b)		8.5										

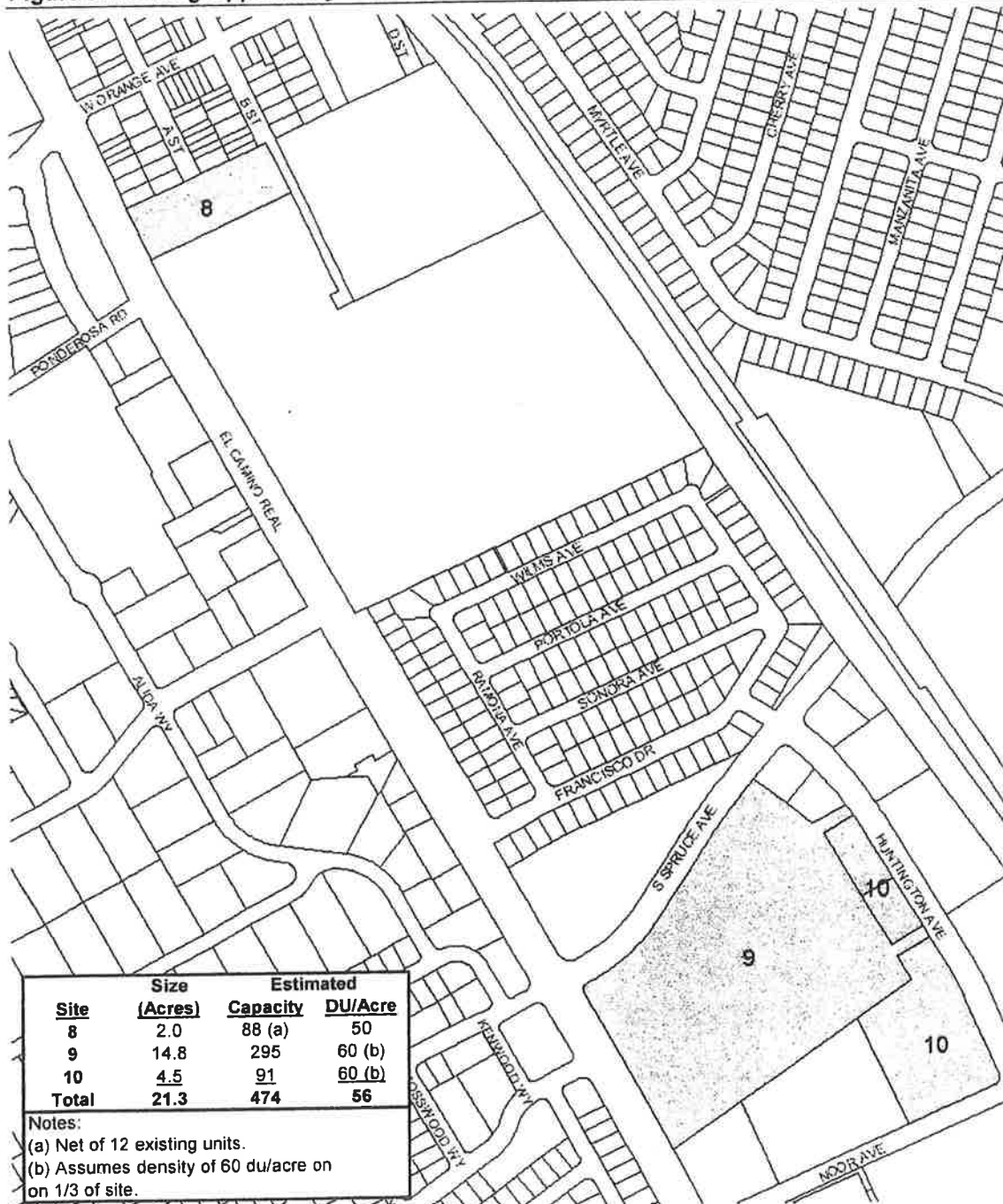
Note:

(a) Ratio of Improvement (or Building) Value to Land Value.

(b) Assumes 1/3 of Site 8 and 1/3 of Site 9 will be developed as housing, consistent with assumptions used for the ongoing South El Camino Real General Plan Update.

Sources: City of South San Francisco, 2009; BAE, 2009.

Figure 9: Housing Opportunity Sites in South El Camino Real Area



Source: City of South San Francisco, 2009; BAE, 2009.

Capacity Analysis

Below is an analysis of the development capacity of housing opportunity sites in the South El Camino Real area. This analysis considers factors including recent development trends, lot size, physical constraints, and infrastructure. All sites described below will be covered by the South El Camino Real General Plan update and are expected to be zoned for mixed-use development, accommodating up to 60 dwelling units per acre.

Site 8 is currently home to a mobile home park containing 12 housing units. The redevelopment agency has provided a predevelopment and acquisition loan to Mid-Peninsula Housing for the purpose of building an affordable housing development on the site. Mid-Peninsula is currently in the design phase for the development and anticipates a building with approximately 100 units of housing at a density of approximately 50 dwelling units per acre, slightly less than the maximum density of 60 dwelling units per acre currently under consideration as part of the South El Camino Real General Plan amendment. Net of existing units on the site, the Mid-Peninsula project is expected to realize approximately 88 net new units on the site. The Redevelopment Agency has developed a comprehensive relocation plan for existing residents on the site, including the option for them to move into the new development.

Site 9 is currently home to an aging retail center anchored by Safeway and consists of a single parcel measuring 14.8 acres in size. The City has held predevelopment discussions with the property owner who has expressed an interest in redeveloping the site as a mixed use retail and residential development. Under current scenarios, approximately one third of the site would be occupied by residential buildings, while the remainder of the site would remain for commercial uses. Assuming a density of 60 dwelling units per acre for this third of the site, consistent with densities currently under consideration as part of the South El Camino Real General Plan amendment, the site could accommodate 295 units. If a larger portion of the site were developed with residential uses, the site could accommodate a substantially greater number of units.¹

Immediately adjacent, Site 10, consists of three parcels owned by a single entity. Existing uses include parking areas and a vacant movie theater, which has since been replaced by a large Cineplex, located approximately one block away within a separate retail complex. While there are no known development plans for the site, the General Plan update is expected to allow mixed-use development on the site including residential development of 60 dwelling units per acre or higher. Assuming a density of 60 dwelling units per acre for this third of the site, it could accommodate approximately 90 dwelling units.

¹ As anticipated by the proposed South El Camino Real General Plan amendments, over the long term the South El Camino Real corridor is expected to transition from lower density commercial development, to mixed use development, including residential uses. The above housing opportunity analysis recognizes that this transition will be an incremental process and hence assumes that only a portion (one-third) of the selected commercial sites would transition to residential use during the 2007 to 2014 planning period. As described above, these sites enjoy good prospects for near term redevelopment as they are the subject of active developer interest, in the case of Site 9, and home to a vacant use, in the case of Site 10.

Environmental and Infrastructure Analysis

The South El Camino Real Corridor is located approximately two miles from the San Francisco International Airport and is situated directly below one of the principal flight paths. Consequently, the corridor is subject to airport-related height limitations ranging from 161 to 361 feet. In addition, new construction of residential development in the area must be insulated such that normal aircraft operations will not result in indoor noise levels greater than 65 dB CNEL.

Whereas current height limits, as set by the General Plan, are substantially less than would be permissible under the airport-related height restrictions and whereas substantial residential development exists in the vicinity of the South El Camino Real Corridor that has been sufficiently insulated to meet noise standards, proximity to the airport is not expected to be a binding constraint that would prevent medium to high density residential development in the South El Camino Real Corridor. Nonetheless, proximity to the airport will necessitate an additional item for consideration as developers conceive housing developments in this area of the City.

Notwithstanding the area's proximity to the airport, there are no known environmental issues that would limit development of the identified sites in the South El Camino Real Corridor. Furthermore, the City is currently preparing a mitigated negative declaration for its General Plan amendment that will lay the ground work for future high-density residential development in the area.

As with the Transit Village area, the City Engineer has confirmed that the existing infrastructure in the South El Camino Real area is sufficient to support identified levels of development, including the capacity of sewer, water, and waste water treatment facilities. As is common practice in the City, developers may be required to pay for intersection and other infrastructure improvements to offset project-specific impacts.

Downtown Sites

The City's historic downtown area encompasses a range of underutilized publicly- and privately-owned parcels which are suitable for mixed-use residential development. Through the ongoing comprehensive zoning ordinance update and related efforts, the City has already paved the way for housing on key parcels in the downtown area in keeping with the long-term goal of creating a vibrant and sustainable urban center. For this Housing Element, the City has identified nine key sites in the downtown area with near-term redevelopment potential. Listed below in Table 43 and shown in Figure 10, eight of these sites are owned by the City/RDA and one is privately owned. In total, they represent 4.3 acres with a combined development capacity for 143 units.

Table 43: Housing Opportunity Sites in Downtown Area

Site	APN	Acres	Existing Use	Adjacent Uses	Existing		Estimated Actual		Ownership	I/L Ratio (a)
					Zoning	Max Density	Density	Units		
11	012102050	1.4	Vacant	MFR, Gas Station, Utility	C-1-L	30 DU/Acre	30	43	Private	0.50
Site 11		1.4						43		0.50
12	12145370	0.3	Vacant	SFR, MFR, Commercial	C-1-L	30 DU/Acre	30	10	RDA	NA
Site 12		0.3						10		
13	012174300	0.3	Vacant	SFR, MFR, Commercial	DHDR	40 DU/Acre	72	24	RDA	NA
Site 13		0.3						24		
14	012314010	0.3	Vacant	SFR, MFR, Commercial	D-C-L	30 DU/Acre	30	10	City	NA
Site 14		0.3						10		
15	012311330	0.3	Public Parking Lot	Hotel, MFR, Public	D-C-L	30 DU/Acre	30	10	City	NA
Site 15		0.3						10		
16	012311260	0.3	Public Parking Lot	Hotel, MFR, Public	D-C-L	30 DU/Acre	30	10	RDA	NA
Site 16		0.3						10		
17	012334130	0.3	Financial Building	Commercial	D-C-L	30 DU/Acre	30	10	RDA	NA
17	012334160	0.2	Parking Lot, Parking Structure		C-1-L	30 DU/Acre	30	5	RDA	NA
17	012334030	0.1	Office Building		C-1-L	30 DU/Acre	30	2	RDA	NA
17	012334040	0.2	Stores, Retail Outlet		C-1-L	30 DU/Acre	30	5	RDA	NA
Site 17		0.7						22		
18	012316100	0.1	Public Parking Lot	Commercial	D-C-L	30 DU/Acre	30	2	RDA	NA
18	012316110	0.1			D-C-L	30 DU/Acre	30	4	RDA	NA
Site 18		0.2						7		
19	012335100	0.2	Vacant Fire Station	Commercial	D-C-L	30 DU/Acre	30	5	City	NA
19	012335110	0.3	Parking		D-C-L	30 DU/Acre	30	10	City	NA
Site 19		0.3						14		
TOTAL		4.3						149		

Note:

(a) Ratio of Improvement (or Building) Value to Land Value.

Sources: City of South San Francisco, 2009; BAE, 2009.

Figure 10: Housing Opportunity Sites in Downtown Area



Capacity Analysis

Currently, the Downtown Area is covered primarily by two zoning districts: the Retail Commercial (C-1) Zone and the Downtown Commercial (D-C) Zone. Both districts allow multifamily residential construction up to 30 dwelling units per acre. Within the Retail Commercial Zone the main development standards controlling the building envelope are a maximum 50 percent lot coverage and a maximum building height of 35 feet. For the Downtown Commercial Zone development standards are less restrictive, allowing a 100 percent lot coverage and a maximum height of 50 feet. For both districts, required setbacks are relatively small, between zero and 15 feet. Consistent with these development standards, sites in the downtown area could comfortably accommodate a density of 30 dwelling units per acre.

One site that has been slated for higher density residential development is Site 14. The RDA controls this site and plans to take it through the entitlement process including seeking a General Plan and zoning amendment to allow for a residential density of approximately 72 dwelling units per acre. The RDA is currently working with an architect on a plan for 24 units on the site and expects to move forward with the entitlement process during 2009.

Publicly-Owned. Among the best near-term opportunities for housing development in South San Francisco are various publicly-owned sites in the downtown area. Through its Downtown Strategy planning process the City has established a redevelopment vision for these sites that would transform vacant and underutilized sites into multifamily residential and mixed use developments, contributing to the vitality of downtown. These sites fall into three categories:

- Vacant sites (Sites 12 and 14);
- Underutilized public parking lots (Sites 13, 15, 16, and 18); and
- Surplus City facilities, including a municipal office building (Site 17) and a closed firehouse (Site 19).

In all cases, these sites have been identified for future housing and mixed-use development through the Downtown Strategy with the City expressing an intention and willingness to sell them in order to realize residential mixed use development on the sites. In total these sites measure 2.8 acres with a capacity for 106 dwelling units.

Privately-Owned. In addition to these publicly-owned sites, there is at least one privately-owned site in the Downtown Area with good near-term potential for housing development. Site 10, a

¹ Calculation of maximum density based on Downtown Commercial Zone development standards.

- One acre = 43,560 square feet
- 43,560 x 50 percent maximum lot coverage = 21,780 square feet (maximum building footprint)
- 21,780 x 2 stories of residential = 43,560 gross square feet of residential development
- Net residential square feet = 37,026 square feet (assume 15 percent for common areas)
- Average unit size = 1,200 square feet (typical for two bedroom unit)
- Maximum density = 30.9 du/acre (37,026 square feet / 1,200 feet)

vacant site at the north end of downtown held in a single ownership. At a density of 30 dwelling units per acre, this 1.4 acre site could accommodate 43 housing units.

Environmental and Infrastructure Analysis

Certain sites within the Downtown Area have suspected of environmental contamination, which may require clean up, in order to facilitate housing development. These include Site 10, 11, 12, and 17. As of March 2009, Phase II Environmental Site Assessments were not available for any of these sites.

As with the Transit Village area, the City Engineer indicated that infrastructure in the downtown area is sufficient to support identified levels of development, including the capacity of sewer, water, and waste water treatment facilities.

One obstacle to development of public parking lots is the need to first develop a replacement garage. As of March 2009, the City/RDA has fully funded such a project, the Miller Avenue Garage, and was accepting bids for work. The City anticipates the project will break ground in 2009, creating the potential for the redevelopment of City-owned parking lots during 2010.

Analysis of Ability to Accommodate Various Housing Types

As described, housing opportunity sites in the Transit Village, South El Camino Real, and Downtown area are able to accommodate a range of housing types.

- **Lower Income Multifamily Residential.** Nearly all sites identified can realistically accommodate densities of 30 dwelling units to the acre or greater, a level of density, which the State acknowledges is consistent with allowing for lower-income multifamily housing.
- **Special Residential Care Facilities.** This housing type would be permitted on the two housing opportunity sites identified in the Transit Village area as being in the R-3 zone.
- **Group Care Facilities.** These facilities would be permitted with a conditional use permit on housing opportunity sites in the Transit Village area located in R-3 and TV districts.
- **Transitional Housing.** As part of the Zoning Ordinance Update, the City will explicitly address transitional and supportive housing to assure it is allowed subject only to those restrictions that apply to other residential uses of the same type in the same zone. Hence transitional housing will be a permitted or conditionally-permitted use on all identified housing opportunity sites.
- **Group Residential.** Consistent with the existing Zoning Ordinance, Group Residential uses would be permitted on those housing opportunity sites located in the R-3, D-C, and C-1 districts. Group Residential is a broad category encompassing housing that is occupied by persons not defined as a family on a weekly or longer basis.

While none of the sites identified above would accommodate an Emergency Shelter based on existing zoning, the City already has an existing emergency shelter facility that is sufficient to accommodate local demand. Moreover, as part of the Zoning Ordinance Update, the City will be identifying at least one district in the City where an emergency shelter can be built by right

Maintain and Improve Quality of Life

Goal 4: The maintenance and improvement of the quality of life, safety and historic integrity of existing neighborhoods is a high priority for the City of South San Francisco (Formerly Goal 5)

Implementing Policies

Policy 4-1: The City shall prohibit new residential development in areas containing major environmental hazards (such as floods, and seismic and safety problems) unless adequate mitigation measures are taken. (Existing Policy 5-1)

Policy 4-2: The City shall require the design of new housing and neighborhoods to comply with adopted building security standards that decrease burglary and other property-related crimes. (Existing Policy 5-2)

Program 4-2A - Administer Minimum Building Security Standards. The City shall continue to administer Chapter 15.48, Minimum Building Security Standards, of the Municipal Code. (Existing Program 5-3B)

Responsibility: Police Department

Time Frame: On-going

Funding Source: General Fund

Quantified Objective: All new residential units shall comply with City standards.

Policy 4-3: As appropriate and required by law, the City shall continue the abatement of unsafe structures. (Existing Policy 5-3)

Program 4-3A - Review Projects for Major Environmental Hazards during the Environmental Review Process. The City shall review residential projects for major environmental hazards during the environmental review process. The City shall not approve the projects unless the hazards are adequately mitigated. (Existing Program 5-3A)

Responsibility of: Department of Economic and Community Development, Planning Division

Time Frame: On-going

Funding Source: General Fund

Quantified Objective: All residential projects.

Policy 4-4 - The City shall require new residential developments to comply with the Aircraft Noise/Land Use Compatibility Standards for the San Francisco International Airport Plan Area, as contained in the San Mateo County Airport Land Use Plan. (Existing Policy 5-4)

Program 4-4A - Review all new residential development for compliance with the County Airport Land Use Plan. Any incompatible residential use will either be eliminated or mitigation measures will be taken to reduce interior noise levels within the acceptable range in accordance with the Noise Element. (Existing Program 5-4A)

Responsibility: Department of Economic and Community Development, Planning Division

Time Frame: On-going

Funding Source: General Fund

Quantified Objective: All new residential projects.

Program 4-4B - Support the Airport Noise Insulation Program. Assist homeowners in insulating units adversely affected by airport noise, pursuant to the Aviation Safety and Noise Abatement Act of 1979 (Section 49 USC 2101 et seq.). This is a broad-based project to reduce aircraft-associated noise inside residences. This program is available regardless of income level. (Existing Policy 5-4B)

Responsibility: Department of Public Works

Time Frame: 2007-2014

Funding Source: NA

Quantified Objective: To insulate existing homes within the 65 CNEL zone.

CCAG AGENDA REPORT

Date: September 9, 2004

To: CCAG Board of Directors

From: Dave Carbone, CCAG Airport Land Use Committee (ALUC) Staff
TEL: 650/363-4417; FAX: 650/363-4849; email: dcarbone@co.sanmateo.ca.us

Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the City of Burlingame, Re: North Burlingame/Rollins Road Specific Plan for an Area Near San Francisco International Airport

RECOMMENDATION

That the CCAG Board of Directors, acting as the Airport Land Use Commission, accept the following recommendation from the CCAG Airport Land Use Committee (ALUC): that the Airport Land Use Commission (CCAG) determine that the proposed City of Burlingame North Burlingame/Rollins Road Specific Plan is consistent with the applicable airport/land use compatibility criteria for San Francisco International Airport, as contained in the San Mateo County Comprehensive Airport Land Use Plan December 1996, as amended, based on the following conditions:

1. Add appropriate text to *Chapter 7* to identify all of the FAR Part 77 height/airspace protection parameters (imaginary surfaces) that affect the planning area and include a revised version of *Figure 7.3* that illustrates the configuration of the Horizontal Surface over the planning area.
2. Revise the text in *Chapter 7* to indicate all future development in the Specific Plan area is subject to the limitations of the applicable FAR Part 77 airspace parameters and the formal federal notification process, via FAA Form 7460-1, "*Notice of Proposed Construction or Alteration*" and further indicate that the findings of all FAA aeronautical studies conducted by the FAA, per the federal notification process, will be incorporated into the final approval for all new development in the planning area.
3. Revise the text in *Chapter 7* to address aircraft noise impacts as follows:

"All project development sponsors within the Specific Plan area shall retain a qualified acoustical engineer familiar with aviation noise impacts to prepare an acoustical study, in accordance with State Title 24 requirements. The acoustical study shall identify methods of design and construction to comply with the applicable portions of the Uniform Building Code Title 24, Appendix 36, Sound Transmission Controls and with the FAA Part 150 Noise Compatibility Program so that construction will achieve an indoor noise level of 45 dBA, or less, as measured for aircraft noise events. The cost of the noise insulation measures shall be borne by the development project sponsor."

**CCAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the City of Burlingame, Re: North Burlingame/Rollins Road Specific Plan for an Area Near San Francisco International Airport
September 9, 2004**

Page 2

4. Revise the text in *Chapter 7* to address airport-related safety concerns, as follows:

“Future development in the Specific Plan area shall comply with all relevant FAA standards and criteria for safety, regarding flashing lights, reflective material, land uses which may attract large concentrations of birds, HVAC exhaust vents, and uses which may generate electrical interference with aircraft communications and/or instrumentation.”
5. Add appropriate text in the draft Specific Plan that indicates all of the planning area is located within the current airport influence area (AIA) boundary for San Francisco International Airport and that all property for sale in the planning area will be subject to the real estate disclosure requirements per Chapter 496, Statutes 2002 (the Simitian bill).
6. Add appropriate text to address compliance with the airport/land use plan as follows:

“Government Code Section 65302.3 requires that local agency general plans and/or any affected specific plan must be consistent with the applicable airport/land use compatibility criteria in the relevant adopted airport land use plan (CLUP). The goals, objectives, and polices contained herein, do not conflict with the airport/land use compatibility criteria contained in the San Mateo County Comprehensive Airport Land Use Plan December 1996, as amended, for San Francisco International Airport.”
7. Add the following text to *Chapter 7*, as drafted and proposed by the City of Burlingame, to address concerns regarding future development in the Specific Plan area, as expressed by the Director of San Francisco International Airport:

“The areas below address the existing regulations regarding noise and safety as they relate to current airport operations and as reflected in the adopted San Mateo County Comprehensive Land Use Plan and FAA requirements. It is recognized that the planning area, particularly the El Camino Real North Subarea, is proximate to the San Francisco International Airport and is subject to impacts associated with operations of an airport. As operating conditions at the airport change and information becomes available which result in changes to the regulations, development in the planning area may be subject to additional requirements related to noise and safety (such as additional height restrictions, noise insulation measures affecting construction, and aviation easements for certain uses.)

In addition to the above conditions, the ALUC advises the CCAG Board that the Caltrans Division of Aeronautics raised an issue in its comment letter on the draft Specific Plan, regarding the applicability of safety zones for Runways 1/19 at San Francisco International Airport, that relate to the proposed residential land uses in the Plan. The ALUC advises the Board that the additional text proposed by the City of Burlingame, in Condition No. 7 above, is broad enough to address the safety zone issue in the near term. However, the ALUC suggests that this issue be addressed in a future CLUP amendment for San Francisco International Airport in sufficient detail to reflect guidance from the California Airport Land Use Planning Handbook January 2002 (Handbook) and be consistent with previous safety compatibility policies.

**CCAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the City of Burlingame, Re: North Burlingame/Rollins Road Specific Plan for an Area Near San Francisco International Airport
September 9, 2004**

Page 3

FISCAL IMPACT

None.

BACKGROUND

The City of Burlingame has submitted its North Burlingame/Rollins Road Specific Plan May 28, 2004, to CCAG, acting as the Airport Land Use Commission, for a determination of the consistency of the Specific Plan with the relevant airport/land use compatibility criteria, as contained in the San Mateo County Comprehensive Airport Land Use Plan December 1996, as amended, for San Francisco International Airport (see Attachment No. 1 of the attached ALUC Staff Report, dated August 20, 2004). The draft document is also a general plan amendment and therefore, is subject to ALUC/CCAG review, pursuant to PUC Section 21676(b). The 60-day state-mandated review process will expire on September 15, 2004.

The Specific Plan is a land use and development policy document that will guide future development in the north (west) end of Burlingame and the Rollins Road industrial corridor. The draft document notes the plan "...includes land use changes and design improvements for the northwestern part of Burlingame. The City foresees the potential for change in this area because of the opening of the Millbrae Intermodal Station and the planned replacement of the Mills Peninsula Hospital with a medical office building and support parking facilities. Additionally, the City has recently updated its *Housing Element* and a number of potential housing sites were identified in the Specific Plan area."

DISCUSSION

Relevant Specific Plan Content

The Specific Plan area configuration is an inverted L-shaped area, bounded by the City of Millbrae city limits to the north, U.S. Highway 101 on the east, Broadway on the south, the Caltrain right-of-way on the west, and a portion of the El Camino Real commercial corridor, west of the El Camino Real and divided by Trousdale Drive. It also includes the Mills Peninsula Hospital site (see Attachment No. 2 in the attached ALUC Staff Report).

The planning area includes the following existing land uses: Industrial/Office, Office/Commercial, Shopping and Service Commercial, Institutions (hospital), and Commercial Service. It also includes a small pocket of multi-family residential uses along California Drive just south of Trousdale Drive. There are no single-family residences in the planning area. (see Attachment No. 3 in the attached ALUC Staff Report). A key proposal in the Specific Plan is to include multi-family residential land uses as part of a mixed-use area on the west side of El Camino Real in the vicinity of Mills Hospital. (see Goal D below).

The draft Specific Plan contains eight goals (A-G) and 33 objectives/policies to guide future development in the planning area. Goal D is the goal most closely related to airport/land use compatibility because it encourages a mixed-use neighborhood in the El Camino Real/Mills Peninsula Hospital area. It also includes four objectives/policies to support the implementation of the goal at specific locations in the planning area. Goal D and the four objectives/policies are stated as follows:

**CCAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the City of Burlingame, Re: North Burlingame/Rollins Road Specific Plan for an Area Near San Francisco International Airport
September 9, 2004**

Page 4

“Goal D: The El Camino Real/Mills Peninsula Hospital area offers opportunities for a safe and viable mixed-use neighborhood that takes advantage of its proximity to the Millbrae Intermodal Station and the regional access it provides, as well as nearby employment and health service opportunities.

D-1: Encourage the transition to higher density residential development and supporting local retail and service businesses on parcels in the El Camino Real North area to take advantage of the proximity to the regional transportation opportunities and to meet the community’s housing needs.

D-2: Focus Medium –High Density Residential uses along the El Camino Real corridor to continue and strengthen the existing multiple-family residential pattern on El Camino Real and the rest of Burlingame.

D-3: Development on the California Drive frontage shall be residential in character and shall be attractive, pedestrian-scaled and designed to address its proximity to the Caltrain main line.

D-4: The area north of Trousdale Drive shall provide a mix of office and residential uses to provide a transition between the denser residential development in the El Camino Real corridor and the single-family residential neighborhood to the west.”

The revised text of *Chapter 7: Development Framework* contains a list of Community Standards to address some of the airport/land use compatibility issues, such as height of structures, and real estate disclosure. However, neither the goals and objectives/policies listed above nor the revised text in *Chapter 7* address noise impacts from aircraft operations at nearby San Francisco International Airport. They also do not fully address height of structures/airspace protection, and safety concerns. Those issues are addressed in detail in the attached ALUC staff report.

CCAG Airport Land Use Committee (ALUC) Review

The CCAG Airport Land Use Committee (ALUC) reviewed the draft Specific Plan at its Regular Meeting on August 26, 2004. The Committee discussed the airport/land use compatibility issues contained in the attached ALUC staff report. The proposed six conditions to achieve consistency with the relevant land use compatibility policies and criteria contained in the CLUP for San Francisco International Airport, as contained in the ALUC staff report, were acceptable to the City of Burlingame and endorsed by the Committee members. Two additional issues were addressed in the ALUC review. They included the following: (1) a request for the grant of an avigation easement in favor of San Francisco International Airport (SFO) from all future development sponsors in the Specific Plan area and (2) a comment from the Caltrans Division of Aeronautics, regarding safety zones and related airport/land use compatibility criteria for specific runways at SFO, as described in the Handbook. Each of these issues is addressed below.

**CCAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the City of Burlingame, Re: North Burlingame/Rollins Road Specific Plan for an Area Near San Francisco International Airport
September 9, 2004**

Page 5

(1) Grant of an Avigation Easement in Favor of San Francisco International Airport (SFO)

The City of Burlingame received a comment letter from the Airport Director John Martin, dated July 30 2004, regarding the content of the draft Mitigated Negative Declaration for the Specific Plan. That letter indicated that “Should the City of Burlingame...choose to adopt the Specific Plan as proposed, then at the very least the Mitigated Negative Declaration should include the following specific mitigation measures:

All development project sponsors shall be required to execute an avigation easement in favor of San Francisco International Airport for new residential units proposed under the Specific Plan.”

There were three other suggested mitigation measures included in the Airport Director’s letter, regarding noise and safety impacts and mitigation actions. The City of Burlingame agreed with those three measures but voiced its strong opposition to requiring the grant of an avigation easement to the Airport, as part of the approval of all future residential development in the Specific Plan area.

At the suggestion of ALUC staff, a meeting was convened at Burlingame City Hall on August 24, 2004, to further address the avigation easement issue. The meeting attendees included City of Burlingame staff, SFO Airport staff, the CCAG Executive Director, and ALUC Staff (see list of attendees below). After discussing the issue and hearing the concerns of both parties (Burlingame and SFO), the City of Burlingame agreed to amend the text in *Chapter 7* of the draft Specific Plan to include the following:

“The areas below address the existing regulations regarding noise and safety as they relate to current airport operations and as reflected in the adopted San Mateo County Comprehensive Land Use Plan and FAA requirements. It is recognized that the planning area, particularly the El Camino Real North Subarea, is proximate to the San Francisco International Airport and is subject to impacts associated with the operation of an airport. As operating conditions at the airport change and information becomes available which result in changes to the regulations, development in the planning area may be subject to additional requirements related to noise and safety (such as additional height restrictions, noise insulation measures affecting construction and avigation easements for certain uses).”

This language was acceptable to Airport staff and is included as part of the ALUC’s recommendation to the CCAG Board. The City of Burlingame has also agreed to all six of the recommended conditions contained in the attached ALUC staff report.

(2) Comment from the Caltrans Division of Aeronautics, re: Safety Zones for San Francisco International Airport as defined by the Handbook

The City of Burlingame received a comment letter from Sandy Hesnard, Aviation Environmental Planner, at the Caltrans Division of Aeronautics, dated June 17, 2004 regarding the content of the Mitigated Negative Declaration prepared for the Specific Plan. Her letter included the following comment:

Avigation easement meeting attendees: M. Monroe/M. Brooks, City of Burlingame staff; N. Lam/B. Ganoung, SFO staff; R Napier, CCAG Executive Director, R. Newman, ALUC Chairperson; and D. Carbone, ALUC staff.

**CCAG Agenda Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the City of Burlingame, Re: North Burlingame/Rollins Road Specific Plan for an Area Near San Francisco International Airport
September 9, 2004**

Page 6

“We are also concerned with the proposed residential development north of Trousdale Drive. In addition to noise concerns, the area appears to be within the Inner Approach/Departure Zone (2) and the Inner Turning Zone (3) for San Francisco International Airport’s Runway 1R-19L, as defined by the 2002 California Airport Land Use Planning Handbook (Handbook) published by the Division of Aeronautics. In accordance with CEQA...the Handbook must be utilized as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries...The Handbook recommends that residential be prohibited within Zone 2 and limited to “low densities...within Zone 3.”

I explained that Ms Hesnard’s comment is technically correct but the referenced safety zones are not included in the current CLUP for San Francisco International Airport. I indicated safety zones will be included in a future CLUP amendment for the Airport, along with several other revisions, as necessary, to update the CLUP to be more consistent with the relevant guidance from the Handbook. I also noted that a CLUP amendment for San Francisco International Airport would be initiated by the ALUC in the near future.

The Committee members felt this issue would be addressed in the near term by the additional broad language proposed by the City of Burlingame to be added to *Chapter 7* of the draft Specific Plan. The Committee members also felt, however, that this issue should be highlighted as part of the Committee’s recommendation to the CCAG Board, to ensure that future discussion of this issue is consistent with previous policies regarding residential development near the Airport. Therefore, the ALUC recommendation includes a highlighted reference to this issue.

Guidance From the California Airport Land Use Planning Handbook January 2002

ALUC Staff reviewed the relevant content of the California Airport Land Use Planning Handbook to prepare this report and the attached ALUC staff report. The staff analysis and recommendations contained herein are consistent with and guided by the relevant provisions contained in the Handbook.

ATTACHMENT

CCAG Airport Land Use Committee (ALUC) Staff Report, dated August 20, 2004, with seven attachments

C/CAG AGENDA REPORT

Date: June 11, 2009
To: C/CAG Board of Directors
From: Richard Napier, Executive Director
Subject: Review and approval of Resolution 09-36 authorizing the C/CAG Chair to execute an agreement between C/CAG and the San Mateo County Department of Housing for Cooperative Pursuit of Housing Solutions and to share costs for consulting service and staff support service at the net costs to C/CAG not to exceed \$75,000 and \$60,000, respectively.

(For further information contact Richard Napier at 599-1420)

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 09-36 authorizing the C/CAG Chair to execute an agreement between C/CAG and the San Mateo County Department of Housing for Cooperative Pursuit of Housing Solutions and to share costs for consulting service and staff support service at the net costs to C/CAG not to exceed \$75,000 and \$60,000, respectively.

FISCAL IMPACT

C/CAG and San Mateo County Department of Housing (DoH) will share, on a 50/50 basis, the cost of a staff member hired by DoH at a cost to C/CAG not to exceed \$60,000 in FY 2009/10; and the cost for consulting services at a cost to C/CAG not to exceed \$75,000 in FY 2009/10.

SOURCE OF FUNDS

Funding for the \$60,000 and \$75,000 will be from the San Mateo County Congestion Relief Plan fund.

BACKGROUND/DISCUSSION

At the May 8, 2008 C/CAG Board meeting, the Board approved to share costs with the San Mateo County Department of Housing (DoH) for cooperative pursuit of housing solutions in an amount of \$75,000 for consulting services and \$40,000 for staff support services in FY 2008/09.

For more than twelve years C/CAG has taken a leadership role in certain housing policy matters related to the housing/transportation/land-use nexus, notably including the 1997 Housing Needs Study, 2007 Housing Needs Study, Transit Oriented Development Housing Incentive Program, Transit Corridor Planning Grant program.

In 2005, San Mateo County formed the Department of Housing (DoH) to further the emergence of a countywide housing strategy consensus, encourage the development of housing affordable to the full spectrum of households, and strengthen and support related initiatives led by affiliated organizations, notably including C/CAG.

ITEM 5.9

Successful partnership of C/CAG and DoH has resulted in the following accomplishments:

- Secured additional grant funding for C/CAG's Housing Needs Study;
- Developed and distributed a pamphlet and slideshow summarizing C/CAG's Housing Needs Study to 1,000 civic leaders;
- Developed and distributed a booklet promoting infill, transit-oriented development consistent with C/CAG's Countywide Transportation Plan;
- Organized and administered the successful Sub-Regional Housing Needs Allocation process (SubRHNA), which attracted matching funding from Silicon Valley Community Foundation and won civic leadership awards;
- Represented San Mateo County on Bay Area FOCUS working committees and cooperated in-county to define "priority development areas" in the transportation corridor and support planning grant applications by C/CAG member jurisdictions;
- Conducted the 21 Elements project through which all C/CAG member jurisdictions cooperated to update their respective housing elements;

Approval of cost sharing will allow the continuation of cooperative pursuit of the following projects:

- Assist C/CAG member jurisdictions with timely and successful completion of housing element updates by providing countywide housing data, technical assistance, and advocacy with State HCD.
- Actively participate in the Grand Boulevard Initiative in ways that advance housing policy objectives in the Countywide Transportation Plan.
- Publicize, promote and promulgate the "best practices" of C/CAG member jurisdictions among each other, especially related to stimulating infill housing production in the transit corridor and along El Camino Real.
- Update the housing policy aspects of the Countywide Transportation Plan.
- Develop potential solutions to address the housing needs issue as illustrated in the 2006 San Mateo County Housing Needs Study in accordance with directions to be provided by the C/CAG Board.
- Other projects to be defined and agreed upon by C/CAG Executive Director and DoH Director.

ATTACHMENTS

1. Resolution 09-36
2. Cooperative Agreement between C/CAG and DoH

RESOLUTION 09-36

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE A COOPERATIVE AGREEMENT BETWEEN C/CAG AND THE SAN MATEO COUNTY DEPARTMENT OF HOUSING FOR COOPERATIVE PURSUIT OF HOUSING SOLUTIONS AND TO SHARE COSTS FOR CONSULTING SERVICE AND STAFF SUPPORT SERVICE AT THE NET COSTS TO C/CAG NOT TO EXCEED \$75,000 AND \$60,000, RESPECTIVELY

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

WHEREAS, C/CAG has developed the Countywide Transportation Plan that also encourages linking land-use and transportation; and,

WHEREAS, the C/CAG Board has requested that staff develop policy options and potential solutions for consideration to address the issues identified in the Countywide Housing Needs Study; and

WHEREAS, C/CAG and San Mateo County Department of Housing (DoH) have successfully partnered in addressing housing related issues; and

WHEREAS, C/CAG would like to develop additional partnerships with DoH; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that on behalf of C/CAG the Chair is authorized to execute a Cooperative Agreement with San Mateo County Department of Housing to agree to the following:

1. DoH and C/CAG will continue to closely coordinate activities related to housing policy and planning, and to look for opportunities to further mutual objectives.
2. In particular, DoH and C/CAG will continue cooperative pursuit of the following projects, and others by mutual agreement:
 - Assist C/CAG member jurisdictions with timely and successful completion of housing element updates by providing countywide housing data, technical assistance, and advocacy with State HCD
 - Actively participate in the Grand Boulevard Initiative in ways that advance housing policy objectives in the Countywide Transportation Plan
 - Publicize, promote and promulgate the “best practices” of C/CAG member jurisdictions among each other, especially related to stimulating infill housing production in the transit corridor and along El Camino Real
 - Develop potential solutions to address the housing needs issue as illustrated in the 2006 San Mateo County Housing Needs Study in accordance with directions to be provided by the C/CAG Board

- Update the housing policy aspects of the Countywide Transportation Plan
 - DoH and C/CAG may engage in cooperate efforts in other projects by mutual agreement. Specific project scopes shall be defined and agreed upon by C/CAG Executive Director and DoH Director
3. C/CAG and DoH will share, on a 50/50 basis, the cost of a staff member hired by DoH (Housing and Community Development Specialist) to further the abovementioned projects, and other related assignments that C/CAG may propose from time to time, at a cost to C/CAG not to exceed \$60,000 in FY2009-10.
 4. C/CAG and DoH will share, on a 50/50 bases, other direct costs (e.g., consulting contracts) of joint projects, at a cost to C/CAG not to exceed \$75,000 in FY2009-10.
 5. These financial arrangements outlined in this MOU are subject to and contingent upon C/CAG's annual budget authorization.

The cooperative agreement shall be subjected to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF JUNE 2009.

Thomas M. Kasten, Chair

**COOPERATIVE AGREEMENT BETWEEN
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
AND SAN MATEO COUNTY (DEPARTMENT OF HOUSING)**

This Cooperative Agreement, effective as of July 1, 2009, is by and between the CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, a joint powers agency formed for the purpose of preparation, adoption and monitoring of a variety of county-wide state-mandated plans, hereinafter called "C/CAG" and the County of San Mateo, by and through its Department of Housing, hereinafter called "DoH".

W I T N E S S E T H

Whereas, for more than twelve years C/CAG has taken a leadership role in certain housing county-wide policy matters related to the housing/transportation/land-use nexus, notably including the 1997 Housing Needs Study, 2007 Housing Needs Study, Transit Oriented Development Housing Incentive Program, Transit Corridor Planning Grant program, and more;

Whereas, in 2005, San Mateo County formed the Department of Housing (DoH) to further the emergence of a countywide housing strategy consensus, encourage the development of housing affordable to the full spectrum of households, and strengthen and support related initiatives led by affiliated organizations, notably including C/CAG;

Whereas, in 2006 through 2008, a successful collaboration between C/CAG and DoH (in concert with other able partners) has accomplished the following:

- Secured additional grant funding for C/CAG's Housing Needs Study;
- Developed and distributed a pamphlet and slideshow summarizing C/CAG's Housing Needs Study to 1,000 civic leaders;
- Developed and distributed a booklet promoting infill, transit-oriented development consistent with C/CAG's Countywide Transportation Plan;
- Organized and administered the successful Sub-Regional Housing Needs Allocation process (SubRHNA), which attracted matching funding from Silicon Valley Community Foundation and won civic leadership awards;
- Represented San Mateo County on Bay Area FOCUS working committees and cooperated in-county to define "priority development areas" in the transportation corridor and support planning grant applications by C/CAG member jurisdictions;
- Conducted the 21 Elements project through which all C/CAG member jurisdictions cooperated to update their respective housing elements.

Whereas, the parties desire to continue their cooperative efforts.

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

1. **Services and Activities.**

A. DoH and C/CAG will continue to closely coordinate activities related to housing policy and planning, and to look for opportunities to further mutual objectives.

B. In particular, DoH and C/CAG will continue cooperative efforts in pursuit and support of the following projects:

- Assist C/CAG member jurisdictions with timely and successful completion of housing element updates by providing countywide housing data, technical assistance, and advocacy with State HCD.
- Actively participate in the Grand Boulevard Initiative in ways that advance housing policy objectives in the Countywide Transportation Plan.
- Publicize, promote and promulgate the “best practices” of C/CAG member jurisdictions among each other, especially related to stimulating infill housing production in the transit corridor and along El Camino Real.
- Develop potential solutions to address the housing needs issue as illustrated in the 2006 San Mateo County Housing Needs Study in accordance with directions to be provided by the C/CAG Board
- Update the housing policy aspects of the Countywide Transportation Plan.

C. DoH and C/CAG may engage in cooperate efforts in other projects by mutual agreement. Specific project scopes shall be defined and agreed upon by C/CAG Executive Director and DoH Director.

2. **Payments.**

A. C/CAG and DoH will share, on a 50/50 basis, the cost (salary and benefits) of a staff member (Housing and Community Development Specialist) hired by DoH to further the abovementioned (section 1B) projects, and other related assignments that C/CAG may propose from time to time, at a cost to C/CAG not to exceed \$60,000 for fiscal year 2009-10.

B. C/CAG and DoH will share, on a 50/50 basis, other direct costs (e.g., consulting contracts) of cooperative joint projects that they may mutually agree to, at a cost to C/CAG not to exceed \$75,000 for fiscal year 2009-10.

C. C/CAG’s obligation to make payment of its share of the costs specified in sections 2A and 2B, above, is subject to and contingent upon C/CAG’s annual budget authorization.

3. **Relationship of the Parties.** The parties will cooperate and undertake activities in their mutual interest, but it is understood and agreed that this is an Agreement by and between Independent Contractor(s) and is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of Independent Contractors.

4. **Contract Term.** This Cooperative Agreement shall be in effect as of July 1, 2009 and shall terminate on June 30, 2010. The parties may extend, renew or amend the terms hereof, by mutual agreement in writing

IN WITNESS WHEREOF, the parties hereto have affixed their hands to this Cooperative Agreement, effective as of July 1, 2009.

SAN MATEO COUNTY

By: _____
Duane Bay Date
Director, San Mateo County Department of Housing

By: _____
David Boesch Date
County Manager, County of San Mateo

CITY/COUNTY ASSOCIATION OF GOVERNMENTS (C/CAG)

By: _____
Thomas M. Kasten Date
C/CAG Chair

C/CAG Legal Counsel (Approved as to Form)

By: _____
, C/CAG Counsel

C/CAG AGENDA REPORT

Date: June 11, 2009
To: C/CAG Board of Directors
From: Richard Napier, C/CAG Executive Director
Subject: Review and Approval of C/CAG Legislative Priorities, positions and Legislative Update. (A position may be taken on any legislation, including legislation not previously identified.)
(For further information contact Joe Kott at 599-1453)

RECOMMENDATION

That the C/CAG Board review the attached C/CAG Legislation "Support" Status report and that the Board review and approve recommendations on legislative priorities and legislation as may be forwarded from the Legislative Committee.

FISCAL IMPACT

Not applicable.

SOURCE OF FUNDS

Not applicable.

LEGISLATIVE PRIORITY

"Support" List

BACKGROUND/DISCUSSION

There are two pending bill on C/CAG's Support List: SB 346 (Hazardous Materials: Motor Vehicle Brake Friction Materials) and ACA 9 (Local Government Bonds – Special Taxes: Voter Approval). ACA 9 will be discussed at the Committee on Revenue and Taxation on June 15th. SB 346 has undergone second reading and has been further amended. The status of each is summarized below.

ATTACHMENTS

- C/CAG Legislation "Support" List Status

ITEM 6.1

C/CAG LEGISLATION “SUPPORT” LIST STATUS

ACA 9 (Huffman) Local government bonds: special taxes: voter approval. (A-04/27/2009)

Last Amend: 04/27/2009

Status: 05/07/2009-From committee: Be adopted, and re-refer to Com. on REV. & TAX. Re-referred. (Ayes 5. Noes 2.) (May 6).

Location: 05/07/2009-A REV. & TAX

Calendar: 06/15/09 1:30 p.m. - Room 126 ASM REVENUE AND TAXATION

Summary: The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district to service bonded indebtedness, incurred to fund specified public improvements, facilities or buildings, and housing, and related costs, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This additional exception would apply only if the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements. This bill contains other related provisions and other existing laws.

Digest: (1) The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, ~~or~~ city and county, *or special district* to service bonded indebtedness, incurred to fund specified public improvements, facilities *or buildings*, and housing, and related costs, that is approved by 55% of the voters of the city, county, ~~or~~ city and county, *or special district*, as applicable. This additional exception would apply only if the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements.

(2) The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.

This measure would change the 2/3 voter-approval requirement for special taxes to, instead, authorize a city, county, or special district to impose a special tax with the approval of 55% of its voters voting on the tax. This measure would also make technical, nonsubstantive changes to these provisions.

(3) The California Constitution prohibits a county, city, town, township, board of education, or school district from incurring any indebtedness exceeding in one year the income and revenue provided in that year, without the assent of 2/3 of the voters and subject to other conditions.

This measure would lower to 55% the voter approval threshold for a city, county, or city

and county to incur bonded indebtedness, exceeding in one year the income and revenue provided in that year, that is in the form of general obligation bonds to fund specified public improvements.

Vote: 2/3. Appropriation: no. Fiscal committee: no. State-mandated local program: no.

Laws: A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Sections 1 and 4 of Article XIII A thereof, by amending Section 2 of Article XIII C thereof, by amending Section 3 of Article XIII D thereof, and by amending Section 18 of Article XVI thereof, relating to local government finance.

SSB 346 (Kehoe) Hazardous materials: motor vehicle brake friction materials. (A-06/01/2009

Last Amend: 06/01/2009

Status: 06/01/2009-Read third time. Amended. To second reading.

Location: 06/01/2009-S SECOND READING

Calendar: 06/02/09 2 SEN SENATE BILLS-SECOND READING FILE

Summary: Existing law establishes the Department of Toxic Substances Control, in the California Environmental Protection Agency, with powers and duties regarding the management of hazardous waste. Existing law, administered by the department, prohibits the management of hazardous waste except in accordance with the hazardous waste control laws, including laws governing the removal of any mercury-containing vehicle light switch from a vehicle, and the regulations adopted by the department. A violation of the hazardous waste control laws is a crime. This bill would require the department to conduct a baseline survey, on or before January 1, 2013, of the concentration levels of nickel, zinc, copper, and antimony in motor vehicle brake friction materials. The bill would require the department, commencing on January 1, 2013, and at least every 3 years thereafter, to monitor the concentration levels of those metals in motor vehicle brake friction materials to ensure that those levels do not increase by more than 50% above the baseline levels established through the baseline survey. The bill would require the department to take specified acting if any of those metals increased by more than 50%, and would require the department to prioritize the presence of those constituents in brake friction materials for regulation, as specified. This bill contains other related provisions and other existing laws.

Digest: (1) Existing law establishes the Department of Toxic Substances Control, in the California Environmental Protection Agency, with powers and duties regarding the management of hazardous waste. Existing law, administered by the department, prohibits the management of hazardous waste except in accordance with the hazardous waste control laws, including laws governing the removal of any mercury-containing vehicle light switch from a vehicle, and the regulations adopted by the department. A violation of the hazardous waste control laws is a crime.

This bill would require the department to conduct a baseline survey, on or before January 1, 2013, of the concentration levels of nickel, zinc, copper, and antimony in motor vehicle brake friction materials. The bill would require the department, commencing on January 1, 2013, and at least every 3 years thereafter, to monitor the concentration levels of ~~nickel, zinc, and antimony~~ *those metals* in motor vehicle brake friction materials to

ensure that those levels do not increase by more than 50% above the baseline levels established through the baseline survey. ~~In that case, the~~ *The bill would require the department to take specified acting if any of those metals increased by more than 50%, and ask the State Water Resources Control Board or the Office of Environmental Health Hazard Assessment, as specified, to determine whether there is a need for controlling the use of the relevant constituent in brake friction material.* If the department determines that there is a demonstrated need for controlling the use of the studied constituents in brake friction materials, ~~the bill would require the department to prioritize the presence of those constituents in brake friction materials for regulation, as specified.~~ *The bill also would require the department to monitor copper. The bill would require manufacturer of motor vehicle brake friction materials to monitor and report to the department on the reduction of copper concentration in motor vehicle brake friction material. The bill would require the department to review the reports and, within 6 months of receipt, report certain information to the Legislature.*

The bill, commencing on January 1, 2014, would prohibit the sale of any motor vehicle brake friction materials containing specified constituents, ~~including, but not limited to, eadmium, lead, and mercury,~~ in amounts that exceed certain concentrations. The bill, commencing on January 1, 2021, would restrict the concentration of copper in motor vehicle brake friction materials sold in California, as specified. The bill, commencing on January 1, 2014, would require all manufacturers of *motor vehicle brake* friction materials ~~used in brakes on new motor vehicles, or as replacement parts,~~ that are sold in this state to obtain a certification of compliance with these requirements from a ~~3rd party~~ *3rd-party* testing agency, and to mark proof of certification on the friction materials. ~~The bill would require the department to enforce these provisions, and would require the department to remove from sale any replacement brake friction materials determined to be not in compliance.~~ A violation of these provisions would be subject to a civil fine of up to \$10,000 per violation. Because a violation of these provisions would also be a crime pursuant to the hazardous waste control laws, the bill would impose a state-mandated local program.

The bill would require the department, commencing on January 1, 2011, to impose a fee of \$1 on each new axle friction materials set sold in the state, whether fitted to a new vehicle or sold separately, and would require the department, commencing on January 1, 2012, ~~and every year thereafter,~~ to adjust *annually* the fee by an amount necessary to compensate for inflation. If the department determines, after January 1, 2016, that the average annual revenue from the fee is less than an amount equivalent to \$13,000,000 in 2011 dollars, or more than an amount equivalent to \$16,000,000 in 2011 dollars, the bill would require the department to adjust the fee to an amount necessary to fall within that range. The bill would establish the Brake Friction Materials Water Pollution Fund in the State Treasury, for deposit of the fee. The bill would require the fee to be used to cover specified costs related to copper and other constituents in brake friction materials, and for grants for the purpose of planning, implementing, and measuring the effectiveness of actions to improve water quality in surface waters that receive runoff containing pollutants ~~for~~ *from* vehicle brake friction materials.

The bill would require the department to keep accurate books, records, and accounts of all of its dealings under the bill, and would subject those books, records, and accounts, and amounts paid into or from the fund, to an annual audit.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: yes.

Laws: An act to add Article 13.5 (commencing with Section 25250.50) to Chapter 6.5 of Division 20 of the Health and Safety Code, relating to hazardous materials.

C/CAG AGENDA REPORT

Date: June 11, 2009

TO: C/CAG Board of Directors

From: Richard Napier, Executive Director - C/CAG

Subject: Review and approval of Resolution 09-31 approving the C/CAG 2009-10 Program Budget and Fees
(For further information or response to question's, contact Richard Napier at 650 599-1420)

Recommendation:

Review and approval of Resolution 09-31 approving the C/CAG 2009-10 Program Budget and Fees in accordance with the staff recommendation.

Fiscal Impact:

In accordance with the proposed C/CAG 2009-10 Program Budget.

Revenue Sources:

Funding sources for C/CAG include member assessments, cost reimbursement from partners, local sales tax Measure A, private and public grants, regional - State - Federal transportation and other funds, Department of Motor Vehicle fees, State-Federal earmarks, and interest

Background/Discussion:

Staff has developed the C/CAG Program Budget for 2009-10. Refer to the Budget Summary in Attachment A. The complete detailed Budget will be provided in a separate attachment for reference. See Attachment B for Member Assessments. The Member Assessments remain the same as in FY 08-09 in recognition of the difficult budget climate for the cities and the County. A graphical presentation of the budget is provided in Attachment C. A comparison of the FY 2008-09 Projection vs. FY 2008-09 Updated Budget is also provided (Attachment E). Key Budget Definitions/ Acronyms is provided in Attachment F. The C/CAG Budget was introduced at the May Board Meeting and is recommended for approval at the 6/11/09 Board Meeting.

C/CAG 2009-10 Program Budget Assumptions:

Revenue

- 1- Member Assessments - Same as last year due to budget issues with the cities and County.
- 2- Administrative Program - Will pursue funding from SFIA of \$25,000 to support ALUC.
- 3- Transportation Programs - Assume \$250,000 MTC funding for Willow/ University 2020 Gateway project implementation.

ITEM 6.2

- 4- San Mateo Congestion Relief Program - Assume \$1,500,000 in STIP funds flows through C/CAG Budget for the Smart Corridor project implementation.

Expenditures

- 5- Congestion Management - Will stay at full staffing level for FY 09-10 which will increase expenditures across the board due to the Smart Corridor Project.
- 6- Transportation Programs - Assume \$500,000 for Willow/ University 2020 Gateway project implementation.
- 7- San Mateo Congestion Relief Program (SMCRP) - The following new programs ramped up in FY 09-10: A- Energy Local Government Partnership - \$200K pass through to County and B- GHG Incentive to Cities/ County - \$195,000
- 8- San Mateo Congestion Relief Program - Included \$1,500K for the State Infrastructure Bond funding for the Smart Corridors Project.
- 9- NPDES - Programmed current level of programs since do not know what the new permit will require. Will submit a revised budget when the permit requirements are known.

C/CAG 2009-10 Budget Overview:

Fund Balance:

Beginning - There is a 6.98% decrease due primarily to the DMV Fee Program that decreased by \$861,679. This is due to the implementation of the countywide projects.

Ending - There is a 14.66% decrease (\$1,188,722) due primarily to the decrease in fund balance for the Transportation Programs (\$342,606), the San Mateo Congestion Relief Program (\$295,802), and the DMV Fee Program (\$558,757) for a total decrease of \$1,197,165. This is due to the implementation of the countywide projects, Smart Corridor project, and staffing.

Revenues:

Total - There is a 16.61% increase (\$1,768,139) due primarily to the increase in the San Mateo Congestion Relief Program of \$1,393,045 due to \$1,500,000 in State Transportation Improvement Program (STIP) funds for the Smart Corridor Project.

PPM-STIP - There is a 188.94% increase (\$1,281,657) due to \$1,500,000 in State Transportation Improvement Program (STIP) funds for the Smart Corridor Project.

Interest - Interest was low for FY -08-09 due to the Lehman Brothers write-off.

Expenditures:

Total - There is a 20.4% increase (\$2,304,632) due to the Transportation Programs project implementation (\$1,028,344) and the San Mateo Congestion Relief Program increased project implementation (\$1,674,590) for the Smart Corridor project.

Professional Services - There is a 13.4% increase (\$212,335) due to the increase in labor costs due to the addition of one staff.

Consulting Services - There is a 62.18% increase (\$2,025,780) due to the Transportation Programs (\$706,344) increased project implementation including transportation model update, the San Mateo Congestion Relief Program (\$967,339) Smart Corridor project implementation, and DMV Fee Program (\$211,167) project implementation.

Reserves:
Balance - No change.

C/CAG 2009-10 Program Budget Issues:

The C/CAG FY 09-10 Budget is balanced. Staff needs to develop a source of revenue to fund the Airport Land Use Commission activities. Implementation of the Smart Corridor Project will cause a significant increase in expenditures that needs to be managed. Staff needs to reduce the large balance (\$4,359,995) of the San Mateo Congestion Relief Program.

C/CAG - Member Fees Highly Leveraged and Cost Savings:

The member dues and fees are highly leveraged. Attachment C provides a Graphical Representation of the C/CAG Budget and visually illustrates the leveraged capacity (Less SMCRRP). The FY 09-10 Revenue is leveraged **5.18 to 1**. Including the funds that C/CAG controls, such as State and Federal Transportation funds (\$21,200,000), increases the leverage to **15.59 to 1**. The San Mateo Congestion Relief Program is leveraged **2.27 to 1** (Including City/County shuttle match). C/CAG provides revenues to its members that in most cases exceed the Member Assessments. It would be more costly for the program to be performed individually than through C/CAG. Developing efficient programs through collective effort is the basis for C/CAG.

Committee Recommendations:

The Congestion Management and Environmental Quality Committee reviewed the Budget assumptions on 5/25/09. The Technical Advisory Committee (TAC) reviewed it on 5/21/09. The Finance Committee met on 5/14/09 to review and comment on the detailed Budget. All the Committees recommend approval of the budget as presented.

Attachments:

- Attachment A - City/County Association of Governments 2009-10 Program Budget Summary
- Attachment B - Member Assessments FY 09-10
- Attachment C - Graphical Representation of C/CAG Budget
- Attachment D - Resolution 09-31 adopting the C/CAG 2009-10 Program Budget and Fees
- Attachment E - FY 2008 - 09 Projection vs. FY 2008 - 09 Updated Budget
- Attachment F - Key Budget Definitions/ Acronymns

Alternatives:

- 1- Review and approval of Resolution 09-31 approving the C/CAG 2009-10 Program Budget and Fees in accordance with the staff recommendation.
- 2- Review and approval of Resolution 09-31 approving the C/CAG 2009-10 Program Budget and Fees in accordance with the staff recommendation with modifications.
- 3- No action.

ATTACHMENT A

City/County Association of Governments 2009-10 Program Budget Summary

CCAG

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*

CITY/COUNTY ASSOCIATION OF GOVERNMENTS 2009 – 2010 PROGRAM BUDGET JULY 1, 2009 - JUNE 30, 2010

Adopted: June 11, 2009

**CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY (C/CAG)
FACT SHEET - FY 2009-10**

Description: Joint Powers Authority of the 20 Cities and the County in San Mateo County. Functions as the Congestion Management Agency for San Mateo County including programming State and Federal discretionary funds. Also acts as the Local Task Force for Solid Waste Management, Airport Land Use Commission, Water Pollution Prevention Program and Transportation Fund for Clean Air manager. Facilitates long range planning to link land use and transportation.

Full Time Equivalent (FTE): FY 08-09 8.5 FTE FY 09-10 8.5 FTE
 Increase(Decrease) No increase except 1 available for full year instead of partial

Major Budget Assumptions:

Assumptions include: 1- No change in member assessment, 2- For NPDES budget assumed the current permit level, 3- Smart Corridor Implementation including \$1,500,000 in transportation funds flows through the C/CAG budget, and 4- Ramp up San Mateo County Energy Watch (\$200,000) and Green House Gas Incentive (\$195,000).

C/CAG Budget:	FY 08-09 Projection	FY 09-10 Budget	Change	PerCent
Beginning Balance:	\$ 8,719,774	\$ 8,110,890	(\$608,884)	-6.98%
Reserves:	\$ 376,112	\$ 332,766	(\$ 43,346)	-11.52%
Total Revenues:	\$10,642,980	\$12,411,119	\$1,768,139	16.61%
Total Sources of Funds:	\$19,362,754	\$20,522,009	\$1,159,255	5.99%
Total Expenditures:	\$11,295,209	\$13,599,841	\$2,304,632	20.4%
Transfer to Reserves:	\$ 0	\$ 0	\$ 0	0%
Total Use of Funds:	\$ 11,251,863	\$13,599,840	\$2,347,977	20.87%
Ending Fund Balance:	\$ 8,110,890	\$ 6,922,169	(\$1,188,722)	-14.66%
Reserve Fund Balance:	\$ 332,766	\$ 332,766	\$ 0	0%

Capital: Consulting - \$5,283,765 Distributions - \$8,316,075 Total - \$13,599,840

Operating: \$2,588,076

C/CAG Budget Overview:

Revenues increased 16.61% and Expenditures increased 20.40%. The Revenue increase of \$1,768,139 is due primarily to the increase in the San Mateo Congestion Relief Program of \$1,393,045 due to \$1,500,000 in State Transportation Improvement Program (STIP) funds for the Smart Corridor Project. This includes two new programs the Energy Local Government Partnership (\$200,000) and Greenhouse Gas Incentive program of \$195,000. The increase in Expenditures of \$2,304,632 is a due to the Transportation Programs project implementation (\$1,028,344) and the San Mateo Congestion Relief Program increased project implementation (\$1,674,590) for the Smart Corridor project. Ending Fund Balance decreased 14.66% or by \$1,188,722. The Reserve Fund Balance between FY 08-09 and FY 09-10 remain the same. The cost for the lobbyist is included in the budget for Congestion Management (\$38,000) and NPDES (\$38,000) funds.

Major Programs/ Funds:	Balance Beginning	Revenues	Expenditures	Balance Ending
General Fund	\$ 9,265	\$ 463,024	\$ 603,000	\$ 29,961
Transportation Fund	\$ 578,408	\$1,820,907	\$2,212,500	\$ 235,801
San Mateo Congestion Relief Program	\$1,354,072	\$4,207,000	\$4,860,000	\$1,058,270
TFCA	\$ 0	\$1,052,117	\$1,048,094	\$ 0
NPDES	\$1,232,864	\$1,421,071	\$1,403,482	\$1,243,612
AVA	\$ 576,287	\$ 682,000	\$ 705,000	\$ 553,287
DMV Fee	\$4,359,995	\$2,765,000	\$2,767,765	\$3,801,238
C/CAG - Total	\$8,110,890	\$12,411,119	\$13,599,841	\$6,922,169

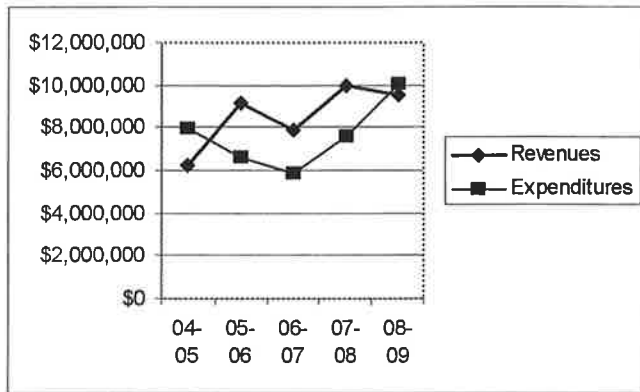
Any difference above is due to not reflecting the interfund transfers.

Undesignated Balance:

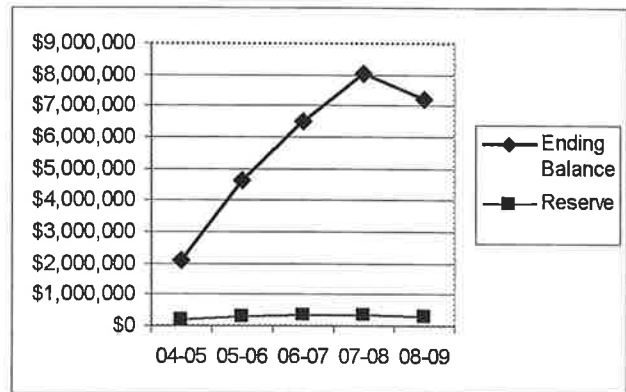
Major Programs/ Funds:	Balance Ending	Designated Expense	Designated Revenue	Designated Net	Undesignated Balance
General Fund	\$29,961	\$50,000	\$40,000	-\$10,000	\$19,961
Transportation Fund	\$235,801	\$92,000	\$0	-\$92,000	\$143,801
San Mateo Congestion Relief Program	\$1,058,270	\$823,000	\$25,000	-\$798,000	\$260,270
TFCA	\$0	\$0	\$0	\$0	\$0
NPDES	\$1,243,612	\$400,000	\$0	-\$400,000	\$843,612
AVA	\$553,287	\$180,000	\$0	-\$180,000	\$373,287
AB 1546	\$3,801,238	\$2,746,982	\$0	-\$2,746,982	\$1,054,256
C/CAG – Total	\$6,922,169	\$4,291,982	\$65,000	-\$4,226,982	\$2,695,187

C/CAG NORMALIZED FIVE YEAR HISTORICAL REVIEW:

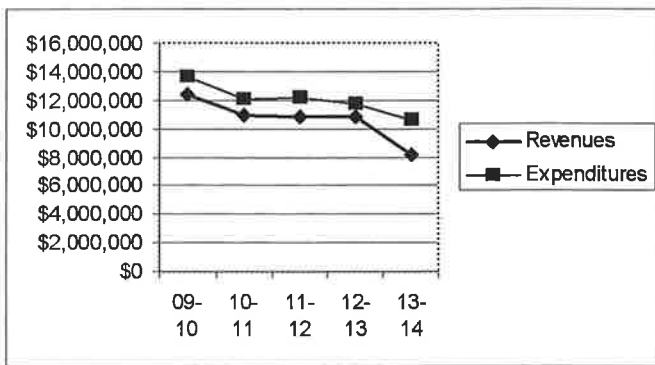
**FY 04-05 Thru FY 08-09
(Normalized to 2004)**



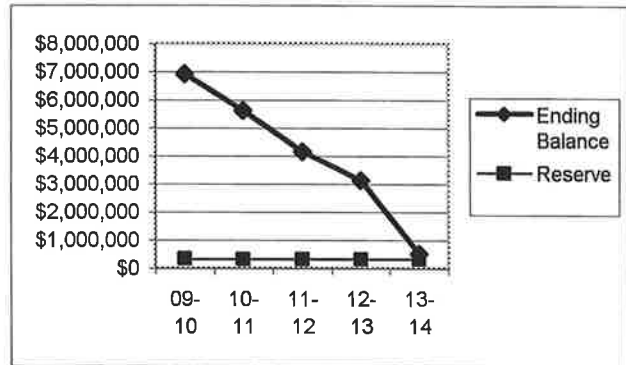
**FY 04-05 Thru FY 08-09
(Normalized to 2004)**



**FY 09-10 Thru FY 13-14
(Normalized to 2009)**



**FY 09-12 Thru FY 13-14
(Normalized to 2009)**



- Issues:**
- 1- Need to get funding for the Airport Land Use Commission activities.
 - 2- New NPDES Storm-water Permit will significantly increase the cost of the program.
 - 3- Implementation of the Smart Corridor Project will cause a significant increase in expenditures that needs to be managed.
 - 4- Staff needs to reduce the large balance (\$3,801,238) of the DMV Fee Program.
 - 5- Ending Balance will drop significantly due to project cash flow; however, it should not be seen as a problem.

Reserves: Have reserves of \$332,766 out of an Operating Budget of \$2,588,076 or 12.9%. However; the Undesignated Balance of \$2,695,187 less reserves yields an additional \$2,362,421 for unexpected issues or cost growth in programs.

06/03/09	CHANGES IN C/CAG BUDGET BY FISCAL YEAR					
	Projected					
	Actual		Budgeted	Budget	Budget	Notes
	FY 2008-09		FY 2009-10	Change	% Change	
BEGINNING BALANCE	8,719,774		8,110,890	(608,884)	-6.98%	B-1
RESERVE BALANCE	376,112		332,766	(43,346)	-11.52%	
PROJECTED REVENUES						
Interest Earnings	(5,500)		138,000	143,500	2609.09%	R-9
Member Contribution	2,697,081		2,597,641	(99,440)	-3.69%	R-2
Cost Reimbursements-VTA	0		0	0	0.00%	
MTC/ Federal Funding	745,000		1,062,000	317,000	42.55%	R-3
Grants	220,600		442,000	221,400	100.36%	R-4
DMV Fee	4,372,619		4,422,117	49,498	1.13%	R-5
NPDES Fee	1,288,732		1,289,361	629	0.05%	
TA Cost Share	646,105		475,000	(171,105)	-26.48%	R-6
Miscellaneous/ SFIA	0		25,000	25,000	0.00%	R-7
Street Repair Funding	0		0	0	0.00%	
PPM-STIP	678,343		1,960,000	1,281,657	188.94%	R-8
Assessment	0		0	0	0.00%	
	0		0	0	0.00%	
	0		0	0	0.00%	
Total Revenues	10,642,980		12,411,119	1,768,139	16.61%	R-1
TOTAL SOURCES OF FUNDS	19,362,754		20,522,009	1,159,255	5.99%	
PROJECTED EXPENDITURES						
Administration Services	430,692		422,411	(8,281)	-1.92%	E-2
Professional Services	1,585,169		1,797,504	212,335	13.40%	E-3
Consulting Services	3,257,985		5,283,765	2,025,780	62.18%	E-4
Supplies	47,250		63,500	16,250	34.39%	
Prof. Dues & Memberships	128,437		220,817	92,380	71.93%	E-9
Conferences & Meetings	49,800		21,500	(28,300)	-56.83%	
Printing/ Postage	20,750		37,750	17,000	81.93%	E-5
Publications	17,977		5,500	(12,477)	-69.41%	E-6
Distributions	5,721,843		5,728,000	6,157	0.11%	E-7
Street Repair	0		0	0	0.00%	
Miscellaneous	28,022		11,594	(16,428)	-58.63%	E-8
Bank Fee	500		500	0	0.00%	
Audit Services	6,784		7,000	216	3.18%	
	0		0	0	0.00%	
Total Expenditures	11,295,209		13,599,841	2,304,632	20.40%	E-1
TRANSFERS						
Transfers In	556,873		650,000	93,127	16.72%	T-1
Transfers Out	556,873		650,000	93,127	16.72%	T-1
Administrative Allocation	0		0	0	0.00%	
Total Transfers	0		0	0	0.00%	
NET CHANGE	(652,229)		(1,188,722)	(536,493)	-82.26%	
TRANSFER TO RESERVES	(43,346)		0	43,346	100.00%	
TOTAL USE OF FUNDS	11,251,863		13,599,840	2,347,977	20.87%	
ENDING FUND BALANCE	8,110,890		6,922,169	(1,188,722)	-14.66%	B-2
RESERVE FUND BALANCE	332,766		332,766	0	0.00%	RS-1
NET INCREASE (Decrease) IN FUND BALANCE	(608,884)		(1,188,722)	(579,838)	-95.23%	B-3
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance						

C/CAG BUDGET OVERVIEW
FY 09-10

Fund Balance:

Beginning (Note B-1) - The 6.98% decrease is due primarily to the DMV Fee Program that decreased by \$861,679 out of the total decrease of \$608,884. This is due to the implementation of the countywide projects.

Ending (Note B-2) - The 14.66% decrease (\$1,188,722) is due primarily to the decrease in fund balance for the Transportation Programs that decreased \$342,606, the San Mateo Congestion Relief Program that decreased \$295,802, and the DMV Fee Program that decreased by \$558,757 for a total decrease of \$1,197,165. This is due to the implementation of the countywide projects, Smart Corridor project, and additional manpower.

Net Increase (Note B-3) - The 95.23% decrease (\$579,838) is due primarily to the decrease in fund balance for the Transportation Programs that decreased \$704,482 and the San Mateo Congestion Relief Program that decreased \$281,704. This is due to the implementation of the countywide projects, Smart Corridor project, and additional manpower (2).

Revenues:

Total (Note R-1) - The 16.61% increase (\$1,768,139) is due primarily to the increase in the San Mateo Congestion Relief Program of \$1,393,045. The increase was due to \$1,500,000 in State Transportation Improvement Program (STIP) funds for the Smart Corridor Project.

Member Contributions (Note R-2) - Same as for FY 08-09.

MTC/ Federal Funding (Note R-3) - The 42.55% increase (\$317,000) is primarily due to the increase in MTC funding for the Transportation Program (\$250,000) due to the Gateway 2020 Implementation.

Grants (Note R-4) - The 100.36% increase (\$221,400) is due to the implementation of the FAA Airport Land-use Commission grant (\$121,400) and the San Mateo Congestion Relief Program (\$100,000) Local Government Partnership with PG&E.

DMV Fee (Note R-5) - Minimal change.

TA Cost Share (Note R-6) - The 26.48% decrease (\$171,105) is due to reduced scope projects under the Transportation Programs and the San Mateo Congestion Relief Program.

Miscellaneous (Note R-7) - The increase is due to new funding from SFIA to support the ALUC activities.

PPM-STIP (Note R-8) - The 188.94% increase (\$1,281,657) is due to \$1,500,000 in State Transportation Improvement Program (STIP) funds for the Smart Corridor Project under the San Mateo Congestion Relief Program.

Interest (Note R-9) - The large increase in interest was due to the low interest for FY - 08-09 caused by the Lehman Brothers write-off.

Expenditures:

Total (Note E-1) - The 20.4% increase (\$2,304,632) is due to the Transportation Programs project implementation (\$1,028,344) and the San Mateo Congestion Relief Program increased project implementation (\$1,674,590) for the Smart Corridor project implementation.

Administration Services (Note E-2) - No significant change.

Professional Services (Note E-3) - The 13.4% increase (\$212,335) is due to the increase in labor costs due to the addition of two staff.

Consulting Services (Note E-4) - The 62.18% increase (\$2,025,780) is due to the Transportation Programs (\$706,344) increased project implementation including transportation model update, the San Mateo Congestion Relief Program (\$967,339) Smart Corridor project implementation, and DMV Fee Program (\$211,167) project implementation.

Printing/ Postage (Note E-5) - The 81.93% increase (\$17,000) is due to the increase in allocation of printing to this category from other categories.

Publication (Note E-6) - The 69.41% decrease (\$12,477) is due to moving the charges to printing/ postage that is more reflective of the charges.

Distributions (Note E-7) - No significant change.

Miscellaneous (Note E-8) - The 58.63% decrease (\$16,428) is primarily due to minimizing the use of this category.

Professional Dues and Membership (Note E-9) - The 71.93% increase (\$92,380) is due to the National Pollutant Discharge Elimination System Programs increase in regional studies.

Transfers:

Transfer In/ Out (Note T-1) - The 16.72% increase (\$93,127) is primarily due to the increase in the amount shared between the DMV Fee fund (C008) and the Transportation Programs fund (C002) due to the Smart Corridor project. The remaining is due to the revised policy, for all funds except the AVA program, to share certain administrative costs.

Reserves:

Balance (Note RS-1) - No change.

06/03/09	C/CAG PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE							
	FY 2008-09							
	Administrative Program (General Fund)	Transportation Programs	SMCRP Program	TFCA	NPDES	AVA	DMV Fee Program	Total
BEGINNING BALANCE	(18,640)	216,532	1,368,170	156,874	1,170,377	604,787	5,221,674	8,719,774
RESERVE BALANCE	43,346	131,863	0	0	200,903	0	0	376,112
PROJECTED REVENUES								
Interest Earnings	(500)	(1,000)	(1,000)	(500)	(1,000)	(500)	(1,000)	(5,500)
Member Contribution	250,024	390,907	1,950,000	0	106,150	0	0	2,697,081
Cost Reimbursements-VTA	0	0	0	0	0	0	0	0
MTC/ ISTEAFunding	0	595,000	150,000	0	0	0	0	745,000
Grants	60,600	60,000	100,000	0	0	0	0	220,600
DMV Fee	0	0	0	1,015,701	0	680,000	2,676,918	4,372,619
NPDES Fee	0	0	0	0	1,288,732	0	0	1,288,732
TA Cost Share	0	6,150	614,955	0	0	0	25,000	646,105
Miscellaneous	0	0	0	0	0	0	0	0
Street Repair Funding	0	0	0	0	0	0	0	0
PPM-STIP	0	678,343	0	0	0	0	0	678,343
Assessment	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
Total Revenues	310,124	1,729,400	2,813,955	1,015,201	1,393,882	679,500	2,700,918	10,642,980
TOTAL SOURCES OF FUNDS	291,484	1,945,932	4,182,125	1,172,075	2,564,259	1,284,287	7,922,592	19,362,754
PROJECTED EXPENDITURES								
Administration Services	103,000	108,000	121,000	9,692	35,000	15,000	39,000	430,692
Professional Services	200,000	826,500	357,000	38,669	133,000	0	30,000	1,585,169
Consulting Services	85,750	183,656	1,692,661	0	1,003,320	0	312,598	3,257,985
Supplies	45,250	2,000	0	0	0	0	0	47,250
Prof. Dues & Memberships	1,750	0	0	0	126,687	0	0	128,437
Conferences & Meetings	18,500	3,000	0	0	1,300	0	27,000	49,800
Printing/ Postage	12,250	5,500	0	0	3,000	0	0	20,750
Publications	1,250	4,000	12,727	0	0	0	0	17,977
Distributions	0	70,000	986,000	1,136,000	14,000	668,000	2,847,843	5,721,843
Street Repair	0	0	0	0	0	0	0	0
Miscellaneous	2,000	1,500	16,022	(16,600)	100	25,000	0	28,022
Bank Fee	500	0	0	0	0	0	0	500
Audit Services	6,784	0	0	0	0	0	0	6,784
	0	0	0	0	0	0	0	0
Total Expenditures	477,034	1,184,156	3,185,410	1,167,761	1,316,407	708,000	3,256,441	11,295,209
TRANSFERS								
Transfers In	0	0	400,000	156,874	0	0	0	556,873
Transfers Out	0	100,000	0	156,874	0	0	300,000	556,873
Administrative Allocation	(151,469)	83,368	42,643	4,314	14,988	0	6,156	(1)
Total Transfers	(151,469)	183,368	(357,357)	4,314	14,988	0	306,156	(1)
NET CHANGE	(15,441)	361,876	(14,098)	(156,874)	62,487	(28,500)	(861,679)	(652,229)
TRANSFER TO RESERVES	(43,346)	0	0	0	0	0	0	(43,346)
TOTAL USE OF FUNDS	282,219	1,367,524	2,828,053	1,172,075	1,331,395	708,000	3,562,597	11,251,863
ENDING FUND BALANCE	9,265	578,408	1,354,072	0	1,232,864	576,287	4,359,995	8,110,890
RESERVE FUND BALANCE	0	131,863	0	0	200,903	0	0	332,766
NET INCREASE (Decrease) IN FUND BALANCE	27,905	361,876	(14,098)	(156,874)	62,487	(28,500)	(861,679)	(608,884)
As of June 30, 2009								
Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance								
2- See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.								
3- SMCRP - San Mateo Congestion Relief Program; TFCA - Transportation Fund For Clean Air; NPDES - National Pollutant Discharge Elimination System; Abatement								
AVA - Abandoned Vehicle Abatement; DMV - Department of Motor Vehicles.								

06/03/09	C/CAG PROGRAM BUDGET: REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE							
	FY 2009-10							
	Administrative Program (General Fund)	Transportation Programs	SMCRP Program	TFCA	NPDES	AVA	DMV Fee Program	Total
BEGINNING BALANCE	9,265	578,408	1,354,072	0	1,232,864	576,287	4,359,995	8,110,890
RESERVE BALANCE	0	131,863	0	0	200,903	0	0	332,766
PROJECTED REVENUES								
Interest Earnings	6,000	15,000	40,000	10,000	25,000	2,000	40,000	138,000
Member Contribution	250,024	390,907	1,850,000	0	106,710	0	0	2,597,641
Cost Reimbursements-VTA	0	0	0	0	0	0	0	0
MTC/ Federal Funding	0	845,000	217,000	0	0	0	0	1,062,000
Grants	182,000	60,000	200,000	0	0	0	0	442,000
DMV Fee	0	0	0	1,042,117	0	680,000	2,700,000	4,422,117
NPDES Fee	0	0	0	0	1,289,361	0	0	1,289,361
TA Cost Share	0	50,000	400,000	0	0	0	25,000	475,000
Miscellaneous/ SFIA	25,000	0	0	0	0	0	0	25,000
Street Repair Funding	0	0	0	0	0	0	0	0
PPM-STIP	0	460,000	1,500,000	0	0	0	0	1,960,000
Assessment	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
Total Revenues	463,024	1,820,907	4,207,000	1,052,117	1,421,071	682,000	2,765,000	12,411,119
TOTAL SOURCES OF FUNDS	472,289	2,399,314	5,561,072	1,052,117	2,653,935	1,258,287	7,124,995	20,522,009
PROJECTED EXPENDITURES								
Administration Services	118,000	110,000	100,000	12,000	27,411	15,000	40,000	422,411
Professional Services	210,000	1,070,000	400,000	35,000	52,504	0	30,000	1,797,504
Consulting Services	163,000	870,000	2,660,000	0	1,067,000	0	523,765	5,283,765
Supplies	61,500	2,000	0	0	0	0	0	63,500
Prof. Dues & Memberships	1,750	0	0	0	219,067	0	0	220,817
Conferences & Meetings	15,000	3,000	0	0	1,500	0	2,000	21,500
Printing/ Postage	22,250	5,500	0	0	10,000	0	0	37,750
Publications	1,500	4,000	0	0	0	0	0	5,500
Distributions	0	147,000	1,700,000	1,019,000	25,000	665,000	2,172,000	5,728,000
Street Repair	0	0	0	0	0	0	0	0
Miscellaneous	2,500	1,000	0	-17,906	1,000	25,000	0	11,594
Bank Fee	500	0	0	0	0	0	0	500
Audit Services	7,000	0	0	0	0	0	0	7,000
	0	0	0	0	0	0	0	0
Total Expenditures	603,000	2,212,500	4,860,000	1,048,094	1,403,482	705,000	2,767,765	13,599,841
TRANSFERS								
Transfers In	0	250,000	400,000	0	0	0	0	650,000
Transfers Out	0	100,000	0	0	0	0	550,000	650,000
Administrative Allocation	-160,672	101,013	42,802	4,023	6,841	0	5,992	-1
Total Transfers	-160,672	-48,987	-357,198	4,023	6,841	0	555,992	-1
NET CHANGE	20,696	-342,606	-295,802	0	10,748	-23,000	-558,757	-1,188,722
TRANSFER TO RESERVES	0	0	0	0	0	0	0	0
TOTAL USE OF FUNDS	442,328	2,163,513	4,502,802	1,052,117	1,410,323	705,000	3,323,757	13,599,840
ENDING FUND BALANCE	29,961	235,801	1,058,270	0	1,243,612	553,287	3,801,238	6,922,169
RESERVE FUND BALANCE	0	131,863	0	0	200,903	0	0	332,766
NET INCREASE (Decrease) IN FUND BALANCE As of June 30, 2010	20,696	-342,606	-295,802	0	10,748	-23,000	-558,757	-1,188,722
Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.								
2- See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.								

C/CAG		NORMALIZED FIVE YEAR HISTORICAL OVERVIEW	
C/CAG Five Year History FY 04-05 THRU FY 08-09 (Normalized to 2004)		<p>Revenues (solid line with circles), Expenditures (dashed line with squares)</p>	<p>Ending Balance (solid line with circles), Reserve (dashed line with squares)</p>
C/CAG Five Year History FY 04-05 THRU FY 08-09 (Normalized to 2004)		<p>Program (solid line with circles), Operating (dashed line with squares)</p>	<p>Program (solid line with circles), Operating (dashed line with squares)</p>
C/CAG Five Year Projection FY 09-10 THRU FY 13-14 (Normalized to 2009)		<p>Revenues (solid line with circles), Expenditures (dashed line with squares)</p>	<p>Ending Balance (solid line with circles), Reserve (dashed line with squares)</p>
C/CAG Five Year Projection FY 09-10 THRU FY 13-14 (Normalized to 2009)		<p>Program (solid line with circles), Operating (dashed line with squares)</p>	<p>Program (solid line with circles), Operating (dashed line with squares)</p>
NORMALIZED FIVE YEAR PROJECTION OVERVIEW		NORMALIZED FIVE YEAR PROJECTION OVERVIEW	
C/CAG Five Year Projection FY 09-10 THRU FY 13-14 (Normalized to 2009)		<p>Revenues (solid line with circles), Expenditures (dashed line with squares)</p>	<p>Ending Balance (solid line with circles), Reserve (dashed line with squares)</p>
C/CAG Five Year Projection FY 09-10 THRU FY 13-14 (Normalized to 2009)		<p>Program (solid line with circles), Operating (dashed line with squares)</p>	<p>Program (solid line with circles), Operating (dashed line with squares)</p>
Assumed 1.5% CPI for next four years.		Assumed 1.5% CPI for next four years.	Assumed 1.5% CPI for next four years.
TREND:		Need to increase Member Assessments approximately 5% per year in FY 10-11 and FY 12-13. Revenue from DMV Fee Fund expires 1/01/13. Maintained reserve level of \$131,863 for Congestion Management program. Currently have a reasonable level of reserves in NPDES (\$100,903). The Fund Balance run-up will expense down for San Mateo Congestion Relief Program (Fund C004), NPDES STOPPP Program (Fund C007), and the AB 1546 Program (Fund C008). The Smart Corridor Project is causing Revenue and Expenditure fluctuations. A more reasonable Ending Balance is \$3,000,000 to \$5,000,000.	

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2009-10 PROGRAM BUDGET
JULY 1, 2009 - JUNE 30, 2010
 (by fund)

ADMINISTRATIVE PROGRAM - GENERAL FUND

PROGRAM DESCRIPTION: The General Fund finances the administrative functions of C/CAG. The Airport Land Use Commission and Waste Management Programs are also included. The FY 09-10 member assessment is the same as for FY 08-09.

Issues: The FY 09-10 Budget assumes that all the Funds except for the AVA Program will share proportionally some administrative costs. As a result of this C/CAG policy the General Fund is in a balanced position. Need to get source of revenue for the Airport Land Use Commission activities. Requesting funding from SFIA.

Reserves: Important to have adequate reserves. Current level of \$0 is inadequate. Would like to maintain at least 15% in the future.

ESTIMATED BEGINNING BALANCE		\$9,265
RESERVE BALANCE		\$0
PROJECTED REVENUES		
Interest Income	\$6,000	
Member Assessments (General Fund)	\$250,024	
Miscellaneous/ SFIA	\$25,000	
Grants	\$182,000	
TOTAL PROJECTED REVENUES	\$463,024	\$463,024
TOTAL SOURCES OF FUNDS		\$472,289
PROPOSED EXPENDITURES		
Administrative Services	\$118,000	
Professional Services	\$210,000	
Consulting Services	\$163,000	
Supplies ¹	\$61,500	
Professional Dues & Memberships	\$1,750	
Conferences & Meetings	\$15,000	
Printing and Postage	\$22,250	
Miscellaneous	\$4,000	
Bank Fee	\$500	
Audit Services	\$7,000	
TOTAL EXPENDITURES	\$603,000	\$603,000
TRANSFERS	(\$160,672)	(\$160,672)
NET CHANGE	\$20,696	
TRANSFER TO RESERVES	\$0	
TOTAL USE OF FUNDS		\$442,328
ENDING FUND BALANCE (6/30/10)		\$29,961
RESERVE FUND BALANCE		\$0

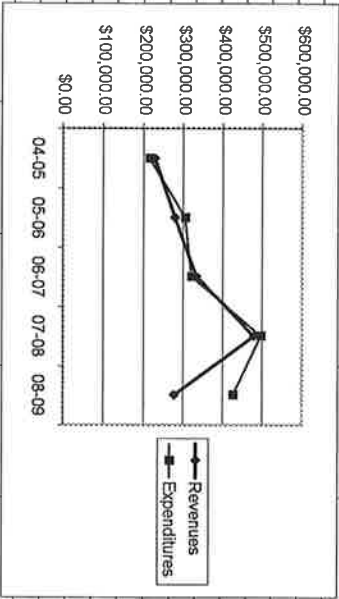
¹Includes office lease and operating expenses.

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

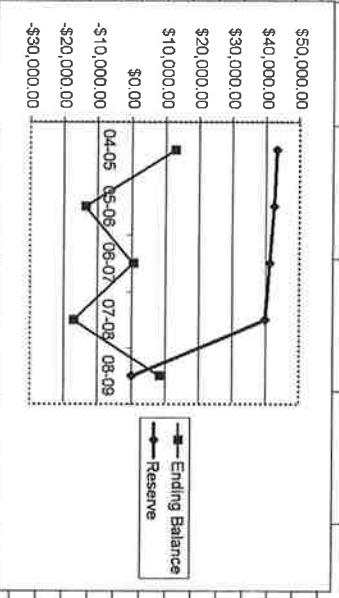
ADMINISTRATIVE PROGRAM
GENERAL FUND

NORMALIZED FIVE YEAR HISTORICAL OVERVIEW

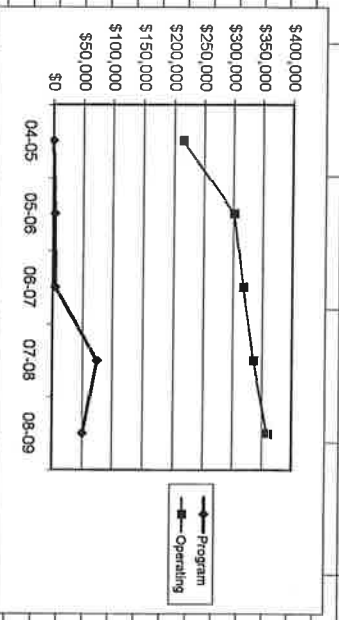
General Fund Five Year History
FY 04-05 THRU FY 08-09 (Normalized to 2004)



General Fund Five Year History
FY 04-05 THRU FY 08-09 (Normalized to 2004)

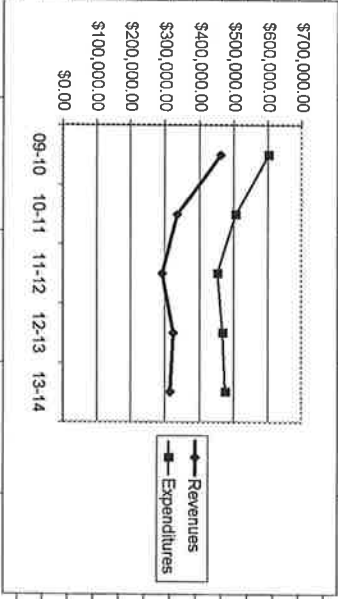


General Fund Five Year History
FY 04-05 THRU FY 08-09 (Normalized to 2004)

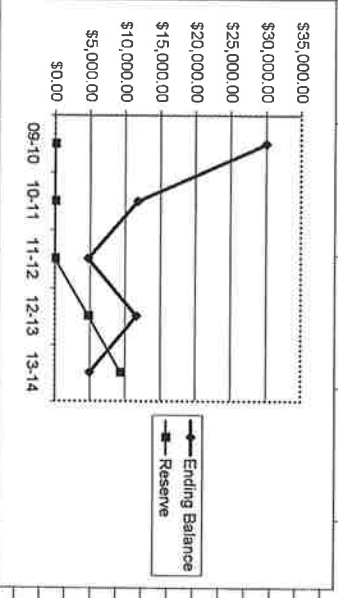


NORMALIZED FIVE YEAR PROJECTION OVERVIEW

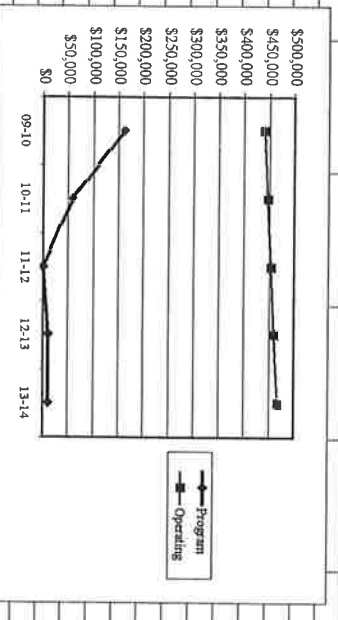
General Fund Five Year Projection
FY 09-10 THRU FY 13-14 (Normalized to 2009)



General Fund Five Year Projection
FY 09-10 THRU FY 13-14 (Normalized to 2009)



General Fund Five Year Projection
FY 09-10 THRU FY 13-14 (Normalized to 2009)



Assumed 1.5% CPI for next Four Years

Assumed 1.5% CPI for next Four Years

Assumed 1.5% CPI for next Four Years

TREND:
Multi-year assumption was a 3% per year increase for Expenditures.
Increased Revenue (Member Assessment) in FY 10-11 and FY 12-13.
Transfers into the General Fund from the Transportation Programs, SMCRR, TECA, NPDES, and DMV Fee Funds to share general cost.
Need to find a source of revenue for ALUC activities.
Must use Reserve of \$43,346 in FY 08-09 due to high cost of SFTA Comprehensive Land Use Plan

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2009-10 PROGRAM BUDGET
JULY 1, 2009 - JUNE 30, 2010
 (by fund)

TRANSPORTATION PROGRAMS FUND

PROGRAM DESCRIPTION: Transportation Programs includes Congestion Management Program, Countywide Transportation Plan, MTC Transportation Plus Land-use, Ride-share, Bikeways and Pedestrian Advisory Committee (BPAC) and TDA Fund Management, the Peninsula 2020 Corridor study, and the 2020 Corridor Phase 2 implementation of Willow/ University ITS improvements.

Issues: The FY 09-10 member assessment is the same as for FY 08-09. Coordinated the C/CAG budget with the Transportation Authority Budget for consistency.

Reserves: The reserve balance includes \$81,863 transferred from the closed Road Fund in FY 07-08.

ESTIMATED BEGINNING BALANCE **\$578,408**

RESERVE BALANCE **\$131,863**

PROJECTED REVENUES

Interest Earnings	\$15,000
Member Contribution (CMP 111)	\$390,907
Miscellaneous	\$0
Federal Funding - MTC	\$845,000
PPM-STIP	\$460,000
Grants/ VTA	\$60,000
TA Cost Share	\$50,000

TOTAL PROJECTED REVENUES **\$1,820,907** **\$1,820,907**

TOTAL SOURCES OF FUNDS **\$2,399,314**

PROJECTED EXPENDITURES

Administration	\$110,000
Professional Services	\$1,070,000
Consulting Services	\$870,000
Supplies	\$2,000
Conferences & Meetings	\$3,000
Printing/ Postage	\$5,500
Publications	\$4,000
Distributions	\$147,000
Miscellaneous	\$1,000

TOTAL EXPENDITURES **\$2,212,500** **\$2,212,500**

TRANSFERS **(\$48,987)** **(\$48,987)**

NET CHANGE **(\$342,606)** **(\$342,606)**

TRANSFER TO RESERVES **\$0**

TOTAL USE OF FUNDS **\$2,163,513**

ENDING FUND BALANCE (6/30/10) **\$235,801**

RESERVE FUND BALANCE

\$131,863

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.
 TA provides funding for potential TA requested studies.

TRANSPORTATION PROGRAMS		NORMALIZED FIVE YEAR HISTORICAL OVERVIEW	
Transportation Programs Five Year History FY 04-05 THRU FY 08-09 (Normalized to 2004)		Transportation Programs Five Year History FY 04-05 THRU FY 08-09 (Normalized to 2004)	
Transportation Programs Five Year Projection FY 09-10 THRU FY 13-14 (Normalized to 2009)		Transportation Programs Five Year Projection FY 09-10 THRU FY 13-14 (Normalized to 2009)	
NORMALIZED FIVE YEAR PROJECTION OVERVIEW			
Transportation Programs Five Year History FY 04-05 THRU FY 08-09 (Normalized to 2004)		Transportation Programs Five Year History FY 04-05 THRU FY 08-09 (Normalized to 2004)	
Transportation Programs Five Year Projection FY 09-10 THRU FY 13-14 (Normalized to 2009)		Transportation Programs Five Year Projection FY 09-10 THRU FY 13-14 (Normalized to 2009)	
<p>Assumed 1.5% CPI for next four years.</p> <p>TREND: The \$2,000,000 drop in Expenditures was due to the one time Bus Route Rehabilitation Program. Assumes Revenue and Expenditures grow average of 2.5% and 2% per year respectively. Increased Member Assessments 5% in FY 10-11 and recommended for FY 12-13. Transferred the funds in Fund C003 of \$77,789 to Fund C002 (Congestion Management) in FY 07-08. Projected growth in FY 09-10 Program is due to the Smart Corridor Project.</p>			

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2009-10 PROGRAM BUDGET
JULY 1, 2009 - JUNE 30, 2010**

(by fund)

SAN MATEO CONGESTION RELIEF PLAN PROGRAM FUND

PROGRAM DESCRIPTION: The San Mateo Congestion Relief Plan (SMCRP) goal is to increase transit ridership from 6% to 20% and reduce automobile usage from 94 to 80%. The plan focuses on the operating efficiency of the transportation system through shuttles, Transportation Demand Management, Intelligent Transportation Systems and creating incentives for transportation friendly land use. C/CAG will work with SamTrans, the Transportation Authority, and the Peninsula Congestion Relief Alliance to implement this program. New programs include Countywide Housing Element Update and Energy Local Government Partnership. Partial support for the lobbyist is included in this Fund.

Issues: SamTrans/ Transportation Authority will determine their level of participation as part of their annual budget process. C/CAG and TA staff coordinated the SamTrans/ TA contribution for FY 09-10. Primary focus has been on local shuttles.

Reserves: Current reserve is \$0. Not important to develop a reserve since the projects are adjusted to fit the funds available.

ESTIMATED BEGINNING BALANCE **\$1,354,072**

RESERVE BALANCE \$0

PROJECTED REVENUES

Interest Earnings	\$40,000	
Member Contribution (Gas Tax - See Attachment B)	\$1,850,000	
Cost Reimbursements		
MTC/ Federal Funding	\$217,000	
Grants	\$200,000	
TA (Note 1)	\$400,000	
PPM-STIP	\$1,500,000	
TOTAL PROJECTED REVENUES	\$4,207,000	\$4,207,000
TOTAL SOURCES OF FUNDS		\$5,561,072

PROJECTED EXPENDITURES

Administration	\$100,000	
Professional Services	\$400,000	
Consulting Services (Studies)	\$2,660,000	
ITS - \$1,917,000		
Countywide TDM - \$543,000		
ECR Incentive - \$200,000		
Distributions		
Housing/ ITS/ Misc - \$405,000	\$1,700,000	
Shuttles - \$800,000		
Energy - \$195,000		
ECR Incentive Program - \$300,000		
TOTAL EXPENDITURES	\$4,860,000	\$4,860,000
TRANSFERS	(\$357,198)	(\$357,198)
NET CHANGE	(\$295,802)	
TRANSFER TO RESERVES	\$0	
TOTAL USE OF FUNDS		\$4,502,802
ENDING FUND BALANCE (6/30/10)		\$1,058,270

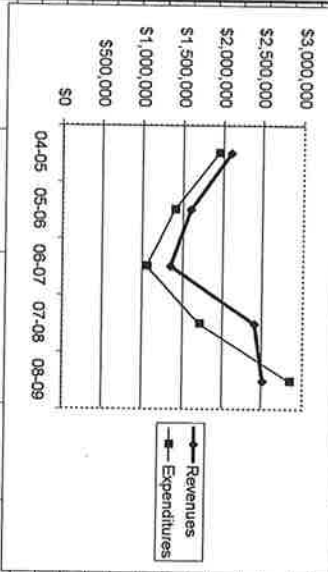
RESERVE FUND BALANCE

Note 1 Funds proposed by TA staff. Budget will be adjusted if necessary to reflect final approved amount. \$0

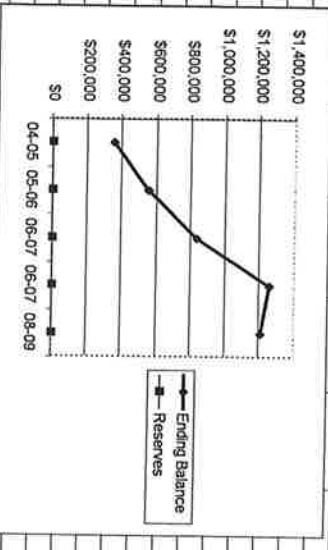
2 Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

**SAN MATEO CONGESTION RELIEF PROGRAM
NORMALIZED FIVE YEAR HISTORICAL OVERVIEW**

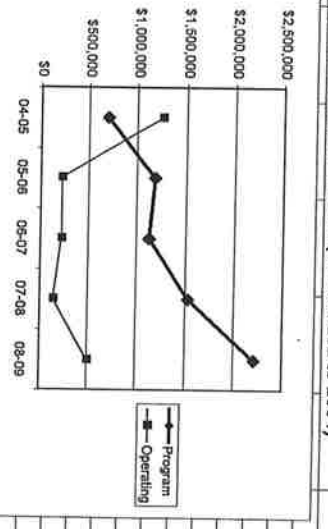
San Mateo Congestion Relief Program Five Year History
FY 04-05 THRU FY 08-09 (Normalized to 2004)



San Mateo Congestion Relief Program Five Year History
FY 04-05 THRU FY 08-09 (Normalized to 2004)

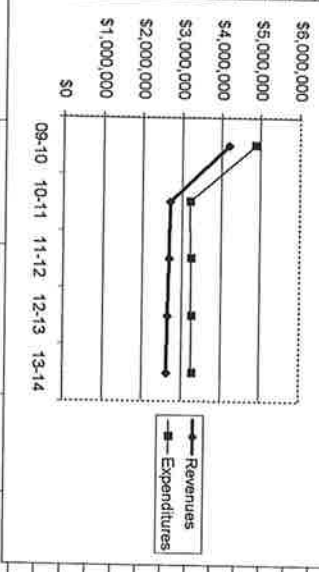


San Mateo Congestion Relief Program Five Year History
FY 04-05 THRU FY 08-09 (Normalized to 2004)

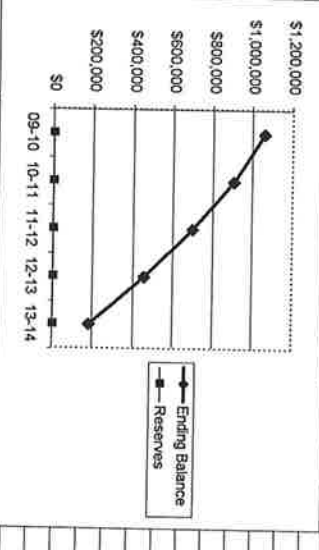


NORMALIZED FIVE YEAR PROJECTION OVERVIEW

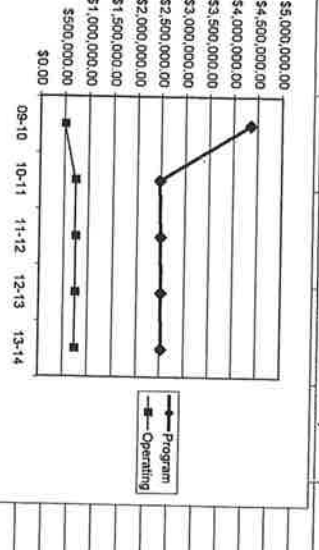
San Mateo Congestion Relief Program Five Year Projection
FY 09-10 THRU FY 13-14 (Normalized to 2009)



San Mateo Congestion Relief Program Five Year Projection
FY 09-10 THRU FY 13-14 (Normalized to 2009)



San Mateo Congestion Relief Program Five Year Projection
FY 09-10 THRU FY 13-14 (Normalized to 2009)



Assumed 1.5% CPI for next four years.

Assumed 1.5% CPI for next four years.

Assumed 1.5% CPI for next four years.

TREND:

Assumes Revenue & Expenditures grow 3% per year (2% for 12-13 and 13-14).
City/ County contribution is maintained fixed at \$1,8500,000.
Not important to develop a reserve in this program since programs are adjusted to fit the funds available.
Ending Balance has been growing but is projected to be reduced as projects transition from study to implementation.

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
200-10 PROGRAM BUDGET
JULY 1, 2009 - JUNE 30, 2010
 (by fund)

TFCA PROGRAM FUND

Program Description: The Bay Area Air Quality Management District (BAAQMD) is charged under AB 434 to levy a surcharge on motor vehicle registration fees to fund projects and programs to reduce air pollution. This provides the revenues for the Transportation Fund for Clean Air (TFCA) Program. Forty (40) percent of the revenues generated within San Mateo County are allocated to C/CAG to be used to fund local programs implementing specified transportation control measures to improve air quality in the San Francisco Bay Area. Primary focus in San Mateo County is on shuttles and Countywide Transportation Demand Management.

Issues: The actual funds received were less than programmed; therefore, must reduce payment to project sponsors.

Reserves: Current reserve is \$0. Not important to develop a reserve since the projects are adjusted to fit the funds available.

ESTIMATED BEGINNING BALANCE¹ \$0

RESERVE BALANCE \$0

PROJECTED REVENUES

Interest Earnings	\$10,000	
TFCA Motor Vehicle Fee Revenue ²	\$1,042,117	

TOTAL PROJECTED REVENUES	\$1,052,117	\$1,052,117
---------------------------------	-------------	-------------

TOTAL SOURCES OF FUNDS		\$1,052,117
-------------------------------	--	-------------

PROPOSED EXPENDITURES

Administration Services	\$12,000	
Professional Services	\$35,000	
Project Sponsor Reduction	(\$17,906)	
Conferences & Meetings	\$0	
TFCA Distributions (See Attached Details)	\$1,019,000	

TOTAL EXPENDITURES	\$1,048,094	\$1,048,094
---------------------------	-------------	-------------

NET CHANGE	\$0	
-------------------	-----	--

TOTAL TRANSFERS	\$4,023	\$4,023
------------------------	---------	---------

TRANSFER TO RESERVE	\$0	
----------------------------	-----	--

TOTAL USE OF FUNDS		\$1,052,117
---------------------------	--	-------------

ENDING FUND BALANCE (6/30/10)		\$0
--------------------------------------	--	-----

RESERVE FUND BALANCE \$0

¹ TFCA Funds are good for two years. Programming issues, interest and cost reimbursement result in a balance carried forward.

² Estimate for 2009-10 is \$1,042,117 direct into San Mateo.

³ Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

TRANSPORTATION FUND FOR CLEAN AIR PROGRAM NORMALIZED FIVE YEAR HISTORICAL OVERVIEW																																					
<p>TFCA Program Five Year History FY 04-05 THRU FY 08-09 (Normalized to 2004)</p> <table border="1"> <caption>Revenues and Expenditures (FY 04-05 to 08-09)</caption> <thead> <tr> <th>Fiscal Year</th> <th>Revenues</th> <th>Expenditures</th> </tr> </thead> <tbody> <tr><td>04-05</td><td>\$1,200,000</td><td>\$800,000</td></tr> <tr><td>05-06</td><td>\$1,000,000</td><td>\$800,000</td></tr> <tr><td>06-07</td><td>\$1,200,000</td><td>\$900,000</td></tr> <tr><td>07-08</td><td>\$1,000,000</td><td>\$800,000</td></tr> <tr><td>08-09</td><td>\$1,200,000</td><td>\$900,000</td></tr> </tbody> </table>	Fiscal Year	Revenues	Expenditures	04-05	\$1,200,000	\$800,000	05-06	\$1,000,000	\$800,000	06-07	\$1,200,000	\$900,000	07-08	\$1,000,000	\$800,000	08-09	\$1,200,000	\$900,000	<p>TFCA Program Five Year History FY 04-05 THRU FY 08-09 (Normalized to 2004)</p> <table border="1"> <caption>Ending Balance and Reserves (FY 04-05 to 08-09)</caption> <thead> <tr> <th>Fiscal Year</th> <th>Ending Balance</th> <th>Reserves</th> </tr> </thead> <tbody> <tr><td>04-05</td><td>\$100,000</td><td>\$0</td></tr> <tr><td>05-06</td><td>\$200,000</td><td>\$0</td></tr> <tr><td>06-07</td><td>\$300,000</td><td>\$0</td></tr> <tr><td>07-08</td><td>\$350,000</td><td>\$0</td></tr> <tr><td>08-09</td><td>\$350,000</td><td>\$0</td></tr> </tbody> </table>	Fiscal Year	Ending Balance	Reserves	04-05	\$100,000	\$0	05-06	\$200,000	\$0	06-07	\$300,000	\$0	07-08	\$350,000	\$0	08-09	\$350,000	\$0
Fiscal Year	Revenues	Expenditures																																			
04-05	\$1,200,000	\$800,000																																			
05-06	\$1,000,000	\$800,000																																			
06-07	\$1,200,000	\$900,000																																			
07-08	\$1,000,000	\$800,000																																			
08-09	\$1,200,000	\$900,000																																			
Fiscal Year	Ending Balance	Reserves																																			
04-05	\$100,000	\$0																																			
05-06	\$200,000	\$0																																			
06-07	\$300,000	\$0																																			
07-08	\$350,000	\$0																																			
08-09	\$350,000	\$0																																			
<p>TFCA Program Five Year History FY 04-05 THRU FY 08-09 (Normalized to 2004)</p> <table border="1"> <caption>Program and Operating (FY 04-05 to 08-09)</caption> <thead> <tr> <th>Fiscal Year</th> <th>Program</th> <th>Operating</th> </tr> </thead> <tbody> <tr><td>04-05</td><td>\$1,200,000</td><td>\$200,000</td></tr> <tr><td>05-06</td><td>\$1,000,000</td><td>\$400,000</td></tr> <tr><td>06-07</td><td>\$1,200,000</td><td>\$200,000</td></tr> <tr><td>07-08</td><td>\$1,000,000</td><td>\$400,000</td></tr> <tr><td>08-09</td><td>\$1,200,000</td><td>\$200,000</td></tr> </tbody> </table>	Fiscal Year	Program	Operating	04-05	\$1,200,000	\$200,000	05-06	\$1,000,000	\$400,000	06-07	\$1,200,000	\$200,000	07-08	\$1,000,000	\$400,000	08-09	\$1,200,000	\$200,000	<p>TFCA Program Five Year History FY 04-05 THRU FY 08-09 (Normalized to 2004)</p> <table border="1"> <caption>Program and Operating (FY 04-05 to 08-09)</caption> <thead> <tr> <th>Fiscal Year</th> <th>Program</th> <th>Operating</th> </tr> </thead> <tbody> <tr><td>04-05</td><td>\$1,200,000</td><td>\$200,000</td></tr> <tr><td>05-06</td><td>\$1,000,000</td><td>\$400,000</td></tr> <tr><td>06-07</td><td>\$1,200,000</td><td>\$200,000</td></tr> <tr><td>07-08</td><td>\$1,000,000</td><td>\$400,000</td></tr> <tr><td>08-09</td><td>\$1,200,000</td><td>\$200,000</td></tr> </tbody> </table>	Fiscal Year	Program	Operating	04-05	\$1,200,000	\$200,000	05-06	\$1,000,000	\$400,000	06-07	\$1,200,000	\$200,000	07-08	\$1,000,000	\$400,000	08-09	\$1,200,000	\$200,000
Fiscal Year	Program	Operating																																			
04-05	\$1,200,000	\$200,000																																			
05-06	\$1,000,000	\$400,000																																			
06-07	\$1,200,000	\$200,000																																			
07-08	\$1,000,000	\$400,000																																			
08-09	\$1,200,000	\$200,000																																			
Fiscal Year	Program	Operating																																			
04-05	\$1,200,000	\$200,000																																			
05-06	\$1,000,000	\$400,000																																			
06-07	\$1,200,000	\$200,000																																			
07-08	\$1,000,000	\$400,000																																			
08-09	\$1,200,000	\$200,000																																			
NORMALIZED FIVE YEAR PROJECTION OVERVIEW																																					
<p>TFCA Program Five Year Projection FY 09-10 THRU FY 13-14 (Normalized to 2009)</p> <table border="1"> <caption>Revenues and Expenditures (FY 09-10 to 13-14)</caption> <thead> <tr> <th>Fiscal Year</th> <th>Revenues</th> <th>Expenditures</th> </tr> </thead> <tbody> <tr><td>09-10</td><td>\$1,035,000</td><td>\$1,030,000</td></tr> <tr><td>10-11</td><td>\$1,040,000</td><td>\$1,035,000</td></tr> <tr><td>11-12</td><td>\$1,045,000</td><td>\$1,040,000</td></tr> <tr><td>12-13</td><td>\$1,050,000</td><td>\$1,045,000</td></tr> <tr><td>13-14</td><td>\$1,055,000</td><td>\$1,015,000</td></tr> </tbody> </table>	Fiscal Year	Revenues	Expenditures	09-10	\$1,035,000	\$1,030,000	10-11	\$1,040,000	\$1,035,000	11-12	\$1,045,000	\$1,040,000	12-13	\$1,050,000	\$1,045,000	13-14	\$1,055,000	\$1,015,000	<p>TFCA Program Five Year Projection FY 09-10 THRU FY 13-14 (Normalized to 2009)</p> <table border="1"> <caption>Program and Operating (FY 09-10 to 13-14)</caption> <thead> <tr> <th>Fiscal Year</th> <th>Program</th> <th>Operating</th> </tr> </thead> <tbody> <tr><td>09-10</td><td>\$1,030,000</td><td>\$1,030,000</td></tr> <tr><td>10-11</td><td>\$1,035,000</td><td>\$1,035,000</td></tr> <tr><td>11-12</td><td>\$1,040,000</td><td>\$1,040,000</td></tr> <tr><td>12-13</td><td>\$1,045,000</td><td>\$1,045,000</td></tr> <tr><td>13-14</td><td>\$1,050,000</td><td>\$1,015,000</td></tr> </tbody> </table>	Fiscal Year	Program	Operating	09-10	\$1,030,000	\$1,030,000	10-11	\$1,035,000	\$1,035,000	11-12	\$1,040,000	\$1,040,000	12-13	\$1,045,000	\$1,045,000	13-14	\$1,050,000	\$1,015,000
Fiscal Year	Revenues	Expenditures																																			
09-10	\$1,035,000	\$1,030,000																																			
10-11	\$1,040,000	\$1,035,000																																			
11-12	\$1,045,000	\$1,040,000																																			
12-13	\$1,050,000	\$1,045,000																																			
13-14	\$1,055,000	\$1,015,000																																			
Fiscal Year	Program	Operating																																			
09-10	\$1,030,000	\$1,030,000																																			
10-11	\$1,035,000	\$1,035,000																																			
11-12	\$1,040,000	\$1,040,000																																			
12-13	\$1,045,000	\$1,045,000																																			
13-14	\$1,050,000	\$1,015,000																																			
<p>TFCA Program Five Year Projection FY 09-10 THRU FY 13-14 (Normalized to 2009)</p> <table border="1"> <caption>Program and Operating (FY 09-10 to 13-14)</caption> <thead> <tr> <th>Fiscal Year</th> <th>Program</th> <th>Operating</th> </tr> </thead> <tbody> <tr><td>09-10</td><td>\$1,030,000</td><td>\$1,030,000</td></tr> <tr><td>10-11</td><td>\$1,035,000</td><td>\$1,035,000</td></tr> <tr><td>11-12</td><td>\$1,040,000</td><td>\$1,040,000</td></tr> <tr><td>12-13</td><td>\$1,045,000</td><td>\$1,045,000</td></tr> <tr><td>13-14</td><td>\$1,050,000</td><td>\$1,015,000</td></tr> </tbody> </table>	Fiscal Year	Program	Operating	09-10	\$1,030,000	\$1,030,000	10-11	\$1,035,000	\$1,035,000	11-12	\$1,040,000	\$1,040,000	12-13	\$1,045,000	\$1,045,000	13-14	\$1,050,000	\$1,015,000	<p>TFCA Program Five Year Projection FY 09-10 THRU FY 13-14 (Normalized to 2009)</p> <table border="1"> <caption>Program and Operating (FY 09-10 to 13-14)</caption> <thead> <tr> <th>Fiscal Year</th> <th>Program</th> <th>Operating</th> </tr> </thead> <tbody> <tr><td>09-10</td><td>\$1,030,000</td><td>\$1,030,000</td></tr> <tr><td>10-11</td><td>\$1,035,000</td><td>\$1,035,000</td></tr> <tr><td>11-12</td><td>\$1,040,000</td><td>\$1,040,000</td></tr> <tr><td>12-13</td><td>\$1,045,000</td><td>\$1,045,000</td></tr> <tr><td>13-14</td><td>\$1,050,000</td><td>\$1,015,000</td></tr> </tbody> </table>	Fiscal Year	Program	Operating	09-10	\$1,030,000	\$1,030,000	10-11	\$1,035,000	\$1,035,000	11-12	\$1,040,000	\$1,040,000	12-13	\$1,045,000	\$1,045,000	13-14	\$1,050,000	\$1,015,000
Fiscal Year	Program	Operating																																			
09-10	\$1,030,000	\$1,030,000																																			
10-11	\$1,035,000	\$1,035,000																																			
11-12	\$1,040,000	\$1,040,000																																			
12-13	\$1,045,000	\$1,045,000																																			
13-14	\$1,050,000	\$1,015,000																																			
Fiscal Year	Program	Operating																																			
09-10	\$1,030,000	\$1,030,000																																			
10-11	\$1,035,000	\$1,035,000																																			
11-12	\$1,040,000	\$1,040,000																																			
12-13	\$1,045,000	\$1,045,000																																			
13-14	\$1,050,000	\$1,015,000																																			
<p>Assumed 1.5% CPI for next four years.</p>	<p>Assumed 1.5% CPI for next four years.</p>																																				
<p>TREND: Assumes Revenue and Expenditures grow 1% per year. Tied to registered vehicles growth. Historical expenditure fluctuation is due to delays in project sponsor cost reimbursement requests. Not important to develop a reserve in this program since programs are adjusted to fit the funds available. Revenues and Expenditures are fully utilized in the Funding Year which results in a 0 Ending Balance</p>	<p>Assumed 1.5% CPI for next four years.</p>																																				

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2009-10 PROGRAM BUDGET
JULY 1, 2009 - JUNE 30, 2010
 (by fund)

NPDES STORMWATER MANAGEMENT PLAN PROGRAM FUND

PROGRAM DESCRIPTION: The National Pollutant Discharge Elimination System (NPDES) program is a response to the mandate imposed by federal/ state legislation and the San Francisco Bay Regional Water Quality Control Board (RWQCB) requiring a San Mateo County stormwater discharge permit. The Cities/ County have joined together with C/CAG as co-permittee agencies for the Water Pollution Prevention Program (WPPP).

Issues: Need to legislatively address the ability to generate revenue. Proposition 218 seriously limits the ability to increase revenue in response to expanded programs required from the permit. Potentially will not have the revenue to address the requirements of the new permit. Budget assumes current permit requirements since do not know what the requirements will be of the new permit. Will revise the budget when the new permit is adopted.

Reserves: Current reserves are \$200,903. Need to try to increase the reserves to 15% (\$200-250,000) over next few years.

ESTIMATED BEGINNING BALANCE		\$1,232,864
RESERVE BALANCE		\$200,903
PROJECTED REVENUES		
Interest Earnings	\$25,000	
Member Contribution	\$106,710	
NPDES Fee ¹ (See Attachment B)	\$1,289,361	
TOTAL PROJECTED REVENUES	\$1,421,071	\$1,421,071
TOTAL SOURCES OF FUNDS		\$2,653,935
PROPOSED EXPENDITURES		
Administration Services	\$27,411	
Professional Services	\$52,504	
Consulting Services ²	\$1,067,000	
Supplies	\$0	
Professional Dues & Membership ³	\$219,067	
Printing & Postage	\$1,500	
Publications	\$10,000	
NPDES Distributions	\$25,000	
Miscellaneous	\$1,000	
TOTAL EXPENDITURES	\$1,403,482	\$1,403,482
NET CHANGE	\$10,748	
TRANSFERS	\$6,841	\$6,841
TRANSFER TO RESERVES	\$0	
TOTAL USE OF FUNDS		\$1,410,323
ENDING FUND BALANCE (6/30/10)		\$1,243,612
RESERVE FUND BALANCE		\$200,903

¹NPDES Fee - Assumed the same base contribution rate as 2007-08 plus a COLA for the supplemental fee.

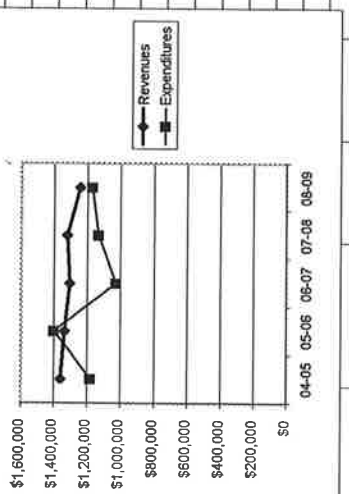
²Consulting services are provided by EOA and San Mateo County.

³Consists of Permits and Regional Assessment fees.

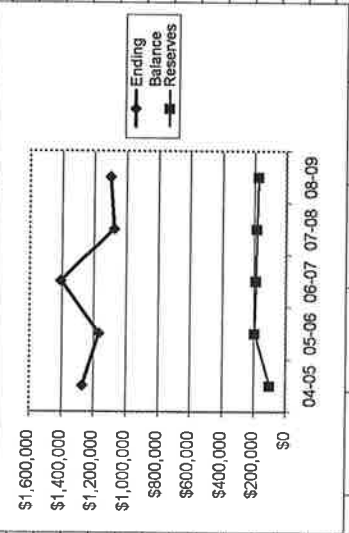
⁴Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.

NORMALIZED FIVE YEAR HISTORICAL OVERVIEW

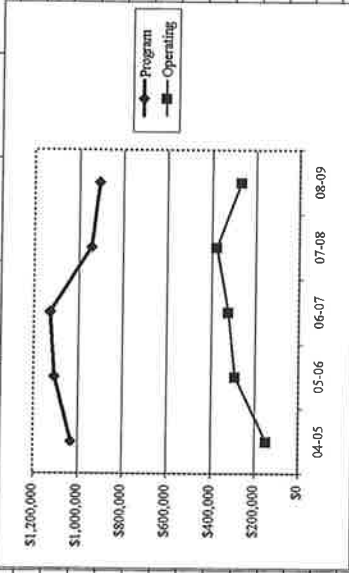
**NPDES Program Five Year History
FY 04-05 THRU FY 08-09 (Normalized to 2004)**



**NPDES Program Five Year History
FY 04-05 THRU FY 08-09 (Normalized to 2004)**

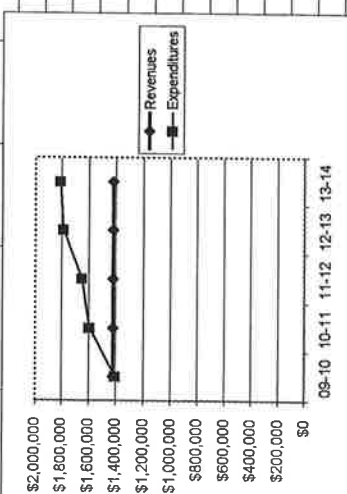


**NPDES Program Five Year History
FY 04-05 THRU FY 08-09 (Normalized to 2004)**

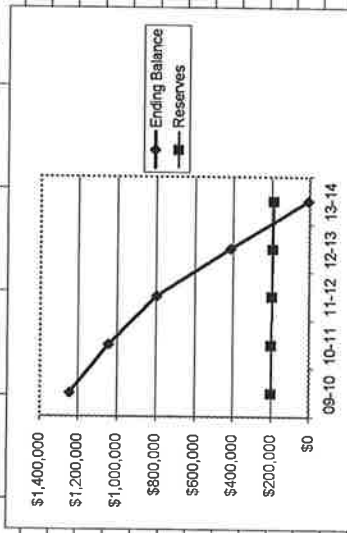


NORMALIZED FIVE YEAR PROJECTION OVERVIEW

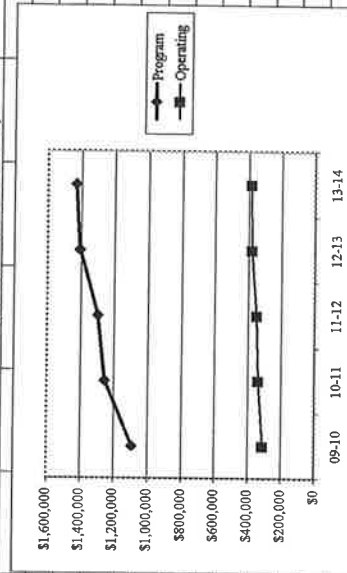
**NPDES Program Five Year Projection
FY 09-10 THRU FY 13-14 (Normalized to 2009)**



**NPDES Program Five Year Projection
FY 09-10 THRU FY 13-14 (Normalized to 2009)**



**NPDES Program Five Year Projection
FY 09-10 THRU FY 13-14 (Normalized to 2009)**



Assumed 1.5% CPI for next four years.

Assumed 1.5% CPI for next four years.

Assumed 1.5% CPI for next four years.

TREND:

Assumed a Revenue Growth of 1.5% per year.

Assumed increased cost for new permit of 10%, 5%, 10%, 3% respectively a year starting in FY 09-10.

Need to develop additional Revenue since it is less than Expenditures.

Currently have a reasonable level of Reserves (\$100,903).

A revised budget will be submitted when new permit is executed.

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2009-10 PROGRAM BUDGET
JULY 1, 2009 - JUNE 30, 2010
 (by fund)

ABANDONED VEHICLE ABATEMENT SERVICE AUTHORITY FUND

PROGRAM DESCRIPTION: The objective of the Abandoned Vehicle Abatement (AVA) Program is to assist the Cities and County in the abatement of abandoned vehicles. These revenues provide cost recovery for the expenses incurred by member jurisdictions related to the abatement of abandoned vehicles. The County and 17 Cities participate in this program. The City of San Carlos provides administrative and finance support for the program. AVA funds are distributed to those agencies (18) participating, based half on population and half on proportionate share of vehicles abated.

Issues: Need to program the uncommitted funds which is over \$400,000.

Reserves: Current reserve is \$0. Not important to develop a reserve since the projects are adjusted to fit the funds available.

ESTIMATED BALANCE¹		\$576,287
RESERVE BALANCE		\$0
PROJECTED REVENUES		
Interest Earnings	\$2,000	
Abandoned Vehicle Abatement Fee Revenues ²	\$680,000	
TOTAL PROJECTED REVENUES	\$682,000	\$682,000
TOTAL SOURCES OF FUNDS		\$1,258,287
PROPOSED EXPENDITURES		
Administration Services	\$15,000	
Professional Services	\$0	
AVA Distributions ³ (See Attached Distributions)	\$665,000	
Miscellaneous	\$25,000	
TOTAL EXPENDITURES	\$705,000	\$705,000
NET CHANGE	(\$23,000)	
TRANSFER TO RESERVES	\$0	
TOTAL USE OF FUNDS		\$705,000
ENDING FUND BALANCE¹ (6/30/10)		\$553,287
RESERVE FUND BALANCE		\$0

¹AB 135, effective January 1, 1996, requires rebating surplus funds back to the State of California 90 days after the preceding year ends. Surplus generated prior to this date is not affected.

²Assumed the same contribution rate as 2008-09.

³The same agency reimbursement level as 2008-09 was assumed.

⁴Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance.

ABANDONED VEHICLE ABATEMENT PROGRAM NORMALIZED FIVE YEAR HISTORICAL OVERVIEW		NORMALIZED FIVE YEAR PROJECTION OVERVIEW	
<p>AVA Program Five Year History FY 04-05 THRU FY 08-09 (Normalized to 2004)</p>	<p>AVA Program Five Year History FY 04-05 THRU FY 08-09 (Normalized to 2004)</p>	<p>AVA Program Five Year Projection FY 09-10 THRU FY 13-14 (Normalized to 2009)</p>	<p>AVA Program Five Year Projection FY 09-10 THRU FY 13-14 (Normalized to 2009)</p>
<p>AVA Program Five Year History FY 04-05 THRU FY 08-09 (Normalized to 2004)</p>		<p>AVA Program Five Year Projection FY 09-10 THRU FY 13-14 (Normalized to 2009)</p>	
<p>Assumed 1.5% CPI for next four years.</p>		<p>Assumed 1.5% CPI for next four years.</p>	
<p>TREND: Assumes Revenue and Expenditures grow 1% per year. Tied to motor vehicle registration growth. Historical expenditure fluctuation is due to timing of revenue and project sponsor reimbursement. Not important to develop a reserve in this program since programs are adjusted to fit the funds available. Need to spend the unprogrammed funds such that the Ending Balance is reduced to approximately \$0.</p>			

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
2009-10 PROGRAM BUDGET
JULY 1, 2009 - JUNE 30, 2010
 (by fund)

DMV FEE PROGRAM

PROGRAM DESCRIPTION: AB 1546 was signed into law and took effect on January 1, 2005 and reauthorized as SB 348 in 2008. It provides authorization for C/CAG to impose an annual fee of up to \$4 on motor vehicles registered within San Mateo County for a program for the management of traffic congestion and storm-water pollution within San Mateo County. The Board initially authorized the implementation of a \$4 fee beginning 7/1/05, and reauthorized the implementation in November 2008. Both traffic congestion and storm-water pollution programs include support for local programs and new countywide programs. An allocation for each agency is provided to support the local programs.

Issues: Delay in implementation of new countywide programs (50% of funds) for both congestion relief and storm-water pollution programs have resulted in the large increasing fund balance. However, grants were awarded to cities in FY 2008/09. As cities continue to submit invoices as projects are completed, the fund balance will be drawn down.

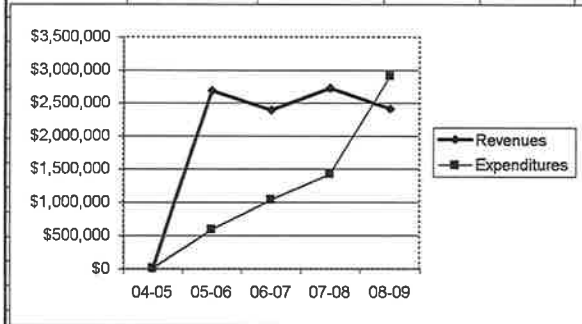
Reserves: Current reserve is \$0. Not important to develop a reserve since the projects are adjusted to fit the funds available.

ESTIMATED BEGINNING BALANCE		\$4,359,995
RESERVE BALANCE		\$0
PROJECTED REVENUES		
Interest Income	\$40,000	
DMV Fee	\$2,700,000	
TA Cost Share	\$25,000	
TOTAL PROJECTED REVENUES	\$2,765,000	\$2,765,000
TOTAL SOURCES OF FUNDS		\$7,124,995
PROPOSED EXPENDITURES		
Administrative Services	\$40,000	
Professional Services	\$30,000	
Consulting Services	\$523,765	
Supplies ¹		
Professional Dues & Memberships		
Conferences & Meetings	\$2,000	
Publications		
Distribution	\$2,172,000	
TOTAL EXPENDITURES	\$2,767,765	\$2,767,765
TRANSFERS	\$555,992	\$555,992
NET CHANGE	(\$558,757)	
TRANSFER TO RESERVES	\$0	
TOTAL USE OF FUNDS		\$3,323,757
ENDING FUND BALANCE (6/30/10)		\$3,801,238
RESERVE FUND BALANCE		\$0

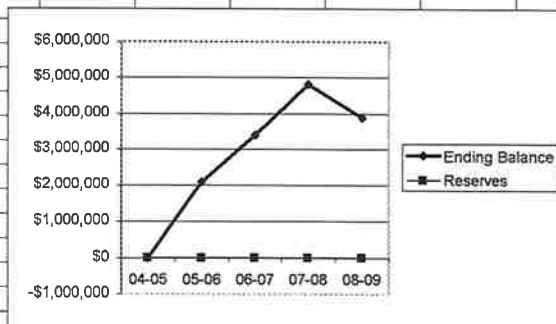
Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance
 2- Assumed full allocation to Cities/ County.

**DMV FEE PROGRAM
NORMALIZED FIVE YEAR HISTORICAL OVERVIEW**

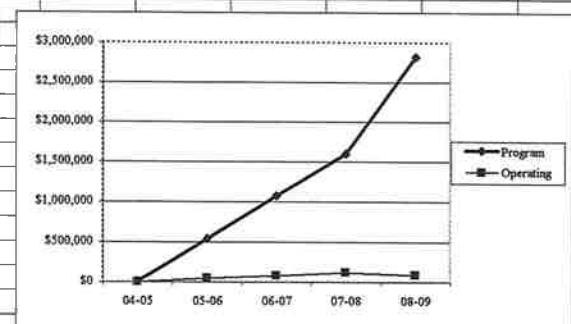
**DMV Fee Program Five Year History
FY 04-05 THRU FY 08-09 (Normalized to 2004)**



**DMV Fee Program Five Year History
FY 04-05 THRU FY 08-09 (Normalized to 2004)**

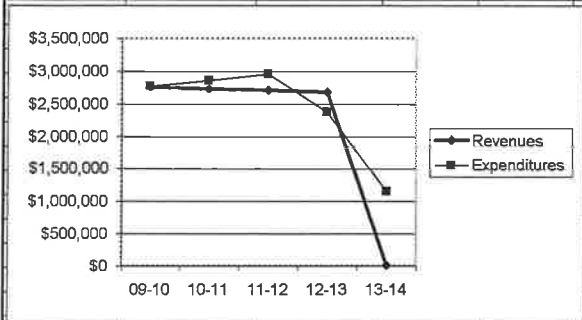


**DMV Fee Program Five Year History
FY 04-05 THRU FY 08-09 (Normalized to 2004)**

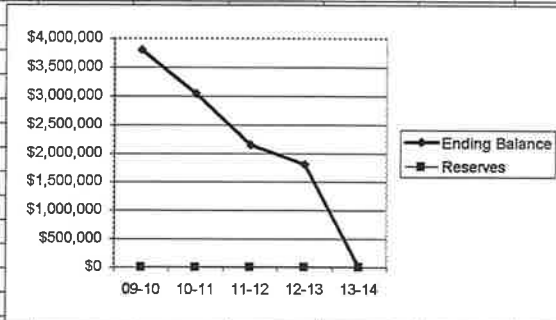


NORMALIZED FIVE YEAR PROJECTION OVERVIEW

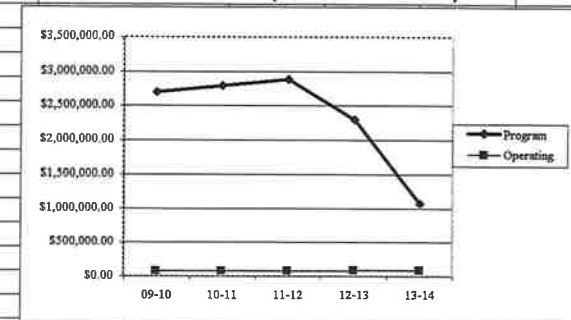
**DMV Fee Program Five Year projection
FY 09-10 THRU FY 13-14 (Normalized to 2009)**



**DMV Fee Program Five Year projection
FY 09-10 THRU FY 13-14 (Normalized to 2009)**



**DMV Fee Program Five Year projection
FY 09-10 THRU FY 13-14 (Normalized to 2009)**



Assumed 1.5% CPI for next four years.

Assumed 1.5% CPI for next four years.

Assumed 1.5% CPI for next four years.

TREND: Expenditure in FY 04-05 was paid by a loan from the San Mateo Congestion Relief Program Fund that was paid back in FY 05-06.
 Programs will be implemented that matches the funding available.
 Will not invest in recurring programs so as to not create a future unfunded liability.
 Did not assume renewal in FY 13-14.

ATTACHMENT B

**MEMBER ASSESSMENTS FY 09-10
(Same as FY 08-09)**

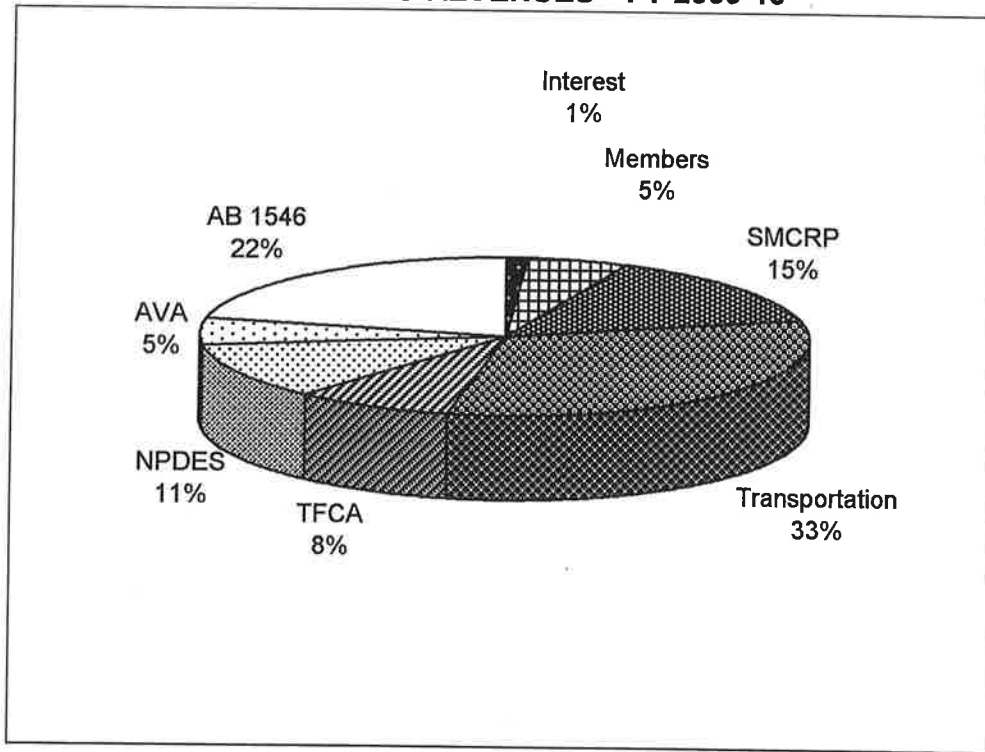
C/CAG FEE FY 09-10						CONGESTION RELIEF PROGRAM ASSESSMENT			
Agency	%	General Fund	Gas Tax	Total		Agency	FY 09-10	% of Trip	Congestion
	Popul.	Fee	Fee	Fee				Generation	Relief
	(as of 1/1/06)	\$250,024	\$390,907						
Atherton	1.00%	\$2,507	\$3,920	\$6,428		Atherton		1.34%	\$24,845
Belmont	3.54%	\$8,856	\$13,846	\$22,702		Belmont		3.56%	\$65,884
Brisbane (2)	0.52%	\$1,293	\$2,021	\$3,314		Brisbane (2)		1.18%	\$21,775
Burlingame	3.91%	\$9,779	\$15,290	\$25,069		Burlingame		5.79%	\$107,193
Colma	0.22%	\$544	\$850	\$1,394		Colma		0.50%	\$9,224
Daly City	14.48%	\$36,193	\$56,587	\$92,780		Daly City		10.79%	\$199,610
East Palo Alto	4.43%	\$11,078	\$17,320	\$28,398		East Palo Alto		2.30%	\$42,633
Foster City	4.13%	\$10,324	\$16,141	\$26,466		Foster City		4.90%	\$90,679
Half Moon Bay	1.76%	\$4,399	\$6,877	\$11,276		Half Moon Bay		1.27%	\$23,451
Hillsborough	1.51%	\$3,786	\$5,919	\$9,706		Hillsborough		1.27%	\$23,491
Menlo Park	4.25%	\$10,618	\$16,600	\$27,218		Menlo Park		5.57%	\$103,109
Millbrae	2.86%	\$7,160	\$11,194	\$18,353		Millbrae		3.27%	\$60,419
Pacifica	5.35%	\$13,376	\$20,913	\$34,289		Pacifica		3.50%	\$64,742
Portola Valley	0.63%	\$1,572	\$2,458	\$4,030		Portola Valley		0.41%	\$7,607
Redwood City	10.51%	\$26,272	\$41,076	\$67,347		Redwood City		13.42%	\$248,197
San Bruno	5.73%	\$14,335	\$22,412	\$36,746		San Bruno		5.55%	\$102,604
San Carlos	3.90%	\$9,760	\$15,259	\$25,018		San Carlos		4.77%	\$88,246
San Mateo	13.03%	\$32,566	\$50,916	\$83,482		San Mateo		16.11%	\$298,110
South San Francisco	8.54%	\$21,347	\$33,376	\$54,723		South San Francisco		8.99%	\$166,325
Woodside (3)	0.76%	\$1,901	\$2,973	\$4,874		Woodside (3)		0.60%	\$11,189
San Mateo County	8.94%	\$22,359	\$34,958	\$57,318		San Mateo County		4.90%	\$90,667
TOTAL	100	\$250,024	\$390,907	\$640,931		TOTAL		100.0%	\$1,850,000
1- Same C/CAG Fee as in FY 08-09.						1- A slightly expanded program was adopted in FY 07-08.			
2- Planned for in 6/06						2- Transmitted to Cities and County for planning purposes			
3- Transmitted to Cities and County for planning purposes						3- The % trip generation was updated. There may be slight variation between agencies in % change from the original program.			
						4- Same C/CAG Fee as FY 08-09			

NPDES MEMBER ASSESSMENT					
		FY 09-10			
Agency	%	NPDES	NPDES	NPDES	
	Popul.	Basic (1)	Extended (1)	Total (1)	
	(as of 1/1/06)		-4.30%		
Atherton	1.00%	\$10,906	\$8,361	\$19,266	
Belmont	3.54%	\$30,446	\$23,341	\$53,787	
Brisbane (2)	0.52%	\$8,664	\$6,642	\$15,306	
Burlingame	3.91%	\$34,339	\$26,327	\$60,666	
Colma	0.22%	\$2,933	\$2,249	\$5,182	
Daly City	14.48%	\$81,553	\$62,523	\$144,076	
East Palo Alto	4.43%	\$17,681	\$13,556	\$31,237	
Foster City	4.13%	\$32,692	\$25,063	\$57,755	
Half Moon Bay	1.76%	\$18,581	\$14,245	\$32,826	
Hillsborough	1.51%	\$14,105	\$10,814	\$24,919	
Menlo Park	4.25%	\$42,985	\$32,956	\$75,941	
Millbrae	2.86%	\$22,529	\$17,272	\$39,801	
Pacifica	5.35%	\$45,183	\$34,640	\$79,823	
Portola Valley	0.63%	\$7,227	\$5,541	\$12,768	
Redwood City	10.51%	\$78,175	\$59,934	\$138,109	
San Bruno	5.73%	\$42,460	\$32,553	\$75,013	
San Carlos	3.90%	\$39,176	\$30,034	\$69,210	
San Mateo	13.03%	\$94,938	\$72,785	\$167,722	
South San Francisco	8.54%	\$73,973	\$56,712	\$130,685	
Woodside (3)	0.76%	\$9,046	\$6,935	\$15,982	
San Mateo County	8.94%	\$82,636	\$63,354	\$145,990	
TOTAL	100.00%	\$790,227	\$605,835	\$1,396,062	
1- Except those in bold is collected by the San Mateo County Flood Control District					
2- Bold indicate Cities pay it from their General Fund.					
3- Woodside pays for Both NPDES Basic and NPDES Extended from City Funds					
4- Estimate of fees.					

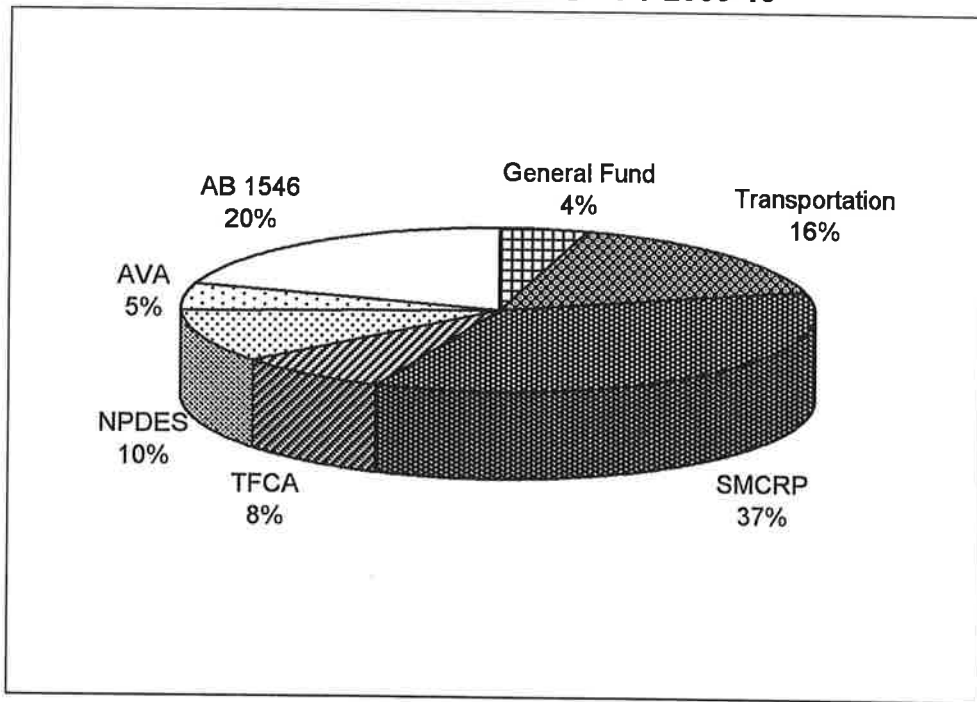
ATTACHMENT C

Graphical Representation of C/CAG Budget

C/CAG REVENUES FY 2009-10

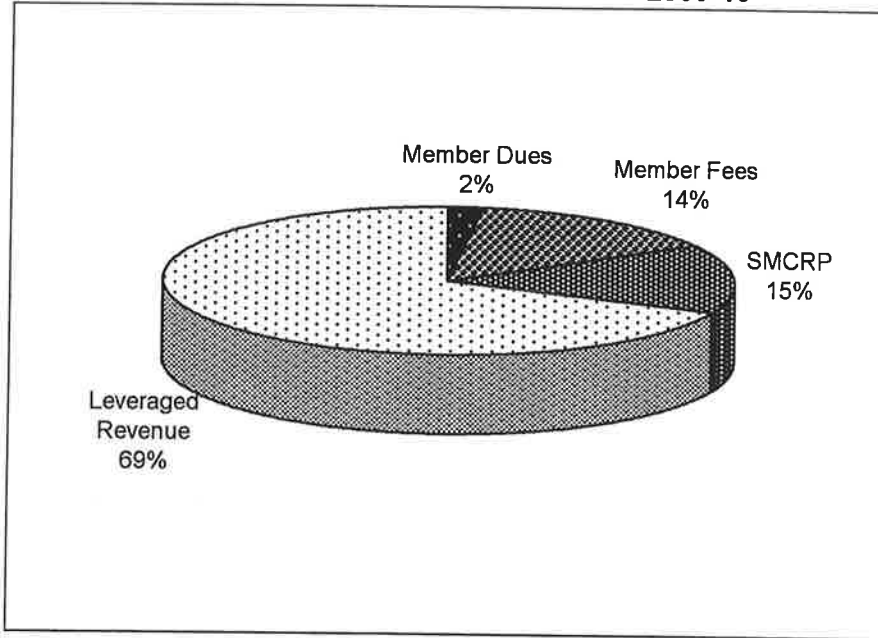


C/CAG EXPENDITURES FY 2009-10



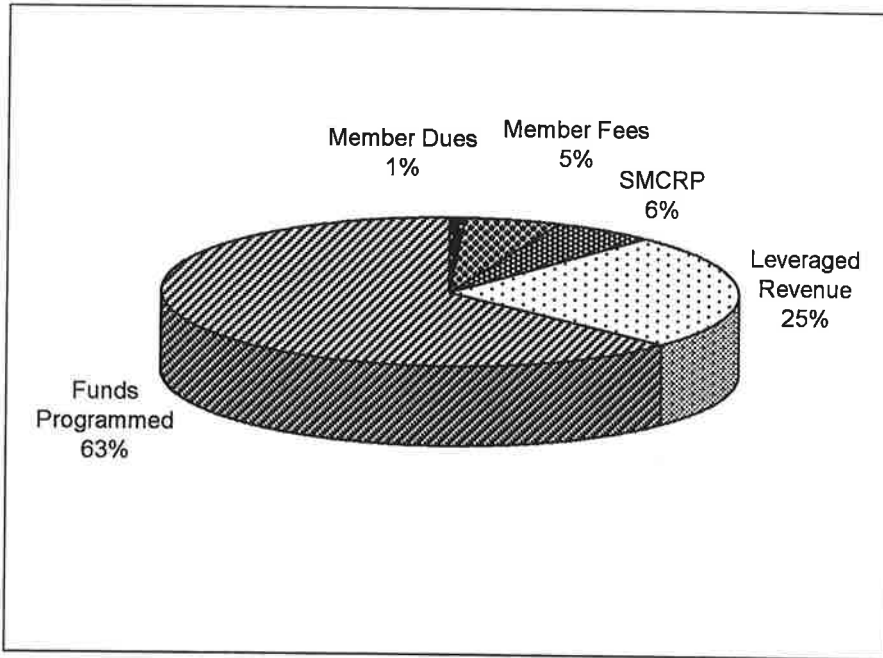
C/CAG MEMBER DUES/ FEES HIGHLY LEVERAGED

C/CAG REVENUES FY 2009-10



Leverage= $\$10,561,119 / \$2,037,002 = 5.18$ to 1
(Less SMCRP Funds)

C/CAG CONTROLLED FUNDS FY 2009-10



Leverage= $\$31,761,119 / \$2,037,002 = 15.59$ to 1
(Less SMCRP Funds)

ATTACHMENT D

Resolution 09-31 adopting the C/CAG 2009-10 Program Budget and Fees

RESOLUTION 09-31

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY (C/CAG) ADOPTING THE C/CAG 2009-10 PROGRAM
BUDGET AND FEES**

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

WHEREAS, C/CAG is authorized as a Joint Powers Agency to provide services for member agencies; and

WHEREAS, C/CAG is required to adopt a program budget and establish fees annually; and

WHEREAS, C/CAG must use the latest population data available from the State of California, dated 1/01/06, in establishing the member assessments; and

WHEREAS, a C/CAG 2009-10 Program Budget and fees has been proposed;

NOW, THEREFORE, BE IT RESOLVED that the City/County Association of Governments of San Mateo County (C/CAG) adopts the C/CAG 2009-10 Program Budget and Fees.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF JUNE 2009.

Thomas M. Kasten, Chair

ATTACHMENT E

FY 2008 - 09 Projection vs. FY 2008 - 09 Updated Budget

06/03/09	C/CAG FY 2008-09 PROJECTION VS FY 2008-09 UPDATED BUDGET				
	Updated		Projected		
	Budgeted		Actual	Budget	Budget
	FY 2008-09		FY 2008-09	Change	% Change
BEGINNING BALANCE	8,504,990		8,719,774	214,784	2.53%
RESERVE BALANCE	194,249		376,112	181,863	93.62%
PROJECTED REVENUES					
Interest Earnings	181,000		(5,500)	(186,500)	-103.04%
Member Contribution	2,694,351		2,697,081	2,730	0.10%
Cost Reimbursements-VTA	125,000		0	(125,000)	-100.00%
MTC/ Federal Funding	1,399,500		745,000	(654,500)	-46.77%
Grants	464,000		220,600	(243,400)	-52.46%
DMV Fee	3,075,690		4,372,619	1,296,929	42.17%
NPDES Fee	1,349,337		1,288,732	(60,605)	-4.49%
TA Cost Share	1,197,500		646,105	(551,395)	-46.05%
Miscellaneous/ SFIA	0		0	0	0.00%
Street Repair Funding	0		0	0	0.00%
PPM-STIP	460,000		678,343	218,343	47.47%
Assessment	0		0	0	0.00%
	0		0	0	0.00%
	0		0	0	0.00%
Total Revenues	10,946,378		10,642,980	(303,398)	-2.77%
TOTAL SOURCES OF FUNDS	19,451,367		19,362,754	(88,614)	-0.46%
PROJECTED EXPENDITURES					
Administration Services	462,709		430,692	(32,017)	-6.92%
Professional Services	1,946,430		1,585,169	(361,261)	-18.56%
Consulting Services	4,917,320		3,257,985	(1,659,335)	-33.74%
Supplies	56,200		47,250	(8,950)	-15.93%
Prof. Dues & Memberships	185,537		128,437	(57,100)	-30.78%
Conferences & Meetings	12,000		49,800	37,800	315.00%
Printing/ Postage	38,500		20,750	(17,750)	-46.10%
Publications	5,500		17,977	12,477	226.85%
Distributions	8,461,000		5,721,843	(2,739,157)	-32.37%
Street Repair	0		0	0	0.00%
Miscellaneous	56,500		28,022	(28,478)	-50.40%
Bank Fee	1,500		500	(1,000)	-66.67%
Audit Services	4,000		6,784	2,784	69.60%
	0		0	0	0.00%
Total Expenditures	16,147,196		11,295,209	(4,851,987)	-30.05%
TRANSFERS					
Transfers In	271,827		556,873	285,046	104.86%
Transfers Out	271,827		556,873	285,046	104.86%
Total Transfers	0		(1)	(1)	0.00%
NET CHANGE	(5,200,818)		(652,229)	4,548,590	87.46%
TRANSFER TO RESERVES	0		(43,346)	(43,346)	0.00%
TOTAL USE OF FUNDS	16,147,196		11,251,863	(4,895,333)	-30.32%
ENDING FUND BALANCE	3,304,171		8,110,890	4,806,719	145.47%
RESERVE FUND BALANCE	194,249		332,766	138,517	71.31%
NET INCREASE (Decrease) IN FUND BALANCE	(5,200,818)		(608,884)	4,591,935	88.29%
Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance					

C/CAG FY 2008-09 PROJECTION VS FY 2008-09 UPDATED BUDGET					CHANGES IN C/CAG BUDGET BY F		
	Updated	Projected			Projected		
	Budgeted	Actual	Budget	Budget	Actual	Budgeted	Budget
	FY 2008-09	FY 2008-09	Change	% Change	FY 2008-09	FY 2009-10	Change
BEGINNING BALANCE	8,504,990	8,719,774	214,784	2.53%	8,719,774	8,110,890	-608,884
RESERVE BALANCE	194,249	376,112	181,863	93.62%	376,112	332,766	-43,346
PROJECTED REVENUES							
Interest Earnings	181,000	-5,500	-186,500	-103.04%	-5,500	138,000	143,500
Member Contribution	2,694,351	2,697,081	2,730	0.10%	2,697,081	2,597,641	-99,440
Cost Reimbursements-VTA	125,000	0	-125,000	-100.00%	0	0	0
MTC/ Federal Funding	1,399,500	745,000	-654,500	-46.77%	745,000	1,062,000	317,000
Grants	464,000	220,600	-243,400	-52.46%	220,600	442,000	221,400
DMV Fee	3,075,690	4,372,619	1,296,929	42.17%	4,372,619	4,422,117	49,498
NPDES Fee	1,349,337	1,288,732	-60,605	-4.49%	1,288,732	1,289,361	629
TA Cost Share	1,197,500	646,105	-551,395	-46.05%	646,105	475,000	-171,105
Miscellaneous/ SFIA	0	0	0	0.00%	0	25,000	25,000
Street Repair Funding	0	0	0	0.00%	0	0	0
PPM-STIP	460,000	678,343	218,343	47.47%	678,343	1,960,000	1,281,657
Assessment	0	0	0	0.00%	0	0	0
	0	0	0	0.00%	0	0	0
	0	0	0	0.00%	0	0	0
Total Revenues	10,946,378	10,642,980	-303,398	-2.77%	10,642,980	12,411,119	1,768,139
TOTAL SOURCES OF FUNDS	19,451,367	19,362,754	-88,614	-0.46%	19,362,754	20,522,009	1,159,255
PROJECTED EXPENDITURES							
Administration Services	462,709	430,692	-32,017	-6.92%	430,692	422,411	-8,281
Professional Services	1,946,430	1,585,169	-361,261	-18.56%	1,585,169	1,797,504	212,335
Consulting Services	4,917,320	3,257,985	-1,659,335	-33.74%	3,257,985	5,283,765	2,025,780
Supplies	56,200	47,250	-8,950	-15.93%	47,250	63,500	16,250
Prof. Dues & Memberships	185,537	128,437	-57,100	-30.78%	128,437	220,817	92,380
Conferences & Meetings	12,000	49,800	37,800	315.00%	49,800	21,500	-28,300
Printing/ Postage	38,500	20,750	-17,750	-46.10%	20,750	37,750	17,000
Publications	5,500	17,977	12,477	226.85%	17,977	5,500	-12,477
Distributions	8,461,000	5,721,843	-2,739,157	-32.37%	5,721,843	5,728,000	6,157
Street Repair	0	0	0	0.00%	0	0	0
Miscellaneous	56,500	28,022	-28,478	-50.40%	28,022	11,594	-16,428
Bank Fee	1,500	500	-1,000	-66.67%	500	500	0
Audit Services	4,000	6,784	2,784	69.60%	6,784	7,000	216
Total Expenditures	16,147,196	11,295,209	-4,851,987	-30.05%	11,295,209	13,599,841	2,304,632
TRANSFERS							
Transfers In	271,827	556,873	285,046	104.86%	556,873	650,000	93,127
Transfers Out	271,827	556,873	285,046	104.86%	556,873	650,000	93,127
Total Transfers	0	-1	-1	0.00%			
NET CHANGE	-5,200,818	-652,229	4,548,590	87.46%	-652,229	-1,188,722	-536,493
TRANSFER TO RESERVES					-43,346	0	43,346
TOTAL USE OF FUNDS	16,147,196	11,251,863	-4,895,333	-30.32%	11,251,863	13,599,840	2,347,977
ENDING FUND BALANCE	3,304,171	8,110,890	4,806,719	145.47%	8,110,890	6,922,169	-1,188,722
RESERVE FUND BALANCE	194,249	332,766	138,517	71.31%	332,766	332,766	0
NET INCREASE (Decrease) IN FUND BALANCE	-5,200,818	-608,884	4,591,935	88.29%	-608,884	-1,188,722	-579,838

Note: Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance

ATTACHMENT F

Key Budget Definitions/ Acronyms

Key Budget Definitions/ Acronyms

AB 434 - Transportation Fund for Clean Air Program
ALUC - Airport Land Use Commission (C/CAG)
AVA - Abandoned Vehicle Abatement
BAAQMD - Bay Area Air Quality Management District
BPAC - Bicycle and Pedestrian Advisory Committee
Cal PUC - California Public Utilities Commission
C/CAG - City/ County Association of Governments
CMAQ - Congestion Mitigation and Air Quality
CMP 111 - Congestion Management Program (Proposition 111)
CTP - Countywide Transportation Plan
DMV - Department of Motor Vehicles
DMV Fee Program - San Mateo County Environmental/ Transportation Pilot Program
ECR - El Camino Real
ISTEA - Intermodal Surface Transportation Equity Act
ITS - Intelligent Transportation Study
LGP - Local Government Partnership with PG&E and Cal PUC
Measure A - San Mateo County Sales Tax for Transportation
MTC - Metropolitan Transportation Commission
Normalized - Years in a multi-year analysis all referred to a base year.
NPDES - National Pollutant Discharge Elimination System
Peninsula 2020 Gateway Study - San Mateo and Santa Clara County study on Highway 101 and access to the Dumbarton Bridge.
PPM - Planning Programming and Monitoring
PSR - Project Study Report
RWQCB - San Francisco Bay Area Regional Water Quality Control Board
SFIA - San Francisco International Airport
SMCRP - San Mateo Congestion Relief Plan Program
STIP - State Transportation Improvement Program (State and Federal Transportation Funds)
STOPPP - Storm-water Pollution Prevention Program
STP - Surface Transportation Program (Federal Funds)
TA - Transportation Authority
TAC - Congestion Management Technical Advisory Committee
TDA - Transportation Development Act Article III Funding
TFCA - Transportation Fund for Clean Air (Also known as AB 434)
TLSP - Traffic Light Synchronization Program - Part of Proposition 1B Infrastructure Bond
VTA - Santa Clara Valley Transportation Authority

C/CAG AGENDA REPORT

DATE: June 11, 2009

TO: City/County Association of Governments Board of Directors

FROM: Richard Napier, Executive Director

SUBJECT: Review and approval of Resolution 09-29 authorizing the C/CAG Chair to enter into a funding agreement with San Francisco International Airport (SFIA) for the Hydrogen Station for a maximum amount of \$200,000 consistent with the previously executed Memorandum of Understanding between the parties.
(If there are any questions please contact Richard Napier at 650 599-1420)

RECOMMENDATION:

Review and approval of Resolution 09-29 authorizing the C/CAG Chair to enter into a funding agreement with San Francisco International Airport (SFIA) for the Hydrogen Station for a maximum amount of \$200,000 consistent with the previously executed Memorandum of Understanding between the parties in accordance with the staff recommendations.

FISCAL IMPACT:

There will be a \$200,000 fiscal impact upon the DMV Fee (AB 1546) funds. Included in the adopted C/CAG budget.

SOURCE OF FUNDS:

Funding to support this agreement will be derived from the proceeds of a fee on motor vehicles registered in San Mateo County, as authorized under California Government Code Section 65089.11 seq. (alias AB 1546).

BACKGROUND/DISCUSSION:

On April 20, 2004, Governor Arnold Schwarzenegger signed Executive Order S-7-04 calling for the development of the California Hydrogen Highway Blueprint Plan. On the same day, he designated the University of California-Davis' hydrogen station as Station #1 of the California Hydrogen Highway Network (CA H2 Net). The CA H2 Net is a State initiative to promote the use of hydrogen as a means of diversifying our sources of transportation energy used while ensuring environmental and economic benefits.

C/CAG committed to the Governors office to include support for alternative fuel shuttles including hydrogen as part of the AB 1546 program that would authorize a \$4 motor

ITEM 6.3

vehicle fee for C/CAG for 3.5 years. AB 1546 was signed by the Governor and the program provided \$9.4M to C/CAG with \$4.7M going directly to the cities and County.

Therefore, on March 10, 2005 the C/CAG Board approved Resolution 05-08 adopting a fee and the programs that can be funded with the proceeds of the fee¹. One of those programs is the maintenance and operation of up to four hydrogen and/or other clean fuel shuttle vehicles and related infrastructure. To provide infrastructure support for this program, C/CAG developed the San Mateo Hydrogen Highway as a countywide approach to implementing the CA H2 Net in San Mateo County.

The Governor also signed the reauthorization (SB 348) of the \$4 motor vehicle fee for C/CAG.

C/CAG - SFIA Memorandum of Understanding:

The C/CAG Board entered into a Memorandum of Understanding (MOU) with SFIA on 5/11/06 to jointly develop a fueling station. C/CAG has been working with SFIA for several years in pursuing grants for a hydrogen and hydrogen blend fueling station. Given the large number of hydrogen and hydrogen blend shuttles used at SFIA, this is an excellent high profile site. Given the complexity and the potential financial risks C/CAG staff limited C/CAG's role to providing a limited amount of one time match funding. C/CAG has no other obligation. The proposal included \$200,000 in matching funds to support a station at SFIA. SFIA partnered with C/CAG, Linde, and Hythane to submit a proposal to the California Air Resources Board (CARB) for funding for a fueling station. On April 6, 2009 the California Air Resources Board (CARB) awarded a \$1.7 million grant to San Francisco International Airport and its partners (including C/CAG) to develop the SFIA project. Additional match funding of \$500,000 will come from other project partners. Therefore, at this time it is recommended that C/CAG make a commitment to provide \$200,000 in match funding. The funds will be derived from the DMV Fee program and is currently included in the adopted budget. Even with the \$200,000 C/CAG will have spent significantly less funds than originally planned for the Hydrogen Highway.

C/CAG Benefits:

As a result of this effort, C/CAG in the future will have a hydrogen fueling station in San Mateo County. There will be an air quality benefit from the shuttles that will be able to operate on hydrogen at SFIA. C/CAG will have the capacity to convert some of the shuttles currently in operation to CNG blend vehicles. With the availability of both H2 and Hythane at the SFIA station, C/CAG will have sufficient fueling support for the current Ford H2ICE Shuttle (should the demonstration be extended another year) and an additional 14- 26 minibuses to be powered by Hythane fuel (a blend of 80% CNG and 20% hydrogen). The Hythane powered minibuses could be used to support the various

¹ AB 1546, adopted by the California Legislature and signed into law by Governor Schwarzenegger as California Code Section 65089.11 et. Seq. authorized C/CAG to adopt a four-dollar fee on motor vehicles registered in San Mateo County. These funds are to be used to support congestion management and storm water pollution prevention programs.

existing and future C/CAG sponsored shuttle routes in the north and central areas of the County.

The following justification is also provided to support the request:

- 1- This is consistent with the MOU with SFIA the Board approved.
- 2- This is included in the adopted C/CAG budget.
- 3- There is no further obligations beyond the \$200,000 match.
- 4- C/CAG is working with SFIA to get contributions from them for several C/CAG programs.
- 5- The C/CAG Hydrogen program has been helpful in pursuing funding.

The final agreement will be brought back to the Board for approval.

ATTACHMENTS

- C/CAG staff report dated 5/11/06 - Memorandum of Understanding with SFIA
- Resolution 09-29
- Response to Board Questions

C/CAG AGENDA REPORT

Date: May 11, 2006

To: City/County Association of Governments Board of Directors

From: Richard Napier, Executive Director

Subject: REVIEW AND APPROVAL OF RESOLUTION 06-13 AUTHORIZING THE C/CAG CHAIR TO EXECUTE A MEMORANDUM OF UNDERSTANDING BETWEEN C/CAG AND SAN FRANCISCO INTERNATIONAL AIRPORT TO WORK COOPERATIVELY ON A HYDROGEN FUELING STATION

(For further information contact Richard Napier at 599-1420 or Walter Martone at 599-1465)

RECOMMENDATION

That the C/CAG Board adopt Review and approval of Resolution 06-13 authorizing the C/CAG Chair to execute a Memorandum of Understanding (MOU) between C/CAG and San Francisco International Airport to work cooperatively on a Hydrogen Fueling Station.

FISCAL IMPACT

The C/CAG budget for 2005-06 includes \$350,000 for the maintenance and operation of up to four hydrogen and/or other clean fuel shuttle vehicles and related fueling infrastructure.

SOURCE OF FUNDS

Funding to support the C/CAG participation in this project would come from the vehicle registration fee adopted by C/CAG under the San Mateo County Environmental/ Transportation Program (AB 1546).

BACKGROUND/DISCUSSION

On September 29, 2004, the Governor signed into law AB 1546 which authorized the C/CAG Board to adopt a fee of up to four dollars on every motor vehicle registered in San Mateo County. As a part of the negotiations with the Governor's Office for the approval of AB 1546, C/CAG adopted Resolution 04-13 making a commitment to use a portion of the revenues resulting from the fee, to explore the development of an Alternative Fuel Vehicle Shuttle Program for San Mateo County. This included exploring the use of technologies such as Hydrogen Fuel Cell, Hydrogen Combustion, Hybrids/ Plug-In Hybrids, Battery-Electric, Bio-diesel, Compressed

Natural Gas, and other technologies for use in shuttle vehicles as an alternative to fossil fuel powered vehicles. On May 12, 2005 the C/CAG Board authorized a consulting contract with Clark Aganon to assist in the development of the alternative fuel program. On August 11, 2005, staff provided an update to the Board on all of the activities that were occurring to advance this program.

Staff has begun negotiations with San Francisco International Airport for the siting of an alternative fueling station that would include compressed hydrogen, compressed natural gas, and a blend of natural gas and hydrogen. Renewable energy sources such as biodiesel and solar, are being explored as a way to power the station. Staff is also researching various funding sources to acquire new shuttle buses and convert existing shuttle buses that operate in vicinity of the Airport to utilize these environmentally friendly fuels.

The State of California Budget includes funding to support the development of three hydrogen fueling stations around the State. In order to qualify for these funds, it is necessary for C/CAG to demonstrate that it has created a partnership with qualified entities and is advancing in the station development process. One of the ways of documenting these efforts is to sign a MOU with the Airport as a potential site for a fueling station.

This MOU expresses the intent of the parties to work together in the station development and support. It does not commit any of the parties to a specific funding agreement, nor does it require C/CAG to implement this pilot project if it determines that this project is not feasible, too costly, or not advantageous to C/CAG for any reason. The MOU will enable C/CAG staff, working together with the Airport, to explore funding opportunities with the State and other places, and to develop plans and specifications for an actual fueling station. Before any final commitment is made to move forward with this project, contracts with the appropriate parties will be provided to the C/CAG Board for consideration.

ATTACHMENTS

- Resolution 06-13
- MOU with San Francisco International Airport

RESOLUTION 06-13

* * * * *

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE A MEMORANDUM OF UNDERSTANDING BETWEEN C/CAG AND SAN FRANCISCO INTERNATIONAL AIRPORT TO WORK COOPERATIVELY ON A HYDROGEN FUELING STATION

* * * * *

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

WHEREAS, the C/CAG Board is authorized by California Government Code Section 65089.11 et. seq. to adopt a \$4 Fee on motor vehicles registered in San Mateo County; and

WHEREAS, the C/CAG Board has decided that a clean fuel shuttle demonstration program and related fueling infrastructure will be one of the programs to be implemented with the proceeds of this Fee; and

WHEREAS, the San Francisco International Airport has been identified as an ideal hydrogen station site in the California Hydrogen Highway Blueprint Plan and which could support the clean fuel shuttle program; and

WHEREAS, the C/CAG Board has determined that a Memorandum of Understanding (MOU) with the City & County of San Francisco Airport Commission is required to develop and implement such a program.

NOW, THEREFORE, BE IT RESOLVED that the Chair the Board of Directors of C/CAG is hereby authorized and directed to execute said Memorandum of Understanding to facilitate the implementation of a clean fuel shuttle demonstration program, subject to approval of the MOU form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF MAY 2006.

Nicholas P. Jellins, Vice Chair

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*

Memorandum of Understanding

This Memorandum of Understanding (“MOU”) is effective as of May 11, 2006 by and between the City and County of San Francisco Airport Commission, San Francisco International Airport (SFO), San Francisco, CA 94128, and the City/County Association Of Governments, a joint powers agency that includes San Mateo County and all twenty of its incorporated cities with its principal office located at 555 County Center, Redwood City, California (“C/CAG”).

WHEREAS C/CAG intends to develop a Hydrogen Shuttle Pilot Program (“Pilot Program”) as part of an overall Clean Fuel Transportation program; and

WHEREAS the Pilot Program will consist of two components: (i) a compressed hydrogen fueling station (“station”), and (ii) a hydrogen powered shuttle fleet (“fleet”); and

WHEREAS C/CAG intends that the hydrogen fueling station will be a part of the California Hydrogen Highway (CA H2 Net) to provide fueling access for hydrogen fleet vehicles operating within San Mateo County; and

WHEREAS C/CAG intends to coordinate and partner with public and/or private agencies to develop a network of hydrogen fueling stations within San Mateo County (San Mateo County H2 Highway) as a subset of the California Hydrogen Highway (CA H2 Net); and

WHEREAS SFO, and C/CAG met on 12/14/05 to discuss their respective interests in a hydrogen fueling station at SFO;

NOW, THEREFORE, the City and County of San Francisco Airport Commission and C/CAG agree to enter into this MOU with a view to establishing a cooperative relationship fostering the development of a hydrogen fueling station at SFO as part of the San Mateo County H2 Network, and in doing so agree on the following principles:

1. This MOU confirms the preliminary discussions and sets forth an outline pursuant to

which the parties can proceed to enter into a definitive agreement that will define the proposed relationship between the parties to accomplish the coordinated development of a hydrogen fueling station as a component of the San Mateo County H2 Network. The parties recognize that this MOU constitutes only a basic outline of the relationship and that this MOU is not binding upon either party, except with respect to paragraph 4 which shall be binding and enforceable upon the parties. Except for paragraph 4, the parties recognize that this MOU does not constitute an enforceable agreement, which shall await the entry of a formal definitive agreement between the parties.

2. The purpose of the MOU is to formalize the intent of the parties to discuss and to agree upon the development of a hydrogen fueling station at SFO.

3. Based on discussions so far, it is intended that the Airport Commission and C/CAG facilitate development of a hydrogen fueling station, such station to form a constituent part of the San Mateo County H2 Highway. The details of each party's contribution shall be contained in the contemplated definitive agreement.

4. The parties recognize that they will be submitting to each other confidential business plans, financial information, technology, engineering, trade secrets, and other confidential business and proprietary information ("Confidential Information") during the discussions among themselves. Each party agrees that it will keep such Confidential Information to itself and will not disclose it to any third party and will not use it except in connection with the project contemplated in this MOU except to the extent required by law, including the California Public Records Act and San Francisco's Sunshine Ordinance. However, the recipient party will give the disclosing party prompt notice to allow the disclosing party a reasonable opportunity to obtain a protective order. The parties understand that the Confidential Information may be supplied on a need to know basis to its employees, including the employees of its subsidiaries, and possibly to outside consultants. The parties agree that each person to whom such Confidential Information is provided shall be made aware of the confidentiality provisions of this MOU and requested to abide by them.

5. Nothing herein shall be, or construed to be, a grant or license or any other right or interest in or to the technology, know-how, patents, trademarks, designs, engineering, mask works, plans, drawings, processes, trade secrets or other similar intellectual property or other confidential information of one party to another.

6. Each party represents that the person signing this MOU is authorized to do so, but all parties recognize that any definitive agreement must receive formal corporate approval and/or Board approval before its effectiveness.

7. This MOU may be terminated by either party upon 30 days written notice to the other, but the provisions of paragraph 4 will remain in effect.

This MOU is effective as of the date first above written.

City & County of San Francisco Airport Commission

By: _____

Name: _____

Title: _____

Date: _____

City/County Association of Governments of San Mateo County

By: _____

Name: James M. Vreeland Jr.

Title: Chairman

Date: May 11, 2006

Approved as to form:

By: _____

Name: Miruni Soosaipillai

Title: C/CAG Legal Counsel

Date:

RESOLUTION 09-29

AUTHORIZING THE C/CAG CHAIR TO ENTER INTO A FUNDING AGREEMENT WITH SAN FRANCISCO INTERNATIONAL AIRPORT (SFIA) FOR THE HYDROGEN STATION FOR A MAXIMUM AMOUNT OF \$200,000 CONSISTENT WITH THE PREVIOUSLY EXECUTED MEMORANDUM OF UNDERSTANDING BETWEEN THE PARTIES

WHEREAS, the City/County Association of Governments (C/CAG) of San Mateo County is a Joint Powers Authority created by the Cities and the County; and,

WHEREAS, C/CAG has sponsored a hydrogen shuttle that operates in the City of East Palo Alto; and

WHEREAS, C/CAG desires to pursue the development of a hydrogen fueling station in San Mateo County; and

WHEREAS, C/CAG entered into a Memorandum of Understanding (MOU) with SFIA to develop a hydrogen fueling station; and

WHEREAS, on April 6, 2009 the California Air Resources Board awarded a \$1.7 million grant to San Francisco International Airport (SFO) and it's partners to develop the hydrogen fueling station at SFO; and

WHEREAS, C/CAG will need to enter into an agreement with San Francisco International Airport for the development of the hydrogen fueling station.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County authorizes the Chair to enter into a funding agreement with the San Francisco International Airport (SFO) for the hydrogen fueling station for a maximum amount of \$200,000.

PASSED, APPROVED, AND ADOPTED THIS 11TH DAY OF JUNE 2009.

Thomas M. Kasten, Chair

RESPONSE TO BOARD QUESTIONS

At the Board Meeting of 5/14/09 the Board asked the following questions:

Is hydrogen safe compared to other fuels?

What is the benefit of the Hythane Blend?

Background material to answer these questions are attached.

facts

1.008

hydrogen SAFETY

Hydrogen: Similar but Different

For over 40 years, industry has used hydrogen in vast quantities as an industrial chemical and fuel for space exploration. During that time, industry has developed an infrastructure to produce, store, transport and utilize hydrogen safely.

"Hydrogen safety concerns are not cause for alarm; they simply are different than those we are accustomed to with gasoline or natural gas."

—Air Products and Chemicals, Inc.

Hydrogen is no more or less dangerous than other flammable fuels, including gasoline and natural gas. In fact, some of hydrogen's differences actually provide safety benefits compared to gasoline or other fuels. However, all flammable fuels must be handled responsibly. Like gasoline and natural gas, hydrogen is flammable and can behave dangerously under specific conditions. Hydrogen can be handled safely when guidelines are observed and the user has an understanding of its behavior.

The following lists some of the most notable differences between gaseous hydrogen and other common fuels:

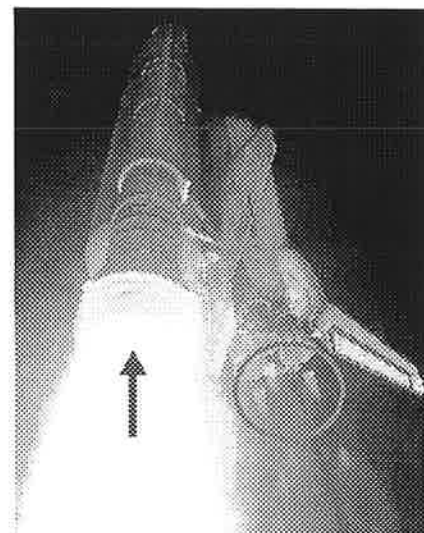
Hydrogen is lighter than air and diffuses rapidly. Hydrogen has a rapid diffusivity (3.8 times faster than natural gas), which means that when released, it dilutes quickly into a non-flammable concentration. Hydrogen rises 2 times faster than helium and 6 times faster than natural gas at a speed of almost 45 mph (20m/s). Therefore, unless a roof, a poorly ventilated room or some other structure contains the rising gas, the laws of physics prevent hydrogen from lingering near a leak (or near people using hydrogen-fueled equipment). As the lightest element in the universe, confining hydrogen is very difficult. Industry takes these properties into account when designing structures where hydrogen will be used. The designs help hydrogen escape up and away from the user in case of an unexpected release.

Hydrogen is odorless, colorless and tasteless, so most human senses won't help to detect a leak. For these and other reasons, industry often uses hydrogen sensors to help detect hydrogen leaks and has maintained a high safety record using them for decades. By comparison, natural gas is also odorless, colorless and tasteless, but industry adds a sulfur-containing odorant, called mercaptan, to make it detectable by people. Currently, all known odorants contaminate fuel cells (a popular application for hydrogen) and create complications for food applications, like hydrogenating oils. However, given hydrogen's tendency to rise quickly, a leak would most likely rise above where any human nose might smell it, collecting briefly on the ceiling

and then moving towards the corners. Today, researchers are investigating other methods that might be used for hydrogen detection like tracers and advanced sensors.

Hydrogen flames have low radiant heat.

Hydrogen combustion primarily produces heat and water. Due to the absence of carbon and the presence of heat-absorbing water vapor created when hydrogen burns, a hydrogen fire has significantly less radiant heat compared to a hydrocarbon fire. Since the flame emits low levels of heat near the flame (the flame itself is just as hot), the risk of secondary fires is lower. This fact has a significant impact for the public and rescue workers.



Hydrocarbon flames (left, red arrow) vs. hydrogen flames (right, blue circle)

Combustion

Like any flammable fuel, hydrogen can combust. But hydrogen's buoyancy, diffusivity and small molecular size make it difficult to contain and create a combustible situation. In order for a hydrogen fire to occur, an adequate concentration of hydrogen, the presence of an ignition source and the right amount of oxidizer (like oxygen) must be present at the same time. Hydrogen has a wide flammability range (4-74% in air) and the energy required to ignite hydrogen (0.02mJ) can

Figure 1: Fuel Comparisons

	Hydrogen	Gasoline Vapor	Natural Gas
Flammability Limits (in air)	4-74%	1.4-7.6%	5.3-15%
Explosion Limits (in air)	18.3-59.0%	1.1-3.3%	5.7-14%
Ignition Energy (mJ)	0.02	0.20	0.29
Flame Temp. in air (°C)	2045	2197	1875
Stoichiometric Mixture (most easily ignited in air)	29%	2%	9%

be very low. However, at low concentrations (below 10%) the energy required to ignite hydrogen is higher—similar to the energy required to ignite natural gas and gasoline in their respective flammability ranges—making hydrogen realistically more difficult to ignite near the lower flammability limit. On the other hand, if conditions exist where the hydrogen concentration increases toward the stoichiometric (most easily ignited) mixture of 29% hydrogen (in air), the ignition energy drops to about one fifteenth of that required to ignite natural gas (or one tenth for gasoline). See Figure 1 (page 1) for more comparisons.



Hydrogen car (l), gasoline car (r). Photo from a video that compares fires from an intentionally ignited hydrogen tank release to a small gasoline fuel line leak. At the time of this photo (60 seconds after ignition), the hydrogen flame has begun to subside, while the gasoline fire is intensifying. After 100 seconds, all of the hydrogen was gone and the car's interior was undamaged. (The maximum temperature inside the back window was only 67°F!) The gasoline car continued to burn for several minutes and was completely destroyed. Photo/Text: Dr. Swain, University of Miami.

Hydrogen Isotopes: Protium vs. Tritium

The hydrogen economy uses the most common type of hydrogen: the isotope, Protium. Hydrogen bomb technology uses a rare hydrogen isotope called Tritium. Both Tritium plus the super-intense heat from the detonation of a nuclear fission bomb are needed to induce the nuclear fusion reaction that makes a hydrogen bomb. Tritium is radioactive and does not occur naturally, but can be made with lithium or a conventional nuclear reactor. This technology bears no resemblance to the simple chemical reactions associated with the hydrogen isotope, Protium, in hydrogen production, storage, distribution and use in the hydrogen economy.

Explosion

An explosion cannot occur in a tank or any contained location that contains only hydrogen. An oxidizer, such as oxygen must be present in a concentration of at least 10% pure oxygen or 41% air. Hydrogen can be explosive at concentrations of 18.3-59% and although the range is wide, it is important to remember that gasoline can present a more dangerous potential than hydrogen since the potential for explosion occurs with gasoline at much lower concentrations, 1.1-3.3%. Furthermore, there is very little likelihood that hydrogen

will explode in open air, due to its tendency to rise quickly. This is the opposite of what we find for heavier gases such as propane or gasoline fumes, which hover near the ground, creating a greater danger for explosion.

Asphyxiation

With the exception of oxygen, any gas can cause asphyxiation. In most scenarios, hydrogen's buoyancy and diffusivity make hydrogen unlikely to be confined where asphyxiation might occur.

Toxicity/poison

Hydrogen is non-toxic and non-poisonous. It will not contaminate

groundwater (it's a gas under normal atmospheric conditions), nor will a release of hydrogen contribute to atmospheric pollution. Hydrogen does not create "fumes."

Cryogenic burns

Any cryogenic liquid (hydrogen becomes a liquid below -423°F) can cause severe freeze burns if the liquid comes into contact with the skin. However, to keep hydrogen ultra-cold today, liquid hydrogen containers are double-walled, vacuum-jacketed, super-insulated containers that are designed to vent hydrogen safely in gaseous form if a breach of either the outer or inner wall is detected. The robust construction and redundant safety features dramatically reduce the likelihood for human contact.

The Hindenburg



The fire that destroyed the *Hindenburg* in 1937 gave hydrogen a misleading reputation. Hydrogen was used to keep the airship buoyant and was initially blamed for the disaster. An investigation by Addison Bain in the 1990s provided evidence that the airship's fabric envelope was coated with reactive chemicals, similar to solid rocket fuel, and was easily ignitable by an electrical discharge. The Zeppelin Company, builder of the *Hindenburg*, has since confirmed that the flammable, doped outer cover is to be blamed for the fire. For more information, view a short video at: www.HydrogenAssociation.org.

Hydrogen Codes and Standards

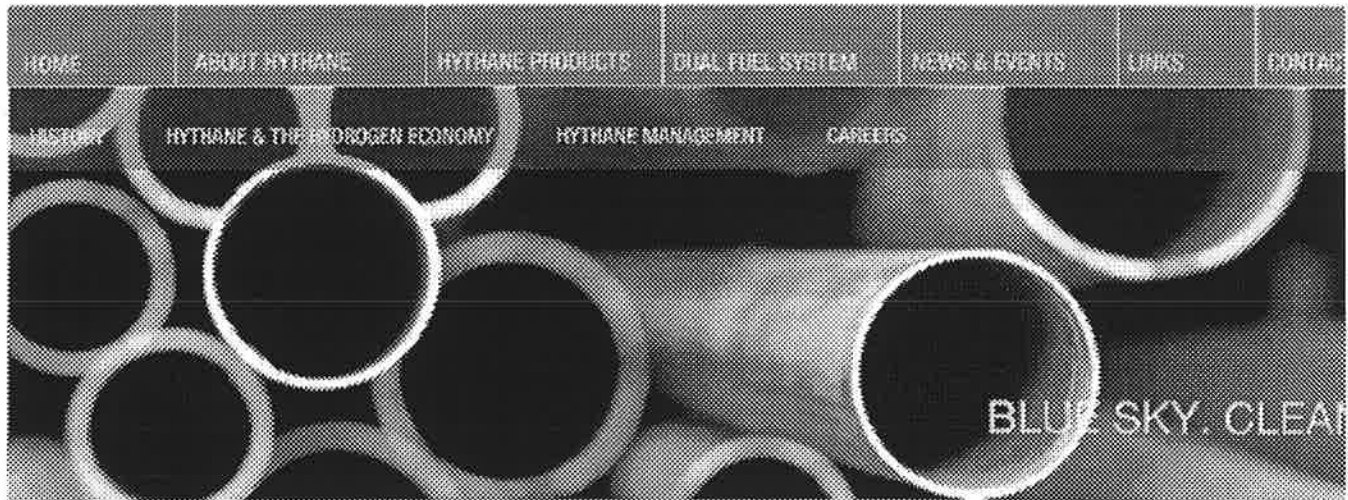
Codes and standards help dictate safe building and installation practices. Today, hydrogen components must follow strict guidelines and undergo third party testing for safety and structural integrity. For more information on hydrogen safety, codes and standards, please visit the following websites:

- www.HydrogenSafety.info
- www.fuelcellstandards.com
- www.eere.energy.gov/hydrogenandfuelcells/codes

Summary

Industry has developed new safety designs and equipment because hydrogen's properties and behavior are different than the fuels we use now. Hydrogen will make us re-think operating practices already in place for gaseous and liquid fuels. Education of those differences is the key enabler to making hydrogen a consumer-handled fuel that we use safely and responsibly.





HYTHANE & THE HYDROGEN ECONOMY

The main benefit sought by including hydrogen in the alternative fuels mix is emissions reduction – eventually by 100%. However, in the near term, there is an objectionable cost differential between fossil fuels and hydrogen. Hydrogen costs are proportional to hydrogen energy, which may be expressed as a percentage of the energy consumed by the baseline energy system (i.e. a non-hydrogen vehicle fleet). The ratio of percent emissions reduction to percent hydrogen energy, relative to baseline conditions, is a measure of the effectiveness of hydrogen utilization called the leverage factor. Hydrogen leverage is defined as the ratio of [% Emissions Reduction]/[%Baseline Energy Supplied as Hydrogen].

Imagine a fleet of 100 natural gas buses. The bus fleet agency wants to reduce emissions by buying hydrogen-powered buses but cannot afford to convert the entire fleet. What is the best way to reduce emissions using the least hydrogen? In the simplest example, a few of the buses are replaced with hydrogen internal-combustion engines with the same fuel economy as natural gas. These hydrogen-powered buses can have near-zero exhaust emissions, so if 7 of the 100 total buses run on hydrogen, there will be a 7% reduction in emissions. In this case, there is no leverage – the emissions reduction compared to the amount of hydrogen energy used is a ratio of one. By taking advantage of the unique properties of hydrogen, it is possible to improve the typical one-to-one relationship between emissions reduction and hydrogen use.

Consider another example, using Hythane®. As before, there is a fleet of 100 buses, but now 7% hydrogen by energy is blended with natural gas and used over the whole fleet. Both laboratory and real-world experience shows that a natural gas engine with a calibration optimized to reduce NOx emissions with 7% hydrogen in natural gas will cut emissions by about 50%, for every bus in the fleet. In this example, Hythane® reduces emissions 50% with 7% hydrogen by energy, so the hydrogen utilization leverage factor is $50\% / 7\% = 7.1$, or more than 2.5 times better than the most generous fuel cell bus scenario.

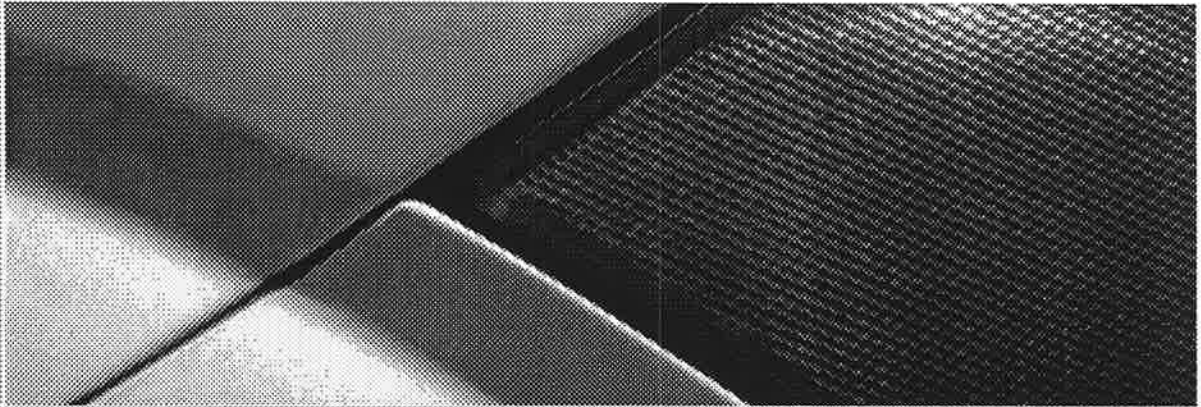
In addition, the Hythane® example above is much more realistic. Although the expense of the hydrogen refueling infrastructure cost was not considered for the sake of simplicity, this cost is currently much more significant than the hydrogen fuel costs over the life of the vehicle. In contrast, there are only minimal costs associated with changing the natural gas engine calibration and pre blending the Hythane® fuel. The existing natural gas refueling compressors, storage tanks, and fuel dispensers can be utilized, while the vehicle engine and fuel system do not require any hardware changes. No other costs are incurred by switching the fleet from natural gas to Hythane®; there is only a 20% maximum vehicle range penalty for the same volume of compressed gas fuel tanks. Many years of research have proven that only 5% to 7% hydrogen by energy is all that is necessary to minimize emissions and significantly stabilize

FOR MORE
ABOUT OUR
PLEASE CON

P. 303.455.7
E. INFO@HY

INTERESTED
CAREER AT
If you are interested in an exciting alternative fuel opportunity, please view our opportunities.

the combustion of natural gas. Hythane® is the next step on the path to an ultimate hydrogen economy. The only practical way to utilize hydrogen in vehicles with today's technology is through the use of Hythane®, which provides leveraged benefits to justify infrastructure investment even before hydrogen vehicle technology becomes economically feasible. By providing widespread vehicle refueling stations with developed hydrogen sources, Hythane® eliminates the infrastructure issues that could be a barrier to future pure-hydrogen applications, in a way that is maximally useful today.



THE HYTHANE SYSTEM

[The Hythane System >](#)

[Hythane and the Hydrogen Economy >](#)

[Products >](#)

[Hythane Management >](#)

[History >](#)

[News & Events >](#)

[Links >](#)

[Contact Us >](#)



Hythane is a mixture of natural gas and hydrogen, usually 5-7 percent hydrogen by energy. Natural gas is generally about 90+% methane, along with small amounts of ethane, propane, higher hydrocarbons, and "inerts" like carbon dioxide or nitrogen.

Hydrogen and methane are complimentary vehicle fuels in many ways. Methane has a relatively narrow flammability range that limits the fuel efficiency and oxides of nitrogen (NOx) emissions improvements that are possible at lean air/fuel ratios.

The addition of even a small amount of hydrogen, however, extends the lean flammability range significantly. Methane has a slow flame speed, especially in lean air/fuel mixtures, while hydrogen has a flame speed about eight times faster. Methane is a fairly stable molecule that can be difficult to ignite, but hydrogen has an ignition energy requirement about 25 times lower than methane.

Finally, methane can be difficult to completely combust in the engine or catalyze in exhaust after treatment converters. In contrast, hydrogen is a powerful combustion stimulant for accelerating the methane combustion within an engine, and hydrogen is also a powerful reducing agent for efficient catalysis at lower exhaust temperatures.

C/CAG AGENDA REPORT

Date: June 11,2009
To: City/County Association of Governments Board of Directors
From: Richard Napier, Executive Director
Subject: Status update on the implementation of the San Mateo County Smart Corridor project

(For further information or questions contact Parviz Mokhtari at 599-1433)

RECOMENDATION

That the C/CAG Board receives this status update on the San Mateo County Smart Corridor project and direct staff to place this item on the Board agenda quarterly rather than monthly.

STATUS UPDATE

Staff is in the process of preparing a new schedule that will cover every step that must be taken from now through construction and implementation. For the Board's information, the new schedule will be attached to the next staff report. There are no other significant items to report that were not included in the May 2009 staff report.

ATTACHMENT

None.



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

April 28, 2009

Robin Hunt, Manager
FAA San Francisco Airports District Office (ADO)
831 Mitten Road Room 210
Burlingame, CA 94010

Dear Ms. Hunt:

RE: Request for Consideration for Future Federal Grant Funding to Prepare an Update of the Comprehensive Airport Land Use Compatibility Plans (CLUPs) for the Environs of Half Moon Bay Airport (HAF) and San Carlos Airport (SQL)

The purpose of this letter is to request that your office consider providing federal funding assistance to the City/County Association of Governments of San Mateo County (C/CAG) to prepare an update of the comprehensive airport land use compatibility plans (CLUPs) for the environs of our two general aviation airports (Half Moon Bay Airport (HAF) and San Carlos Airport (SQL)) if and when undesignated federal funds are available through your office at the end of this current federal fiscal year. We estimate that the total amount of federal funding needed would be \$300,000 (\$150,000 for each CLUP update).

The 21-member City/County Association of Governments of San Mateo County (C/CAG) serves as the state-mandated airport land use commission for the county. An elected representative (city council member) from each of the 20 incorporated cities in the county and a member of the County Board of Supervisors make up the membership of the C/CAG Board of Directors. The Board is responsible for preparing a CLUP for the environs of each of the three public use airports in the county: Half Moon Bay Airport, San Carlos Airport, and San Francisco International Airport.

The C/CAG Board of Directors takes its airport land use compatibility planning responsibilities very seriously. As you know, with assistance from your office, the Board was the first public agency in the country to apply for and receive a federal grant, under Section 160 of *Vision 100, Century of Aviation Reauthorization Act*, to update the CLUP for the environs of San Francisco International Airport (SFO). That effort is in progress and we expect to have a draft CLUP document for the environs of SFO completed by the end of this calendar year.

There are a number of airport/land use compatibility planning issues that need to be addressed in the environs of HAF and SQL. However, it is extremely difficult to address those issues with outdated CLUP policies and a lack of appropriate planning guidance to address proposed development near those airports. The CLUPs for the environs of both airports need immediate attention because they are both over 15 years old. The development issues in the environs of HAF are very complicated and are the most pressing at this time. We continue to refer to the provisions in the *California Airport Land Use Planning Handbook* and relevant federal guidelines and criteria, as needed, but we need specific updated land use compatibility policy guidance for the environs of each airport.

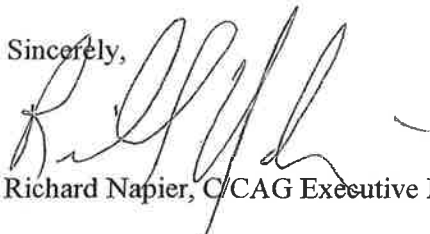
ITEM 9.1

We appreciate your serious consideration of this request. We have made a similar request to key staff at the California Department of Transportation (Caltrans) Division of Aeronautics. However, as you know, funding for local government activities, both from the federal and state levels, continues to be a challenge.

However, we are ready, willing, and able to initiate our airport land use compatibility planning responsibility for the environs of HAF and SQL, with funding assistance from any source, when it becomes available.

We sincerely thank you and your staff for your on-going support and guidance regarding our current effort to update the airport land use compatibility plan for the environs of San Francisco International Airport. If we need to follow-up on this request with your staff re: required paperwork, etc. or if you need any further information regarding this request, please contact David F. Carbone, C/CAG Staff, at 650/363-4417.

Sincerely,



Richard Napier, C/CAG Executive Director

cc: C/CAG Board Members
Jim Porter, Director, San Mateo County Department of Public Works
Mark Larson, Manager, San Mateo County Airports

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*

May 8, 2009

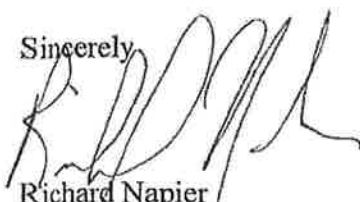
Ms. Kristen Helsel
Director, EV Solutions
AeroVironment, Inc.
181 W. Huntington Drive, Suite 202
Monrovia, CA 91016

Dear Ms. Helsel,

The City/ County Association of Governments of San Mateo County ("C/CAG") is pleased to provide this letter of commitment to participate with Nissan North America and AeroVironment in submitting a proposal to the United States Department of Energy for the Funding Opportunity Announcement DOE-FOA-0000028. As the Executive Director for C/CAG I am the person authorized to commit the expenditure of funds to support this exciting demonstration project.

C/CAG's role will be as a participant in your electric vehicle (EV) and EV infrastructure demonstration program. As a recipient of vehicles and infrastructure from the proposed demonstration fleet, we will provide in-kind cost share in the form of labor and facilities to operate the EVs and EV infrastructure, log performance data relevant to the program, and report our observations to project management. Our labor to support this demonstration would be on the order of 60 minutes per day per vehicle, inclusive of driving, data logging and reporting. We would like to receive one vehicle. Based on the regular hourly rate of pay of \$55 per hour for personnel who will perform these in-kind services, and the fair rental value of the space where charging infrastructure will be located on San Mateo County Center property plus the daily cost of electricity to fuel the vehicles, C/CAG will contribute approximately \$65 per vehicle per day in in-kind services per vehicle. It is our understanding that this amount represents more than a 50% cost-share for the DOE program.

Sincerely,



Richard Napier
Executive Director

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*

May 14, 2009

12th Congressional District Citizens Oversight Panel
c/o Office of Congresswoman Jackie Speier
400 S. El Camino Real, Suite 410
San Mateo, CA 94402

Re: *Transportation and Infrastructure Funding for SR92/El Camino Real Interchange Project*

To Whom It May Concern:

I am writing to express our support of this project and of City of San Mateo's application for Federal earmarked funds. This project is significant in that it will contribute to reduced congestion and improved safety on State Route 92, one of the major east-west connections between two heavily traveled freeways on the Peninsula.

Improving the SR92/El Camino interchange is one component of a larger project designed to address inadequacies along State Route 92 extending between US101 and I-280. This portion of SR92 is congested during peak commute times and existing short weaving sections do not meet current design standards.


The City of San Mateo's SR 92/El Camino Interchange Project represents a smaller piece of this larger project, and has been identified as a priority due to the impact it will have on traffic reduction. The project will increase queuing capacity and minimize backups on the mainline of SR92. This in turn will improve safety by reducing the likelihood of accidents.

The cost for this segment of the project is estimated at \$13,000,000. Approximately 50% of funds (\$6,500,000) is being requested from San Mateo County's Measure A half-cent sales tax. In addition, approximately 30% (\$3,900,000) is being requested from the City of San Mateo's Traffic Impact Fees. The City is requesting Federal Funding in the amount of \$2,600,000 for this project, or 20% of the total.

There will be opportunities for public participation in this project at public hearings which will be required as a part of the environmental review process. These hearings will be noticed and will allow time for public comment.

Thank you for the opportunity to express our support for this project.

Sincerely,

 FOR
Richard Napier, Executive Director
City/County Association of Governments

ITEM 9.3