

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. 259

- DATE:** Thursday, August 8, 2013
- TIME:** **6:30 P.M.**
- PLACE:** San Mateo County Transit District Office
1250 San Carlos Avenue, Second Floor Auditorium
San Carlos, CA
- PARKING:** Available adjacent to and behind building.
Please note the underground parking garage is no longer open.
- PUBLIC TRANSIT:** SamTrans
Caltrain: San Carlos Station.
Trip Planner: <http://transit.511.org>

- 1.0 CALL TO ORDER/ ROLL CALL
- 2.0 **PLEDGE OF ALLEGIANCE**
- 3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA
Note: Public comment is limited to two minutes per speaker.
- 4.0 PRESENTATIONS/ ANNOUNCEMENTS
- 4.1 Presentation to Jerry Carlson, Councilmember of the Town of Atherton, for his years of dedicated service and contributions to C/CAG. p. 1
- 4.2 Presentation on a proposed study of El Camino Real/Mission Street Relinquishment provided by Russ Hancock, Joint Venture Silicon Valley. p. 5

5.0 CONSENT AGENDA

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

- 5.1 Approval of the minutes of regular business meeting No. 258 dated June 13, 2013. ACTION p. 7
- 5.2 Review and approval of Resolution 13-26 authorizing the C/CAG Chair to execute a Cooperative Agreement between C/CAG and County of San Mateo Department of Housing for Joint Workplan for Housing-Related Activities for FY 13/14 in an amount not to exceed \$125,000. ACTION p. 13
- 5.3 Review and accept the revised funding recommendation for the Pacifica Bayshore Circulator Shuttle for FY 2013/2014 in an amount of \$90,762 in Measure A Transportation funds through the Shuttle Program Joint Call for Projects INFORMATION p. 19
- 5.4 Review and approval of the Transportation Development Act Article 3 Pedestrian and Bicycle Program Call for Projects process and schedule for the FY 2013/2014 cycle ACTION p. 21
- 5.5 Review the attendance reports for the 2013 C/CAG Board and Committees. ACTION p. 27
- 5.6 Review and approval of Resolution 13-27, waiving the Request for Proposals process and authorizing the C/CAG Chair to execute Amendment #1 with San Mateo County's Division of Environmental Health to continue providing technical support to the Countywide Water Pollution Prevention Program, extending the term six months (through December 2014) for an additional cost not to exceed \$213,962. ACTION p. 39

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 policies, priorities, positions, and legislative update.
(A position may be taken on any legislation, including legislation not previously identified.) ACTION p. 53
- 6.2 Receive presentation and documents on Bi-County Transportation Study (at the border of San Mateo and San Francisco county line). INFORMATION p. 61
- 6.3 Review the Draft 2014 State Transportation Improvement Program (STIP) for San Mateo County. INFORMATION p. 75

6.4 Accept funding from the County of San Mateo and review and approval of a limited term position for a countywide Pedestrian and Bicycle Coordinator for fiscal years 2013-14 and 2014-15. ACTION p. 79

7.0 COMMITTEE REPORTS

7.1 Committee Reports (oral reports).

7.2 Chairperson's Report

7.3 Boardmembers Report

8.0 EXECUTIVE DIRECTOR'S REPORT

9.0 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 650 599-1406 or nblair@co.sanmateo.ca.us or download a copy from C/CAG's website – www.ccag.ca.gov.

9.1 Letter from Sandy Wong, Executive Director C/CAG, to David Byers, ESQ., Byers/Richardson Lawyers, dated 7/2/13. RE: Request for Airport Land Use Compatibility Information Related to the Big Wave North Parcel Alternative (NPA) Project. p. 81

9.2 Letter from Brandt Grotte, C/CAG Chair, to The Honorable Al Muratsuchi, Member of the California State Assembly, 66th District, dated 6/14/13. Subject: Support for Assembly Bill 66: Mandatory Utility Outage Reporting. p. 105

10.0 CLOSED SESSION (Pursuant to Government Code Sec. 54957):

10.1 Public Employee Performance Evaluation – Executive Director

11.0 RECONVENE TO OPEN SESSION

12.0 ADJOURN

Next scheduled meeting: September 12, 2013 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: Sandy Wong 650 599-1409

Administrative Assistant: Nancy Blair 650 599-1406

FUTURE MEETINGS

Aug. 8, 2013	Legislative Committee - SamTrans 2 nd Floor Auditorium - 5:30 p.m.
Aug. 8, 2013	C/CAG Board - SamTrans 2 nd Floor Auditorium - 6:30 p.m.
Aug. 15, 2013	CMP Technical Advisory Committee - SamTrans 2 nd Floor Auditorium - 1:15p.m.
Aug. 15, 2013	Stormwater Committee - SamTrans 2 nd Floor Auditorium – 2:30 p.m.
Aug. 21, 2013	Resource Management and Climate Protection Committee (RMCP)
Aug. 22, 2013	Airport Land Use Committee (ALUC) - Burlingame City Hall - Council Chambers - 4:00 p.m.
Aug. 26, 2013	Administrators' Advisory Committee - 555 County Center, 5 th Fl, Redwood City – Noon
Aug. 26, 2013	CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 p.m.
Aug. 29, 2013	Bicycle and Pedestrian Advisory Committee (BPAC) - San Mateo City Hall - Conference Room C - 7:00 p.m.

C/CAG AGENDA REPORT

Date: August 8, 2013
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Presentation to Jerry Carlson, Councilmember of the Town of Atherton, for his years of dedicated service and contributions to C/CAG.

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

RECOMMENDATION

That the C/CAG Board honor Jerry Carlson for his years of dedicated service and contributions to C/CAG.

FISCAL IMPACT

Not applicable.

SOURCE OF FUNDS

Not applicable.

BACKGROUND/DISCUSSION

Jerry Carlson has contributed years of dedicated public service in San Mateo County. He has served as a Councilmember for the Town of Atherton. He has provided leadership to C/CAG as a Board of Directors member. The C/CAG Board of Directors, as well as the C/CAG staff, have appreciated Jerry Carlson.

ATTACHMENTS

Certificate of appreciation

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

**A PRESENTATION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO
JERRY CARLSON
FOR HIS DEDICATED SERVICE TO C/CAG**

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

Whereas, Jerry Carlson has served the Town of Atherton community in many capacities; and,

Whereas, Jerry Carlson has served as Council Member for the Town of Atherton beginning in 2006; and,

Whereas, Jerry Carlson has served on the C/CAG Board of Directors, representing the Town of Atherton; from 2006 to 2013, and,

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Jerry Carlson for his years of dedicated public service, and wishes him happiness and success in the future.

PASSED, APPROVED, AND ADOPTED THIS 8TH DAY OF AUGUST, 2013.

Brandt Grotte, Chair

**Presentation on a proposed study of El Camino Real/Mission Street Relinquishment
provided by Russ Hancock, Joint Venture Silicon Valley.**

An oral report will be provided at the August 8, 2013 C/CAG Board meeting.

ITEM 4.2

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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BOARD MEETING MINUTES

Meeting No. 258

June 13, 2013

1.0 CALL TO ORDER/ROLL CALL

Chair Grotte called the meeting to order at 6:30 p.m. Roll Call was taken.

Jerry Carlson - Atherton

Clarke Conway – Brisbane (left 8:24)

Terry Nagel – Burlingame, San Mateo County Transportation Authority

Joseph Silva – Colma

David Canepa - Daly City

Ruben Abrica - East Palo Alto

Art Kiesel – Foster City

Allan Alifano - Half Moon Bay

Jay Benton - Hillsborough

Kirsten Keith - Menlo Park (7:10)

Wayne Lee - Millbrae (6.48) (left 8:34)

Mary Ann Nihart - Pacifica

Jeffrey Gee - Redwood City

Bob Grassilli - San Carlos

Brandt Grotte - San Mateo

Karyl Matsumoto - South San Francisco, San Mateo County Transit District

Deborah Gordon - Woodside

Absent,

Belmont

Portola Valley

San Bruno

San Mateo County

Others:

Sandy Wong, Executive Director C/CAG

Nancy Blair, C/CAG Staff

Lee Thompson, C/CAG Legal Counsel

Tom Madalena, C/CAG Staff

John Hoang, C/CAG Staff

Jean Higaki, C/CAG Staff

ITEM 5.1

Matt Fabry, C/CAG Staff
Parviz Mohktari, C/CAG Staff
David Lewis, Executive Director, Save the Bay
Kim Springer, San Mateo County
Joe LaMariana, San Mateo County
Susan Wright, San Mateo County
Dave Pine, San Mateo County
Scott Hart and Jennifer Stuart, PG&E
Jim Bigelow, Redwood City/San Mateo County Chamber, CMEQ Member
Dave Fitz, Coffman Associates
Daina Lujan, Safe Routes to School Coordinator

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

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

Scott Hart, P&G Government Relations Representative, followed up on an email sent to the Board, and answered questions.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

4.1 The San Francisco Bay Restoration Authority – Protecting and Restoring the Bay

Supervisor Dave Pine and Dave Lewis, Executive Director of Save the Bay, gave a presentation and answered questions.

5.0 CONSENT AGENDA

Board Member Conway MOVED approval of Items 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.8, 5.9, 5.10, 5.11, and 5.12. Board Member Benton SECONDED. **MOTION CARRIED** 16-0.

5.1 Approval of the minutes of regular business meeting No. 257 dated May 9, 2013.

APPROVED

5.2 Review and approval of Resolution 13-15, authorizing the C/CAG Chair to execute Amendment #8 with Eisenberg, Olivieri, and Associates, Inc., to continue providing technical support to the Countywide Water Pollution Prevention Program, extending the term through December 2014 for an additional cost not to exceed \$2,689,602.

APPROVED

5.3 Review and approval of Resolution 13-16 authorizing the C/CAG Chair to execute Amendment #1 to the agreement between C/CAG and the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$75,366 for FY 2013-14.

APPROVED

5.4 Review and accept Quarterly Invest Report as of March 31, 2013.

APPROVED

5.5 Receive copy of an Agreement approved by the C/CAG Chair in accordance with C/CAG Procurement Policy:

- 5.5.1 Receive a copy of an executed agreement with Ricondo & Associates, Inc. for an amount not to exceed \$30,000 for development and delivery of a training workshop on the implementation of the Airport Land Use Compatibility Plan (ALUCP) for the environs of San Francisco International Airport (SFO), as approved by the C/CAG Chair in accordance with the C/CAG Procurement Policy. INFORMATION
- 5.6 Review and approval of Resolution 13-20 authorizing the C/CAG Chair to execute the Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the 2013/2014 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for an amount up to \$1,063,526.42. APPROVED
- 5.8 Review and approval of Resolution 13-22 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and the San Mateo County Transit District (SamTrans) in the amount of \$566,000 under the 2013/2014 Transportation Fund for Clean Air (TFCA) Program to provide shuttle services. APPROVED
- 5.9 Review and approval of Resolution 13-23 authorizing the C/CAG Chair to execute an agreement between the City/County Association of Governments (C/CAG) of San Mateo County and the Peninsula Traffic Congestion Relief Alliance in the amount of \$510,000 from the Congestion Relief Plan to provide the Countywide Voluntary Trip Reduction Program for FY 2013/2014. APPROVED
- 5.10 Review and approval of Resolution 13-24 authorizing the C/CAG Chair to execute an agreement with Joint Powers Board (JPB) in amount not to exceed \$398,010 for JPB to perform a portion of Smart Corridor Construction as part of the San Bruno Grade Separation project and authorize the C/CAG Executive Director to issue an "Authorization to Proceed" to JPB for said work in advance of execution of said agreement. APPROVED
- 5.11 Review and approval of Resolution 13-25 authorizing the C/CAG Chair to execute an agreement between C/CAG and the County of San Mateo for an amount not to exceed \$50,000 for staff services for the Resource Management and Climate Protection Committee and as the Local Task Force for FY 2013-14. APPROVED
- 5.12 Confirm approval of prior commitment of \$45,000 C/CAG contribution to the San Mateo County Green Business Program as approved by C/CAG Resolution 09-37. APPROVED

Item 5.7 was removed from the Consent Calendar agenda.

- 5.7 Review and approval of Resolution 13-21 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and the Peninsula Traffic Congestion Relief Alliance (Alliance) in the amount of \$445,000 under the 2013/2014 Transportation Fund for Clean Air (TFCA) Program to provide the Countywide Voluntary Trip Reduction Program. APPROVED

Board Member Nihart MOVED to approve Item 5.7. Board Member Nagel SECONDED. **MOTION CARRIED** 13-0-3. Board Members Gee, Conway, and Lee recused themselves from voting for Item 5.7.

6.0 REGULAR AGENDA

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

Staff provided an update. Board Member requested staff to invite a representative from Assemblymember Ammiano's office to discuss AB188.

Member Nagel MOVED to approve the Legislative Committee's recommendation to support AB66 as a bill, and AB188 as a concept. Board Member Nihart SECONDED. **MOTION CARRIED** 17-0.

- 6.2 Receive a presentation on the draft Airport Land Use Compatibility Plan (ALUCP) for the Environ of the Half Moon Bay Airport. INFORMATION

Dave Fitz, Coffman Associates, gave a presentation and answered questions from the Board.

- 6.3 Review and approval of the Measure M Fiscal Year 2012-13 Annual Performance Report.

Staff provided a summary on Measure M 2012-13 Annual Performance report. Board Members' request staff to develop additional performance measures and to set safety related goals for the Safe Routes to School Program. APPROVED

Board Member Canepa MOVED to approve Item 6.3. Board Member Conway SECONDED. **MOTION CARRIED** 17-0.

- 6.4 Review and approval of Resolution 13-18 authorizing the C/CAG Chair to execute a funding agreement between C/CAG and SamTrans for the Allocation of Measure M Funding in the amount of \$1,400,000 annually for Fiscal Year 2013-14 and Fiscal Year 2014-15. APPROVED

Board Member Matsumoto MOVED to approve Item 6.4. Board Member Nagel SECONDED. **MOTION CARRIED** 17-0.

- 6.5 Review and approval of Resolution 13-19 authorizing the C/CAG Chair to execute an agreement with the San Mateo County Superintendent of Schools to implement the San Mateo County Safe Routes to School Program in an amount not to exceed \$2,992,000 for FY 2013/14 through FY 2014/15. APPROVED

Staff made a correction to the title on the agenda to read "through FY 2015/16."

Board Member Gee MOVED to approve the staff recommendation, and amend this recommendation to include annual reporting on the program, and to ask staff to consider as part of the grant to the school districts include language to enhance and increase parents' awareness of the SR2S program as a condition of receiving the grant. Board Member Nagel SECONDED. **MOTION CARRIED** 15-0.

- 6.6 Receive information on proposal for Highway Relinquishment Study for SR 82 El Camino Real/Mission Street. INFORMATION

Staff provided information to the Board and answered questions. Board Members' discussion indicated no interest in relinquishment unless there is funding for it.

- 6.7 Review and approval of Resolution 13-17 adopting the C/CAG 2013/14 Program Budget and Fees. (Special Voting procedures apply.) APPROVED

Board Member Gee MOVED to approve Item 6.7. Board Member Canepa SECONDED.
MOTION CARRIED 15-0.

A Super Majority Vote was taken by roll call. **MOTION CARRIED 15-0.** Results: 15 Agencies approving. This represents 71% of the Agencies representing 78% of the population.

7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports).

None.

- 7.2 Chairperson's Report

None.

- 7.3 Board Members Report

It was requested that every Board Member have a microphone at the Board meetings.

8.0 EXECUTIVE DIRECTOR'S REPORT

There is no meeting scheduled for July. The next scheduled meeting is August 8, 2013.

9.0 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 650 599-1406 or nblair@co.sanmateo.ca.us or download a copy from C/CAG's website – www.ccag.ca.gov.

- 9.1 Letter from Brandt Grotte, C/CAG Chair, to Councilpersons of San Mateo County Cities and Members of the Board of Supervisors, dated 5/20/13. RE: C/CAG Committee Vacancies for Elected Officials.

- 9.2 Letter from Sandy Wong, Executive Director C/CAG, to Steve Heminger, Executive Director, Metropolitan Transportation Commission, and Ezra Rapport, Executive Director, Association of Bay Area Governments, dated 5/16/13. RE: Thank you for the opportunity to participate in the development of Plan Bay Area, and to offer comments.
- 9.3 Letter from Brandt Grotte, C/CAG Chair, to Honorable Toni Atkins, California State Assembly, dated 5/9/13. RE: AB 1229 (Atkins) – Inclusionary Housing – SUPPORT.
- 9.4 Letter from Sandy Wong, Executive Director C/CAG, to Grant Officer, Department of Transportation – 2013 TIGER Discretionary Grants, dated 6/3/13. RE: Bay Area Air Quality Management District’s Application to the U.S. Department of Transportation 2013 TIGER Discretionary Grants – Regional Bike Sharing.

10.0 ADJOURN

The meeting adjourned at 9:12 p.m.

C/CAG AGENDA REPORT

Date: August 8, 2013

TO: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 13-26 authorizing the C/CAG Chair to execute a Cooperative Agreement between C/CAG and County of San Mateo Department of Housing for Joint Workplan for Housing-Related Activities for FY 13/14 in an amount not to exceed \$125,000.

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 13-26 authorizing the C/CAG Chair to execute a Cooperative Agreement between C/CAG and County of San Mateo Department of Housing for Joint Workplan for Housing-Related Activities for FY 13/14, in an amount not to exceed \$125,000.

FISCAL IMPACT

C/CAG has programmed \$125,000 for housing related activities in FY 13/14.

SOURCE OF FUNDS

The funding source for this program is C/CAG Congestion Relief Plan Funds – Linking Housing with Transportation.

BACKGROUND

Beginning in FY2005-06, C/CAG has programmed funds to various activities that address the linkage between housing and transportation. In 2005, C/CAG championed an amendment of State law related to Housing Elements to enable formation of county-level subregions to allocate planned housing growth. In 2006, C/CAG commissioned a Housing Needs Study. In 2007 C/CAG published the Housing Needs Study, which quantified a projected housing shortfall of between 35,000 and 50,000 homes through 2025. C/CAG then sponsored the County Department of Housing to produce and distribute a booklet and slideshow that reached approximately 1,000 opinion leaders countywide. In 2008, the C/CAG Board sanctioned formation of the State's first Regional Housing Needs Allocation subregion, and also directed staff to propose ways C/CAG might address the housing shortfall.

ITEM 5.2

In 2009 the Board reviewed and approved staff proposals for housing-related activities in four broad topical areas: policy leadership, promotion of housing in transit corridor, cost-effective responses to State regulatory mandates, and local funding to meeting housing goals. The intent of all the proposed programs, taken together was stated as follows: C/CAG provides tools, technical support and financial incentives to help member jurisdictions plan and produce housing in the transit corridor, downtowns, station areas and El Camino Real of types and at densities that support frequent mass transit and reduce climate impact while strengthening local neighborhoods and the regional economy.

Some of these proposals were for major projects managed by C/CAG directly such as the Transit Oriented Development Housing Incentive Program and the Grand Boulevard Multimodal Transportation Corridor Plan. Other programs were to be managed by cooperating agencies with sponsorship by C/CAG, for example the Economic and Housing Opportunity Study (ECHO) by SamTrans, and the collection of activities proceeding under contract with San Mateo County Department of Housing (e.g., housing policy primer pamphlet series, RHNA Subregion, 21 Elements housing element update project).

The proposed contract between C/CAG and San Mateo County Department of Housing is to continue the cost-saving countywide cooperative work program to assist all jurisdictions gain timely Housing Element certification, known as the 21 Elements Project. During 2008 through 2010, C/CAG sponsored the first cycle of the 21 Elements project for the 2007-2013 Planning Cycle. Based on the success of that project, C/CAG began sponsoring the project for the next (2014 – 2022) Planning Cycle. In FY 2012-13, Department of Housing has entered into a three-year contract with Baird + Driskell Community Planning as lead contractor for the Project; and is acting in the capacity of fiscal agent and project manager. C/CAG contributed \$125, 000 into that project in fiscal year 2012-13. It is proposed that C/CAG continue to contribute another \$125,000 in fiscal year 2013-14.

ATTACHMENTS:

1. Resolution 13-26
2. Cooperation Agreement between C/CAG and San Mateo County (Department of Housing)

RESOLUTION 13-26

**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 THE COOPERATIVE
AGREEMENT BETWEEN C/CAG AND COUNTY OF SAN MATEO
DEPARTMENT OF HOUSING FOR JOINT WORKPLAN FOR HOUSING-
RELATED ACTIVITIES FOR FY 13/14 IN AN AMOUNT NOT EXCEED
\$125,000.**

Whereas, for more than fifteen years C/CAG has taken a leadership role in conducting or sponsoring countywide projects 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, Regional Housing Needs Subregion, and 21 Elements project through which all C/CAG member jurisdictions cooperated to complete the state-mandated update of their respective housing elements; and

Whereas, C/CAG and the San Mateo County Department of Housing (DoH) have coordinated workplans on these and other housing-related activities, and DOH has served as project manager for the RHNA Subregion and 21 Elements projects; and

Whereas, the 21 Elements project will enable C/CAG's member jurisdictions to meet State Housing Element update requirements in a more timely and cost-effective manner; and

Whereas, C/CAG programmed \$125,000 of Congestion Relief Plan funds to sponsor the 21 Elements Project in FY2013-14 in order for member jurisdictions to meet State Housing Element update requirements in a more timely and cost-effective for manner;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County authorizing the Chair to execute the Cooperative Agreement between C/CAG and County of San Mateo Department of Housing for Joint Workplan for Housing-Related Activities for FY 13/14 in an amount not to exceed \$125,000.

PASSED, APPROVED, AND ADOPTED THIS 8TH DAY OF AUGUST 2013.

Brandt Grotte, Chair

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

This Cooperative Agreement, effective as of July 1, 2013, is by and between the City/County Association of Governments of San Mateo County, a joint powers agency 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 fifteen years C/CAG has taken a leadership role in conducting or sponsoring countywide projects related to the housing/transportation/land-use nexus, including the 21 Elements project through which all C/CAG member jurisdictions cooperated to complete the state-mandated update of their respective housing elements; and

Whereas, C/CAG and the San Mateo County Department of Housing (DoH) have coordinated workplans on, among others, the 21 Elements Project (the "Project"); and

Whereas DoH entered into a multi-year contract with Baird + Driskell Community Planning on November 1, 2012 to conduct the 21 Elements project which will enable C/CAG's member jurisdictions to meet State Housing Element update requirements in a more timely and cost-effective manner; and

Whereas, C/CAG now desires to program \$125,000 of Congestion Relief Plan—Linking Housing with Transportation funds to continue to sponsor the 21 Elements Project in FY2013-14.

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

1. Services and Activities.

A. DoH will coordinate and cooperate with C/CAG to conduct the 21 Elements Project. The services will be performed by Baird + Driskell Community Planning (BDCP) under contract with, and supervision of, DoH. The scope of the services to be provided by BDCP is described in its contract with DoH dated November 1, 2012, and any of its subsequent amendments.

2. Payments.

A. C/CAG will reimburse DoH for direct costs related to the Project. Such direct costs shall include (a) 50% of DoH's staff costs, including salary and benefits, and (b) the costs incurred by DoH as payments to consultants, including BDCP,

C/CAG AGENDA REPORT

Date: August 8, 2013
To: City/County Association of Governments Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and accept the revised funding recommendation for the Pacifica Bayshore Circulator Shuttle for FY 2013/2014 in an amount of \$90,762 in Measure A Transportation funds through the Shuttle Program Joint Call for Projects

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

RECOMMENDATION

That the Board of Directors review and accept the revised funding recommendation for the Pacifica Bayshore Circulator Shuttle for FY 2013/2014 in an amount of \$90,762 in Measure A Transportation funds through the Shuttle Program Joint Call for Projects.

FISCAL IMPACT

There will be no fiscal impact to C/CAG.

SOURCE OF FUNDS

The recommended source of funds for this Daly City Bayshore shuttle is the San Mateo County Transportation Authority (SMCTA) Measure A Program, which is anticipated to be approved by the SMCTA Board of Directors on August 1, 2013.

The overall funding for the San Mateo County Shuttle Program for FY 2012/2013 and FY 2013/2014 is as follows.

	SMCTA	C/CAG
Total available	\$6,000,000	\$1,000,000
Previously allocated	\$4,629,455	\$787,871

Funding to support the shuttle programs will be derived from the Congestion Relief Plan adopted by C/CAG and includes \$1,000,000 in funding (\$500,000 for FY 12/13 and \$500,000 for FY 13/14). The SMCTA Measure A Program will provide approximately \$6,000,000 for the two-year funding cycle.

ITEM 5.3

BACKGROUND/DISCUSSION

At the June 14, 2012 Board of Directors meeting the Board approved the shuttle funding allocation for the San Mateo County Shuttle Program for FY 12/13 and FY 13/14. At the time of the June Board meeting C/CAG and the TA were still working with staff from three jurisdictions (Pacifica, Belmont and Daly City) to clarify and work through issues with each of their proposed shuttle applications.

San Mateo County Transportation Authority staff and C/CAG staff have worked with City of Daly City staff to work through concerns with the service plan and shuttle route for the Daly City Bayshore Circulator shuttle. The City of Daly City has submitted a revised application and staff from both agencies have determined that this revised application is now eligible for funding. The revised application includes a new service plan that will utilize a shuttle vendor to provide the service and a new route structure that has been reviewed by SamTrans operation staff and is now acceptable to SamTrans.

This shuttle route will be funded by the San Mateo County Transportation Authority (SMCTA) should it be approved by their Board of Directors at the August 1, 2013 SMCTA Board of Directors meeting.

C/CAG AGENDA REPORT

Date: August 8, 2013
To: C/CAG Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approval of the Transportation Development Act Article 3 Pedestrian and Bicycle Program Call for Projects process and schedule for the FY 2013/2014 cycle

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

RECOMMENDATION

That the Board review and approve the Transportation Development Act Article 3 Pedestrian and Bicycle Program Call for Projects process and schedule for the FY 2013/2014 cycle.

FISCAL IMPACT

There is approximately \$1,600,000 available for the Transportation Development Act (TDA) Article 3 Pedestrian and Bicycle Program Call for Projects for the FY 13/14 cycle.

SOURCE OF FUNDS

- TDA Article 3 funds are derived from the following sources:
 - Local Transportation Funds (LTF), derived from a ¼ cent of the general sales tax collected statewide
 - State Transit Assistance fund (STA), derived from the statewide sales tax on gasoline and diesel fuel.

BACKGROUND/DISCUSSION

TDA Article 3 funds are made available through State funds and are distributed by the Metropolitan Transportation Commission (MTC) to C/CAG on a formula basis annually. C/CAG acts as the program administrator in San Mateo County and issues a call for projects for eligible pedestrian and bicycle projects in San Mateo County. The cities, the County of San Mateo and joint powers agencies operating in San Mateo County are eligible applicants.

The amount of available TDA Article 3 funds available for this call is approximately \$1,600,000. Staff is recommending to issue a call for projects for TDA funds during August of 2013. This current call for projects process is anticipated to take about three months as is presented in the schedule below.

This call for projects process and schedule was reviewed by the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) at the July 25th BPAC meeting and has been recommended for **ITEM 5.4**

approval. The BPAC provided comments on the call document, applications and scoring sheets. All recommendations from the BPAC such as capping the dollar amount that an agency/jurisdiction can receive at \$400,000 and capping the number of applications that can be submitted have been incorporated into the attached call for projects documents.

Of the \$1,600,000, it is recommended to make \$1,400,000 available for capital projects and \$200,000 available for Comprehensive Bicycle and Pedestrian Plans. Although Comprehensive Bicycle and Pedestrian Plans are eligible for TDA Article 3 funds, in the past, these types of projects were not competitive against capital projects. In order to assist jurisdictions to conduct better planning, staff is recommending to set aside \$200,000 specifically for Comprehensive Bicycle and Pedestrian Plans and to have the planning projects scored separately. The maximum grant amount for this type of planning project is to be set at \$100,000. Planning projects will require a 50% cash match. Unused planning funds will be moved to the capital funding if necessary. The maximum allocation for any agency/jurisdiction for both capital and planning projects is to be set at \$400,000

A goal for the FY 13/14 TDA Article 3 Pedestrian and Bicycle Program is to strive for a 50/50 split between pedestrian and bicycle projects.

Once the final TDA Article 3 project list is recommended by the BPAC, staff will bring the list of recommended projects to C/CAG Board of Directors for review and approval. This is anticipated to come back to the Board in November 2013.

The proposed schedule for the upcoming Call for Projects is presented below.

TDA Article 3 Schedule FY 13/14

Event	Date*
Call for Projects Issued	August 9, 2013
Application Workshop	August 14, 2013
Applications Due	September 16, 2013
Project Sponsor Presentations to BPAC	September 26, 2013
Project Locations Field Trip	October 5th or 19th
Project Scoring BPAC Meeting	October 24, 2013

*Dates may be adjusted as necessary

ATTACHMENTS

- C/CAG TDA Article 3 Call for Projects
- C/CAG TDA Article 3 Capital Application FY 13/14 (available for review and download at www.ccag.ca.gov/ccag.html)
- C/CAG TDA Article 3 Planning Application FY 13/14 (available for review and download at www.ccag.ca.gov/ccag.html)
- C/CAG TDA Article 3 Capital Application Scoring Sheet (available for review and download at www.ccag.ca.gov/ccag.html)
- C/CAG TDA Article 3 Planning Application Scoring Sheet (available for review and download at www.ccag.ca.gov/ccag.html)

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

August 9, 2013

Subject: Call for Projects - TDA Article 3 Pedestrian and Bicycle Program for FY 2013/2014

To: City or County Officials and Interested Parties:

The City/County Association of Governments (C/CAG) of San Mateo County is pleased to issue the Call for Projects for the Transportation Development Act (TDA) Article 3 Pedestrian and Bicycle Program funding. Eligible applicants include the County of San Mateo and the cities within San Mateo County. Joint powers agencies comprised of cities and counties that operate in San Mateo County are also eligible. Agencies are invited to submit applications for pedestrian and bicycle related projects. Available funding for this cycle is \$1,600,000.

For the FY 13/14 cycle there will be \$1,400,000 available for capital projects and \$200,000 available for Comprehensive Bicycle and Pedestrian Plans. The capital and planning projects will compete separately for the available funds. The maximum allocation that a jurisdiction/agency can receive for the FY 13/14 cycle is \$400,000 for both capital and planning projects. Planning projects can receive a maximum of \$100,000 and are included in the total allocation allowed of \$400,000. An agency/jurisdiction can submit a maximum of three (3) applications if applying for both capital and planning grants. If only applying for the capital program an agency/jurisdiction can submit a maximum of two (2) applications.

A goal for the FY 13/14 TDA Article 3 Pedestrian and Bicycle Program is to strive for a 50/50 split between pedestrian and bicycle projects.

There is no minimum match required for capital projects. Planning projects will require a 50% cash match. Applications with a larger match will score better during the review process based on a sliding scale in the evaluation criteria of the scoring sheet.

Completed applications along with all the required materials must be received at the C/CAG office by **Monday, September 16, 2013, at 5:00 p.m.** The application forms are enclosed and electronic versions of the forms are also available on the C/CAG website at <http://www.ccag.ca.gov>.

A workshop for all potential project sponsors will be held on August 14, 2013.

The Metropolitan Transportation Commission (MTC) directly administers these funds. Your application should show how the proposed project could demonstrate one or more of the 12 objectives established by MTC. These objectives are detailed on pages 6 and 7 of MTC Resolution 875. A summary of the objectives is as follows:

1. Elimination or improvement of an identified problem area.
2. A continuous interconnected route to activity centers where it did not previously exist.
3. Secure bicycle parking facilities.
4. Provisions that facilitate bicycle/transit trips.
5. Maintenance of Class I bikeways or restriping Class II bicycle lanes.
6. Projects identified in a comprehensive local bicycle or pedestrian plan.
7. Enhancing bicycle or pedestrian commuting.
8. Supporting jurisdictions that promote safety, information, and facility maintenance.
9. Local support for bicycle and pedestrian projects.
10. Regional continuity.
11. Bicycle safety education.
12. Comprehensive Bicycles and Pedestrian Facilities Plan.

The evaluation and selection of projects for funding will be based on the numerical score (see attached scoring sheet) after careful review of the information contained in the written application, the oral presentation of the project before the C/CAG Bicycle and Pedestrian Advisory Committee, and/or information gathered from a site visit of the proposed project. The Bicycle and Pedestrian Advisory Committee will use all of these factors to create a balanced program of projects that will best meet the short and long-term needs of San Mateo County's bicycling and walking population. In developing this balanced program, consideration will be given to other factors including the size of projects, geography impacted, population served, and other relevant information. Some of the important factors that in the past have influenced whether a project received funding or not include:

- Participation of a local jurisdiction's Bicycle/Pedestrian Advisory Committee, Council, and/or other organizations in the proposed project. Committees that include actual consumers are strongly encouraged.
- Assurance that at least one staff or board member of the sponsoring jurisdiction has personally biked and/or walked the proposed project route in order to gain first hand knowledge of the potential hazards and challenges that might exist for the potential users
- Extent of local match provided.
- The extent to which the project provides access to high use activity centers.
- The extent to which the project addresses an important safety issue.
- The extent to which the project addresses a need listed in the San Mateo County Comprehensive Bicycle and Pedestrian Plan or a comparable Bicycle and/or Pedestrian Plan.

Please clearly identify in your application whether the project can be implemented in phases or divided into smaller usable components in case the BPAC does not want to recommend the full funding requested at this time.

The following information must be submitted for each project (Environmental clearance document not required for the planning grants):

- MTC TDA Article 3 required information. This information will be embodied in a resolution from your governing body that includes certain findings by the local jurisdiction. Instructions plus a sample resolution format and sample application form are available from the MTC website at <http://www.mtc.ca.gov/funding/STA-TDA/index.htm>. *(The MTC application form will not be required until your project has been selected for funding by C/CAG.)*
- Environmental clearance document.
- A detailed map showing project vicinity and location.
- A visual presentation describing the project (e.g., photographs, MS Powerpoint, etc.)
- Attach a brief description of your Bicycle and Pedestrian Advisory Committee and a copy of the minutes in which this Committee approved the submittal of the FY 13/14 Transportation Development Act (TDA) Article 3 application.
- A completed C/CAG TDA Article 3 Pedestrian and Bicycle Program Application for FY 13/14.
- Evidence that the project is eligible for funding by ensuring that the items listed in MTC Resolution No. 875, pages 1 and 2, sections a. through h. are fully addressed. Some of these items may be covered through other parts of the application packet such as the resolution from your governing board.
- Attach additional sheets as needed to address all of the criteria included in the BPAC Scoring Sheet(s). Also provide any information that you feel would provide a compelling justification for the funding of this project.

If the above information is not included in the application, the application will not be considered.

TDA Article 3 Schedule FY 13/14

Event	Date*
Call for Projects Issued	August 9, 2013
Application Workshop	August 14, 2013
Applications Due	September 16, 2013
Project Sponsor Presentations to BPAC	September 26, 2013
Project Locations Field Trip	October 5th or 19th
Project Scoring BPAC Meeting	October 24, 2013

*Dates may be adjusted as necessary

Applicants must submit seventeen (17) copies and one (1) unbound copy of the completed application packet, including all attachments. All complete applications must be received at the C/CAG office by Monday, September 16, 2013 at 5:00 p.m. Please submit applications to:

City/County Association of Governments
555 County Center, 5th Floor
Redwood City, CA 94063
Attention: Tom Madalena

If you have questions, please contact Tom Madalena at 650-599-1460 or email at tmadalena@smcgov.org.

Enclosures:

1. C/CAG TDA Article 3 FY 13/14 Capital Project Application
2. C/CAG TDA Article 3 FY 13/14 Planning Project Application
3. C/CAG TDA Article 3 Capital Application Scoring Sheet
4. C/CAG TDA Article 3 Planning Application Scoring Sheet

C/CAG AGENDA REPORT

Date: August 8, 2013
To: City/County Association of Governments Board of Directors
From: Sandy Wong, Executive Director
Subject: Review the attendance reports for the 2013 C/CAG Board and Committees.
(For further information or questions contact Sandy Wong at 599-1409)

RECOMMENDATION

That the C/CAG Board review and accept the attendance reports for the 2013 C/CAG Board and Committees.

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 2013 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
- Resource Management & Climate Protection Committee (RMCP)
- Stormwater Committee

ITEM 5.5

C/CAG Attendance Report 2013

Agency	Representative / Alternate	1/10/13	2/14/13	3/14/13	4/11/13	5/9/13	6/13/13	July		
Atherton	Jerry Carlson	C A N C E L L E D	X	X	R E T R E A T	X	X	N O M E E T I N G S C H E D U L E D		
	Bill Widmer									
Belmont	Christine Wozniak									
	Coralin Feierbach									
Brisbane	Clarke Conway			X					X	X
	Terry O'Connell					X				
Burlingame	Terry Nagel			X		X			X	X
	Michael Brownrigg									
Colma	Joseph Silva			X		X			X	X
	Diana Colvin									
Daly City	David Canepa			X					X	X
	Carol Klatt									
East Palo Alto	Ruben Abrica			X		X				X
	Larry Moody								X	
Foster City	Art Kiesel			X		X			X	X
	Pam Frisella									
Half Moon Bay	Rick Kowalczyk			X		X				
	Alan Alifano						X			
Hillsborough	Jay Benton		X	X		X	X			
	Larry May									
Menlo Park	Kirsten Keith		X	X		X	X			
	Ray Mueller									

C/CAG Attendance Report 2013

Agency	Representative / Alternate	1/10/13	2/14/13	3/14/13	4/11/13	5/9/13	6/13/13	July		
Millbrae	Gina Papan	C A N C E L L E D	X		R E T R E A T	X		N O M E E T I N G S C H E D U L E D		
	Nadia Holober ¹ / Wayne Lee			X						X
Pacifica	Mary Ann Nihart		X						X	X
	Len Stone					X				
Portola Valley	Maryann Moise Derwin		X	X					X	
	Ann Wengert									
Redwood City	Alicia Aguirre		X	X					X	
	Rosanne Foust									X ²
San Bruno	Irene O'Connell		X						X	
	Jim Ruane									
San Carlos	Bob Grassilli		X	X					X	X
	Mark Olbert									
San Mateo	Brandt Grotte		X	X					X	X
	Robert Ross									
San Mateo County	Don Horsley					X			X	
	Dave Pine									
South	Karyl Matsumoto		X	X					X	X
San Francisco	Pradeep Gupta									
Woodside	Deborah Gordon			X			X			
SMCTA	Terry Nagel	X	X			X	X			
SamTrans	Karyl Matsumoto	X	X			X	X			

¹ January - May 2013

² Jeffrey Gee.

	CMEQ 2013 Attendance								
Name	Jan 28	Mar 28	Apr 29	May 20					
Arthur Lloyd	Yes	Yes	Yes	Yes					
Barbara Pierce	Yes	Yes	Yes	Yes					
Gina Papan	Yes	Yes							
Irene O'Connell		Yes	Yes						
Jim Bigelow	Yes	Yes	Yes	Yes					
Lennie Roberts	Yes		Yes	Yes					
Naomi Patridge	Yes	Yes	Yes	Yes					
Onnolee Trapp	Yes	Yes	Yes	Yes					
Richard Garbarino	Yes	Yes	Yes	Yes					
Steve Dworetzky									
Zoe Kersteen- Tucker			Yes						
Mark Olbert		Yes	Yes	Yes					
Cliff Lentz	NA	Yes	Yes						
Elizabeth Lewis	NA								
Alicia Aguirre	NA	Yes	Yes						
Vacant									

ALUC 2013 Attendance Record			
	Name	Feb 28	May 23
Aviation Representative	Newman, Rich / Ford, Carol	Yes	Yes
Pilot Association	Auld, George / Eddie Andreini, Jr.	Yes	Yes
Brisbane	O'Connell, Terry / Miller, Raymond	Yes	
Burlingame	Keighran, Anne / Deal, Jerry		Yes
Daly City	Buenaventura, Raymond / Klatt, Carol	Yes	Yes
Foster City	Perez, Herb / Okamoto, Steve		
Half Moon Bay	Alifano, Allan / Patridge, Naomi	Yes	
Millbrae	Gottschalk, Robert		Yes
Redwood City	Gee, Jeffrey	Yes	Yes
San Bruno	Ibarra, Ken / Medina, Rico		Yes
San Carlos	Grocott, Matt / Grassilli, Bob		
South San Francisco	Gupta, Pradeep / Garbarino, Rich		Yes
County of San Mateo	Pine, Dave / Groom, Carole	Yes	

BPAC 2013 ATTENDANCE REPORT

Name	January 24	February 28	July 25	September 26	October 24
Matt Grocott	No	No	Yes		
Cathy Baylock	Yes	Yes	Yes		
Karyl Matsumoto	Yes	Yes	Yes		
Ian Bain	No	No	NA Off Committee		
Ken Ibarra	Yes	Yes	Yes		
Len Stone	Yes	No	No		
Marge Colapietro	No	Yes	Yes		
Naomi Patridge	Yes	Yes	No		
Steve Schmidt	Yes	Yes	No		
Joel Slavitt	Yes	Yes	Yes		
Frank Markowitz	Yes	Yes	Yes		
Jeffrey Tong	Yes	Yes	Yes		
Aaron Faupell	Yes	Yes	Yes		
Andrew Boone	Yes	No	No		
Norm Picker	Yes	Yes	No		

Quorum = 8 + 4 elected officials

Yes = Present at meeting

No = Did not attend

2013 TAC Roster and Attendance					
No.	Member	Agency	Mar	Apr	May
1	Jim Porter (Co-Chair)	San Mateo County Engineering	x	x	
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x	x	x
3	Afishin Oskoui	Belmont Engineering	x	x	x
4	Randy Breault	Brisbane Engineering	x	x	x
5	Syed Murtuza	Burlingame Engineering	x	x	x
6	Bill Meeker	Burlingame Planning			
7	Lee Taubeneck	Caltrans		x	x
8	Sandy Wong	C/CAG	x	x	x
9	Robert Ovadia	Daly City Engineering	x	x	x
10	Tatum Mothershead	Daly City Planning	x	x	x
11	Brad Underwood	Foster City Engineering	n/a	n/a	x
12	Mo Sharma	Half Moon Bay Engineering	x	x	
13	Paul Willis	Hillsborough Engineering	n/a	n/a	x
14	Chip Taylor	Menlo Park Engineering	x	x	x
15	Van Ocampo	Pacifica Engineering	x	x	x
16	Shobuz Ikbal	Redwood City Engineering	x	x	x
17	Klara Fabry	San Bruno Engineering		x	x
18	Jay Walter	San Carlos Engineering	x	x	x
19	Larry Patterson	San Mateo Engineering		x	x
20	Steve Monowitz	San Mateo County Planning			
21	Brian McMinn	South San Francisco Engineering	x	x	x
22	Gerry Beaudin	South San Francisco Planning	x	x	x
23	Paul Nagengast	Woodside Engineering	x	x	x
24	Kenneth Folan	MTC			

2013 NPDES TAC Attendance Record			Month											
AGENCY AND NAME	Telephone #	Email Address	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Millbrae														
Khee Lim	259-2347	klim@ci.millbrae.ca.us	X											
Anthony Riddell	259-2337	ariddell@ci.millbrae.ca.us												
Kelly O'Dea	259-2448	kodea@ci.millbrae.ca.us												
Pacifica														
Raymund Donguines	738-3768	donguinesr@ci.pacifica.ca.us	X			X								
Elizabeth Claycomb	738-7361	claycombe@ci.pacifica.ca.us												
Portola Valley														
Howard Young	851-1700x214	hyoung@portolavalley.net												
Redwood City														
Peter Vorametsanti														
Harry Kwong	650-780-7473													
Terence Kyaw	780-7466	tkyaw@redwoodcity.org				X								
Charlie Drechsler		cdrechsler@redwoodcity.org	X			X								
San Bruno														
Gino Quinn	616-7169	gquinn@sanbruno.ca.gov												
Joseph Cervantes	616-7068	jcervantes@sanbruno.ca.gov	X			X								
Klara Fabry														
San Carlos														
Jay Walter		jwalter@cityofsancarlos.org												
San Mateo, City														
Debra Bickel	522-7343	dbickel@cityofsanmateo.org	X											
Sandy Mathews	510-625-1580	sandym@lwa.com												
San Mateo, County														
Dermot Casey	372-6257	djcasey@co.sanmateo.ca.us	X											
Julie Casagrande	599-1457	jcasagrande@co.sanmateo.ca.us				X								
Mary Bell Austin	372-6259	maustin@co.sanmateo.ca.us												
Tim Swillinger	372-6245	tswillinger@co.sanmateo.ca.us												
Carole Foster		cfoster@smc.gov												
So. San Francisco														
Rob Lecel	829-3882	rob.lecel@ssf.net				X								
Andrew Wemmer	829-3883	andrew.wemmer@ssf.net	X											
Woodside														
Dong Nguyen	851-6790	dnguyen@woodsidetown.org												
Eunejune Kim		ekim@woodsidetown.org	X											
Caltrans														
Karen Mai		kmai@caltrans.ca.gov												
Guests/Public														
Elise Sbarbori, TEC Env.	650-616-1200		X											
Attendance			23	0	0	18	0	0	0	0	0	0	0	0

2013 Attendance Report for C/CAG's Legislative Committee

Name	Feb 14	April 11	May 9	June 13
Irene O'Connell	x	x	x	
Art Kiesel	x	x	x	x
Deborah Gordon		x		x
David Lim				
Don Horsley				
Gina Papan	x		x (5:50)	
Jerry Carlson	x	x	x	x
Mary Ann Nihart	x (5:40)	x	x (5:50)	x
Laurence May		x	x (5:45)	x
Brandt Grotte	x	x	x	x

RMCP 2013 ATTENDANCE REPORT

* = Voting member

Quorum = 4 voting members

Blank space = Did not attend.

NA = Not a member during that time.

X = Meeting cancelled.

ALT = Alternate sent to meeting.

Vacant = Committee position is/was vacant.

** = Change of regular meeting date may have affected members' ability to attend.

Meeting Date		Jan 11	Feb 7	Mar 20	Apr 17	May 15	Jun 26**	Jul 24**	Aug 21	Sept 18	Oct 16	Nov 20	Dec 18
Elected Officials *	Name												
	Deborah Gordon * Chair	YES	X	YES		X	YES	YES	X				
	Maryann Moise Derwin * Vice - Chair		X		YES	X		YES	X				
	Dave Pine *	ALT	X	ALT	YES	X	YES	ALT	X				
	Barbara Pierce *	YES	X	YES	YES	X		YES	X				
	Open		X			X			X				
	Pedro Gonzalez *	YES	X	YES	YES	X			X				
Stakeholder Representatives	Debbie Kranefuss Energy		X	YES	YES	X		YES	X				
	Nicole Sandkulla Water		X	YES	YES	X			X				
	Kathy Lavezzo Utility	YES	X	YES	YES	X	YES		X				
	Robert Cormia Nonprofit		X			X	YES	YES	X				
	Lauren Swezey Large Business		X			X			X				
	Eric Sevim Small Business		X			X			X				
	Jorge Jaramillo Chamber of Commerce	ALT	X			X			X				

2013 Stormwater Committee Roster and Attendance Record								
Agency	Representative	Position	Feb	Apr	May	Aug	Oct	Nov
Atherton	Gordon Siebert	Public Works Director	X					
Belmont	Afshin Oskoui	Public Works Director	X	X	X			
Brisbane	Randy Breault	Public Works Director/City Engineer	X	X	X			
Burlingame	Syed Murtuza	Public Works Director	X	X	X			
Colma	Brad Donohue	Director of Public Works and Planning	X	X	X			
Daly City	Patrick Sweetland	Director of Water & Wastewater		O	X			
East Palo Alto	Kamal Fallaha	City Engineer	X	X				
Foster City	Brad Underwood	Director of Public Works	X	X	X			
Half Moon Bay	Mo Sharma	City Engineer		X	X			
Hillsborough	Paul Willis	Public Works Director	X	X	X			
Menlo Park	Charles Taylor	Public Works Director	X	X	X			
Millbrae	Khee Lim	City Engineer	X	X	X			
Pacifica	Van Ocampo	Public Works Director/City Engineer	X	X	X			
Portola Valley	Howard Young	Public Works Director	X	X				
Redwood City	Shobuz Ikbai	City Engineer/Engineering Manager	X	X	X			
San Bruno	Klara A. Fabry	Public Services Director		X	X			
San Carlos	Jay Walter	Public Works Director	X	X	X			
San Mateo	Larry Patterson	Public Works Director	X	X	X			
South San Francisco	Terry White	Public Works Director	O	X	O			
Woodside	Paul Nagengast	Deputy Town Manager/Town Engineer	O	X	X			
San Mateo County	Jim Porter	Public Works Director		X				
Regional Water Quality Control Board	Tom Mumley	Assistant Executive Officer		X				

"X" - Committee Member Attended

"O" - Other Jurisdictional Representative Attended

C/CAG AGENDA REPORT

Date: August 8, 2013

To: City/County Association of Governments Board of Directors

From: Sandy Wong, C/CAG Executive Director

Subject: Review and approval of Resolution 13-27, waiving the Request for Proposals process and authorizing the C/CAG Chair to execute Amendment #1 with San Mateo County's Division of Environmental Health to continue providing technical support to the Countywide Water Pollution Prevention Program, extending the term six months (through December 2014) for an additional cost not to exceed \$213,962.

(For further information or questions, contact Matt Fabry at 650-599-1419)

RECOMMENDATION

The C/CAG Board waive the Request for Proposals process and approve Resolution 13-27 authorizing the C/CAG Chair to amend the technical consultant contract with San Mateo County's Division of Environmental Health (County Health), extending the term of the contract through December 2014 (six months) for an additional cost not to exceed \$213,962.

FISCAL IMPACT

The cost for County Health's services in Fiscal Year 2013-14 is \$358,613. The additional cost to provide services through December 2014 is \$213,962, for a total cost of \$572,575. Sufficient funding is included in the proposed 2013-14 C/CAG budget to cover County Health's costs, and staff is budgeting sufficient funds for Fiscal Year 2014-15, although the C/CAG Board will not consider approving the budget for that time period until May/June 2014.

SOURCE OF FUNDS

The Countywide Program is funded through the NPDES Stormwater Fund (annual property tax assessments) and the Measure M Fund (\$10 vehicle registration fees). Consultant costs are being split evenly between stormwater funds and vehicle registration funds. Sufficient revenue exists between these two sources, in addition to existing fund balances, to pay for the proposed costs.

BACKGROUND/DISCUSSION

C/CAG previously approved Resolution 11-33, awarding a three year technical consultant contract to County Health, with a term lasting through June 30, 2014. County Health provides support services to C/CAG's Countywide Water Pollution Prevention Program, assisting with implementing the public education and outreach requirements of the Municipal Regional Permit (MRP). Earlier this year, C/CAG approved staff's request for a waiver of the Request for Proposals process normally required under the Procurement Policy and extended a similar technical consultant contract (EOA Inc.) through the final year and a half of the current five-year term of the MRP. This will ensure uninterrupted compliance support services during a crucial time period when multiple regional and

ITEM 5.6

countywide compliance efforts will be culminating in comprehensive technical submittals to the Regional Water Quality Control Board.

Staff is now requesting a similar waiver of the Request for Proposals process and approval of a six-month contract extension to allow County Health to continue supporting the Countywide Water Pollution Prevention Program through the final months of the MRP's five-year term. The waiver is requested pursuant to C/CAG's Procurement Policy on the basis that County Health has unique experience and expertise in ensuring C/CAG and its member agencies meet the mandated public outreach and education requirements in the MRP (given its role in providing said services throughout the current permit term), and given that the time for another firm to acquire said knowledge and expertise would potentially result in an unacceptable delay and jeopardize member agencies' compliance with MRP terms.

The additional cost for the extra six month time period is consistent with previous years' costs, but greater than half of the 2013-14 cost due to "front-loaded" support services required in the first half of the 2014-15 fiscal year. This is primarily due to the MRP's annual reporting requirement (reports due on September 15 of each year) and Coastal Cleanup Day (third Saturday in September), which is coordinated in San Mateo County each year by the Water Pollution Prevention Program through its contract with County Health. Hourly rates remain unchanged from current (2013-14) rates.

The proposed amendment will authorize up to \$213,962 in additional costs and extend the agreement through the end December, 2014.

ATTACHMENTS

- Resolution 13-27
- Proposed Contract Amendment #1 (also at <http://www.ccag.ca.gov/ccag.html>)
- Exhibit A – County Health's Proposed July 2013 – December 2014 Workplan

RESOLUTION NO. 13-27

AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO. 1 TO THE TECHNICAL CONSULTANT CONTRACT BETWEEN THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AND SAN MATEO COUNTY'S DIVISION OF ENVIRONMENTAL HEALTH (COUNTY HEALTH), EXTENDING THE TERM OF THE CONTRACT THROUGH DECEMBER 2014 AT A COST NOT TO EXCEED \$213,962

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

WHEREAS, C/CAG is the agency responsible for the development and implementation of the Water Pollution Prevention Program for San Mateo County; and

WHEREAS, C/CAG determined outside consulting services are needed to provide technical assistance through the end of calendar year 2014 in meeting outreach and education requirements of the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit (MRP); and

WHEREAS, C/CAG previously approved Resolution 11-33 authorizing a three-year contract with County Health for technical consulting services to the Countywide Water Pollution Prevention Program; and

WHEREAS, C/CAG's Procurement Policy supports waiving a Request for Proposals process given County Health's has obtained unique expertise and experience in providing technical support to C/CAG during the term of the existing contract and given that the time required for another firm to acquire such expertise and experience could potentially result in an unacceptable delay in providing support services and jeopardize C/CAG's member agencies ability to comply with the MRP; and

WHEREAS, C/CAG authorizes extending County Health's contract to provide uninterrupted compliance support services for the final six months of the term of the MRP; and

WHEREAS, County Health has prepared a scope of work and budget for providing technical support through December 2014;

NOW, THEREFORE, BE IT RESOLVED that C/CAG hereby waives the requirement for a Request for Proposals process and authorizes the C/CAG Chair to execute an extension to the existing contract with San Mateo County, extending the term through December 2014 at a cost not to exceed \$213,962 to provide continued technical support to the Countywide Water Pollution Prevention Program. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said agreement prior to its execution by the C/CAG Chair, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED THIS 8TH DAY OF AUGUST, 2013.

Brandt Grotte, Chair

AMENDMENT (No. 1) TO THE AGREEMENT BETWEEN THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AND SAN MATEO COUNTY'S DIVISION OF ENVIRONMENTAL HEALTH.

WHEREAS, the Board of Directors of the City/County Association of Governments for San Mateo County (hereinafter referred to as C/CAG) and San Mateo County's Division of Environmental Health. (hereinafter referred to as Consultant) are parties to an agreement for consulting services dated June 9, 2011 (the "Existing Agreement"); and

WHEREAS, C/CAG desires ongoing consulting services to meet requirements in the Municipal Regional Permit; and

WHEREAS, Consultant submitted a revised workplan and budget of \$575,572 (\$213,962 in additional costs) for services it will provide under an extension and amendment of the Existing Agreement during Fiscal Year 2013-14 and the first half of Fiscal Year 2014-15 (through December 31, 2014); and

WHEREAS, Consultant and C/CAG wish to extend the Existing Agreement for an additional 6 months and an additional payment of \$213,962.

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

1. The Existing Agreement is amended to provide that Consultant will provide the consulting services described in Exhibit A attached to this Amendment (the "Extended Scope of Work") under the terms and conditions of the Existing Agreement, as amended hereby.
2. The Existing Agreement is amended to provide that the funding provided to Consultant by C/CAG for the Extended Scope of Work will be no more than \$575,572 (\$213,962 in additional costs) for Fiscal Year 2013-14 and the first half of Fiscal Year 2014-15 (through December 2014).
3. The Existing Agreement is amended to provide that its term is extended to December 31, 2014.
4. The Existing Agreement is amended to provide that payment for services for the Extended Scope of Work shall be on a time and materials basis, based upon the receipt of invoices for the actual costs, and with services to be performed only upon the request of C/CAG staff after review of specific work plans for individual tasks.
5. All other provisions of the Existing Agreement shall remain in full force and effect.
6. The terms hereof amending the Existing Agreement shall take effect upon signature by both parties.
7. In the event of a conflict between the terms of this Amendment and the terms of the Existing Agreement, the terms of this Amendment shall prevail.

For C/CAG:

For Consultant:

Brandt Grotte, Chair

Signature

Date: _____

By: _____

EXHIBIT A

County Health's Extended Scope of Work

Workplan and Budget

for

FY 2013/14

&

First Half FY 2014/15

**Technical Assistance to the
San Mateo Countywide Water Pollution Prevention Program**

(Also available at www.ccag.ca.gov/ccag.html)



C.7. Public Information and Outreach WORKPLAN
July 2013- December 2014
Countywide Program Support: Description of Tasks

PIP SUPPORT TASKS

A.1. PROVIDE SUPPORT TO PIP

<ul style="list-style-type: none"> • Nine bi-monthly PIP meetings: create agenda, prepare notes, handouts, and outreach materials. • Two Environmental Health employees to attend and report at meetings, take meeting minutes and distribute, and any follow-up. • Provide additional support as needed to program coordinator and PIP members. 	230 hours	\$35,190
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Other Agency Responsibilities

City/Town/County Co-Permittees:

- Attend and participate in six PIP meetings
- One volunteer to serve as Chairperson at meetings

A.2. REPORTING

<ul style="list-style-type: none"> • Semi-Annual • Annual 	140 hours	\$21,420
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Other Agency Responsibilities

City/Town/County Co-Permittees:

- Each municipality shall report outreach activities conducted in their jurisdiction, including events staffed by Environmental Health on their behalf. Environmental Health will provide a written event debrief for jurisdictions to use in their annual report

A.3. ASSIST OTHER SUBCOMMITTEES

As needed: attend meetings, give presentations, assist with press releases and coordinate on outreach materials with other subcommittees and municipalities.	65 hours	\$9,945
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C.7.a. Storm Drain Inlet Marking

No Contractor support.

Other Agency Responsibilities

City/Town/County Co-Permittees:

- Inspect and maintain storm drain markings of at least 80 percent of municipality maintained inlets to ensure they are legibly labeled with a no dumping message or equivalent once per permit term. In the 2013 Annual Report, report prior years' annual percentages.



- Verify that newly developed streets are marked prior to acceptance of the project. In the 2013 Annual Report, report prior years' annual number of projects accepted after inlet markings verified.

C.7.b. ADVERTISING CAMPAIGNS

B.1 BASMAA PARTICIPATION

Attend BASMAA monthly meetings to support two regional ad campaigns, one on trash/litter and the other on urban pesticides. Participate in email, meeting prep, research, and follow-up. Act as BASMAA PIP chair, and report to BASMAA board and Countywide Program PIP committee.	105 hours	\$16,065
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B.2 LOCALLY IMPLEMENT REGIONAL AD CAMPAIGNS

Provide input on development of regional outreach materials and projects. Produce and implement regional materials for use at local events, promotions, and campaigns as needed. Conduct a minimum of 7 events specifically focused on the litter campaign at various locations in the County.	125 hours	\$19,125
Materials and Advertising	Cost	\$3,000

Other Agency Responsibilities

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

- Contribute population-based share to regional advertising campaign.

Regional/BASMAA:

- Target a broad audience with two separate advertising campaigns, one on trash/litter and the other on reducing impact of urban pesticides, within the permit cycle.
- Conduct pre-campaign and post-campaign surveys.

C.7.c. MEDIA RELATIONS – USE OF FREE MEDIA

C. LOCAL MEDIA PITCHES

Conduct a minimum of three local media relations pitches, either generated independently or by tailoring regional pitches for local use (e.g. press release, public service announcements).	30 hours	\$4,590
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Other Agency Responsibilities

Regional/BASMAA:

- Conduct regional level pitches

C.7.d. STORMWATER POINT OF CONTACT

D.1. WEBSITE



Maintain email and website, updating based on program needs. Publish contact information, printed materials, PSA's, and press releases. Send out emails using subscription service. Track website visitor traffic with monthly reports.	330 hours	\$50,490
Payment for hosting website (1 year).	Payment	\$110

D.2. RESPOND TO EMAILS & CALLS

Provide public contact information and respond to emails and calls from the public, organizations, cities, and co-permittees.	70 hours	\$10,710
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D.3. SOCIAL MEDIA

Use Flowstobay branded outlets such as Facebook, Twitter, and You Tube to reach and interact with local media, citizens, and groups, and to drive visitors to the website. Track effectiveness with metrics such as number of video views, FB friends and Twitter followers, and active response to postings (comments, discussion, re-posting on personal or media sites). Adjust use of particular channels in response to tracking results.	90 hours	\$13,770
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Other Agency Responsibilities

City/Town/County Co-Permittees:

- Provide Public Contact for Illicit Discharge Coordinator
- Provide Public Contact for Stormwater Business Inspector

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

- Respond to media inquiries, and review drafts of press releases.

SMCWPPP Subcommittees:

- Maintain committee web pages with oversight from Environmental Health

C.7.e. PUBLIC OUTREACH EVENTS

E.1. PUBLIC OUTREACH EVENTS

Staff approximately 15 events in 10 different municipalities to help cities/towns/unincorporated County meet permit requirements. Prioritize those that have more event requirements; track effectiveness of outreach and provide this information to the municipality for reporting purposes. Staff one County-wide event, publicized with PIP member help.	180 hours	\$27,540
Booth cost	Payment	\$300

Other Agency Responsibilities

City/Town/County Co-Permittees:

- Each municipality shall participate and/or host the number of events according to its population as shown in Table 7.1 of the MRP for Public Outreach Events. In the Annual



Report list the events participated in and assess the effectiveness of efforts with appropriate measures.

E.2. OUTREACH MATERIALS

Order materials (research cost(s), review and process invoices, store materials) Provide outreach materials by request to nonprofits, schools, residents, and municipalities; evaluate request, gather materials, and arrange for pickup, delivery, or mailing. Track organization requests.	180 hours	\$27,540
Outreach Materials	Materials	\$15,000

Other Agency Responsibilities

City/Town/County Co-Permittees:

- Request outreach materials at least two weeks before scheduled outreach event.
- Acquire new outreach materials at PIP meetings and make available to residents.

E.3. CAR WASH OUTREACH

Monitor use of discount card with business partners. Continue with media advertisements with pollution prevention messages.	30 hours	\$4,590
Materials and Advertising	Cost	\$5,000

C.7.f. WATERSHED STEWARDSHIP COLLABORATIVE EFFORTS

F.1 WATERSHED GROUPS GUIDE

Direct residents to their local stewardship group for spring events and other types of involvement, and update web contact information. Promote citizen involvement via FB, Twitter, YT, and tabling events. Review group websites monthly and add events to online calendar.	35 hours	\$5,355
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F.2 SPRING CLEANUP EVENTS

Coordinate with stewardship groups and municipalities to promote existing spring cleanup events.	40 hours	\$6,120
Materials and Advertising	Cost	\$3,000

F.3 OUTREACH TO NEW AND EXISTING GROUPS

Increase engagement with existing watershed stewardship groups, and work to identify and engage new groups for the purpose of expanding public involvement in stormwater issues.	150 hours	\$22,950
Materials and Advertising	Cost	\$3,500
Marketing Contractor	Cost	\$25,000

Other Agency Responsibilities

City/Town/County Co-Permittees:



- Each jurisdiction shall report on the results and effectiveness of efforts to encourage and support watershed stewardship collaborative efforts of community groups, and the development of new groups.

C.7.g. CITIZEN INVOLVEMENT EVENTS

G.1. CALIFORNIA COASTAL CLEANUP DAY

Coordinate the 2013 and 2014 state- initiated September events countywide, working with 30+ sites spread throughout the county. Work with event coordinators and report results to PIP and the State.	620 hours	\$94,860
Materials and Supplies	Materials	\$7,000

City/Town/County Co-Permittees:

- Each permittee shall sponsor and/or host the number of citizen events according to its population as shown in Table 7.2 Community Involvement Events.

Note: the Countywide California Coastal Cleanup Day counts as one event toward each permittees total. Permittees can also count one event for the awarding of the community action grant to an organization within their jurisdiction.

C.7.h. SCHOOL-AGE CHILDREN OUTREACH

H.1. SCHOOL ASSEMBLIES

Kindergarten through 5 th grade school assembly program.	70 hours	\$10,710
Contract with the Banana Slug String Band	Contract	\$30,000

H.2. HIGH SCHOOL PRESENTATIONS

8-12 th grade presentations/events for water pollution prevention	160 hours	\$24,480
Materials for outreach	Materials	\$3,000

Other Agency Responsibilities

City/Town/County Co-Permittees:

- One Volunteer from the PIP subcommittee to work with Municipal Maintenance Committee volunteer to be a judge and present award at the Science Fair.
- Assist as needed with contacting schools for the purpose of scheduling outreach presentations.

C.7.i. OUTREACH TO MUNICIPAL OFFICIALS

No Contractor support.

Other Agency Responsibilities

City/Town/County Co-Permittees:

- At least once per permit cycle conduct outreach to municipal officials to increase overall awareness of stormwater and/or watershed message(s).



C.9.h. PESTICIDES TOXICITY CONTROL PUBLIC OUTREACH;
i. Point of Purchase Outreach
iii. Pest Control Contracting Outreach

i. I.1. PESTICIDES PUBLIC OUTREACH: OUR WATER, OUR WORLD

Maintain retail partnership stores – visit stores a minimum of twice a year to update shelf talkers and fact sheets. Order, organize, store, and distribute materials. Conduct outreach to residents who purchase pesticides or hire home gardeners, and college students taking landscaping classes, through presentations and tabling events. Conduct training to store employees about IPM and program materials. Participate in regional meetings. Provide information to residents on Pest Control Operators trained in IPM.	375 hours	\$57,375
Partnership store supplies: fact sheets, shelf talkers, tape, literature rack, labels. Outreach materials for residents.	Materials	\$10,000

Other Agency Responsibilities

Regional/BASMAA:

- Coordinates Our Water, Our World Program with County partners: Arrange and solicit print runs, provide consultant to staff booths at trade shows, liaison with the corporate partners Home Depot and Orchard Supply Hardware. Arrange print advertising in magazines, newspapers, bus shelters, as determined at regional meetings. Report effectiveness of program.

v. Outreach to Pest Control Operators

I.2. PROMOTE IPM TRAINING

Promote IPM training courses for landscaping and structural pest control operators registered in San Mateo County.	30 hours	\$4,590
Promotional Materials	Materials	\$250

TOTAL PROGRAM COSTS for July 2013 – Dec. 2014

\$572,575

C/CAG AGENDA REPORT

Date: August 8, 2013
To: City/County Association of Governments Board of Directors
From: Sandy Wong, Executive Director
Subject: Review and approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified)

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

RECOMMENDATION

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

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

NA.

BACKGROUND/DISCUSSION

The C/CAG Legislative Committee receives monthly written reports and oral briefings from the C/CAG's State legislative advocates. This year the legislative summer recess started on July 3, 2013 and the legislature reconvened on August 5, 2013. Efforts regarding stormwater legislation have continued through the summer recess.

At the June 13, 2013 C/CAG Board meeting, the Board directed staff to arrange an opportunity for the sponsors of AB 188 to speak to the Legislative Committee and Board. AB 188 revises the circumstances under which a "change in ownership" of real property owned by a legal entity is deemed to have occurred. This affects the triggering of a reassessment of property for tax purposes.

ATTACHMENTS

- Legislative Update – July 2013
- Full Legislative information is available for specific bill at <http://leginfo.legislature.ca.gov/>

ITEM 6.1



ADVOCATION



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

July 24, 2013

TO: Board Members, City/County Association of Governments, San Mateo County
FROM: Advocation, Inc. – Shaw / Yoder / Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE- JULY

Legislature on Summer Recess

- The State Senate and the State Assembly are both currently in Summer Recess. As a result, committee hearings have not been held in the Legislature for the last few weeks.
- Please see the attached bill matrix for latest status of information on bills that were not acted on this week. We have included brief summaries and status updates for a few bills of interest below:

Bills of Interest

AB 162 (Holden)

Summary. As originally introduced, this bill would have significantly limited the authority of local jurisdictions to regulate the placement of certain wireless facilities.

Unreasonable Timeframes. In 2009, the Federal Communications Commission (FCC) adopted rules that require local governments to review and act on applications for the establishment of wireless communications structures. Under that ruling, cities have 90 days to review collocation applications, and 150 days for other siting applications. If cities do not act in this timeframe, an applicant can bring action in court. The earlier version of AB 162 included provisions that would have cut these timeframes in half and would have deemed applications granted at the end of the 45 days. The bill has been significantly amended to delete those provisions.

The latest version of AB 162 (Holden) – As amended in the Assembly on May 9th -- includes new provisions that make legislative findings and declarations regarding the critical need to maintain signal strength and call reliability for 911 calls from cellular telephones, and would state the intent of the Legislature to subsequently amend this bill to include provisions that would increase network capacity on existing wireless structures in order to serve the needs of safety personnel and the people of the state.

Status: This bill a two-year bill. It is currently pending in the Assembly Local Government Committee and, absent extraordinary rule waivers, would not be eligible to move forward until January, 2014.

AB 188 (Ammiano)

Staff indicates that members of the C/CAG Board have invited a representative from Assemblyman Ammiano's office to discuss this measure in presentation at the next meeting. As a result, we will only provide a brief summary of the bill and an update on the bill's status:

Summary: AB 188 would revise the definition of "change of ownership" for the purposes of property tax assessment. The California Constitution requires properties to be reassessed upon a change of ownership, with certain exceptions. That event is easily defined when one entity purchases real property from another entity. However, it is less clear when properties are owned by corporations that are themselves owned by a number of shareholders change hands. AB 188 would specify that if the entire ownership interest in a legal entity is sold or transferred in a single transaction, then the real property owned by that entity has changed ownership. The bill would also increase penalties for failing to report changes in ownership to the Board of Equalization (BOE) and require a deed to be recorded with the county recorder upon changes in ownership interest like those described above.

Status: AB 188 is still being held in the Assembly Revenue and Taxation Committee. Both the Governor and the Senate Pro-Tem have cautioned that there should be a cooling off period in the post-prop 30 world prior to enacting any new tax measures. AB 188 is a tax levy, which means this bill is not subject to the legislative deadlines and technically could move forward. We still believe that this will not move forward in 2013.

SB 556 (Corbett)

Summary: This bill would require a disclosure to be printed on the uniform or vehicle of a contract employee, if the uniform or vehicle is similar to or contains the logo of the public agency for which the contractor is providing services, which states that the employee is a nongovernment employee.

According to the author and proponents, public agencies are routinely hiring third party intermediaries, such as labor contractors or temporary staffing agencies. Arrangements that they argue, separate the company at the top from the workers at the bottom, thus shielding the public agency from liability. They argue that subcontracting has implications for consumers and the public because many times consumers don't even know what entity they are actually doing business with, or who is in charge if something goes wrong. In addition, they argue that when workers enter a home or have access to personal information, the consumer should have the right to know if the worker is a city employee, a known company employee, a temporary or contracted out employee, or an independent contractor.

Opponents argue that SB 556 undercuts the primary reason for entering into independent contracting relationships by shifting liability to a public agency. The League of Cities writes that "many public agencies that contract for services specify uniform requirements in their written contracts with a service provider. These uniform requirements are oftentimes done for the purpose of ensuring the public knows who the contractor is serving and for identifying regional operations during a major disaster or mutual aid request from the public agency."

Status: This measure is currently on the Assembly floor and eligible to be heard as early as the first day that the Assembly reconvenes from Summer Recess (August 5th).

SB 731 (Steinberg)

SB 731 (Steinberg) Environment: California Environmental Quality Act and sustainable communities strategy.

Summary: Existing law, under the California Environmental Quality Act (CEQA), requires lead agencies with the principal responsibility for carrying out or approving a proposed discretionary project to prepare a negative declaration, mitigated negative declaration, or environmental impact report (EIR) for this action, unless the project is exempt from CEQA. CEQA includes various statutory exemptions, as well as categorical exemptions under guidelines. Existing Law also establishes the Strategic Growth Council to award grants and loans for planning and developing sustainable communities' strategies.

According to the author, this bill would achieve the following:

Statewide standardized environmental thresholds for the environmental impacts of traffic and noise for infill projects. Projects meeting these thresholds would not be subject to lawsuits for those impacts under CEQA and would not be required to do more for those thresholds in environmental documents unless required by a local government. Also excludes project aesthetics from CEQA consideration. These aspects of a project impacts are currently common elements for CEQA litigation and typically are most complicated for lead agencies and project proponents to analyze and mitigate.

Better state-level planning to reduce legal challenges under CEQA and incentivize smart planning by amending the Government Code Specific Plan section to exclude unsubstantiated opinions for "new information" that would trigger additional revisions to the Environmental Impact Review. Also appropriates \$30 million for SB 375 (of 2008) planning grants based on competitive process.

This expands the current CEQA exemption for specific planning so that projects undertaken pursuant to that local plan and EIR are not subject to further review or CEQA lawsuits. Further, local governments typically prioritize investment in smart growth plans.

CEQA streamlining for clean energy projects and formalizes a Renewable Energy Ombudsman position to expedite siting for renewable energy projects. The goal would be to remove regulatory obstacles for large renewable energy projects and establish a position in the Office of the Governor to champion renewable energy projects within the State.

Expedite the disposition of legal challenges under CEQA. Specifically:

- Allows the lead agency to comply with notices and findings on EIRs through the Internet;
- Allows the 30-day statute of limitations to bring actions under CEQA to be tolled by mutual agreement of parties in order to facilitate settlements;
- Authorizes project proponents to request and pay for concurrent internet-based preparation of the administrative record for all projects to reduce litigation delays, saving months if not a year off project delays;
- Allows courts to issue partial remands of environmental documents to reduce re-notice/recirculation/litigation delays where lead agencies have been found to be in violation of the law;
- Directs the Attorney General to track lawsuits and report to the Legislature in order to provide lawmakers and the public with accurate information on whether or not CEQA is being abused by vexatious litigants.

The author's office reports that the bill "seeks that elusive middle ground between those who support fundamentally undermining the statute and those who support the status quo."

Status: To be heard in the Assembly Local Government Committee

Other Items of Interest:

Senate Special Election: Today (Tuesday, July 23rd), ballots were cast in the runoff special election for the vacant seat for Senate District 16 (which was previously held by Michael Rubio) and the primary election for the vacant 52nd Assembly District (previously held by Norma Torres).

In the SD 16 race, Andy Vidak, a local farmer has been declared the winner against Leticia Perez, a current Kern County Supervisor. As a result, Democrats will see their supermajority control in the State Senate slip to 27 votes. Under the 2011 statewide district redraw, Senate Democrats could lose one or more seats next year.

Assembly Special Election: Voters also went to the polls for a state office in a primary election for the 52nd Assembly District in Southern California. In this race, seven Democrats, one Republican and an independent were competing for the seat that opened when Democrat Norma Torres won a special election earlier this year to the state Senate. No candidate in the July Assembly race was close to garnering more than 50 percent of the vote, the threshold needed for outright victory.

As of the writing of this memo, Paul Leon (NPP-Ontario) and Councilman Freddie Rodriguez (D-Pomona) were the top two finishers. Leon, a former mayor of Ontario, ran as a Republican against Torres in the May special election for the Senate vacancy but then switched his registration to no party preference. The next election for this district will be held on September 24, 2013.

Governor Jerry Brown is currently on a two-week vacation in Ireland and Germany. Lieutenant Governor Gavin Newsome has been serving as the acting Governor while Governor Brown is out of the state.

Assembly Speaker John Perez traveled to Washington D.C. last week to tout the state's efforts to recover from the recession and to implement the Affordable Care Act. He is also highlighting the ways that the federal government can help California financially. Speaker Perez met with Obama Administration officials and with Senators Boxer and Feinstein.

Janet Napolitano was appointed President of the UC system by the UC Board of Regents yesterday. She will become the 20th UC President when she takes office in late September.

Upcoming Deadlines:

- **Aug. 5** Assembly reconvenes from Summer Recess
- **Aug. 12:** Senate reconvenes from Summer Recess
- **Aug. 16:** Last day for **policy committees** to meet and report bills in the Assembly
- **Aug. 30 :**Last day for **fiscal committees** to meet and report bills in the Assembly and the Senate
- **Sep. 6:** Last day to **amend bills on the floor**
- **Sep. 3-13 Floor Session Only.** No Committees, other than conference committees and Rules committee, may meet for any purpose
- **Sep. 13:** Last day for **each house to pass bills**
- **Oct. 13:** Last day for Governor to sign or veto bills passed by the Legislature on or before Sep. 13 and in the Governor's possession after Sep. 13

Stormwater Funding Proposal

An update on the stormwater proposal will be provided via a separate memo from Khouri Consulting.



July 25, 2013

TO: Board Members, City/County Association of Governments for San Mateo County
FROM: Gus Khouri, Legislative Advocate
Khouri Consulting

RE: STATE LEGISLATIVE UPDATE - JULY - STORMWATER MANAGEMENT

In late April, C/CAG's advocacy team sought an opinion from Legislative Counsel through Senator Jerry Hill's office as to whether enabling legislation was necessary to authorize C/CAG as a Joint Powers Authority to propose a property-related fee or parcel tax to help fund stormwater compliance activities. Legislative Counsel has verbally indicated state statute is ambiguous in this regard and recommends pursuing enabling legislation.

Given the timing of the legislative calendar, it will be very challenging (yet doable) to introduce and enact legislation prior to the end of Session. Both the Assembly and Senate are currently on Summer Recess. The Assembly returns on August 5th, while the Senate reconvenes on August 12. Regular Session adjourns for the year on September 13.

It's generally difficult to find a legislative vehicle in the first year of a two-year session because legislators are limited on the number of bills that can be introduced and they want to maintain flexibility to address issues that arise during the session. Fortunately, Assembly Member Kevin Mullin has offered C/CAG a vehicle for enabling legislation. While a Senate bill is preferable because it would allow an extra week to move a bill through the staggered post-recess schedules of the two houses, we have been unable to find an available Senate vehicle. Nevertheless, we will continue to work diligently with our legislation delegation, leadership in both houses, and the Governor's office to move a vehicle through the process by the middle of September and to the Governor's desk for signature in October.

C/CAG AGENDA REPORT

Date: August 8, 2013

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive presentation and documents on the Bi-County Transportation Study (at the border of San Mateo and San Francisco county line)

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

RECOMMENDATION

That the Board receives a presentation and documents on the Bi-County Transportation Study (at the border of San Mateo and San Francisco county line).

FISCAL IMPACT

There is no fiscal impact on receiving a presentation of this Study. The total cost for this Study was \$200,000, paid for in part by C/CAG in the amount of \$40,000.

SOURCE OF FUNDS

FY 2007/08 Congestion Management Fund

BACKGROUND/DISCUSSION

In October 2007, C/CAG entered into a Memorandum of Agreement for the Bi-County Transportation Study to evaluate future transportation projects in San Mateo County and San Francisco County within the vicinity of the county line. Led by the San Francisco County Transportation Authority, the Study was a cooperative effort that included participation from C/CAG, SamTrans, San Mateo County Transportation Authority, City of Brisbane, City of Daly City, various San Francisco City/County agencies, and Caltrans.

The Study evaluated potential transportation improvements needed to address anticipated land use growth in both San Mateo and San Francisco Counties near the eastern county border. Land development projects considered as part of the Study included Brisbane Baylands, Daly City Cow Palace, and San Francisco's Hunters Point Shipyard, Candlestick Point, Executive Park and other developments in the vicinity of the county line. This Study updated a similar effort from 2001 taking into consideration updates to land use and development projects.

ITEM 6.2

The Study was completed in early 2013 and approved by the SFCTA Board in March 2013. Results of the Study include a list of priority transportation projects and associated cost, anticipated project implementation schedule, and a funding framework that takes into consideration cost share contributions from both the public and private sectors. The priority transportation projects include the following: US-101 Candlestick Interchange Re-configuration, Geneva Avenue Extension, Harney-Geneva Bus Rapid Transit (BRT), T-Third Light Rail Extension, Bayshore Station Re-configuration, Bike/Ped Connection Project, and Area-wide Traffic Calming Program.

The total cost of the above projects is \$480 million (in 2010 dollars). The intent of the Study is to serve as a vehicle for regional discussion and coordination as transportation and development projects move forward and do not represent a funding commitment by any agency or private party.

ATTACHMENT

- Final Bi-County Transportation Study – Executive Summary
Complete document is available for download at http://ccag.ca.gov/plans_reports.html

Executive Summary

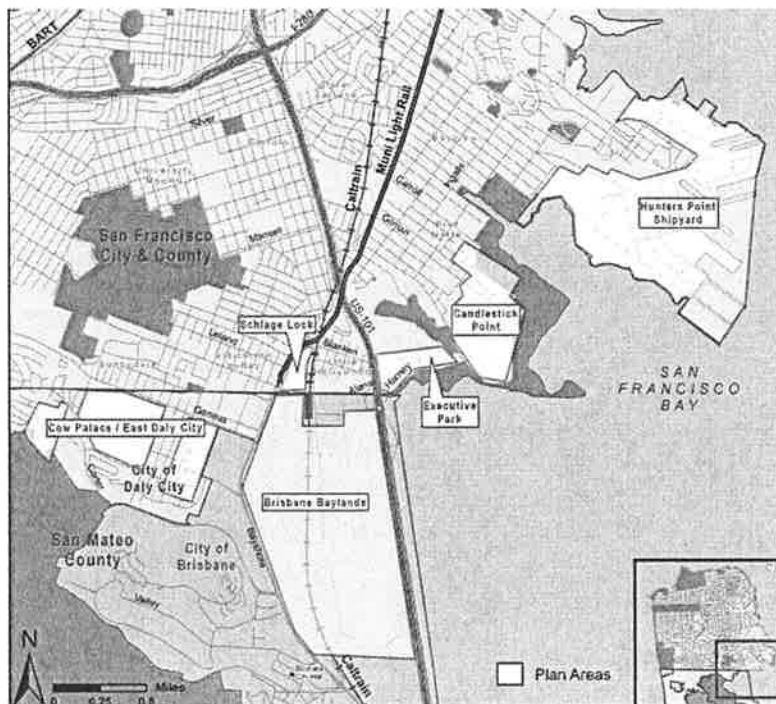
Introduction

The San Francisco-San Mateo Bi-County area, roughly defined as the southeastern corner of San Francisco and the northeastern corner of San Mateo County, is envisioned for transformative land use growth and development in future years. The Bi-County Transportation Study is a multi-agency effort to develop a priority project list and funding strategy for new transportation improvements to support the study area's current neighborhood needs and significant anticipated growth. The cross-border nature of the area and magnitude of proposed development call for cooperative, multi-agency planning.

The Study has engaged stakeholders and governmental bodies to collectively assess the transportation needs in the study area, providing an opportunity for regional discussion and coordination on which transportation improvements to fund collectively, and when and how to implement them, as individual land development and transportation projects move forward.

The growth envisioned here will transform the area from a set of under-utilized and vacant industrial lands into new, compact, mixed-use neighborhoods. The focus of the Bi-County Study is the change proposed in the sites shown in Figure ES-1, totaling over 15,000 new housing units and over 14 million square feet of new employment uses.

Figure ES-1. Bi-County Transportation Study Area and Development Sites



Project List

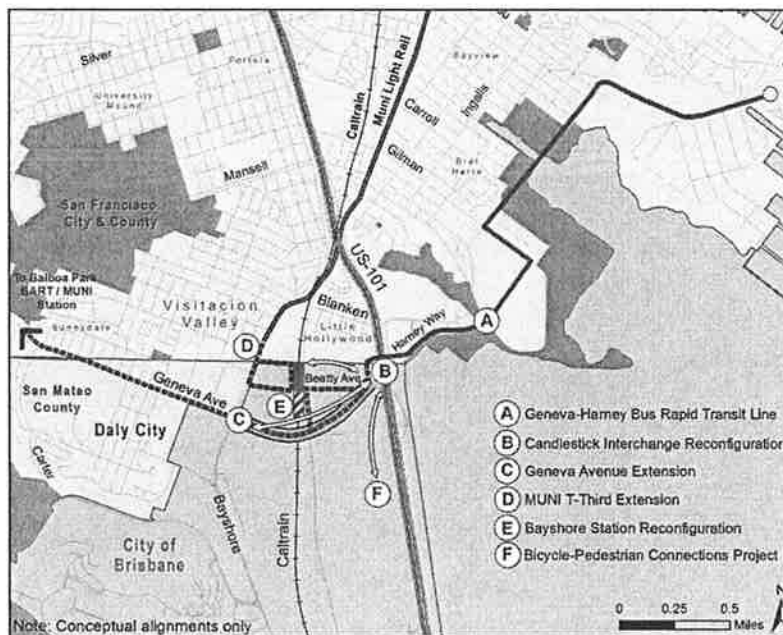
The Study evaluated previously proposed and new project concepts using a framework that considered each project’s connection to the land developments, benefits to each of the two counties, and overall effectiveness in meeting the agreed-upon Bi-County goals. The evaluation generated a consensus Priority Project List for which funding will be sought collectively by the Bi-County partner agencies, as follows in Table ES-1 and Figure ES-2.

Table ES-1. Bi-County Priority Project List

Project	Cost [\$2010 millions]
US101 Candlestick Interchange Re-Configuration	\$195M
Geneva Avenue Extension	\$90M
Harney-Geneva Bus Rapid Transit Line	\$210M
T-Third Light Rail Extension (Segment “S”)	\$58M
Bayshore Station Re-Configuration	\$14M*
Bicycle-Pedestrian Connection Project	\$7M
Area-Wide Traffic Calming Program	\$10M
Total	\$548M

* Total project cost is estimated at \$31M; \$14M cost represents increment above the \$17M already committed by SFMTA

Figure ES-2. Bi-County Priority Project Map



Implementation Schedule

The Study defined a desired implementation schedule for the Priority Project transportation improvements, shown in Table ES-2. This schedule aligns the transportation projects to the expected timing of transportation impacts that may result from the proposed land development projects, given their own phasing and occupancy schedules. The schedule identifies the bulk of the project (and resulting cash flow) need by 2020, with the last few Priority Projects opening in 2025.

Table ES-2. Bi-County Project Implementation Schedule

Timeframe	Project
2010-2015	Traffic Calming Program (begin)
2015-2020	Geneva Avenue Extension Full Harney-Geneva Bus Rapid Transit Line Bayshore Station Re-Configuration Bicycle-Pedestrian Connection Project
2020-2025	US101 Candlestick Interchange Re-Configuration T-Third Light Rail Extension (Segment "S")
2025-2030	All projects constructed

Funding Considerations

While the projects are estimated to cost \$548M if built in 2010, the Study places the full cost of the program, if implemented according to the above schedule, at \$480M in 2010 (present value) dollars. The Study does not actually represent a funding commitment by any agency or private interest; such commitments, if made, would be called for under future implementation steps. Instead, the Study represents a consensus approach among the public partners to project development and funding for the Bi-County transportation investment program and a commitment to continue efforts and discussions on Bi-County funding beyond the report.

The level of required funds to implement the Bi-County program is ambitious for either the public or private sector to gather individually in the specified timeframe. But by combining public and private sources, the Bi-County partners can increase dramatically the prospects for funding the projects according to the specified schedule.

A further reason for public-private cooperation is access to financing options that provide increased payment timing flexibility. Together, the enhanced fund access and timing flexibility from combining public and private funds create a strong case for working cooperatively on funding.

Public Sources

The Study explored available traditional public funding sources, finding that:

1. Public sources have previously provided, on a countywide basis, funding levels of a similar order of magnitude to the Bi-County program cost. However, the future availability of public sources is uncertain, given the overall political climate and budget outlook for government at all levels.
2. To direct those sources toward the Bi-County program, each local agency would need to designate the Bi-County program as a high-priority transportation investment. The only currently committed funding for the Bi-County program is the approximately \$16 million in San Francisco Prop K sales tax revenues identified for the Bi-County expenditure category. Other sources exist that could also be committed, if the respective agency partners moved to prioritize the Bi-County program.
3. Current trends in public sources for transportation funding include stronger emphasis on private-sector participation, on improvements with a strong land use connection (especially to housing growth), and loans, as opposed to grants.

Private Sources

The private sources proposed here are related to the development of large land sites in the Bi-County study area. These sources may include a combination of direct contributions from private developers and future taxes associated with the newly developed land, such as Mello-Roos special district or tax increment mechanisms.

The expectation is that the land use agencies in the Bi-County area work with private real estate developers as part of the land development process, identifying and committing contributions to the Bi-County program. It is understood that each development process will undergo its own environmental clearance and project approval process; that process, in combination with this Study, is expected to help establish each development's relationship to Bi-County transportation needs. The Bi-County land use agency partners may engage developers to contribute in one of two ways:

1. Negotiating development agreements
2. Instituting formal exactions or impact fees based on nexus studies

This report leaves to the respective Bi-County agency partners the decisions about how and how much developers will be called upon to contribute, providing a technical basis on which discussions can occur, in the form of the Bi-County cost-participation framework.

Cost-Participation Framework

This cost-participation framework has been constructed on the concept of sharing the cost burden of the transportation projects by the public and private sectors. In this framework, the private sector takes responsibility for all new trips associated with the new large-site developments. The public sector takes responsibility for the so-called 'background' growth in trips not associated with the developments. In other words, all who impact the transportation system share the burden for the needed improvements in relative proportion to the size of their respective impacts.

Under this framework, the Study provided a technical basis on which to determine Bi-County tripmaking contributions by comparing the future projected use of the transportation network by new residents and employees.

Table ES-3. Cost-Participation Percentages and Amounts, by Automobile Trip Generation Method

Stakeholder	Tripmaking Contribution Percentage	Cost- Participation by Trip Contribution (\$2010)
<i>Public Share (2005 – 2030 Background)</i>		
SF Background	32.9%	\$158M
Brisbane Background	18.8%	\$90M
East Daly City Background	11.2%	\$54M
East Daly City Background	3.0%	\$14M
<i>Private Share (Incremental Development Trips in 2030 Attributable to Land Developments)</i>		
Hunters Point Shipyard	66.9%	\$322M
Candlestick Point	10.9%	\$52M
Executive Park	22.0%	\$106M
Executive Park	3.9%	\$19M
Visitacion Valley	3.6%	\$17M
Baylands	18.4%	\$88M
Cow Palace/East Daly City	7.9%	\$38M
Recology	0.3%	\$2M
Total	100%	\$480M*

* Note that \$480M is the 2010 present value of \$548M expended at the years of expected construction for each project.

The percentages and amounts shown here are intended to serve as a starting point for discussions about sharing costs among the Bi-County public and private partners. The framework is not intended to determine the actual contributions or create any commitments but rather to inform discussions about funding strategies. Furthermore, the public Bi-County partners have discussed the concept of seeking public grants in excess of the identified public share as a way to support and facilitate Bi-County growth.

Why Work Together? Traditional and Financing Strategies

The prospects for implementing the ambitious Bi-County program according to schedule are much higher if the involved public agencies and private parties work together than if each party were to attempt it alone. Cooperation creates opportunities for potential bundled financing arrangements, allowing all improvements to be built when needed, delaying the needed payments, and dividing them among the cost participants. One large benefit to the private partners, who would likely need to borrow funds in order to provide their Bi-County contributions, could be access to sources of capital that are available to the public agencies at lower cost than those for private borrowers. Furthermore, the public Bi-County partners have discussed the concept of seeking public grants in excess of the identified public share as a way to support and facilitate Bi-County growth. Finally, the partnership could offer an additional benefit – further delaying the needed private payments by front-loading the public contributions, placing private funding toward the back end.

The Study explored three potential hypothetical fund strategies with private-public cooperation in mind:

1. Traditional pay-as-you-go
2. Bond financing: conventional
3. Bond financing: conventional + Transportation Infrastructure Finance and Innovation Act (TIFIA)

A **pay-as-you-go** strategy involves addressing each project need individually, waiting to proceed with implementation until accumulating enough private funding commitments and traditional public fund sources to fully cover the cost. Projects would be advanced according to the implementation schedule, but that schedule might be affected by the availability of funds.

A **bond financing** strategy involves securing financing to ensure that funds are available when needed for Bi-County Priority Project implementation according to the prescribed schedule. Collectively, with participation of the public agencies, the Bi-County partners may be able to access financing more easily, and at lower cost, than the private partners by themselves. There are two options for financing: the private bond market or the federal TIFIA program, which provides loans to public agencies for transportation projects at low interest rates and with lower requirements than the private bond market. To secure financing, the partners would need to collect private and public contributions up-front or on a pre-determined schedule, for use as a repayment stream. Adequate collateral would also need to be provided to securitize these bonds.

The Study explored the financial and cash-flow implications of each strategy. As would be expected, a conventional bond scenario has a present-value cost of \$656 million, substantially higher than the pay-as-you-go scenario, at \$480 million. Replacing some conventional bond funds with TIFIA funds, as in Strategy 3, reduces the cost of the financing strategy slightly, to \$644 million, because of the lower interest rate and longer repayment period. Still, financing increases the overall cost to implement. One of the strongest benefits of the financing strategies (2 and 3) is the deferred and distributed payment schedule that they offer, as shown by Figures ES-2 and ES-3. Given the nature of real estate development cash flows, for which income is scarce in the first years of a development project, the financing strategies may be more attractive to the private development project sponsors as a way of implementing the needed transportation improvements.

Figure ES-2. Pay-As-You-Go Strategy Cash-Flow Schedule, Pro-Rata Payment

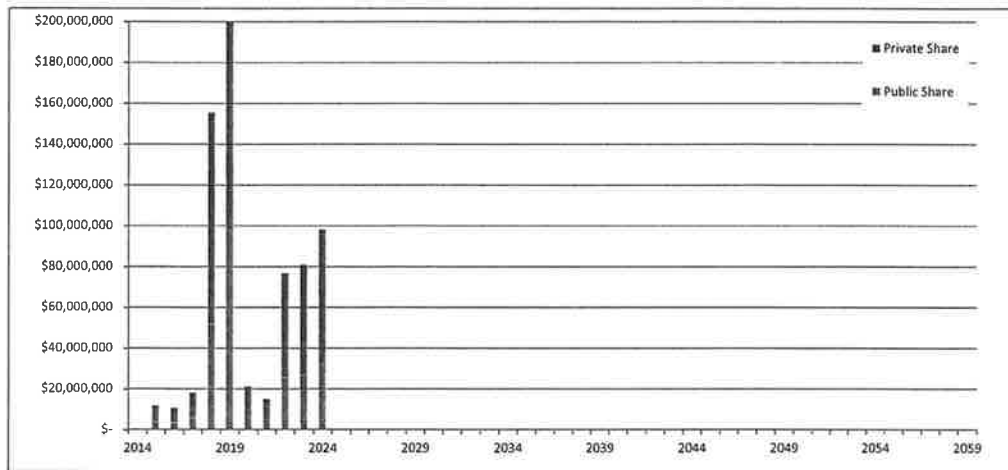
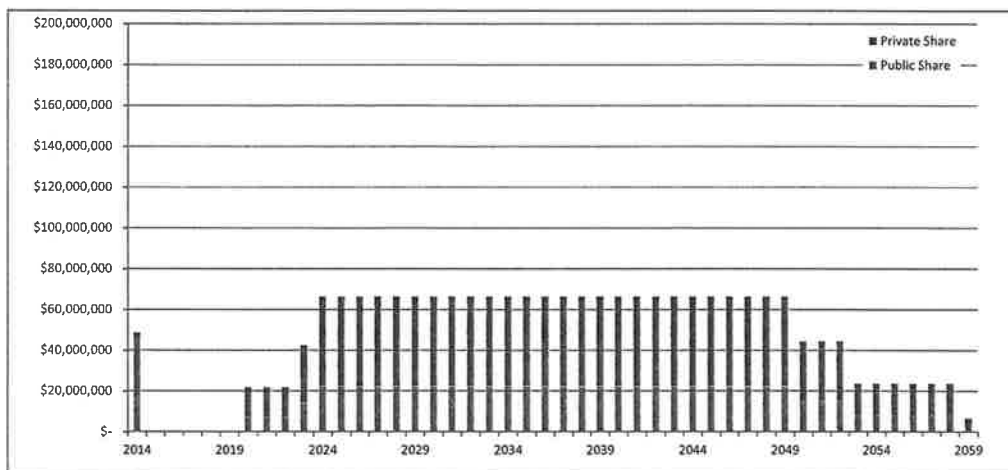


Figure ES-3. Bond+TIFIA Strategy Cash-Flow Schedule, Pro-Rata Re-Payment



The analysis examined an additional possible cash-flow scenario to identify further benefits the public sector might be able to offer to the private partners: providing the public portion of the required payments first through the pursuit of public capital grants. This approach would provide even more time for the private development projects to be implemented and gain full occupancy before needing to make a first payment toward transportation improvements. In a pay-as-you-go strategy, the additional time may amount to five years later than a pro-rata scenario. In a financing strategy, the additional time could stretch as long as ten years; see Chapter 8 of the full report for additional figures reflecting this finding.

The Study charted an implementation ‘roadmap’ for each type of strategy, contained in the body of the report. Each roadmap indicates the need to collect funds and/or funding commitments from private entities and public agencies, and the possible need to create an administrative structure if fund-borrowing is pursued, such as a joint powers authority. The roadmap also indicates the need to designate an implementing agency for each improvement project and development phase to receive funds as needed to advance them to completion. Finally, there would be a need for an accounting

system to record and track the timing, amount, and type of private and public Bi-County contributions made for each Priority Project. The system would need to enable contributors to take 'credit' for any in-kind contributions and for contributions made earlier, rather than later.

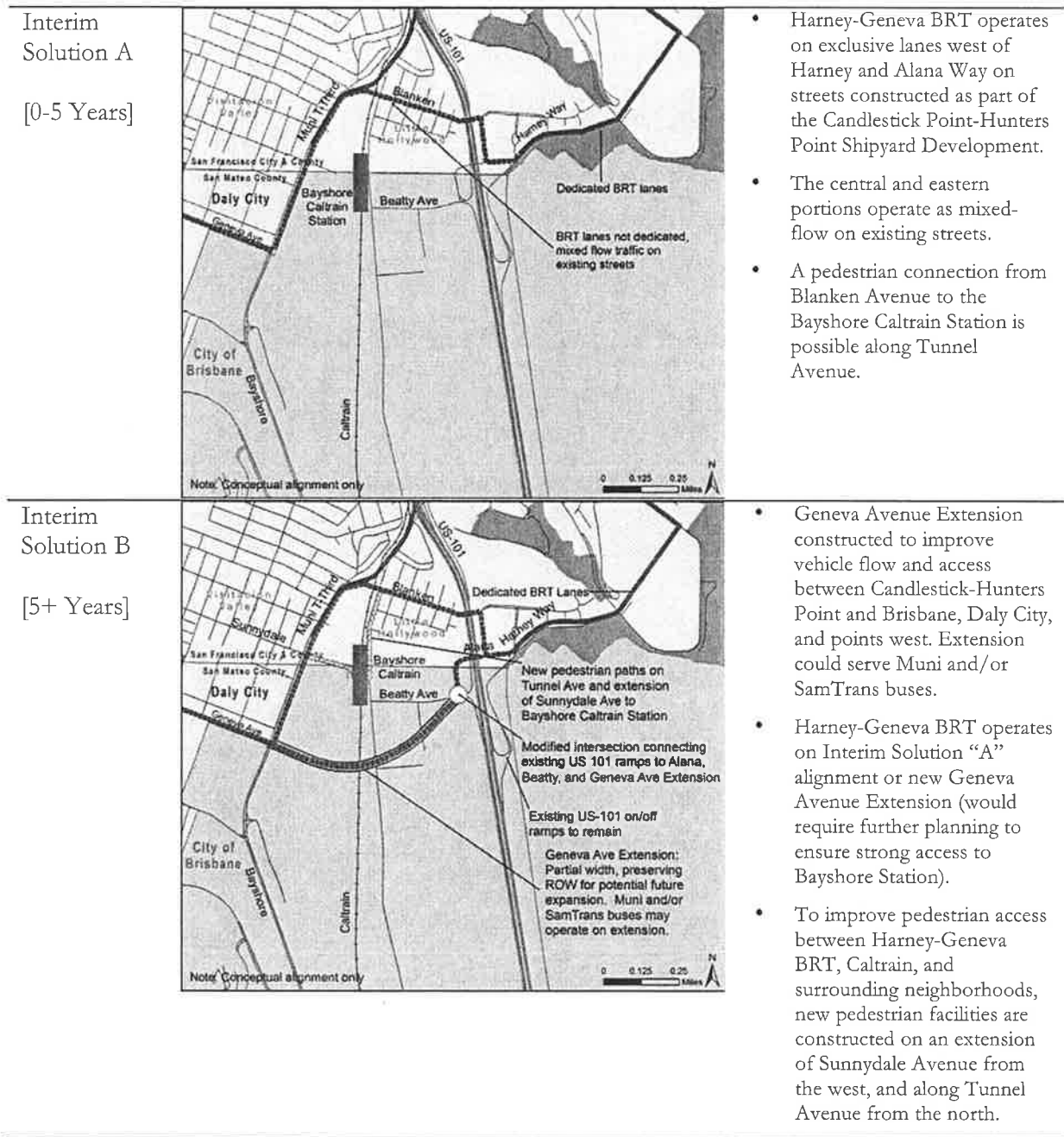
Interim Solutions

Recent events relating to the economic recovery and the end of Redevelopment authority suggest that the Bi-County development projects may not move forward as quickly as envisioned originally. In recognition, the Study also explored Interim Solutions during which only some of the projects are built. The recommended Interim Solution is described in Table and Figure ES-4 below.

Table ES-4. Interim Solution Project Definition

Priority Project	Ultimate Cost [2010 \$]	Treatment Under Interim Solution	Interim Cost [2010 \$]
US 101 Candlestick Interchange Re-Configuration	\$195M	Not included. This project is needed only under the cumulative conditions. If not all land developments are implemented, the existing interchange suffices.	
Geneva-Harney Bus Rapid Transit Line	\$210M	The BRT line would be operated in at least 50% dedicated transit lanes, and 100% dedicated lanes east of US101. Between US101 and Bayshore Boulevard, buses would operate on existing streets in mixed-flow lanes with potential transit priority improvements, or on the Geneva Avenue Extension when built. Vehicle acquisition included.	\$98M
Geneva Avenue Extension	\$90M	The extension would be built with half the ultimate number of travel lanes.	\$52M
T-Third Light Rail Transit Line Extension ("Segment S")	\$14M	Not included. This connection cannot be made without Baylands development; and with less than full build-out of Baylands, there would not be demand for the extension.	
Bayshore Station Re-Configuration	\$58M	Not included. This re-configuration is most needed when Baylands is developed.	
Bicycle-Pedestrian Connections Project	\$7M	Initial focus is on BRT and Caltrain access. This project would require more investment when Baylands is developed.	\$3M
Traffic Calming Program	\$10M	Not included. This project will not be needed until closer to build-out.	
Total	\$548M		\$153M

Figure ES-4. Maps of Interim Solutions Projects



If built according to the anticipated project delivery schedule, the interim cost has a present value of \$142 million, less than a third of the cost of the ultimate solution.

The Study calculated the Cost-Participation amounts under the Interim Solution, shown in Table ES-5 below.

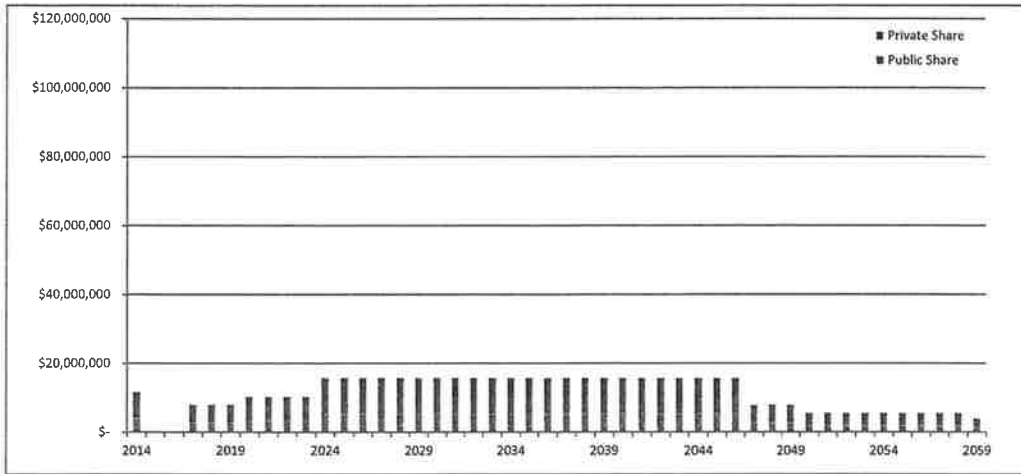
Table ES-5: Interim Solution Cost-Participation Amounts

Stakeholder	Cost-Participation by Trip Contribution (\$2010)
<i>Public Share (2005 – 2030 Background)</i>	
	\$47M
SF Background	\$27M
Brisbane Background	\$16M
East Daly City Background	\$4M
<i>Private Share (Incremental Development Trips in 2030 Attributable to Land Developments)</i>	
	\$97M
Hunters Point Shipyard	\$16M
Candlestick Point	\$32M
Executive Park	\$5M
Visitacion Valley	\$5M
Baylands	\$27M
Cow Palace/East Daly City	\$11M
Recology	\$1M
Total	\$145M*

* Note that \$145M is the present value of \$153M expended at the years of expected construction for each project.

As with the ultimate solution described above, there are multiple potential strategies that could be used to implement the Interim Solution. If the Study Partners opt for bond financing, the Interim Solution's debt service payments would amount to less than \$20 million per year, as shown in Figure ES-4 below, with the same options as the ultimate solution in terms of the timing of the required payments.

ES-4. Interim Solution Bond + TIFIA Strategy Cash-Flow, Pro-Rata Repayment



Near-Term Next Steps

Next-Phase Project Development Work

Several project development steps are required before the identified Bi-County Priority Projects can be constructed, including additional planning work, environmental clearance at both the state and federal levels, engineering design. There are multiple options for which agencies serve as leads for which projects, and how to ‘bundle’ projects together to realize economies of scale. The Study explored the options, the results of which are in the body of the report. Considering the long lead times and their stand-alone nature, the two projects requiring near-term development work are:

- US101 Candlestick Interchange Re-Configuration: Caltrans Project Report and environmental clearance documentation
- Harney-Geneva Bus Rapid Transit Line: feasibility study

While development work continues for individual transportation projects, the partner agencies will need to sustain an ongoing effort to gather Bi-County project funding as opportunities arise, and also to provide opportunities for community input on the implementation of the Bi-County transportation program.

There is also the issue of responding to the still-evolving planning landscape as individual land use and transportation projects advance. With some land use decisions yet to be finalized, plans may change, resulting in different transportation needs than described in this report. For instance, there is an active effort to re-define and continue advancing the Visitacion Valley / Schlage development in response to changing financing conditions for the site. The Bi-County partners will need to coordinate as a group on any such potential shifts, as changes in the design of one land use and/or transportation project will likely affect the design of other projects as well as the overall cost and contribution amounts.

Next-Phase Bi-County Funding Work

Ongoing funding work will entail monitoring land development approval processes and coordinating with the respective land use agencies to secure private contributions to the Bi-County transportation projects. The Bi-County Study's cost-participation framework will serve as the basis for this coordination. This work applies to the public side as well; the agencies will need to monitor regional, state, and federal funding opportunities and pursue them on behalf of Bi-County transportation projects. It is proposed that SFCTA will continue to play this role, coordinating with the partner agencies as needed to help with advocacy and application activities to seize funding opportunities as they arise.

Because some local land use plans and approvals have not yet been finalized, it is important to regard the Bi-County Transportation Study as providing a framework for identifying shared capital project priorities and costs more so than a snapshot in time of needs and costs associated with any given project list. For example, the Brisbane Baylands process may yield a different land use vision from that described in this report, and the Visitacion Valley / Schlage site may be re-envisioned because of the new financial conditions for that site. It therefore may become necessary for the Bi-County partners to re-visit the Bi-County concepts captured in this report, including the overall vision, Priority Project List, and/or cost-participation amounts. Nonetheless, the cost-participation framework provides a useful tool to apply to decision-making, even as local conditions and the project list evolve.

The Bi-County partners will also need to continue to monitor the High-Speed Train (HST) Project as those plans evolve, to understand how the plans may impact the Bi-County area and to coordinate with the relevant agencies to represent Bi-County area interests.

Finally, during the Bi-County Study's outreach process, community members have indicated a desire to be updated on, and provide input to, the transportation projects on the Priority Project List as they take shape and move through the project development process. SFCTA is exploring mechanisms, including a new Community Advisory Committee staffed by SFCTA that would meet on a regular basis, to which project sponsors would be invited to provide updates. One option is to create this CAC as a project-focused body providing input to the Harney-Geneva BRT Feasibility Study, with the option of expanding its purview as other Bi-County projects advance to implementation.

C/CAG AGENDA REPORT

Date: August 8, 2013
To: City/County Association of Governments Board of Directors
From: Sandy Wong, Executive Director
Subject: Review the Draft 2014 State Transportation Improvement Program (STIP) for San Mateo County.

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

RECOMMENDATION

That the C/CAG Board review the Draft 2014 State Transportation Improvement Program (STIP) for San Mateo County.

FISCAL IMPACT

No impact to the direct C/CAG budget.

SOURCE OF FUNDS

The 2014 State Transportation Improvement Program (STIP) fund will come from State and Federal fund sources.

BACKGROUND/DISCUSSION

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

The STIP is a five-year document adopted every two years that displays commitments of transportation funds for improving highway, transit, and other transportation systems. On June 11, 2013, Caltrans presented the draft STIP Fund Estimates for the five-year STIP period (FY 2014/15 through FY 2018/19) to the California Transportation Commission (CTC). The CTC is expected to adopt this estimate at their August 6, 2013 meeting.

The adopted 2012 STIP covered the period between FY 2012/13 through 2016/17. Funds previously programmed for highway and transit projects as adopted in the 2012 STIP are still committed.

ITEM 6.3

It is expected that San Mateo County will be able to program approximately \$21.4 mil in FY 17/18 and FY 18/19. Although counties/regions can request to program these new funds in the earlier years, the CTC will likely only allow programming of new funds in the outer two years of the five-year cycle.

Staff collaborated with the San Mateo County Transportation Authority (SMCTA) and Caltrans staff and recommends the Proposed Draft 2014 STIP as attached. Here are some highlights:

1. Construction phase funds for the Willow Interchange have been moved to FY 17/18 to match the project schedule.
2. Construction phase funds for the SR 1 Calera Parkway project have been moved to FY 15/16 to match the project schedule.
3. Design phase and construction phase funds for the Countywide Intelligent Transportation Systems (ITS) project were moved out by one year to FY 15/16 and FY 16/17 respectively.
4. Design and Construction phase funds have been added to the improvement of the SR 92/ US 101 interchange, a regionally significant project, in an effort to compete for state Interregional Transportation Improvement Program (ITIP) funds, and to leverage potential funds from Federal, State, and other sources.
5. Per Draft CTC STIP Guidelines, (Transportation Enhancement) TE Reserve is no longer allowed.

The Proposed Draft 2014 STIP was presented to the C/CAG Congestion Management Program Technical Advisory Committee (TAC) on July 18, 2013. The TAC recommended approval of the Draft 2014 STIP. The Draft 2014 STIP will be presented to the Congestion Management Program and Environmental Quality Committee (CMEQ) on August 26, 2013 before being presented to the C/CAG Board, again in September, for approval.

A public workshop has been scheduled on August 14, 2013, in accordance with MTC public outreach requirements.

Upon approval by the C/CAG Board, the Proposed 2014 STIP for San Mateo County will be forwarded to the Metropolitan Transportation Commission (MTC) for inclusion in the Bay Area regional STIP proposal. If approved by the MTC in December 2013, as scheduled, the proposal will be forwarded to the California Transportation Commission (CTC) for approval in March 2014. During the coming months, it is anticipated Bay Area-wide and statewide negotiations will take place regarding the exact amount of funds available for each county in each fiscal year.

ATTACHMENT

- Proposed Draft Summary of 2014 STIP for San Mateo County

SUMMARY of PROPOSED DRAFT 2014 STIP FOR SAN MATEO COUNTY

(\$1,000's)

Lead Agency	Rte	PPNO	Project	Total	(Info Only) Prior Year	(Info Only) 13-14	14-15	15-16	16-17	17-18	18-19
SMCTA	101	702A	US 101/Broadway Interchange	23,218	4,218	19,000					
SMCTA	101	690A	US 101/Willow interchange reconstruction	28,951	8,480				20,471	20,471	
SMCTA/ Pacifica	1	632C	SR 1 Calera Parkway - Pacifica	6,900			6,900	6,900			
SMCTA/ Pacifica	1	2140H	Hwy 1 San Pedro Creek Bridge Replacement	3,000	3,000						
San Mateo	92/82	668A	Phase 1 of SR 92 Improvement from I-280 to US 101 - Construction of Operational Improvement at the SR 92/El Camino Real Interchange	5,000					5,000		
SM C/CAG	92	668D	Phase 2 of SR 92 Improvement from I-280 to US 101 - Environmental Study for Improvement at the SR 92/US 101 Interchange Vicinity	23,839				2,411	2,411	3,217	18,211
SM C/CAG	VAR	2140E	Countywide ITS Project	4,298			800	800	3,498		
SM C/CAG	VAR	2140F	Smart Corridor Segment (TLSP)	10,000	10,000						
SM C/CAG	VAR	2140F/Q	Smart Corridor Segment (STIP) - Segment 3 to Santa Clara county line	1,977	1,977						
SUBTOTAL - HIGHWAY (2014/15 thru 2018/19):				57,291				7,700	10,909	20,471	18,211
JPB		2140J	CalTrain San Bruno Ave Grade Separation (HSRCSA)	19,203	19,203						
BART		1003J	Daly City BART station improvement, elevator, lighting	900	900						
SUBTOTAL - PTA ELIGIBLE (2014/15 thru 2018/19):				0							
SM C/CAG		2140L	TE Reserve (County Share)	1,964			1,964				
MTC		2140C	TE Reserve (MTC Share)-ECR Complete Streets	1,991		995	996	1,991			
MTC		2140	Planning, programming, and monitoring (MTC)	345			64	67	69	72	73
SM C/CAG		2140A	Planning, programming, and monitoring (CMA)	1,612			355	165	462	315	315
SUBTOTAL - TE and PLANNING (2014/15 thru 2018/19):				3,948			419	2,223	531	387	388
Grand Total (2014/15 thru 2018/19):				61,239		19,000	419	9,923	11,440	20,858	18,599

- 77 -

C/CAG AGENDA REPORT

Date: August 8, 2013
To: C/CAG Board of Directors
From: Sandy Wong, C/CAG Executive Director
Subject: Accept funding from the County of San Mateo and review and approval of a limited term position for a countywide Pedestrian and Bicycle Coordinator, for fiscal years 2013-14 and 2014-15.

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

RECOMMENDATION

The C/CAG Board accept funding from the County of San Mateo and review and approve a limited term position for a countywide Pedestrian and Bicycle Coordinator, for fiscal years 2013-14 and 2014-15.

FISCAL IMPACT

It is estimated that the loaded rate for such a full-time position is approximately between \$120,000 and \$160,000 per year. This includes salary, benefits, and all necessary overhead costs. It is proposed to establish this position for fiscal years 2013-14 and 2014-15. However, the full amount will not be fully expended in the first fiscal year due to the fact that the fiscal year is underway. Funding for this position is proposed at:

50% - County of San Mateo
25% - SMCTA
25% - C/CAG

SOURCE OF FUNDS

County of San Mateo – Measure A fund.
San Mateo County Transportation Authority (SMCTA) – Transportation Sales Tax (Measure A)
C/CAG – Congestion Management fund

BACKGROUND/DISCUSSION

C/CAG is the Congestion Management Agency for San Mateo County. In that role, C/CAG staff performs some pedestrian and bicycle coordination functions in order to carry out the Federal and State funded programs in San Mateo County, and to support the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC). On an average, that workload amounts to 25% of a full-time staff person.

There have been dialogues in various instances, including at past San Mateo County Board of Supervisors meeting(s), that a full-time countywide Pedestrian and Bicycle Coordinator will help better serve San Mateo County. On July 23, 2013, the San Mateo County Board of Supervisors directed county staff to budget \$80,000 in the FY 2013-14 and \$75,500 in the FY 2014-15 Budget to fund 50%

ITEM 6.4

of a full time Countywide Bicycle and Pedestrian Coordinator position, with the understanding that the balance of the funds will be provided by C/CAG and SMCTA, and that C/CAG will oversee and house the position.

The full-time Coordinator's duties would include:

- Be a resource for the 21 jurisdictions on pedestrian and bicycle matters.
- Serve as the liaison with the pedestrian and bicycle community.
- Be a point of contact for San Mateo Countywide pedestrian and bicycle funding programs.
- Be a point of contact for pedestrian and bicycle program related questions and direct inquiries to appropriate jurisdictions as necessary.
- Alert city and county staff to available and upcoming funding or training opportunities.
- Share and promote best practices for the development of pedestrian and bicycle infrastructure design and implementation.
- Helping coordinate multi-jurisdiction pedestrian and bicycle related projects.
- Work with city and county staff on the implementation of the San Mateo County Comprehensive Bicycle and Pedestrian Plan.

A detail funding agreement between agencies will be drafted and presented to the Board for approval at the next meeting.

ATTACHMENTS

- None.

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*

July 2, 2013

David Byers, ESQ.
Byers/Richardson Lawyers
259 W. 3rd Avenue
San Mateo, CA 94402

RE: Request for Airport Land Use Compatibility Information Related to the Big Wave North Parcel
Alternative (NPA) Project

Dear Mr. Byers:

Thank you for your letter, dated June 12, 2013, requesting “requirements and recommendations for airport land use compatibility” related to the Big Wave North Parcel Alternative (NPA) project to be located on a 14.25 acre parcel (APN 047-311-060) across the street (Airport Street) from Half Moon Bay Airport. The purpose of this letter is to respond to your request by providing you with a summary description of the current land use compatibility criteria for the environs of Half Moon Bay Airport (source: 1996 Half Moon Bay Airport Land Use Plan) and a description of the proposed land use compatibility criteria for the environs of Half Moon Bay Airport (source: Preliminary Draft Airport Land Use Compatibility Plan for the environs of Half Moon Bay Airport May 2013). This information is shown in the two enclosures.

The content of airport land use compatibility plans is guided by the relevant provisions in the latest version of the *California Airport Land Use Planning Handbook* published by the Caltrans Division of Aeronautics and other relevant state and federal statutes and regulations. The 1996 Half Moon Bay Airport Land Use Plan provides the current airport land use compatibility policies and criteria that apply to real property within a defined airport environs boundary. These criteria include (1) aircraft noise contours, (2) height of structures/airspace protection, and (3) safety criteria.

Several factors have occurred since the 1996 Plan was adopted that has prompted the C/CAG Board to initiate a comprehensive update of the 1996 Half Moon Bay Airport Land Use Plan. That effort is now in progress and to date has produced a Preliminary Draft Plan (May 2013) for public review and comment. It includes (1) updated aircraft noise contours and safety zones, with related land use compatibility policies and criteria and (2) other current (2013) airport land use compatibility criteria, per state and federal requirements, including the relevant content in the latest version of the *California Airport Land Use Planning Handbook*. Based on comments received, a Final Draft Half Moon Bay Airport Land Use Compatibility Plan will be prepared. The Final Draft Plan will be the basis for a CEQA evaluation. We anticipate completion of the CEQA process and adoption of a final Half Moon Bay Airport Land Use Compatibility Plan by the C/CAG Board in 2014. The adopted plan will replace the 1996 Plan in its entirety.

ITEM 9.1

Letter to David Byers, Re: Request for Airport Land Use Compatibility Information Related to the Big Wave North Parcel Alternative (NPA) Project
July 2, 2013
Page 2 of 2

If you need additional information, please contact me.

Sincerely,


Sandy Wong, Executive Director

Enclosures: Enclosure 1: Summary of Current Land Use Compatibility Criteria that Affect the Big Wave NPA Project Site (source: 1996 Half Moon Bay Airport Land Use Plan)

Enclosure 2: Summary of Proposed Land Use Compatibility Criteria that Affect the Big Wave NPA Project Site (source: Preliminary Draft Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport May 2013)

cc: Lee Thompson, San Mateo County Chief Deputy County Counsel, w/enclosures
John Nibbelin, San Mateo County Chief Deputy County Counsel, w/enclosures
Steve Monowitz, San Mateo County Deputy Community Development Director, w/enclosures
Camille Leung, San Mateo County Staff Planner, w/enclosures

Enclosure No.1: Summary of Current Airport Land Use Compatibility Criteria That Affect the Big Wave NPA Project Site (source: 1996 Half Moon Bay Airport Land Use Plan)

Airport Noise Contours

The 55 dB CNEL noise exposure level is the threshold for airport noise compatibility in the 1996 Half Moon Bay Airport Land Use Plan. A large portion of the project site is located within the 1995 projected 55 dB- 60 dB CNEL (Community Noise Equivalent Level) noise contour range (see attached Map HMB7). All residential and business and professional services land use categories are compatible in this range. Residential uses are subject to specific criteria (see attached Table III-2 footnotes)

Safety Zones

A strip of the project site along Airport Street is located within the Approach Protection Zone (APZ). The width of this zone is 500 feet on either side of the runway (Runway 12/30) centerline (see attached Map HMB 0). All residential and business and professional land uses are not compatible in the APZ (see attached Table III).

Height of Structures/Airspace Protection and Air Navigation Hazards

The height of structures and airspace protection in the vicinity of airports is addressed in Federal Aviation Regulations FAR Part 77. They also require that the FAA be notified of proposed construction or alterations to existing structures near an airport, based on certain criteria so the FAA may conduct an aeronautical study to determine potential airspace impacts, if any. The current Half Moon Bay Airport Land Use Plan incorporates the FAR Part 77 airspace protection criteria that are applicable to Half Moon Bay Airport and the FAA notification requirements.

In addition to the FAR Part 77 requirements, the 1996 Plan includes a list of certain land use characteristics that are recognized by the Airport Land Use Commission (C/CAG Board) as hazards to air navigation in the vicinity of Half Moon Bay Airport. These include the following:

- 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 straight final approach toward a landing other than FAA-approved navigational lights
- Any use that would cause sunlight to be reflected toward an aircraft engaged in a straight climb following take-off or toward an aircraft engaged in a straight final approach toward a landing
- Any use that would generate smoke or rising columns of air
- Any use that would attract large concentrations of birds within approach climb-out areas
- Any use that would generate electrical/electronic interference that may interfere with aircraft communication equipment and/or aircraft instrumentation

Attachments: Map HMB-7 Half Moon Bay Airport Projected 1995 Noise Contours
Table III-2 Half Moon Bay Airport Aircraft Noise/Land Use Compatibility Criteria
Map HMB-10 Half Moon Bay Airport Safety Zones Southern Approach
Table III-3 Half Moon Bay Airport Safety/Land Use Compatibility Criteria

SAN MATEO COUNTY
COMPREHENSIVE AIRPORT LAND USE PLAN

December 1996

HALF MOON BAY AIRPORT LAND USE PLAN

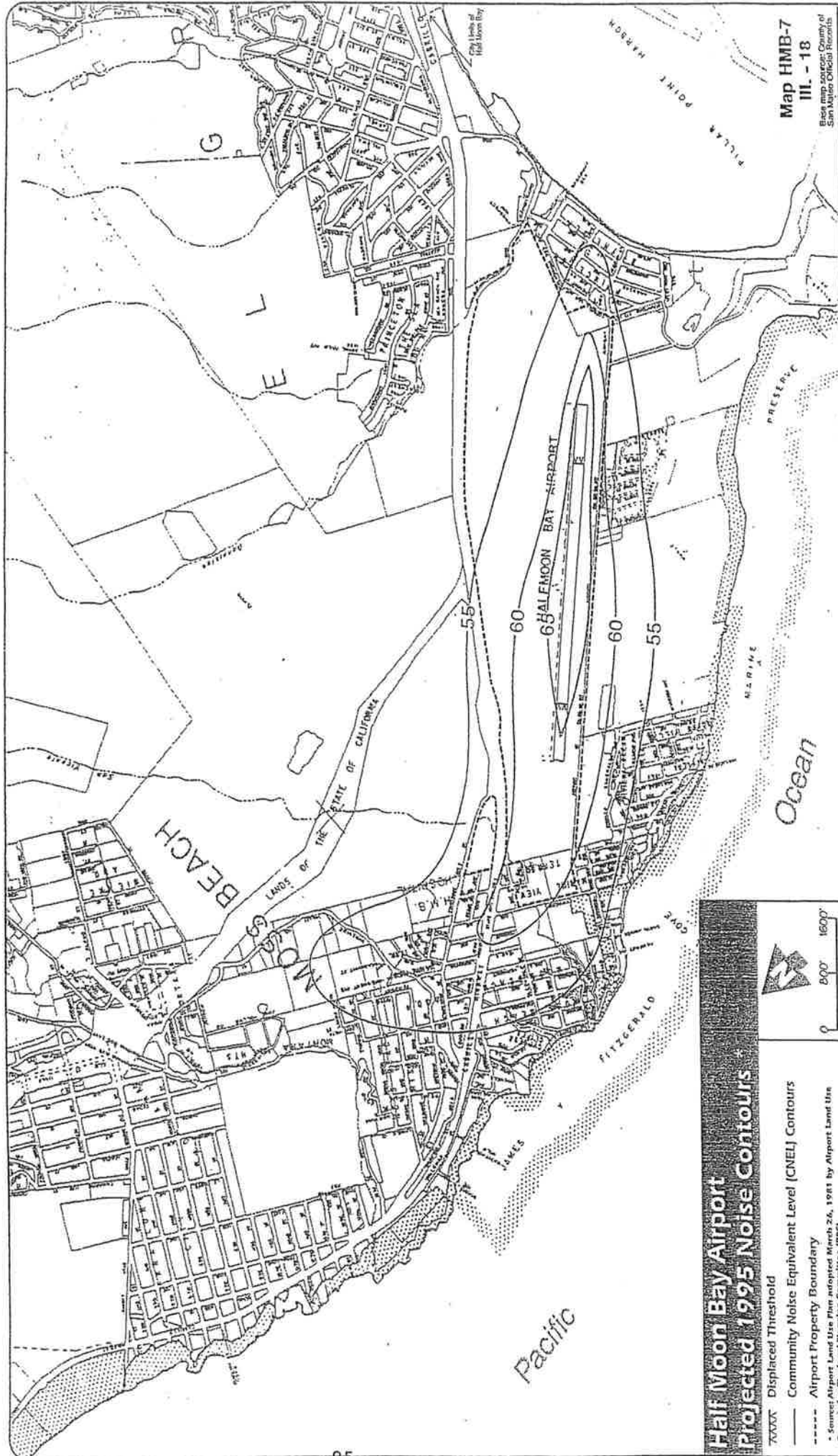
SAN CARLOS AIRPORT LAND USE PLAN

SAN FRANCISCO INTERNATIONAL AIRPORT
LAND USE PLAN

* * * * *

Prepared and adopted by the
City/County Association of Governments
of San Mateo County (C/CAG) in its designated role as the
Airport Land Use Commission for San Mateo County, California

* * * * *



Map HMB-7
III. - 18

Base map source: County of San Mateo Official Records

**Half Moon Bay Airport
Projected 1995 Noise Contours**

- XXXXX Displaced Threshold
- Community Noise Equivalent Level (CNEL) Contours
- Airport Property Boundary

* Source: Airport Land Use Plan adopted March 26, 1981 by Airport Land Use Commission/Regional Planning Committee (RPC).

San Mateo County Comprehensive Airport Land Use Plan
San Mateo County Airport Land Use Commission - December 1995

Half Moon Bay Airport
Land Use Plan

4/25/95 HMB-7, rev. 10/95

Table III. - 2
SAN MATEO COUNTY COMPREHENSIVE AIRPORT LAND USE PLAN
HALF MOON BAY AIRPORT
AIRCRAFT NOISE/LAND USE COMPATIBILITY CRITERIA

LAND USE CATEGORY	COMPATIBILITY WITH				
	Less Than 55 CNEL	55-60 CNEL	60-65 CNEL	65-70 CNEL	Greater Than 70 CNEL
<u>RESIDENTIAL</u>					
Single-Family Detached	Yes ¹	Yes ^{2,3,4}	No ⁵	No ⁵	No ⁵
Two-Family Dwelling	Yes ¹	Yes ^{2,3,4}	No ⁵	No ⁵	No ⁵
Multi-Family Dwelling (3 + Families)	Yes ¹	Yes ^{2,3,4}	No ⁵	No ⁵	No ⁵
Group Quarters and Rooming Houses	Yes ¹	Yes ^{2,3,4}	No ⁵	No ⁵	No ⁵
Mobile Homes and Mobile Home Parks	Yes ¹	Yes ^{2,3,4}	No ⁵	No ⁵	No ⁵
<u>COMMERCIAL</u>					
Wholesale Trade Facilities/Activities	Yes	Yes	Yes	Yes ²	Yes ²
Retail Trade Establishments	Yes	Yes	Yes	Yes ²	Yes ²
Eating and Drinking Establishments	Yes	Yes	Yes	Yes ²	Yes ²
Neighborhood/Community/Regional Shopping Centers	Yes	Yes	Yes	Yes ²	Yes ²
Miscellaneous Commercial	Yes	Yes	Yes	Yes ²	Yes ²
<u>BUSINESS AND PROFESSIONAL SERVICES</u>					
Professional Offices	Yes	Yes	Yes	Yes ²	Yes ²
Banks, Credit Unions, Financial Institutions	Yes	Yes	Yes	Yes ²	Yes ²
Hotels, Motels, Inns, Bed and Breakfast	Yes	Yes ^{2,3}	Yes ^{2,3}	Yes ^{2,3}	Yes ²
Business and Vocational Schools	Yes	Yes ²	Yes ²	Yes ²	Yes ²
Automobile Repair	Yes	Yes	Yes	Yes	Yes ²
Miscellaneous Personal Services	Yes	Yes	Yes	Yes	Yes ²

Table III. 4, continued
SAN MATEO COUNTY COMPREHENSIVE AIRPORT LAND USE PLAN
HALF MOON BAY AIRPORT
AIRCRAFT NOISE/LAND USE COMPATIBILITY CRITERIA





LAND USE CATEGORY	COMPATIBILITY WITH				
	Less Than 55 CNEL	55-60 CNEL	60-65 CNEL	65-70 CNEL	Greater Than 70 CNEL
<u>PUBLIC AND QUASI PUBLIC SERVICES</u>					
Government Offices	Yes	Yes	Yes	Yes ²	Yes ²
Schools, Colleges and Universities	Yes	Yes	Yes	Yes ^{2,3}	Yes ^{2,3}
Hospitals, Nursing Care Facilities, Medical Offices	Yes	Yes	Yes	Yes ^{2,3}	Yes ^{2,3}
Libraries	Yes	Yes	Yes	Yes ^{2,3}	Yes ^{2,3}
Churches	Yes	Yes	Yes	Yes ^{2,3}	Yes ^{2,3}
Cemeteries	Yes	Yes	Yes	Yes	Yes
Jails and Detention Facilities	Yes	Yes	Yes	Yes	Yes
Child Care Facilities	Yes	Yes	Yes	Yes ^{2,3}	Yes ^{2,3}
<u>RECREATION</u>					
Public Parks/Open Space/Camping Facilities	Yes	Yes	Yes	Yes	Yes
Golf Courses	Yes	Yes	Yes	Yes	Yes
Motion Picture Theater (Single or Complex)	Yes	Yes	Yes	Yes ²	Yes ²
Auditoriums, Concert Halls, Amphitheaters	Yes	Yes	Yes	Yes ²	Yes ²
Stadiums, Arenas, Outdoor Sports Facilities	Yes	Yes	Yes	Yes	Yes
<u>INDUSTRIAL</u>					
Manufacturing	Yes	Yes	Yes	Yes	Yes
Transportation	Yes	Yes	Yes	Yes	Yes
Communications	Yes	Yes	Yes	Yes	Yes
Utilities	Yes	Yes	Yes	Yes	Yes

Table III. - 2, continued
SAN MATEO COUNTY COMPREHENSIVE AIRPORT LAND USE PLAN
HALF MOON BAY AIRPORT
AIRCRAFT NOISE/LAND USE COMPATIBILITY CRITERIA

LAND USE CATEGORY	COMPATIBILITY WITH				
	Less Than 55 CNEL	55-60 CNEL	60-65 CNEL	65-70 CNEL	Greater Than 70 CNEL
<u>AGRICULTURE AND MINING</u>					
Crop Production	Yes	Yes	Yes	Yes	Yes
Livestock - Pasture and Grazing	Yes	Yes	Yes	Yes	Yes
Mining and Quarrying	Yes	Yes	Yes	Yes	Yes
Oil and Gas Extraction	Yes	Yes	Yes	Yes	Yes
<u>FOOTNOTES:</u>					
<ol style="list-style-type: none"> 1. No special noise insulation or acoustic attenuation is required; however, the proposed development may be subject to aircraft noise and/or overflight. 2. An acoustic study should be prepared to identify aircraft noise impacts and recommended noise attenuation measures. Local agency approval of the proposed action should require the identified noise attenuation measures to achieve an interior noise level of 45 dB CNEL with all windows closed. 3. If the proposed action is located within the County of San Mateo Airport Overlay Zone (A-O), all new development should be subject to the noise insulation requirements of Chapter 18.6, Section 6288.5 of the County of San Mateo Zoning Regulations, as amended. 4. If the proposed action is located within the County of San Mateo S-17 Combining District, all new development should be subject to the provisions of Chapter 20, Section 6300.2.7 of the County of San Mateo Zoning Regulations, as amended. 5. New construction or development should not be approved. 					

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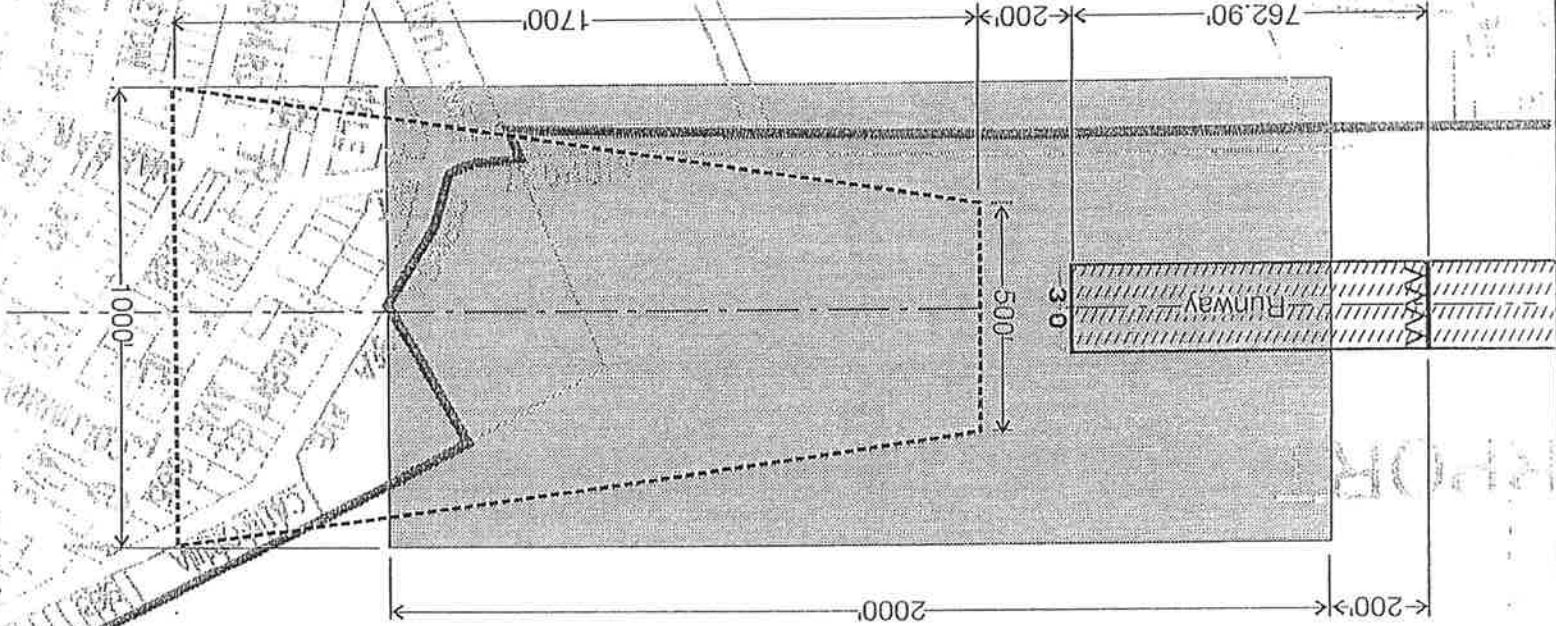
Half Moon Bay Airport
 Land Use Plan

-  Half Moon Bay Airport Property Boundary
-  Approach Protection Zone (APZ)
-  Runway Protection Zone (RPZ)
-  Displaced Runway Threshold



Southern Approach - Runway 30

Half Moon Bay Airport Safety Zones



Map HMB-10
 III - 27
 Base Map Source: San Mateo
 County Official Records

SAN MATEO COUNTY
COMPREHENSIVE AIRPORT LAND USE PLAN

It is the policy of the Airport Land Use Commission (C/CAG) to keep Approach Protection Zones (APZs) free of structures. Non-structural uses may be permitted in APZs if they do not cause a concentration of more than 10 people per net acre. Motor vehicle parking and open storage uses that generate up to 25 persons per net acre are also permitted.

4. Safety/Land Use Compatibility Criteria

Because aircraft accidents happen infrequently and the time, place, and consequence of their occurrence cannot be predicted, the concept of risk is central to the assessment of safety compatibility. From a land use planning perspective, two variables determine the degree of risk posed by potential aircraft accidents: (1) accident frequency - where and when do aircraft accidents occur and (2) accident severity - what land use characteristics contribute to the consequences of an accident.

The objective of safety compatibility criteria is to minimize the risks associated with potential aircraft accidents. The most fundamental safety compatibility component is to increase the safety of people and property on the ground in the event of an aircraft accident near an airport. Another important component is to enhance the chances of survival of the occupants of an aircraft involved in an accident.

The safety/land use compatibility criteria for the Half Moon Bay Airport environs area are shown in Table III.-3 on pages III.-29, III.-30, and III.-31. These criteria are designed to minimize the risks associated with potential aircraft accidents. The criteria indicate the compatibility of the specified land uses with the three safety zones that are designated in this Plan for Half Moon Bay Airport. The criteria are not intended to be a specific development plan, do not set forth specific land uses for any particular parcel(s), and are not retroactive with respect to existing land uses.

NOTE: Airport/land use compatibility is determined by comparing a proposed land use policy action with the Aircraft Noise/Land Use Compatibility Standards, the relevant FAR Part 77 height restrictions, and safety criteria contained in this Plan. A proposed land use policy action must be compatible with each of these elements for the Airport Land Use Commission (C/CAG) to determine that the proposed action is consistent with the relevant policies, standards, and/or criteria contained in the relevant Comprehensive Airport Land Use Plan (CLUP).

Table 1 - 3
SAN MATEO COUNTY COMPREHENSIVE AIRPORT LAND USE PLAN
HALF MOON BAY AIRPORT
SAFETY/LAND USE COMPATIBILITY CRITERIA

LAND USE CATEGORY	COMPATIBILITY WITH		
	Runway Protection Zone (RPZ)	Approach Protection Zone (APZ)	Traffic Overnight Zone (TOZ)
<u>RESIDENTIAL</u>			
Single-Family Detached	No	No	Yes
Two-Family Dwelling	No	No	Yes
Multi-Family Dwelling (3 + Families)	No	No	Yes
Group Quarters and Rooming Houses	No	No	Yes
Mobile Homes and Mobile Home Parks	No	No	Yes
<u>COMMERCIAL</u>			
Wholesale Trade Facilities/Activities	No	No	Yes
Retail Trade Establishments	No	No	Yes
Eating and Drinking Establishments	No	No	Yes
Neighborhood/Community/Regional Shopping Centers	No	No	Yes
Miscellaneous Commercial	No	No	Yes
<u>BUSINESS AND PROFESSIONAL SERVICES</u>			
Professional Offices	No	No	Yes
Banks, Credit Unions, Financial Institutions	No	No	Yes
Hotels, Motels, Inns, Bed and Breakfast	No	No	Yes
Business and Vocational Schools	No	No	Yes
Automobile Repair	No	No	Yes
Miscellaneous Personal Services	No	No	Yes

Table III. - 3, continued
SAN MATEO COUNTY COMPREHENSIVE AIRPORT LAND USE PLAN
HALF MOON BAY AIRPORT
SAFETY/LAND USE COMPATIBILITY CRITERIA

LAND USE CATEGORY	COMPATIBILITY WITH		
	Runway Protection Zone (RPZ)	Approach Protection Zone (APZ)	Traffic Overnight Zone (TOZ)
<u>PUBLIC AND QUASI PUBLIC SERVICES</u>			
Government Offices	No	No	Yes
Schools, Colleges and Universities	No	No	Yes ⁴
Hospitals, Nursing Care Facilities, Medical Offices	No	No	Yes
Libraries	No	No	Yes
Churches	No	No	Yes
Cemeteries	No	Yes ^{1,7}	Yes
Jails and Detention Facilities	No	No	Yes
Child Care Facilities	No	No	Yes
<u>RECREATION</u>			
Public Parks/Open Space/Camping Facilities	No	No	Yes
Golf Courses	No	Yes ²	Yes
Motion Picture Theater (Single or Complex)	No	No	Yes
Auditoriums, Concert Halls, Amphitheaters	No	No	Yes
Stadiums, Arenas, Outdoor Sports Facilities	No	No	Yes
<u>INDUSTRIAL</u>			
Manufacturing	No	Yes ^{3,7}	Yes
Transportation	No	Yes	Yes
Communications	No	Yes	Yes ⁵
Utilities	No	No	Yes

Table III. - 3, continued
SAN MATEO COUNTY COMPREHENSIVE AIRPORT LAND USE PLAN
HALF MOON BAY AIRPORT
SAFETY/LAND USE COMPATIBILITY CRITERIA

LAND USE CATEGORY	COMPATIBILITY WITH		
	Runway Protection Zone (RPZ)	Approach Protection Zone (APZ)	Traffic Overnight Zone (TOZ)
<u>AGRICULTURE AND MINING</u>			
Crop Production	Yes ⁶	Yes ⁶	Yes ⁶
Livestock - Pasture and Grazing	No	Yes ⁶	Yes ⁶
Mining and Quarrying	No	No	Yes ⁶
Oil and Gas Extraction	No	No	Yes
<u>FOOTNOTES:</u>			
<ol style="list-style-type: none"> 1. Chapels and/or funeral homes are not permitted. 2. Club houses, bars, restaurants, and/or banquet facilities are not permitted. Ancillary uses such as pro shops and snack bars are permitted. New course layouts and revisions to existing courses shall be submitted to the Airport Land Use Commission (C/CAG) for an evaluation of safety impacts. 3. Storage of bulk petroleum products or chemicals is not permitted. 4. School facilities are compatible only if the requirements of the California Education Code, Sections 39005.7, 81036, and 81038, as amended, are fulfilled. 5. Uses that would cause interference with aircraft communications and/or instrumentation are not permitted. 6. Compatible only if it does not result in a possibility that a water area may cause ground fog or result in bird hazard. 7. No uses resulting in a gathering of more than 10 persons per acre at any time. 			

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Enclosure No. 2: Summary of Proposed Airport Land Use Compatibility Criteria That Affect the Big Wave NPA Project Site (source: Preliminary Draft Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport May 2013)

Aircraft Noise Contours

The 60 dB CNEL aircraft noise contour is the threshold for airport noise compatibility in the Preliminary Draft Plan. It appears that nearly all of the project site is located within two noise contours ranges, the 60-64 dB CNEL range and the 65-70 dB CNEL range (see attached Exhibit 4B). Residential uses, except manufactured housing, are conditionally compatible in the 60-64 dB CNEL range but are not compatible in the 65-70 dB CNEL range. Commercial services, including office uses, are compatible in the 60-64 dB CNEL range and conditionally compatible in the 65-70 dB CNEL range. Industrial uses are compatible in both ranges (see attached Table 4A).

Safety Zones

A large portion of the project site is located within Safety Zone 2- Inner Approach/Departure Zone (IADZ) (see attached Exhibit 4C). The IADZ extends 4,000 feet from the end of the runway (Runway 12/30) and is 1500 feet wide (750 feet on either side of the runway centerline). The accident risk level is considered high in this zone. Prohibited uses in this zone include residential, except for very low density residential and infill in developed areas and office buildings greater than three stories. Other development conditions include the following: airport disclosure notice required, locate structures maximum distance from runway centerline and airspace review for objects/structures greater than 35 feet tall. The maximum nonresidential intensity is 60 persons per acre (see attached Table 4B).

A very small portion of the project site adjacent to its northern boundary is located within Safety Zone 5- Sideline Safety Zone (SSZ) (see attached Exhibit 4C). The width of the SSZ is 530 feet. The edge of the SSZ on the west side of the runway is 220 feet from the runway centerline. The accident level in the SSZ is considered low to moderate. Prohibited uses in this zone are the same as in the IADZ. The other development conditions are the same as those in the IADZ. The maximum nonresidential intensity is 100 persons per acre (see attached Table 4B).

Height of Structures/Airspace Protection and Air Navigation Hazards

The criteria are similar to the provisions in the 1996 Plan. The list of hazardous land use characteristics is more comprehensive than the list in the 1996 Plan (see attached p. 428).

Real Estate Disclosure

California State statutes (Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353) require as part of residential real estate transactions that information be disclosed regarding whether a real property is located within an airport influence area. This Plan defines the airport influence area for Half Moon Bay Airport and includes the required disclosure statement. Dedication of an aviation easement to the County of San Mateo may also be required under certain circumstances.

- Attachments:** Exhibit 4B: 2032 Noise Exposure Contours
Table 4A: Noise Compatibility Criteria Half Moon Bay Airport
Exhibit 4C: Half Moon Bay Safety Zones
Table 4B: Safety Criteria Matrix Half Moon Bay Airport
p. 4-28 (see list of land use characteristics that may create hazards to aircraft in flight)

Preliminary Draft
Airport Land Use Compatibility Plan
for the Environs of Half Moon Bay Airport

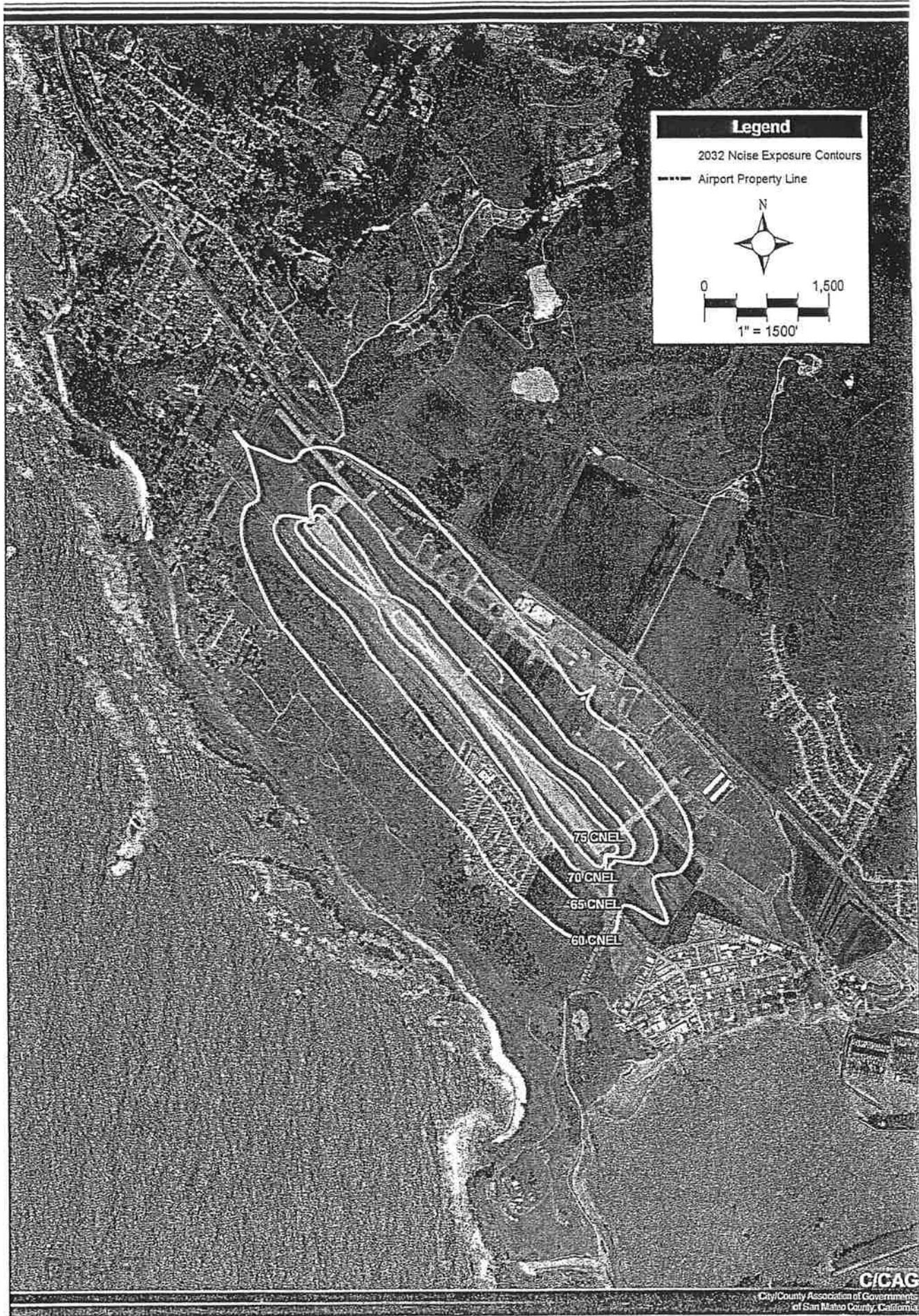
PREPARED FOR:

The City/County Association of Governments of San Mateo County (C/CAG)
Board of Directors in its Designated Role as the Airport Land Use Commission
for San Mateo County, Redwood City, California

PREPARED BY:

Coffman Associates, Inc.

May 2013



Legend

2032 Noise Exposure Contours

--- Airport Property Line

N

0 1,500

1" = 1500'

CICAG
 City/County Association of Governments
 of San Mateo County, California

Exhibit 4B
 2032 NOISE EXPOSURE CONTOURS

(2) Any hotel or motel, hospital or nursing home, church, meeting hall, office building, religious facility, school, library, or museum situated within an airport's 60 CNEL contour.

TABLE 4A
Noise Compatibility Criteria
Half Moon Bay Airport

	CNEL		
	60-64	65-70	71-75
RESIDENTIAL			
Single-family, duplex, multi-family	C(1)	N	N
Manufactured housing	N	N	N
PUBLIC FACILITIES			
Education facilities	C	N	N
Religious facilities, libraries, museums, galleries, clubs and lodges	C	N	N
Outdoor sport events, entertainment and public assembly except Amphitheaters	N	N	N
Indoor recreation, amusements, athletic clubs, gyms and spectator events, parks, outdoor recreation: tennis, golf courses, riding trails, etc.	Y	N	N
COMMERCIAL			
Hotels/motels	C	N	N
Hospitals and other health care services	C	N	N
Services: finance, real estate, insurance, professional and government offices	Y	C	N
Retail sales: building materials, farm equipment, automotive, marine, mobile homes, recreational vehicles and accessories	Y	Y	Y
Restaurants, eating and drinking establishments	Y	Y	Y
Retail sales: general merchandise, food, drugs, apparel, etc.	Y	Y	Y
Personal services: barber and beauty shops, laundry and dry cleaning, etc.	Y	Y	Y
Automobile service stations	Y	Y	Y
Repair services	Y	Y	Y
INDUSTRIAL			
Processing of food, wood and paper products; printing and publishing; warehouses, wholesale and storage activities	Y	Y	Y
Refining, manufacturing and storage of chemicals, petroleum and related products, manufacturing and assembly of electronic components, etc.	Y	Y	Y
Manufacturing of stone, clay, glass, leather, gravel and metal products; construction and salvage yards; natural resource extraction and processing, agricultural, mills and gins	Y	Y	Y
AGRICULTURE			
Animal husbandry, livestock farming, breeding and feeding; plant nurseries (excluding retail sales)	Y	Y(2)	Y(3)
Farming (except livestock)	Y	Y(2)	Y(3)

CNEL - Community Noise Equivalent Level, in A-weighted decibels.

Y (Yes) - Land use and related structures compatible without restrictions.

C (conditionally compatible) - Land use and related structures are permitted, provided that sound insulation is provided to reduce interior noise levels from exterior sources to CNEL 45 dB or lower.

N (No) = Land use and related structures are not compatible.

(1) Requires an aviation easement be granted to San Mateo County as operator of HAF.

(2) Residential buildings must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources.

(3) Accessory dwelling units are not compatible.

4.2.2 Safety and Compatibility Zones and Criteria

The overall objective of safety compatibility guidelines is to minimize the risks associated with potential aircraft accidents. There are two components to this objective:

- ***Safety of Persons on the Ground*** – The most fundamental safety compatibility component is to provide for the safety of people and property on the ground in the event of an aircraft accident near an airport.
- ***Safety of Aircraft Occupants*** – The other safety compatibility component is to enhance the chances of survival of the occupants of an aircraft involved in an accident that occurs beyond the runway environment.

4.2.2.1 Safety Zones

The *California Airport Land Use Planning Handbook, 2011* (Handbook) provides guidance on the delineation of safety zones and the application of land use policies in those zones. The safety zones at HAF are based on the Handbook guidance, with adjustments to reflect the specific operating characteristics of the Airport (type of aircraft activity, runway length, traffic pattern, etc. See Appendix B for more information.). **Exhibit 4C** depicts the safety zones for HAF. The safety compatibility policy framework is also based on Handbook guidance. The safety compatibility policies of this ALUCP work in tandem with the airspace protection policies, described in Section 4.2.3.

Based on guidance provided in the *California Airport Land Use Compatibility Planning Handbook*, there are seven safety zones defined for HAF which include¹:

Zone 1- Runway Protection Zone (RPZ). Runway protection zones are trapezoidal-shaped areas located at ground level beyond each end of a runway. Ideally, each runway protection zone should be entirely clear of all objects. The dimensions for the RPZ are taken from the 2013 Airport Layout Plan (See Exhibit 2C in Chapter Two) and are based upon FAA's *Airport Design* Advisory Circular 150/5300-13A. The accident risk level is considered to be very high within the RPZ zones encompassing approximately 20 to 21 percent of the accidents at general aviation airports similar to HAF (See **Appendix B**, for more information on accident locations).

Zone 2- Inner Approach/Departure Zone (IADZ). This zone encompasses area that is overflown at low altitudes, typically only 200 to 400 feet above runway elevation. The IADZ zone extends 4,000 feet from the end of the runway and is 1,500 feet wide. The accident risk level is considered to be high within the IADZ zones encompassing approximately ten percent of general aviation aircraft accidents.

¹ For additional information regarding the safety zones, see Appendix B.

Zone 3- Inner Turning Zone (ITZ). Encompasses locations where aircraft are typically turning from the base to final approach legs of the standard traffic pattern and are descending from traffic pattern altitude. The ITZ also includes the area where departing aircraft normally complete the transition from takeoff power and flap settings to a climb mode and have begun to turn to their en route heading. The accident risk level is considered to be moderate to high within the ITZ zones encompassing approximately seven percent of general aviation aircraft accidents. HAF has an established traffic pattern on northeast side of the airport. Therefore, ITZ zones have only been established on the northeast side of the airport.

Zone 4- Outer Approach/Departure Zone (OADZ). The OADZ is situated along the extended runway centerline beyond the IADZ zone measuring 1,000 feet wide and 3,000 feet long. Approaching aircraft are usually at less than traffic pattern altitude in the OADZ zone. The accident risk level is considered to be moderate within the OADZ zones encompassing approximately five percent of general aviation aircraft accidents.

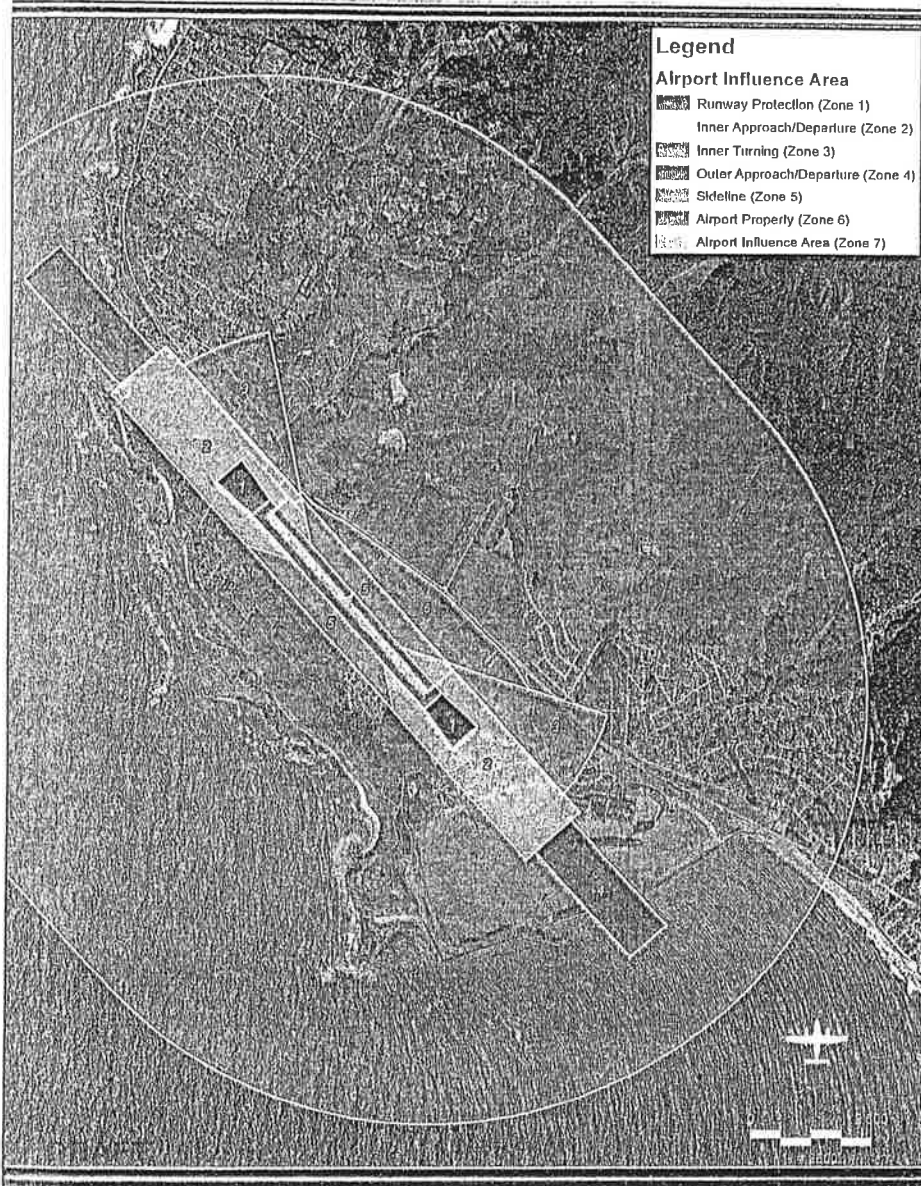
Zone 5- Sideline Safety Zone (SSZ). The SSZ encompasses the close-in area lateral to runways. The primary risk in SSZ is with aircraft losing directional control on takeoff. The accident risk level is considered low to moderate within the SSZ zone encompassing approximately five percent of general aviation aircraft accidents.

Zone 6- Airport Property Zone (APZ). The APZ is defined by the current airport property from the *2013 Half Moon Bay Airport Layout Plan Narrative Report*. There are two subzones within the APZ: (1) Airport Building Areas include terminal areas, fixed base operator buildings, hangars, tie-down areas, automobile parking areas, and areas planned for aviation uses; (2) Aircraft Activity Areas include runways, taxiways, and associated safety areas and setbacks per FAA regulations.

Zone 7- Airport Influence Area (AIA). The AIA zone includes all other portions of regular aircraft traffic patterns based upon the 14 CFR Part 77 conical surface from the 2013 HAF airport layout plan. The aircraft accident risk level is considered to be low within the AIA zone.

4.2.2.2 Safety Zone Criteria

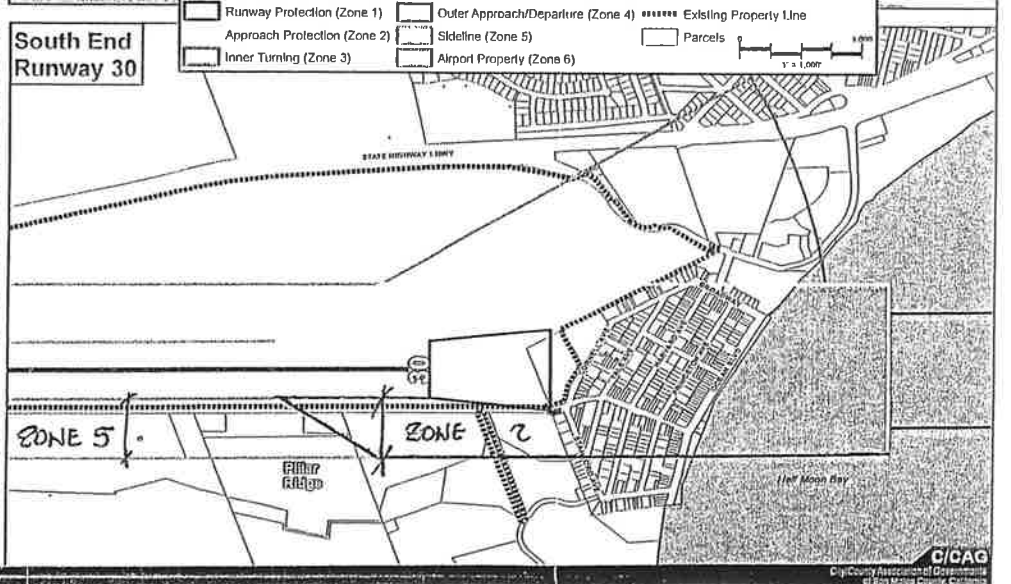
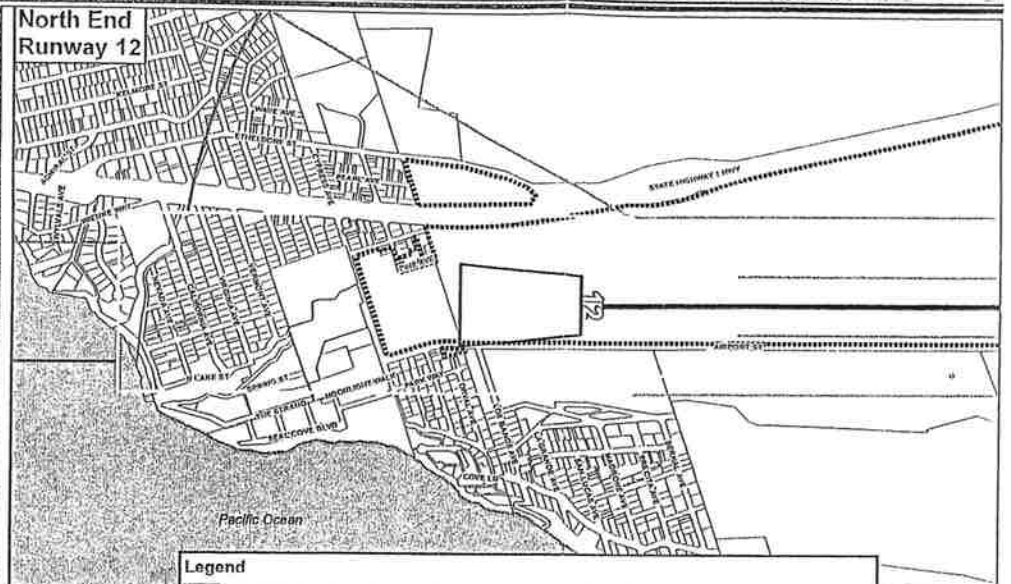
The safety zone land use compatibility standards in **Table 4B** restrict the development of land uses that could pose particular hazards to the public or to vulnerable populations in case of an aircraft accident. **Table 4B** also provides a breakdown of the intensity criteria for HAF compatibility zones and **Appendix D** provides the methodology for calculating land use intensity.



Legend

Airport Influence Area

- Runway Protection (Zone 1)
- Inner Approach/Departure (Zone 2)
- Inner Turning (Zone 3)
- Outer Approach/Departure (Zone 4)
- Sideline (Zone 5)
- Airport Property (Zone 6)
- Airport Influence Area (Zone 7)



Legend

- Runway Protection (Zone 1)
- Approach Protection (Zone 2)
- Inner Turning (Zone 3)
- Outer Approach/Departure (Zone 4)
- Sideline (Zone 5)
- Airport Property (Zone 6)
- Existing Property Line
- Parcels

Scale: 1" = 1,000'

C/CAO
City/County Association of Governments
of San Mateo County, California

Exhibit 4C
HALF MOON BAY
SAFETY ZONES

**TABLE 4B
Safety Criteria Matrix
Half Moon Bay Airport**

Zone	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Required Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
RPZ	None	None	All unused	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Natural gas & petroleum pipelines¹⁰ Dumps or landfills, other than those consisting entirely of earth & rock. Hazards to flight⁶ 	<ul style="list-style-type: none"> Airport disclosure notice required
IADZ	1 d.u. per 10 acres	60 persons per acre	30%	<ul style="list-style-type: none"> Residential, except for very low residential and infill in developed areas Hazardous uses (e.g., aboveground bulk fuel storage) Natural gas & petroleum pipelines¹⁰ Office buildings greater than 3 stories Labor-intensive industrial uses Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Schools Recreational uses, athletic fields, playgrounds, & riding stables Theaters, auditoriums, & stadiums Dumps or landfills, other than those consisting entirely of earth & rock. Waterways that create a bird hazard Hazards to flight⁶ 	<ul style="list-style-type: none"> Airport disclosure notice required Locate structures maximum distance from extended runway centerline Airspace review required for objects > 35 feet tall⁸
ITZ	1 d.u. per 2 acres	100 persons per acre	20%	<ul style="list-style-type: none"> Residential, except for low residential and infill in developed areas Hazardous uses (e.g., aboveground bulk fuel storage) Natural gas & petroleum pipelines¹⁰ Buildings with more than 3 aboveground habitable floors Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Schools Recreational uses, athletic fields, playgrounds, & riding stables Theaters, auditoriums, & stadiums Dumps or landfills, other than those consisting entirely of earth & rock. Waterways that create a bird hazard Hazards to flight⁶ 	<ul style="list-style-type: none"> Same as IADZ zone

TABLE 4B (Continued)
 Safety Criteria Matrix
 Half Moon Bay Airport

Zone	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Required Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
OADZ	1 d.u. per 2 acres	150 persons per acre	20%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs. with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses⁷ Hazards to flight⁶ 	<ul style="list-style-type: none"> Airport disclosure notice required Airspace review required for objects >70 feet tall⁹
SSZ	1 d.u. per 2 acres	100 persons per acre	30%	Same as IADZ zone	Same as IADZ zone
APZ	None	No Limit	No Requirement	<ul style="list-style-type: none"> Hazards to flight⁶ 	<ul style="list-style-type: none"> Airport disclosure notice required Airspace review required for objects >70 feet tall⁹
AIA	No Limit	300 persons per acre	10%	<ul style="list-style-type: none"> Hazards to flight⁶ Outdoor stadiums and similar uses with very high intensity uses 	<ul style="list-style-type: none"> Airport disclosure notice required Airspace review required for objects >100 feet tall⁹ New structures are prohibited on existing terrain that penetrates 14 CFR Part 77 surfaces¹¹ New structures require additional airspace analysis required within the 50-foot terrain penetration buffer¹²

Notes:

- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre (d.u./ac). Clustering of units is encouraged. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands.
- Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside. Multiplier bonus for Special Risk-Reduction Bldg. Design is 1.5 for IADZ Zone and 2.0 for ITZ, OADZ, SSZ, and AIA Zones. (Appropriate risk reduction measures are specified in the California Code of Regulations, Title 24, Part 2.)
- Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. Also see Sections 4.1.6 and 4.2.2.5 for policies on similar uses and special conditions.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law.
- Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited.
- Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- Objects up to 35 feet in height are permitted. However, the FAA may require Form 7460-1, marking, and lighting of certain objects.
- This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport (See examples 1, 2 & 3 on Exhibit 4C). Taller objects may be acceptable if determined not to be obstructions. Developers proposing structures that could penetrate 14 CFR Part 77 elevations must file Form 7460 with the FAA.
- Natural gas & petroleum pipelines less than 36 inches below the surface.

RPZ - Runway Protection Zone
 APZ - Airport Property

OADZ Outer Approach/Departure Zone
 ITZ - Inner Turning Zone

IADZ - Inner Approach/Departure Zone
 SSZ - Sideline Safety Zone
 AIA - Airport Influence Area

Airport Land Use Commission (C/CAG Board) by the sponsor of the proposed land use action.

Specific characteristics that may create hazards to aircraft in flight and which are incompatible include:

- (a) Sources of glare, such as highly reflective buildings or building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots making approaches to the Airport.
- (b) Distracting lights that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting.
- (c) Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.
- (d) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.
- (e) Land uses that, as a regular byproduct of their operations, produce thermal plumes with the potential to rise high enough and at sufficient velocities to interfere with the control of aircraft in flight. Upward velocities of 4.3 meters (14.1 feet) per second at altitudes above 200 feet above the ground shall be considered as potentially interfering with the control of aircraft in flight.
- (f) Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, *Waste Disposal Sites On or Near Airports*, FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, and any successor or replacement orders or advisory circulars. Exceptions to this policy are acceptable for wetlands or other environmental mitigation projects required by ordinance, statute, court order, or Record of Decision issued by a federal agency under the *National Environmental Policy Act*.

4.2.3.5 Overflight

Noise from individual operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the mapped noise contours. Sensitivity to aircraft overflights varies from one person to another. The purpose of overflight compatibility policies is to help notify people about the presence of overflights near airports so that they can make more informed decisions regarding acquisition or lease of property in the affected areas. Overflight compatibility is particularly important with regard to residential land uses.

California State statutes (Business and Professional Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353) require as part of residential real estate transactions that information be disclosed regarding whether the property is situated within an airport influence area.

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

June 14, 2013

The Honorable Al Muratsuchi
Member of the California State Assembly, 66th District.
State Capitol
Sacramento, CA 95814

SUBJECT: Support for Assembly Bill 66: Mandatory Utility Outage Reporting

Dear Assembly member Muratsuchi,

The City/County Association of Governments of San Mateo County (C/CAG) is composed of all 20 cities and the County in San Mateo County. On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write to express our support position of Assembly Bill 66.

C/CAG is concerned about the impact of power outages, electrical system failures and associated effects on residents and businesses from planned and unplanned outages.

The City supports AB 66's requirement that electric companies publish a quarterly report on reliability issues and problems on their websites. We support AB 66 because it would provide transparency and accountability for rate payers and:

- Allow the electrical providers, rate payers, and regulators to identify where the most frequent outages occur.
- Assist the utilities in focusing their maintenance funds in the areas where the outages are most frequent.
- Increase the effectiveness of the PUC and rate-making process by giving the public access to information on outages.

If there are any questions please contact Sandy Wong at (650) 599-1409. .

Regards,



Brandt Grotte, Board Chair
City/County Association of Governments of San Mateo County (C/CAG)

cc: The Honorable Jerry Hill, California State Senator for the 13th District

ITEM 9.2

