

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

### BOARD MEETING NOTICE

Meeting No. 282

- DATE:** Thursday, October 8, 2015
- 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>

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- 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 Update from County Office of Emergency Services (OES) on Super Bowl 50 local impact preparation.
  - 4.2 Presentation on “Strengthening Communities through Healthy Streets”. p. 1
- 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. 281 dated September 10, 2015  
ACTION p. 2
- 5.2 SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of Millbrae, Millbrae Station Area Specific Plan (Public Review Draft, June 2015).  
ACTION p. 8
- 5.3 San Carlos Airport Comprehensive Airport Land Use Plan Consistency Review – City of Belmont, Marriot Springhill Suites Hotel Project.  
ACTION p. 21
- 5.4 Review and approval of the Measure M Fiscal Year 2014-15 Annual Performance Report.  
ACTION p. 26
- 5.5 Receive copy of executed agreement(s) executed by the C/CAG Chair or Executive Director consistent with C/CAG Procurement Policy:
  - 5.5.1 Receive a copy of Amendment 1 to the agreement with Kimley Horn for design and procurement of an informational sign for the Laurel Elementary School project for a time extension to October 30, 2015.  
ACTION p. 34
  - 5.5.2 Receive a copy of Amendment No. 4 to the agreement with Jacobs Engineering Group for the 2015 Congestion Management Program monitoring project for a time extension to January 31, 2016.  
ACTION p. 37
- 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. 39
- 6.2 Review the Draft 2016 State Transportation Improvement Program (STIP) for San Mateo County.  
ACTION p. 44
- 6.3 Review and approval of Resolution 15-45 authorizing the filing of an application for \$9,399,000 in funding from the Regional Transportation Improvement Program (RTIP) for the US 101 High Occupancy Vehicle/ Express Lane Project from Santa Clara County Line to I-380. ACTION p. 47
- 6.4 Adoption of the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport and certification of the Initial Study and Negative Declaration.
  - 6.4.1 Approval of Resolution 15-46 adopting the Negative Declaration for the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport  
ACTION p. 52
  - 6.4.2 Approval of Resolution 15-47 adopting the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (Special Voting Procedures Apply)  
ACTION p. 58
- 6.5 Review and approval of the Draft 2015 Congestion Management Program (CMP) and Monitoring

- Report and authorize its release for distribution and comments. ACTION p. 64
- 6.6 Review the proposal of and approve the framework for the formation of a C/CAG committee to facilitate discussion on countrywide approaches to water related issues. ACTION p. 71
- 7.0 COMMITTEE REPORTS
- 7.1 Committee Reports (oral reports)
- 7.2 Chairperson's Report
- 7.3 Board members Report
- 8.0 EXECUTIVE DIRECTOR'S REPORT
- 9.0 COMMUNICATIONS - Information Only
- 9.1 Letter from Sheri Spediacci, City Clerk, City of Brisbane, to Sandy Wong, Executive Director of C/CAG, dated 9/11/15. RE: Response to 2014-2015 Grand Jury Report p. 73
- 9.2 Letter from Mary Ann Nihart, Chair, City/County Association of Governments of San Mateo County, to The Honorable Jerry Brown, Governor, State of California, dated 9/18/15. RE: SUPPORT for Assembly Bill 194 (Frazier) p. 74
- 9.3 Letter from Mary Ann Nihart, Chair, City/County Association of Governments of San Mateo County, to The Honorable Jerry Brown, Governor, State of California, dated 9/18/15. RE: SUPPORT for Senate Bill 705 (Hill) – Local Sales Tax Cap Exemption for Transportation Measures: San Mateo County p. 76
- 10.0 ADJOURN

Next scheduled meeting November 12, 2015

**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 Mima Guilles 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: Mima Guilles 650 599-1406*

#### MEETINGS

|                  |   |
|------------------|---|
| October 8, 2015  | C/CAG Board - SamTrans 2 <sup>nd</sup> Floor Auditorium – 6:30 p.m.                       |
| October 8, 2015  | Legislative Committee - SamTrans 2 <sup>nd</sup> Floor Auditorium – 5:30 p.m.             |
| October 15, 2015 | CMP Technical Advisory Committee - SamTrans, 2 <sup>nd</sup> Floor Auditorium - 1:15 p.m. |
| October 15, 2015 | Stormwater Committee - SamTrans, 2 <sup>nd</sup> Floor Auditorium - 2:30 p.m.             |
| October 15, 2015 | Administrators' Advisory Committee - 555 County Center, 5th Fl, Redwood City – 12:00p.m.  |
| October 26, 2015 | CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 p.m.                      |

**C/CAG AGENDA REPORT**

Date: October 8, 2015  
To: C/CAG Board of Directors  
From: Sandy Wong, Executive Director  
Subject: Receive a presentation on “Strengthening Communities Through Healthy Streets”  
  
(For further information or questions, contact Matthew Fabry at 650-599-1419)

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**RECOMMENDATION**

That the C/CAG Board receive a presentation on “Strengthening Communities Through Healthy Streets”.

**FISCAL IMPACT**

None

**SOURCE OF FUNDS**

NA

**BACKGROUND**

As an outgrowth of presentations to the Grand Boulevard Initiative safer street design for healthy communities, the San Mateo County Health System allocated resources to enable similar presentations to other councils, boards, or commissions, as well as provide technical assistance to develop some of the policy changes needed to implement safer street designs. Through this sponsorship, Jeffrey Tumlin of Nelson/Nygaard will present on strengthening communities through healthy streets.

**ATTACHMENTS**

None

# C/CAG

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### BOARD MEETING MINUTES

Meeting No. 281  
September 10, 2015

#### 1.0 CALL TO ORDER/ROLL CALL

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

Elizabeth Lewis – Atherton  
David Braunstein – Belmont (arrived 6:37 p.m.)  
Terry O’Connell – Brisbane  
Terry Nagel – Burlingame  
Joseph Silva – Colma  
David Canepa - Daly City  
Larry Moody – East Palo Alto (arrived 7:00 p.m.)  
Art Kiesel – Foster City  
Marina Fraser – Half Moon Bay (arrived 7:02 p.m.)  
Larry May – Hillsborough  
Kristein Keith – Menlo Park  
Mary Ann Nihart - Pacifica  
Maryann Moise Derwin - Portola Valley  
Alicia Aguirre - Redwood City  
Irene O’Connell – San Bruno  
Bob Grassilli – San Carlos  
Don Horsley – San Mateo County  
Karyly Matsumoto - South San Francisco (7:05 p.m.)  
Deborah Gordon - Woodside

Absent:

San Mateo  
Millbrae

Others:

Sandy Wong – Executive Director C/CAG  
Justin Mates – C/CAG Legal Counsel  
Jean Higaki – C/CAG Staff  
Matt Fabry – C/CAG Staff  
John Hoang – C/CAG Staff  
Mima Guilles – C/CAG Staff

Kim Springer, Susan Wright – San Mateo County Energy Watch  
Ellen Barton – County of San Mateo  
John Ford – Commute.org  
Josh Abrams – Baird + Driskell Community Planning  
Adam Kelly – Public  
Linda Koelling – Public  
Scott Hart – PG&E  
John Keener – Pacific City Council  
Leo Leon – Public  
Mike Ferreira – Public  
Chaya Gordon – Public  
Hal Bohner – Public  
Laurie Goldberg – Public  
Mary Keitelman – Public  
Mark Stechbarts – Public

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 Certificate of Appreciation to Onnolee Trapp for her dedicated service to C/CAG

4.2 Presentation on the joint work program of C/CAG and San Mateo County Department of Housing

The 21-Element project is jointly funded by C/CAG and San Mateo County Department of Housing to assist countywide collaboration on housing related issues. Josh Abram of Baird + Driskell Community Planning, a consultant retained by the 21-Element, made a presentation and update on the project and progress to-date.

4.3 Presentation on Commute.org Program Report & FY15-16 Work Plan

John Ford, Executive Director of Commute.org presented a program update as well as the FY 2015-16 Work Plan and new initiatives of the agency. to reduce the number of single occupancy vehicles traveling to, thru or from San Mateo County

5.0 CONSENT AGENDA

Chair Nihart announced paged 8 of the meeting packet, a part of the Minutes of the August 13, 2015 meeting, has been replaced as handed out by staff at each board member's seat.

Board Member Horsley MOVED approval of 5.1, 5.2, 5.3, 5.4, 5.5, 5.5.1, 5.6, 5.6.1, 5.6.2, 5.6.3, 5.6.4, Board Member Canepa SECONDED. **MOTION CARRIED 19-0**

- 5.1 Approval of the minutes of regular business meeting No. 280 dated August 13, 2015. APPROVED
- 5.2 Review and approve of the appointment of Linda Koelling to fill the vacant seat representing business communities on the Congestion Management & Environmental Quality (CMEQ) Committee. APPROVED
- 5.3 Confirm the appointment of Adina Levin to fill the vacant seat representing transportation communities on the Congestion Management & Environmental Quality (CMEQ) Committee. APPROVED
- 5.4 Review and approval of the appointment of Adam Kelly as an Aviation Representative to the Airport Land Use Committee. APPROVED
- 5.5 Receive copy of executed agreement(s) executed by the C/CAG Chair or Executive Director consistent with C/CAG Procurement Policy:
- 5.5.1 Receive a copy of the MOU between C/CAG and Strategic Energy Innovations for Climate Corp Bay Area Fellow Adrian Almaguer to support the San Mateo County Energy Watch Program, executed by the C/CAG Chair consistent with C/CAG Procurement Policy. INFORMATION
- 5.6 Review and approval of amendments to three on-call consultant service agreements for airport/land use consistency review to add an aggregate total amount of \$40,000 to be shared amongst three firms and to extend contract term to September 30, 2017:
- 5.6.1 Review and approval of Resolution 15-41 authorizing the C/CAG Executive Director to issue task orders in full compliance with the terms and conditions of on-call airport/land use consistency review service agreements APPROVED
- 5.6.2 Review and approval of Resolution 15-42 authorizing the C/CAG Chair to execute the first amendment to the agreement with Ricondo & Associates for airport/land use consistency review on-call consultant services to add an aggregate total of \$40,000 to a new total of \$100,000, to be shared amongst three consulting firms and to extend the contract term to September 30, 2017. APPROVED
- 5.6.3 Review and approval of Resolution 15-43 authorizing the C/CAG Chair to execute the first amendment to the agreement with Coffman Associates for airport/land use consistency review on-call consultant services to add an aggregate total of \$40,000 to a new total of \$100,000, to be shared amongst three consulting firms and to extend the contract term to September 30, 2017. APPROVED
- 5.6.4 Review and approval of Resolution 15-44 authorizing the C/CAG Chair to execute the first amendment to the agreement with ESA Airports for airport/land use consistency review on-call consultant services to add an aggregate total of \$40,000 to a new total of \$100,000, to be shared amongst three consulting firms and to extend the contract term to September 30, 2017. APPROVED

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).  
NO ACTION

Legislative Committee Chair Gordon provided an update from the Legislative Committee meeting. No major transportation funding bill will be passed this year. Two bills that are likely to move forward in the remaining year of the session are AB 194 (Frazier) and SB 705 (Hill). SB 705 provides a specific authorization for San Mateo County to seek a 0.5% sales tax measure for transportation. C/CAG sent a letter of support for this bill.

- 6.2 Receive an update on San Mateo County Energy Watch program efforts to reduce energy use, and Beacon Program Champion to support San Mateo County cities' recognition for climate action initiatives.  
INFORMATION

The presentation by Kim Springer and Susan Wright included the following updates:

SMC Energy Watch is on target to exceed its energy savings goals for the 2015 program cycle.

Promotion by cities and elected officials was critical to the success of the "Energy Watch Challenge" promoting SMC Energy Watch's turnkey lighting program to small businesses. The team will build on what was learned as they work on Phase 2, led by a new Climate Corps Bay Area fellow who started in September.

Institute for Local Government is about to announce the winners of the Beacon Award program. SME Energy Watch expects that the 12 jurisdictions that participated (with C/CAG's assistance) will be recognized for their climate action efforts on October 1 at the League of Cities conference.

- 6.3 Review and approval of Resolution 15-40 endorsing the list of projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2040 and authorize the Executive Director to modify the list based on final negotiation with the Metropolitan Transportation Commission (MTC).  
APPROVED

Public comments were received on the Pacifica Calera Parkway Project from eight individuals. One speaker was in favor of the project, while all other speakers were in opposition.

Board members desired to allow the time necessary for City Council to develop a local decision regarding the project.

Board Member Nagel MOVED approval of Item 6.3. Board Member Horsley SECONDED.  
**MOTION CARRIED UNANIMOUSLY 19-0**

- 6.4 Review and approval of no change to the C/CAG investment portfolio as recommended by the Finance Committee and accept the Quarterly Investment Report as of March 31, 2015 and June 30, 2015. APPROVED

Staff member Jean Higaki reported the Finance Committee met on May 20, 2015, but did not achieve a quorum. On August 27, 2015, the Committee met and recommended no change to the C/CAG investment portfolio.

Board Member O'Connell (San Bruno) MOVED approval of Item 6.4. Board Member Canepa SECONDED. **MOTION CARRIED UNANIMOUSLY 19-0**

- 6.5 Receive presentation on 2014-15 Countywide Water Pollution Prevention Program accomplishments and information on draft Municipal Regional Permit. INFORMATION

Staff member Matt Fabry provided a presentation on the Fiscal Year 2014-15 highlights for the Countywide Water Pollution Prevention Program in assisting C/CAG's member agencies in meeting municipal stormwater pollution prevention requirements. Fabry also summarized remaining challenges with the draft revised Municipal Regional Permit and encouraged Board member participation at the November 18, 2015 adoption hearing.

## 7.0 COMMITTEE REPORTS

7.1 Committee Reports (oral reports).

7.2 Chairperson's Report

7.3 Board Member Reports

## 8.0 EXECUTIVE DIRECTOR'S REPORT

Sandy Wong, C/CAG Executive Director, informed the Board there will be a meeting on September 15<sup>th</sup> regarding Highway 101 corridor congestion. The meeting will be chaired by Assemblyman Mullin, and will be participated by executive level staff from C/CAG, SMCTA, SamTrans, MTC, Caltrans, and the Bay Area Council. Vice Chair Aguirre mentioned she along with Supervisor Tissier (MTC Commissioner) will be working on obtaining local input regarding carpool lane/express lane solutions.

## 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 Mima Guilles at 650 599-1406 or [mguilles@smcgov.org](mailto:mguilles@smcgov.org) or download a copy from C/CAG's website – [www.ccag.ca.gov](http://www.ccag.ca.gov).

- 9.1 Letter from Mary Ann Nihart, C/CAG Chair, to Governor Jerry Brown, Senate President pro Tempore Kevin de Leon, dated 8/13/15. RE: SUPPORT for Coalition Framework to Increase Funding for Transportation in Special Session

- 9.2 Letter from Mary Ann Nihart, C/CAG Chair, to The Honorable Jim Beall, Chair, Senate Transportation and Infrastructure Development Committee, dated 8/13/15. RE: SUPPORT for SBX1 1 (Beall)
- 9.3 Letter from Mary Ann Nihart, C/CAG Chair, to The Honorable Jim Beall, Chair, Senate Transportation and Infrastructure Development Committee, dated 8/13/15. RE: SUPPORT for SBX1 8 (Hill)
- 9.4 Letter from Mary Ann Nihart, C/CAG Chair, to Senator Ricardo Lara, Chair, Senate Appropriations Committee, dated 8/13/15. RE: SUPPORT for Assembly Bill 516 (Mullin)
- 9.5 Letter from Mary Ann Nihart, C/CAG Chair, to Senator Ricardo Lara, Chair, Senate Appropriations Committee, dated 8/13/15. RE: SUPPORT for Assembly Bill 194 (Frazier)
- 9.6 Letter from Mary Ann Nihart, C/CAG Chair, to Assembly Member Jim Frazier, Chair, Assembly Transportation and Infrastructure Development Committee, dated 8/13/15. RE: SUPPORT for ABX1 7 (Nazarian)
- 9.7 Letter from Mary Ann Nihart, C/CAG Chair, to The Honorable Jerry Hill, California State Senator, dated 9/2/15. RE: SUPPORT for Senate Bill 705 (Hill) – Local Sales Tax Cap Exemption for Transportation Measures: San Mateo County
- 10.0 CLOSED SESSION (Significant exposure to litigation pursuant to subdivision (d)(2) of Government Code Section. 54956.9)
- 11.0 RECONVENE OPEN SESSION
- 11.1 Report on Closed Session  
No reportable action was taken.
- 12.0 ADJOURN  
Meeting adjourned 8:21 p.m.

## C/CAG AGENDA REPORT

Date: October 8, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of Millbrae, Millbrae Station Area Specific Plan (Public Review Draft, June 2015)

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

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### RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the City of Millbrae's Millbrae Station Area Specific Plan (MSASP) is conditionally consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

The following additions to the MSASP are required to enhance the clarity of the plan with regard to airport land use compatibility. The MSASP would become fully consistent once the adopted Final MSASP is provided to C/CAG with the following revisions incorporated.

- Provide a land use map for the specific plan area similar to MSASP Figure 5-1 that is overlaid with the SFO ALUCP noise compatibility contours.
- Add text to the land use regulations in MSASP Section 5.2 to specify that conference centers in Safety Compatibility Zone 2 shall not provide seating in excess of 300 people and that research and development facilities in Safety Compatibility Zone 2 shall not accommodate hazardous uses as defined by the SFO ALUCP, Policy SP-3 on pages IV-33 and IV-34.
- Describe the requirement for sponsors of projects in the airport environs to determine whether they must file Form 7460-1 *Notice of Proposed Construction or Alteration* with the Federal Aviation Administration (FAA), in accordance with ALUCP Policy AP-1.1 on page IV-55. The MSASP should also explain that project applicants who are required to submit a Form 7460-1 to the FAA must provide the local government permitting agency with a copy of the FAA's study findings with their applications for development approval, per ALUCP Policy AP-1.2 on page IV-55.
- Edit Figure 5-2 to clarify that the height limits depicted in the figure reflect height relative to ground level.
- Figure 5-2 should be revised to note that, in the area between California Drive and El Camino Real, south of Victoria Avenue and north of Millbrae Avenue, the maximum allowable building heights indicated on the map include all rooftop structures and appurtenances, including towers, antennas, air conditioners, elevator equipment enclosures, etc.
- The MSASP development standards should inform potential project sponsors that while the MSASP definition of building height may not, in all areas, include the height of additional

objects (towers, antennas, air conditioners, elevator equipment enclosures, etc.) extending above the main structure, these objects will be considered in airport land use compatibility airspace evaluations per Section 4.5.2 of the SFO ALUCP on page IV-34.

- In Section 8.3, provide text directing project sponsors to AC 150/5200-33B *Hazardous Wildlife Attractants on or Near Airports* for design measures to reduce the attractiveness of stormwater management features to wildlife, as cited in ALUCP Policy AP-4(f).
- On page 5.9, Figure 5-2, Height limits for the blocks in purple to be limited to 90'-100'
- On page 5.6, in the "Notes" section of the table, delete the 3<sup>rd</sup> and 4<sup>th</sup> sentences (beginning, "Within SFO Safety Compatibility Zones...") and replace with the following:

"Within SFO Safety Compatibility Zones 1,2 and 3, uses must comply with the ALUCP policies and criteria described in Policy SP-2, Safety Compatibility Land Use Criteria; Table IV-2, Safety Compatibility Criteria; and Policy SP-3, Hazardous Uses. (See pages IV-27 through IV-34 of the SFO ALUCP, November 2012.)"
- On page 5.7, Section 5.3, Height: Add the following language after the 2<sup>nd</sup> paragraph:

"Insert ALUCP sections 4.5.4 and 4.5.5"
- On page 5.7, Section 5.3, Height: Add the following language after the 2<sup>nd</sup> paragraph:

"SFO ALUCP describes critical airspace surfaces in terms of height above Mean Sea Level (MSL). In order to be consistent with the SFO ALUCP, specific development projects must adhere to the maximum allowable heights in the ALUCP, as stated in MSL. Developers of proposed projects must take into consideration the current grade of the site in relation to MSL in addition to the Above Ground Level (AGL) heights of proposed structures to determine compliance with the ALUCP height limits. "Height" is measured using the height above ground level, per the definition on page 5.7. In addition, structures must be compatible with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), which measures height based on Mean Sea Level (not based on the distance above ground level). The lower of the two standards shall apply."

## **BACKGROUND**

California Government Code Section 65302.3 states that a local agency General Plan and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). The City of Millbrae has referred the MSASP to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the SFO ALUCP. The MSASP is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b).

## **DISCUSSION**

The Airport Land Use Committee (ALUC) received a presentation on this item at the September 24, 2015 ALUC meeting. The ALUC recommended that the C/CAG Board determine that the MSASP be found consistent with the SFO ALUCP once the revisions provided in the recommendation above are incorporated into the MSASP.

## I. ALUCP Consistency Evaluation

Three sets of airport/land use compatibility policies in the SFO ALUCP relate to the MSASP: (a) noise compatibility policies and criteria, (b) safety policies and criteria, and (c) airspace protection policies. The following sections address each issue.

### (a) Noise Policy Consistency Analysis

The Community Noise Equivalent Level (CNEL) 65 dB aircraft noise contour defines the threshold for aircraft noise impacts established in the SFO ALUCP. The SFO ALUCP CNEL 65 dB contour is depicted on Attachment 1. The MSASP proposes public facilities zones, a retail commercial zone, and an office zone within the CNEL 65 dB noise contour.

The MSASP describes the public facilities zones as areas reserved for public utilities and public services. Specific uses mentioned include a storage yard and parking. The retail commercial service zone is an area intended to foster highway oriented retail development, and the office zone is intended to accommodate professional offices as a transition area between light industrial uses to the south and the mix of residential, commercial, and public land uses in the remainder of the MSASP area to the north.

The airport noise/land use compatibility standards of the current ALUCP relevant to the MSASP are provided below in Table 1.

**Table 1  
Aircraft Noise/Land Use Compatibility Standards for San Francisco International Airport Plan Area**

| LAND USES PROPOSED IN MSASP                        | COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) |          |          |                |
|--|---|----------|----------|----------------|
|  | BELOW 65 dB                             | 65-70 dB | 70-75 dB | 75 dB AND OVER |
| <b>Commercial</b>                                  |   |          |          |                |
| Offices, business and professional, general retail | Y                                       | Y        | Y        | Y              |
| <b>Industrial and Production</b>                   |   |          |          |                |
| Utilities  | Y                                       | Y        | Y        | Y              |

Notes:

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

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

Source: *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*, November 2012, p. IV-18

Prepared by: Ricondo & Associates, Inc. September 2015

As indicated in Table 1, all uses proposed by the MSASP which would be exposed to noise of CNEL 65 dB or higher would be compatible without restrictions. Therefore, the City of Millbrae's MSASP is consistent with the SFO ALUCP noise policies.

It is recommended that the MSASP document provide a land use map for the specific plan area that is overlaid with the SFO ALUCP noise compatibility contours, much the way MSASP Figure 5-1 depicts the specific plan land uses overlaid with the SFO ALUCP safety compatibility zones, so that the relationship of the proposed land uses to the noise exposure contours can be readily discerned.

### (b) Safety Policy Consistency Analysis

The SFO ALUCP includes five sets of safety zones and related land use compatibility policies and criteria. The MSASP area is intersected by the Runway Protection Zone (Safety Compatibility Zone 1), the Inner Approach/Departure Zone (Safety Compatibility Zone 2), and the Inner Turning Zone (Safety Compatibility Zone 3). Each of the safety compatibility zones has zone-specific safety

compatibility policies. The relationship of the MSASP-proposed land use zones with the SFO ALUCP safety compatibility zones is depicted in Attachment 2. The implications for the land uses proposed by the MSASP in each safety zone are described below.

### Safety Compatibility Zone 1

SFO Safety Compatibility Zone 1 intersects a MSASP public facilities zone and a portion of a transit-oriented development (TOD) zone. The compatibility policies associated with Safety Compatibility Zone 1 render any new structures incompatible (Policy SP-2 and Table IV-2, pages IV-27 – IV-32). Outdoor places of assembly, hazardous uses and critical public utilities are also incompatible in Safety Compatibility Zone 1.

Land uses that would be permitted and conditionally permitted according to the MSASP are listed in Table 5-1 of the MSASP. Note 1 of Table 5-1 indicates no new structures other than those serving specific aeronautical functions in compliance with FAA standards will be allowed in Safety Compatibility Zone 1. The notes in the table also reference the SFO ALUCP safety compatibility policies, stating that land uses within the safety compatibility zones are subject to the policies of the ALUCP and subject to ALUC review. The notes section of Table 5-1 will be revised by City of Millbrae staff to remove the reference to “subject to ALUC review”.

### Safety Compatibility Zone 2

SFO Safety Compatibility Zone 2 intersects the MSASP TOD zones, residential mixed use zones, a public facilities zone within a residential overlay zone, and portions of a retail commercial zone and an office zone. The compatibility policies applicable in Safety Compatibility Zone 2 prohibit children’s schools; child daycare centers serving 25 or more children, including employer sponsored childcare centers ancillary to a place of business; hospitals and nursing homes; hazardous uses; critical public utilities; theaters, meeting halls, and other places of assembly seating 300 or more people; and stadiums and arenas (Policy SP-2 and Table IV-2, pages IV-27 – IV-32).

None of the uses prohibited by the SFO ALUCP safety compatibility criteria would be specifically allowed by the MSASP land use regulations. Note 4 of MSASP Table 5-2 clarifies that employer sponsored childcare facilities ancillary to a place of business are not compatible within Safety Compatibility Zone 2 per the SFO ALUCP.

Conference centers would be permitted in the TOD, office, and retail commercial zones of the MSASP and would be conditionally permitted in the residential mixed use zone pending planning commission approval. While the MSASP notes that the Safety Compatibility Zone 2 prohibition on places of assembly seating more than 300 people applies to community centers, it should also explain that this prohibition would apply to conference centers as well. Also, research and development facilities would be permitted in office zones and conditionally permitted in TOD zones. Research and development facilities, as described in Section 5.4 of the MSASP,<sup>1</sup> could potentially include hazardous uses which are incompatible in Safety Compatibility Zone 2. The MSASP should clarify that, in Safety Compatibility Zone 2, hazardous uses are not permitted in association with research and development facilities.

### Safety Compatibility Zone 3

SFO Safety Compatibility Zone 3 intersects a MSASP public facilities zone and portions of retail commercial and office zones. Land uses prohibited by SFO ALUCP safety compatibility policies and

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<sup>1</sup> City of Millbrae, Millbrae Station Area Specific Plan Public Review Draft, June 24, 2015, P. 5.21.

criteria applicable in Safety Compatibility Zone 3 include children's schools, child daycare facilities serving 15 or more children, hospitals and nursing homes, stadiums and arenas, and biosafety level 3 and 4 facilities (Policy SP-2 and Table IV-2, pages IV-27 – IV-32).

While childcare services would be conditionally permitted by the MSASP in the TOD and office zone designations, the MSASP acknowledges the SFO ALUCP prohibition on large childcare centers in Safety Compatibility Zone 3. No other uses prohibited by the SFO ALUCP would be permitted in this area according to the MSASP.

### Conclusion

The MSASP presents no direct conflicts with the safety compatibility policies and criteria of the SFO ALUCP, and the MSASP explains that individual project sponsors' development proposals are subject to ALUC review.<sup>2</sup> The City of Millbrae staff will remove all references to the "subject to ALUC review" found in the MSASP. Therefore, the MSASP is consistent with the SFO ALUCP safety policies. The MSASP should be revised, however, to clearly note that conference centers seating more than 300 people are incompatible in Safety Compatibility Zone 2 as are research and development facilities handling any materials which could be considered hazardous per Policy SP-3 of the ALUCP.

### **(c) Airspace Protection Policy Consistency Analysis**

#### Federal Regulatory Requirements

The SFO ALUCP cites the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), "Safe, Efficient Use and Preservation of the Navigable Airspace," as amended, as an aid to establishing the airspace protection policies of the SFO ALUCP. The 14 CFR Part 77 regulations contain three key elements: (1) requirements for project sponsors to provide notice to the FAA of certain proposed construction or alteration of structures that may affect the navigable airspace (Subpart B), (2) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection (Subpart C), and (3) procedures for the conduct of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alterations of structures on the subject airspace (Subpart D).

Under Federal law, it is the responsibility of the project sponsor to comply with all notification requirements described in 14 CFR Part 77. The City should notify project sponsors of proposed projects at the earliest opportunity of their responsibility to determine whether they need to file Form 7460-1 *Notice of Proposed Construction or Alteration*, with the FAA. Subpart B of 14 CFR Part 77 provides guidance on determining when this form should be filed. The FAA has developed an online tool for project sponsors to use when determining whether they are required to file the *Notice of Proposed Construction or Alteration*. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

There is no direct mention in the MSASP of the federal requirement to file Form 7460-1 with the FAA. It would be advisable to clarify that sponsors of proposed development in the plan area may be required to submit a Form 7460-1 to be consistent with ALUCP Policy AP-1.1 on page IV-55. Furthermore, the MSASP should also note that sponsors of proposed development projects that are required to submit a Form 7460-1 to the FAA must provide the local government permitting agency

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<sup>2</sup> City of Millbrae, Millbrae Station Area Specific Plan Public Review Draft, June 24, 2015, P. 5.6.

with a copy of the FAA's study findings with their applications for development approval, per ALUCP Policy AP-1.2 on page IV-55.

### Maximum Height Limits in ALUCP

The SFO ALUCP requires new development to be constructed either not to exceed the heights depicted on the SFO critical aeronautical surfaces maps (Exhibits IV-17 and IV-18 of the ALUCP) or the maximum height determined by the FAA to not be a "hazard to air navigation" as determined through an aeronautical study, whichever is lower.<sup>3</sup> Any proposed structure exceeding these either of these heights would be incompatible with the SFO ALUCP.

The maximum building heights depicted in the MSASP Figure 5-2 (see Attachment 3), are listed in feet. However, Figure 5.2 of the MSASP does not specify whether the maximum heights represent feet relative to mean sea level or ground level. The critical aeronautical surfaces in the SFO ALUCP are mapped relative to distance above mean sea level (see Attachment 4), so airspace surface elevations reflect feet above mean sea level (AMSL). In Section 5.3 of the MSASP, building or structure height is defined as "the measurement of the greatest vertical distance above the exterior finished grade to the highest point of the building immediately above, exclusive of antennas, chimneys or roof equipment."<sup>4</sup> This definition indicates the maximum heights listed in Figure 5.2 are above ground level. To improve clarity, Figure 5.2 should be edited to note that building heights are expressed in feet above ground level.

A preliminary analysis of the allowable building heights established in the MSASP compared to what is allowed by the SFO ALUCP indicates there are some points in the specific plan area where proposed structures could penetrate critical aeronautical surfaces by up to several feet. The area of greatest concern is designated in the MSASP for maximum heights of 108 to 121 feet, between California Drive and El Camino Real, south of Victoria Avenue and north of Millbrae Avenue. In referring to Attachment 5, a map prepared by the SFO Planning Department which depicts the approximate height of the restricted airspace above the ground, it appears that the MSASP height limits for this area were established based the height of the restricted airspace above the existing ground elevation. Depending on the exact location on the site and any surface excavation, it appears that the maximum heights specified in the MSASP could be consistent with the ALUCP height limits, but only if objects such as antennas, chimneys and other rooftop structures were included in the consideration of the allowable MSASP building heights. Thus, the MSASP should be revised to note that in the subject area, the maximum allowable building heights include all rooftop structures and appurtenances, including towers, antennas, air conditioners, elevator equipment enclosures, etc.

An area of secondary concern is south of the BART Parking Structure, north of Adrian Road, west of Rollins Road and east of the railroad lines, where maximum building heights in the MSASP are set at 100 feet. According to Attachment 5, the restricted airspace is approximately 95 to 125 feet above this area. Depending on the specific location in the area and the height of rooftop structures, buildings in this area could be restricted to heights of less than 100 feet, based on detailed analysis of a specific project proposal.

Because the MSASP notes that building heights must be compatible with the SFO ALUCP, it cannot be considered inconsistent with the airspace protection policies. Nevertheless, the MSASP should be revised to note that antennas, chimneys, and other appurtenances must be included in the structure

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<sup>3</sup> San Mateo City/County Association of Governments, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, November 2012, Policy AP-3 Maximum Compatible Building Height, P. IV-59.

<sup>4</sup> City of Millbrae, Millbrae Station Area Specific Plan Public Review Draft, June 24, 2015, P. 5.7.

height when determining compatibility with airspace protection policies. Because critical aeronautical surfaces reflect distances above mean sea level, the height of the finished grade would also need to be added to the height of the building to determine if the structure would penetrate an airspace protection surface. It would be helpful if this information was described in the development standards section of the MSASP.

### Hazards to Flight

Regarding other potential hazards to flight incompatible with SFO ALUCP policies, the MSASP states development should incorporate green infrastructure such as “bioretention systems, swales, green roofs, and permeable pavers.”<sup>5</sup> While these site features would not necessarily be incompatible with the policies of the SFO ALUCP, their presence in the airport environs could attract wildlife hazardous to planes in flight. The MSASP cites stormwater management requirements mandated by the State of California in Provision C.3 of the Municipal Regional Permit,<sup>6</sup> and the SFO ALUCP does allow exceptions 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.”<sup>7</sup> Therefore the stormwater management requirements of the MSASP are not incompatible with the SFO ALUCP. However, it is advisable for the MSASP to reference Section 2.3(b) of Advisory Circular 150/5200-33B *Hazardous Wildlife Attractants on or Near Airports*<sup>8</sup> to inform project applicants of measures to deter hazardous wildlife when designing on-site stormwater management features.

## **II. Real Estate Disclosure**

This section is included to reinforce the concept that real estate disclosure exists per state law and it is part of the real estate transaction process. This would occur during a real estate transaction and is outside of the City of Millbrae’s responsibility.

California Public Utilities Code (PUC) Section 21670 (a and b) states the following:

- (a) The Legislature hereby finds and declares that:
  - (1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports...
  
- (b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an airport land use commission.

The California Business and Professional Code, Section 11010(b.13) (A and B) states the following:

- (A) The location of all existing airports, and of all proposed airports shown on the general plan of any city or county, located within two statute miles of the subdivision. If the property is located within an airport influence area, the following statement shall be included in the notice of intention:

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5 City of Millbrae, Millbrae Station Area Specific Plan Public Review Draft, June 24, 2015, P. 6.13.

6 City of Millbrae, Millbrae Station Area Specific Plan Public Review Draft, June 24, 2015, P. 8.7.

7 San Mateo City/County Association of Governments, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, November 2012, P. IV-60.

8 Federal Aviation Administration, AC 150/5200-33B *Hazardous Wildlife Attractants on or Near Airports*, August 28, 2007, Section 2.3(b).

**Notice of Airport in Vicinity:**

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

(B) For purposes of this section, an "airport influence area," also known as an "airport referral area," is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.

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

**ATTACHMENTS**

- Attachment 1 – Figure 4.10-1 SFO ALUCP 2014 Aircraft Noise Compatibility
- Attachment 2 – Figure 5-1 Planning and Overlay Zones
- Attachment 3 – Exhibit IV-17 – Critical Aeronautical Surfaces
- Attachment 4 – Figure 5-2 Height Limits
- Attachment 5 – Figure 1 Comparison of Existing Ground Elevation and Critical Air Surface Airport Land Use Compatibility Analysis San Francisco International Airport



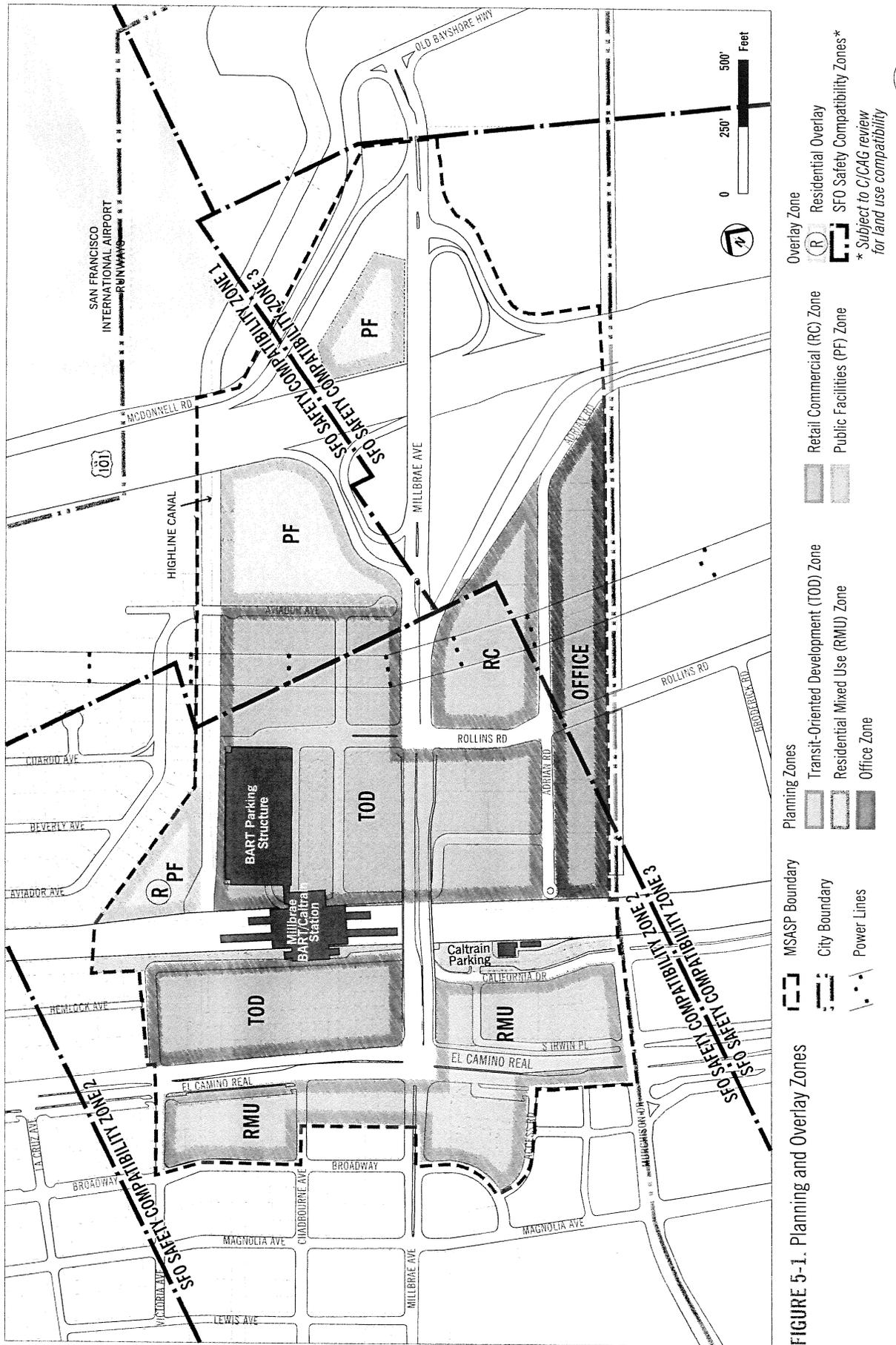
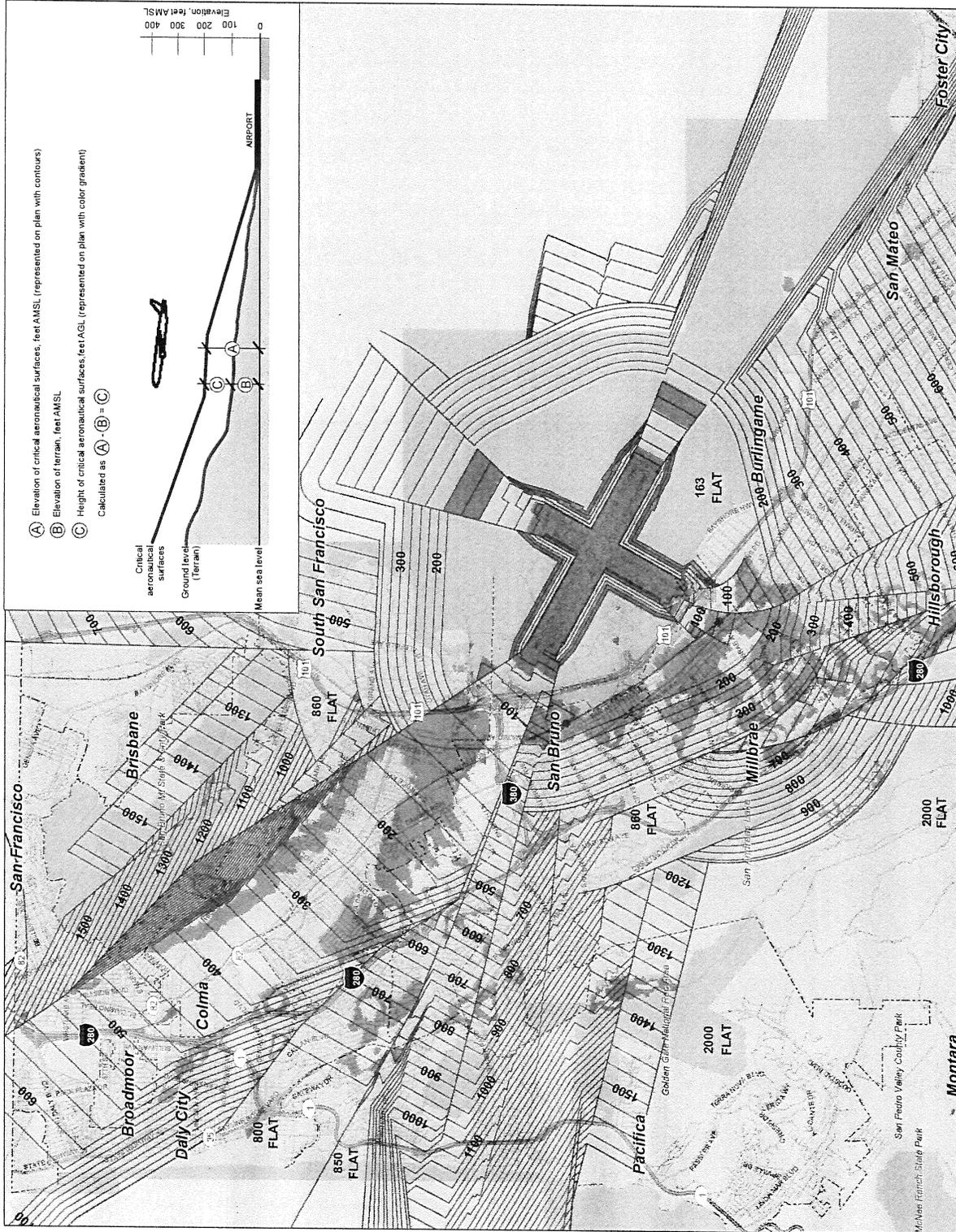
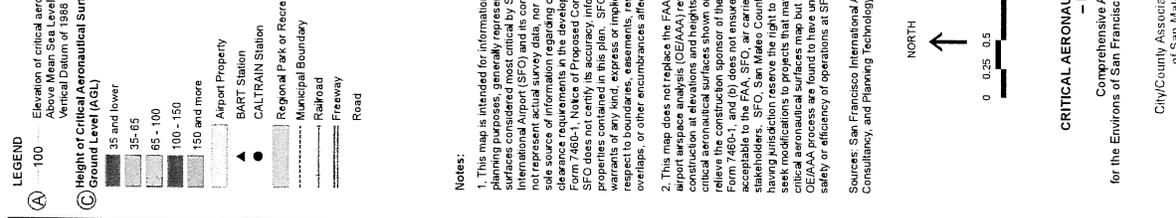


FIGURE 5-1. Planning and Overlay Zones

Attachment 3



Attachment 3



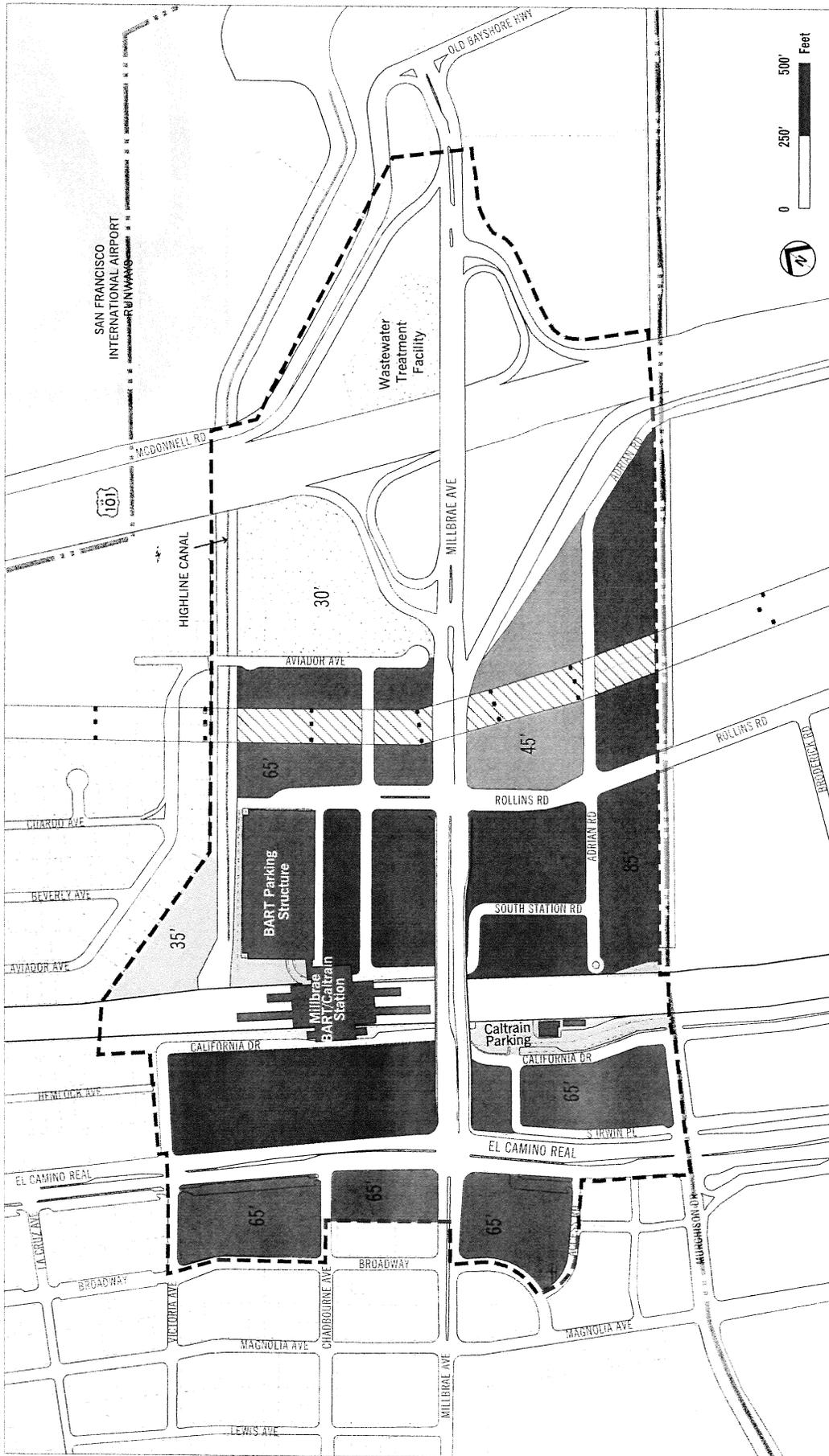
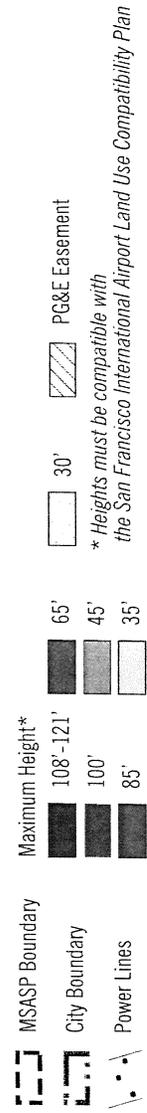


FIGURE 5-2. Height Limits



**DIFFERENCE BETWEEN EXISTING GROUND ELEVATION AND LOWEST CRITICAL AERONAUTICAL SURFACE**



**LEGEND**

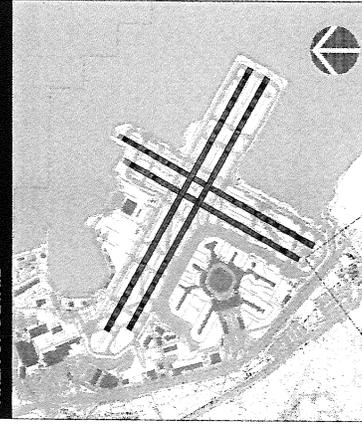
**Difference Contours**

- Every 5 feet
- Every 10 feet

**Millbrae Station Area Specific Plan**

- - - Specific Plan Boundary
- ▭ TOD#1 Site
- ▭ TOD#2 Site

**AREA OF DETAIL**



SOURCES: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community; FAA OE/AAA; Millbrae Station Area Specific Plan Update draft; SFO Bureau of Planning and Environmental Affairs, July 2015.

**FIGURE 1**  
 Comparison of Existing Ground Elevation and Critical Air Surface  
 Airport Land Use Compatibility Analysis  
 San Francisco International Airport

## C/CAG AGENDA REPORT

Date: October 8, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: San Carlos Airport Comprehensive Airport Land Use Plan Consistency Review – City of Belmont, Marriot Springhill Suites Hotel Project

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### RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the City of Belmont Marriot Springhill Suites Hotel Project is consistent with the applicable airport/land use policies and criteria contained in the 1996 *San Mateo County Comprehensive Airport Land Use Plan* for San Carlos Airport (SQL CLUP).

### FISCAL IMPACT

None

### SOURCE OF FUNDS

Funding for the consistency determinations is derived from the C/CAG general fund.

### BACKGROUND

The City of Belmont has referred the Marriot Springhill Suites Hotel Project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the SQL CLUP. The project is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b).

The project includes the construction of a four-story 169-room hotel on a 3.39-acre lot located at the southeast corner of the intersection of Shoreway Road and Cormorant Drive. The hotel will include meeting room space, a lounge and bar, a buffet area, an exercise room, an outdoor swimming pool, and an outside patio. A surface parking lot for 169 vehicles is proposed for the hotel. Primary vehicular access to the site would be provided via a driveway along Cormorant Road directly across from the access point to the Nikon Precision, Inc. property. A second entrance would be provided at the northeast corner of the site from an existing parking aisle.

### DISCUSSION

The Airport Land Use Committee (ALUC) received a presentation on this item at the September 24, 2015 ALUC meeting. The ALUC recommended that the C/CAG Board determine that the Marriot Springhill Suites Hotel Project be found consistent with the 1996 San Mateo County Comprehensive Airport Land Use *Plan* for San Carlos Airport (SQL CLUP).

There was much discussion about the project at the ALUC meeting as there were comments from the San Carlos Airport Manager and a member of the San Carlos Airport Pilots Association that expressed concern over the close proximity to the runway and the number of overflights that will occur. Additionally the new Aviation Representative on the ALUC was concerned about the height of the structure and proximity to the airport runway.

Based on the fact that the proposed project height of 70' above mean sea level is well below the horizontal surface established at 152' in the SQL CLUP, the ALUC committee recommended the determination that the project be found consistent with the SQL CLUP. However, the committee also desired to convey the concern of height of the proposed building to the City of Belmont. As a result, staff will convey that concern to the City of Belmont along with the C/CAG Board action at the October 8, 2015 meeting.

## **I. ALUCP Consistency Evaluation**

There are three airport/land use compatibility issues addressed in SQL CLUP that relate to the proposed Marriot Springhill Suites Hotel Project. These include: (a) consistency with noise compatibility policies, (b) safety criteria, and (c) airspace compatibility criteria. The following sections address each issue.

### **(a) Noise Policy Consistency Analysis**

The SQL CLUP uses the CNEL (Community Noise Equivalent Level) 55 dB noise contours for determining land use compatibility. The Marriot Springhill Suites Hotel Project is located inside of the CNEL 55 dB noise contour. However, the noise policies that apply to projects between the CNEL 55 dB and CNEL 60 dB noise contours do not apply to hotel/motel projects. Hotels/motels are considered compatible uses when located in noise contours that are less than CNEL 70 dB.

Based upon this analysis, the Marriot Springhill Suites Hotel Project is consistent with the SQL CLUP noise policies.

### **(b) Safety Criteria**

The California Airport Land Use Planning Handbook requires airport land use compatibility plans to include safety zones for each runway end. The SQL CLUP includes a safety zone (Approach Zone) and related land use compatibility policies and criteria. The safety zone configuration established for the SQL CLUP is located outside the municipal boundary of the City of Belmont. Therefore, the proposed Marriot Springhill Suites Hotel Project is consistent with the SQL CLUP safety policies.

### **(c) Height of Structures, Use of Airspace, and Airspace Compatibility**

The SQL CLUP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), "Objects Affecting Navigable Airspace," as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Carlos Airport. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of aeronautical studies, by

the FAA, to determine the potential effect(s), if any, of proposed construction or alterations of structures on the subject airspace.

The City of Belmont is located inside of the 14 CFR Part 77 horizontal and conical imaginary surface contours. The parcel for the Marriot Springhill Suites Hotel Project is located within the horizontal surface contour. The height for the imaginary surface established for the horizontal contour is at 152 above mean sea level. The project parcel is located at 9-11 feet above mean sea level. The building will be constructed at a maximum height of 59 feet and with the addition of 11 feet the project will be at 70 above mean sea level which is well below the established imaginary surface of 152 feet above mean sea level. The Marriot Springhill Suites Hotel Project is consistent with the airspace criteria as established in the adopted SQL CLUP.

Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. The city should notify project sponsors of proposed projects at the earliest opportunity to file form 7460-1 *Notice of Proposed Construction or Alteration*, if required, with the Federal Aviation Administration (FAA) to determine whether a project will constitute a hazard to air navigation. Subpart B of 14 CFR Part 77 provides guidance on determining when this form should be filed. The FAA has also developed an online tool for project sponsors to use when determining whether they are required to file the *Notice of Proposed Construction or Alteration*. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

#### **ATTACHMENTS**

- Attachment 1 – Marriot Springhill Suites Hotel Project Elevation
- Attachment 2 - San Carlos Airport Noise, Safety, and Airspace Protection Zones

**General Exterior Elevation Notes**

1. Colors indicated on this drawing are approximate and will vary depending on printer/monitor display source. Refer to **Colors and Materials Boards** for true representation of all proposed finishes.

2. All landscaping indicated on this drawing is diagrammatic and intended only to convey a sense of general landscaped area to actual Landscape Plan for all proposed landscaping.

**Material/Finish Legend**

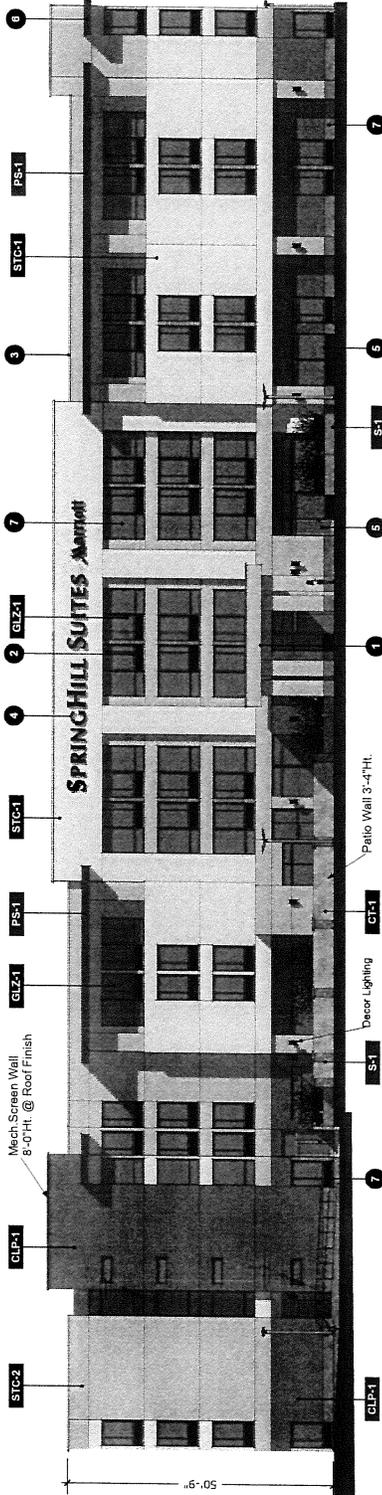
Refer to Colors and Materials Boards for true representation of all proposed finishes.

- STC-2** Painted Smooth Stucco
- STC-2** Painted Smooth Stucco
- S-1** Stone Base
- GLZ-1** Glazing (Vision Glass)
- PS-1** Painted Metal
- CLP-1** Cementitious Lap Siding System
- CT-1** Ceramic Tile

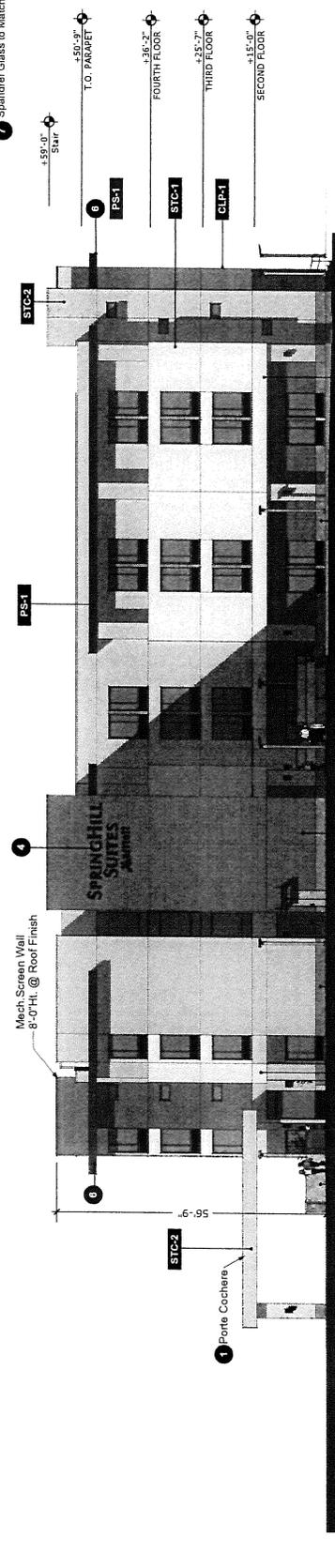
**Keynotes**

Note: Not all keynotes listed apply to this particular sheet.

- 1** Porte Cochere.
- 2** Packaged Terminal Air Conditioning (PTAC) unit integral to window system. Color and finish to match aluminum windows.
- 3** Aluminum Metal Coping.
- 4** Internally Illuminated Channel Letter Signage.
- 5** Aluminum Storefront System.
- 6** Metal Awning
- 7** Spandrel Glass to Match Vision Glass



**West Elevation**  
Scale: 3/32" = 1'-0"



**South Elevation**  
Scale: 3/32" = 1'-0"



|                                 |   |  |                    |      |
|---------------------------------|---|--|--------------------|------|
| <b>ARCHITECTURAL DIMENSIONS</b> | 300 Frank H. Owens Plaza, Suite 375<br>Oakland, CA 94612<br>TEL: 510.463.8396   FAX: 510.463.8396 | SPRINGHILL SUITES<br>BELMONT, California | JOB NO.<br>OT113   | DR-6 |
|                                 |   |  | DATE<br>08/03/2015 |      |



San Carlos Airport Noise, Safety, and Airspace Protection Zones

**C/CAG AGENDA REPORT**

Date: October 8, 2015  
To: City/County Association of Governments Board of Directors  
From: Sandy Wong, Executive Director  
Subject: Review and approval of the Measure M Fiscal Year 2014-15 Annual Performance Report

(For further information or response to questions, contact John Hoang at 650-363-4105)

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**RECOMMENDATION**

That the Board review and approve the Measure M Fiscal Year 2014-15 Annual Performance Report.

**FISCAL IMPACT**

Approximately \$6.7 million annually

**SOURCE OF FUNDS**

Measure M - \$10 Vehicle Registration Fee (VRF)

**BACKGROUND**

The C/CAG sponsored Measure M; approved by the voters of San Mateo County in 2010, impose an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County for transportation-related traffic congestion and water pollution mitigation programs. The revenue is estimated at \$6.7 million annually over a 25 year period. Per the Expenditure Plan, 50% of the net proceeds will be allocated to cities/County for local streets and roads and 50% will be used for countywide transportation programs such as transit operations, regional traffic congestion management, water pollution prevention, and safe routes to school.

A 5-Year Implementation Plan, approved by the C/CAG Board on March 10, 2011 and amended May 10, 2012, established the percentage breakdown and estimated revenue for the respective categories and programs as follows:

| <b>Category / Programs</b>   | <b>Allocation</b>  | <b>Annual Revenue<br/>(Million)</b> | <b>5-Year Revenue<br/>(Million)</b> |
|--|--------------------|-------------------------------------|-------------------------------------|
| ▪ Program Administration   | 5%                 | \$0.34                              | \$1.70                              |
| ▪ Local Streets and Roads  | 50% of net revenue | \$3.18                              | \$15.90                             |
| ▪ Transit Operations and/or Senior Transportation*   | 22%                | \$1.40                              | \$7.00                              |
| ▪ Intelligent Transportation System (ITS) and Smart Corridors*                                 | 10%                | \$0.64                              | \$3.18                              |
| ▪ Safe Routes to Schools (SR2S)*   | 6%                 | \$0.38                              | \$1.90                              |
| ▪ National Pollutant Discharge Elimination System (NPDES) and Municipal Regional Permit (MRP)* | 12%                | \$0.76                              | \$3.82                              |
| <b>Total</b>   |                    | <b>\$6.70</b>                       | <b>\$33.50</b>                      |

\* Countywide Transportation Programs (50% of net revenue)

The allocations for the Countywide Transportation Programs are derived based on anticipated needs and estimated implementation cost to fund each respective programs and projects, annually and over the 5-Year implementation period. It is the intent that the Countywide Transportation programs and projects will be evaluated at the end of five (5) to determine whether the initial funding level (allocations) was adequate or whether it requires adjustments based on the actual expenditures incurred during the previous year. Staff plans to bring the next 5-Year Implementation Plan (to be effective July 1, 2016) to the C/CAG Board early next year with proposals for redistributing unallocated funds from the current 5-Year Plan.

The Measure M Annual Performance Report for Fiscal Year 2014-15 is attached.

#### **ATTACHMENTS**

1. Measure M Fiscal Year 2014-15 Annual Performance Report (September 2015)

**MEASURE M - \$10 VEHICLE REGISTRATION FEE**  
**FISCAL YEAR 2014-15 ANNUAL PERFORMANCE REPORT**

September 2015

**REVENUE**

Collection of the \$10 Vehicle Registration Fee (VRF) commenced in May 2011. As part of the 5 Year Implementation Plan, the annual program budget is estimated at \$6.7 million with average monthly revenue of \$560,000. The actual revenue received during Fiscal Year 2014-15 is \$7.15 million with average monthly revenue of approximately \$596,000. The following table summarizes the actual revenue received by C/CAG as of September 1, 2015, and accrued interest income for each fiscal year to date. Interest is accumulated and is reallocated to the countywide programs in future years. The amount allocated to the various program categories is the total revenue received, excluding interest earned and after subtracting 5% from the top for program administration, as summarized below.

| REVENUE                           |    | Total to Date           | FY 2011-12 <sup>1</sup> | FY 2012-13             | FY 2013-14             | FY 2014-15             |
|-----------------------------------|----|-------------------------|-------------------------|------------------------|------------------------|------------------------|
| Total VRF Collected               |    | \$ 28,967,645.21        | \$7,981,295.73          | \$6,849,938.05         | \$ 6,981,049.88        | \$ 7,155,361.55        |
| DMV fees                          |    | \$ (69,556.25)          | \$ (59,062.75)          | (\$3,425.13)           | \$ (3,490.70)          | \$ (3,577.67)          |
| To C/CAG                          |    | \$ 28,898,088.96        | \$7,922,232.98          | \$6,846,512.92         | \$ 6,977,559.18        | \$ 7,151,783.88        |
| Interest <sup>2</sup>             |    | \$ 84,971.00            | \$ 24,342.00            | \$ 15,403.00           | \$ 45,226.00           | \$ 26,711.00           |
| <b>Total Revenue</b>              |    | <b>\$29,009,770.96</b>  | <b>\$7,946,574.98</b>   | <b>\$6,861,915.92</b>  | <b>\$7,022,785.18</b>  | <b>\$7,178,494.88</b>  |
| <b>ADMINISTRATION</b>             |    |                         |                         |                        |                        |                        |
| Program Administration            | 5% | \$ 1,444,904.45         | \$ 396,111.65           | \$ 342,325.65          | \$ 348,877.96          | \$ 357,589.19          |
| County Assessors Election Costs   |    | \$ (549,527.25)         | \$ (549,527.25)         |                        |                        |                        |
| <b>Net Available for Programs</b> |    | <b>\$ 26,903,657.26</b> | <b>\$ 6,976,594.08</b>  | <b>\$ 6,504,187.27</b> | <b>\$ 6,628,681.22</b> | <b>\$ 6,794,194.69</b> |

1. FY 2011-12 Revenue includes fees collected in May and June 2011
2. Interest not included in distribution

**ALLOCATION**

|  |     |                         |                        |                        |                        |                        |
|--|-----|-------------------------|------------------------|------------------------|------------------------|------------------------|
| Jurisdiction   | 50% | \$ 13,451,828.63        | \$ 3,488,297.04        | \$ 3,252,093.64        | \$ 3,314,340.61        | \$ 3,397,097.34        |
| <i>Local Streets and Roads (Traffic Congestion Management/Stormwater Pollution Prevention)</i> |     |                         |                        |                        |                        |                        |
| <b>Programs</b>  |     |                         |                        |                        |                        |                        |
| Transit Operations/Senior Programs   | 22% | \$ 5,918,804.60         | \$ 1,534,850.70        | \$ 1,430,921.20        | \$ 1,458,309.87        | \$ 1,494,722.83        |
| ITS / Smart Corridor   | 10% | \$ 2,690,365.73         | \$ 697,659.41          | \$ 650,418.73          | \$ 662,868.12          | \$ 679,419.47          |
| Safe Routes to School  | 6%  | \$ 1,614,219.44         | \$ 418,595.64          | \$ 390,251.24          | \$ 397,720.87          | \$ 407,651.68          |
| NPDES and MRP admin and projects   | 12% | \$ 3,228,438.87         | \$ 837,191.29          | \$ 780,502.47          | \$ 795,441.75          | \$ 815,303.36          |
| <b>Program Total</b>   |     | <b>\$ 26,903,657.26</b> | <b>\$ 6,976,594.08</b> | <b>\$ 6,504,187.27</b> | <b>\$ 6,628,681.22</b> | <b>\$ 6,794,194.69</b> |

**ALLOCATION AND EXPENDITURE**

**Program Administration**

Funds allocated under this category pays for program management and administration activities. For FY 2014-15, actual expenditures totaled \$167,406.81. Overall, out of \$1,444,904.45 reserved to date for administration, \$433,165.66 has been spent, which is approximately 30% of the available allocation (or 1.5% of the total revenue). Per the adopted Measure M 5-Year Implementation Plan, unexpended allocation for program administration will be reallocated to the countywide programs in future years, similar to the accumulated interest.

|                                |    | Revenue         | Expenditure     | Balance         |
|--------------------------------|----|-----------------|-----------------|-----------------|
| Administration (Excl Interest) | 5% | \$ 1,444,904.45 | \$ (433,165.66) | \$ 1,011,738.79 |

**Local Streets and Roads / Countywide Transportation Programs**

Net funds available to date for distribution, after subtracting five percent for program administration, and the actual expenditure for each program category is summarized in the table below.

| Program Distribution      | % Split | Revenue          | Expenditure        | Balance         |
|---------------------------|---------|------------------|--------------------|-----------------|
| Local Streets and Roads   | 50%     | \$ 13,451,828.63 | \$ (10,576,377.03) | \$ 2,875,451.60 |
| Transit Operations/Senior | 22%     | \$ 5,918,804.60  | \$ (5,310,365.19)  | \$ 608,439.41   |
| ITS / Smart Corridor      | 10%     | \$ 2,690,365.73  | \$ (700,000.00)    | \$ 1,990,365.73 |
| Safe Routes to School     | 6%      | \$ 1,614,219.44  | \$ (1,261,290.16)  | \$ 352,929.28   |
| NPDES and MRP             | 12%     | \$ 3,228,438.87  | \$ (2,880,559.01)  | \$ 347,879.86   |
| Total                     |         | \$26,903,657.26  | \$ (20,728,591.39) | \$ 6,175,065.87 |

**Local Streets and Roads**

Funds for local streets and roads are allocated to jurisdictions to reimburse expenditures related to traffic congestion management or stormwater pollution prevention related activities. Allocations are issued biennially for funds collected from July to December and from January to June of each fiscal year, after funds are collected for each six-month period. In March 2015, an allocation was issued in the amount of \$1,555,013.84 (funds collected from July 2014 to Dec 2014). The second allocation for FY 2014-15 in the amount of \$1,842,083.51 will be issued in September 2015. To date, C/CAG has allocated \$13.45 million with \$10.58 million claimed by the local jurisdictions. Approximately 61% of the total distribution has reimbursed jurisdictions for street resurfacing and congestion management related projects with 39% of the funds used to reimburse stormwater pollution prevention related activities such as street sweeping, storm drain inlet cleaning, and Municipal Regional Permit (MRP) compliance. The total allocations and reimbursements to date, FY 2011-12 through FY 2014-15, are as follows.

| Jurisdiction        | %      | Allocation       | Reimbursement   |                 |                  |
|---------------------|--------|------------------|-----------------|-----------------|------------------|
|                     |        |                  | Stormwater      | Traffic         | Total            |
| ATHERTON            | 2.36%  | \$ 317,010.90    | \$ -            | \$ 158,846.60   | \$ 158,846.60    |
| BELMONT             | 3.29%  | \$ 442,016.35    | \$ 90,600.98    | \$ 239,789.47   | \$ 330,390.45    |
| BRISBANE            | 2.36%  | \$ 317,010.90    | \$ 89,028.80    | \$ 133,821.85   | \$ 222,850.65    |
| BURLINGAME          | 3.95%  | \$ 531,173.06    | \$ 29,702.31    | \$ 367,329.39   | \$ 397,031.70    |
| COLMA               | 2.36%  | \$ 317,010.90    | \$ 41,241.04    | \$ 117,605.56   | \$ 158,846.60    |
| DALY CITY           | 9.62%  | \$ 1,293,400.11  | \$ -            | \$ 966,767.48   | \$ 966,767.48    |
| EAST PALO ALTO      | 3.06%  | \$ 411,878.87    | \$ -            | \$ 64,709.00    | \$ 64,709.00     |
| FOSTER CITY         | 3.12%  | \$ 419,413.24    | \$ 42,291.30    | \$ 319,687.80   | \$ 361,979.10    |
| HALF MOON BAY       | 2.36%  | \$ 317,010.90    | \$ -            | \$ 236,953.61   | \$ 236,953.61    |
| HILLSBOROUGH        | 2.81%  | \$ 377,974.21    | \$ 32,055.75    | \$ 294,158.95   | \$ 326,214.70    |
| MENLO PARK          | 4.50%  | \$ 604,835.67    | \$ 226,275.12   | \$ 280,816.58   | \$ 507,091.70    |
| MILLBRAE            | 2.74%  | \$ 367,928.38    | \$ 279,938.37   | \$ 37,606.18    | \$ 317,544.55    |
| PACIFICA            | 4.84%  | \$ 650,467.24    | \$ 313,522.01   | \$ 247,870.73   | \$ 561,392.74    |
| PORTOLA VALLEY      | 2.36%  | \$ 317,010.90    | \$ 93,316.53    | \$ 143,000.00   | \$ 236,316.53    |
| REDWOOD CITY        | 8.82%  | \$ 1,186,663.21  | \$ 759,945.20   | \$ 264,217.22   | \$ 1,024,162.42  |
| SAN BRUNO           | 4.76%  | \$ 640,421.41    | \$ 245,660.41   | \$ 307,062.17   | \$ 552,722.58    |
| SAN CARLOS          | 4.03%  | \$ 542,474.61    | \$ 165,119.48   | \$ 303,069.06   | \$ 468,188.54    |
| SAN MATEO           | 11.02% | \$ 1,481,759.35  | \$ 309,883.59   | \$ 968,964.73   | \$ 1,278,848.32  |
| SOUTH SAN FRANCISCO | 7.17%  | \$ 964,399.31    | \$ 213,555.94   | \$ 507,295.93   | \$ 720,851.87    |
| WOODSIDE            | 2.36%  | \$ 317,010.90    | \$ 41,186.62    | \$ 232,413.04   | \$ 273,599.66    |
| SAN MATEO COUNTY    | 12.15% | \$ 1,634,958.20  | \$ 1,154,204.70 | \$ 256,863.53   | \$ 1,411,068.23  |
| Total               | 100%   | \$ 13,451,828.63 | \$ 4,127,528.15 | \$ 6,448,848.88 | \$ 10,576,377.03 |

## Countywide Transportation Programs

### Transit Operations/Senior Mobility Programs

Funds for this category are currently used for paratransit (disabled and senior) service including Senior Mobility programs. C/CAG provides the San Mateo Transit District (SamTrans) \$1.4 million annually to partially fund the RediWheels and Senior Mobility programs. SamTrans' annual paratransit service budget for the FY 2014-15 is \$15.4 million. The programs are summarized as follows:

The Senior Mobility Program provides the following services:

- Community Transit – promote/coordinate community shuttles
- Community-Based Transportation – provide rides through a network of coordinated transportation providers and maximize existing vehicle resources
- Encouraging Use of Transit – provide through volunteer Mobility Ambassadors
- Information and Assistance – provide guides, mobility assessments and trip planning, and older driver safety programs
- Taxicab Services – promote acquisition of accessible taxi vehicles
- Walking – promote improvements to remove barriers to pedestrian activities by older adults

The RediWheels program is a fixed-route paratransit service for persons with disabilities who cannot independently use regular SamTrans bus service. The RediWheels service is provided on the bayside of the County (RediCoast on the coast side). SamTrans offers paratransit customers a financial incentive to use the

services by allowing ADA (American with Disabilities Act) certified customers and personal care attendants to ride all regular fixed-route SamTrans trip without paying a fare.

Performance measures to assess effectiveness of the RediWheels program regarding ridership and contractor are provided below.

| Shuttle Service                | FY 2011-12 | FY 2012-13 | FY 2013-14 | FY 2014-15           |
|--------------------------------|------------|------------|------------|----------------------|
| Revenue Hours                  | 12,284     | 12,986     | 13,387     | 14,615               |
| Ridership (one way trips)      | 22,094     | 22,453     | 23,053     | 24,317               |
| Individual Riding <sup>1</sup> | 1,963      | 2,012      | 2,062      | 2,170                |
| Cost Per Rider                 | \$46.22    | \$47.69    | \$52.15    | \$48.47 <sup>2</sup> |

| Contractor                               | FY 11-12 | FY 2012-13 | FY 2013-14 | FY 2014-15 |
|--|----------|------------|------------|------------|
| Productivity (Passengers/hr.) [Std. 1.7] | 1.7      | 1.73       | 1.72       | 1.66       |
| On Time Performance [90%]                | 88.7%    | 89.5%      | 90.5%      | 89%        |
| Complaints per thousand riders [2.5]     | 0.70     | 0.68       | 0.72       | 0.67       |
| Telephone hold time (minutes) [1.5]      | 0.9      | 1.0        | 1.5        | 1.2        |

<sup>1</sup> Number of enrolled individual RediWheels users who rode

<sup>2</sup> Does not include June 2015 data

### Intelligent Transportation System (ITS)/Smart Corridor

Funds are being accumulated under this program category to be used primarily for the San Mateo County Smart Corridor project construction and maintenance in addition to funding other countywide ITS projects. The Smart Corridor project deploys and integrates ITS elements, including communication network, signal system upgrade, signage and close circuit cameras along state routes (El Camino Real) and major local streets enabling Caltrans and local cities to implement strategies to manage recurring and non-recurring traffic congestion to reduce delays and improve mobility. The project is located from I-380 to the Santa Clara County line and includes local arterials connecting US 101 and SR 82 (El Camino Real).

A total of \$700,000 of Measure M has been spent towards design and construction of the Smart Corridor project to date (\$500,000 in FY 13-14 and \$200,000 in FY 14-15) with another \$200,000 budgeted for FY 15-16. An annual maintenance program will be developed for the Smart Corridor during this fiscal year.

For other ITS projects within the County, an assessment will be performed to prioritize needs for San Mateo County for the next year and beyond.

### Safe Routes to School (SRTS)

The San Mateo County SRTS Program is a countywide effort to promote activities that increase the number of students walking, biking and carpooling to schools as ways of promoting students' health and fitness, in addition to reducing traffic congestion around schools and improving air quality. The program focuses on non-infrastructure project outreach activities such as education, encouragement, and evaluation. C/CAG subcontracts to the San Mateo County Office of Education (COE) for the day-to-day management of the program, which commenced in July 2011. The SRTS Program is guided by two committees, the Policy Advisory Committee and Operations Committee.

The SRTS Program, funded by a combination of STP/CMAQ and matching funds from Measure M, is budgeted at approximately \$1 million annually with 25% reserved for administration and indirect costs and 75% of the funds provided to the schools in the form of grants. Through a competitive process, individual schools are eligible for up to \$10,000 with a maximum of \$100,000 per school district. Typical non-infrastructure projects include walking and bicycle audits and student education such as bike rodeos, safety assemblies, pedestrian safety, and development of educational videos. Schools are also implementing walking school buses, bike trains/carpools, and parking lot management. Encouragement events include Walk and Roll Wednesdays/Fresh Air Fridays, Bike to School Day, Walk to School Day, and various contests.

For FY 2014-15, \$600,000 was awarded to 133 schools funding over a thousand outreach and education activities and four (4) walkability/bikability audits. In addition to the non-infrastructure projects, 10 small capital infrastructure projects were also awarded funds for signage, safety measures within school parking lots, bike lockers/racks, and other improvements addressing bicyclist and pedestrian access to/from school as well as promoting safe driving practices. Through the first four years of the Program (FY 2011-12 through FY 2014-15), over \$2.5 million in grants have been awarded to schools. A summary of participants and types of activities provided are as follows:

| Participation      | Total       |
|--------------------|-------------|
| School Districts   | 18          |
| Individual Schools | 109         |
| Students           | Over 57,700 |

| Activities/Events          | Total |
|----------------------------|-------|
| Educational Bicycle Rodeos | 314   |
| Assemblies and Classes     | 1,609 |
| Encouragement Events       | 1,488 |
| Walk and Bike Audits       | 76    |
| Route Maps                 | 69    |

Student hand tallies and parent surveys conducted in Fall 2012, Fall 2013, and Fall 2014 indicated the following mode split:

|           | Family Car | Walk | Bike | Transit | Carpool |
|-----------|------------|------|------|---------|---------|
| Fall 2012 | 61%        | 24%  | 4%   | 2%      | 6%      |
| Fall 2013 | 52%        | 27%  | 6%   | 3%      | 7%      |
| Fall 2014 | 54%        | 27%  | 7%   | 4%      | 8%      |

C/CAG partnered with the San Mateo Foster City School District and City of San Mateo to facilitate and fund the design and construct of the Laurel Elementary School Sustainable Stormwater and Safe Routes to School Project. The project, which demonstrates an integrated approach of merging safe routes to school improvements and stormwater pollution prevention management, included construction of infrastructures within and around the school to improve access for children walking or bike to school as well as vehicle movements, at the same time incorporating elements for the capture and treatment of stormwater runoff from impervious areas such as streets and parking lots, increased landscaping and trees resulting in a more aesthetically pleasing environment. Design of the project commenced in December 2013 and construction was completed in April 2015. C/CAG contributed \$250,000 in SRTS funds towards the project cost of \$620,000.

National Pollutant Discharge Elimination System (NPDES)/Municipal Regional Permit (MRP)

Funds accumulating under this program category are designated for pollution mitigation programs and projects, as allowed under Measure M’s authorizing legislation, Government Code Section 65089.20. The C/CAG Board authorized unrestricted use of these funds for Municipal Regional Permit compliance activities in May 2012. As such, these funds are being directed toward countywide compliance activities through C/CAG’s Countywide Water Pollution Prevention Program, primarily for technical consultant costs for regulatory compliance support programs. Use of funds varies from year to year based on the level of technical support needed to meet each year of Municipal Regional Permit compliance. Measure M funds supplement other revenue to the Countywide Water Pollution Prevention Program and generally cover half of the Countywide Program’s consultant costs each year. Staff utilized \$1.3 million for programmatic support in Fiscal Year 2014-15, and budgeted a similar amount for Fiscal Year 2015-16.

| NPDES/MRP           | FY 2011-12 | FY 2012-13 | FY 2013-14 | FY 2014-15 | Totals  |
|---------------------|------------|------------|------------|------------|---------|
| Revenue (000s)      | \$837      | \$780      | \$795      | \$815      | \$3,228 |
| Expenditures (000s) | -          | \$908      | \$972      | \$1,001    | \$2,881 |

C/CAG’s typical use of Measure M funding over the past five years for consultant support in meeting Municipal Regional Permit requirements is detailed in the following table, showing the various categories of technical support for which funds were utilized:

| Area of Support/Permit Provision  | Typical % of Expenditures |
|---|---------------------------|
| Water quality monitoring  | 25                        |
| Mercury/PCBs controls   | 10                        |
| Trash load reduction  | 12                        |
| Public information and outreach   | 18                        |
| General education, trainings, and guidance, and regional involvement & coordination | 25                        |
| Annual reporting  | 10                        |
| Total   | 100                       |

Use of these funds for MRP compliance activities allows the local jurisdictions to use any portion of their annual allocations under the Local Streets and Roads portion of funding for MRP-related compliance activities.

**C/CAG AGENDA REPORT**

Date: October 8, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a copy of Amendment No. 1 to the agreement with Kimley Horn for design and procurement of an informational sign for the Laurel Elementary School project for a time extension to October 30, 2015

(For further information or response to questions, contact John Hoang at 363-4105)

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**RECOMMENDATION**

That the Board receives a copy of Amendment No. 1 to the agreement with Kimley Horn for design and procurement of an informational sign for the Laurel Elementary School project for a time extension to October 30, 2015.

**FISCAL IMPACT**

None. This amendment is for time extension only.

**SOURCE OF FUNDS**

N/a

**BACKGROUND**

C/CAG partnered with the San Mateo Foster City School District and City of San Mateo to facilitate and fund the design and construct the Laurel Elementary School Sustainable Stormwater and Safe Routes to School Project. The project demonstrates an integrated approach of merging safe routes to school improvements and stormwater pollution prevention management and included construction of infrastructures within and around the school to improve access for children walking or bike to school as well as vehicle movements, at the same time incorporating elements for the capture and treatment of stormwater runoff from impervious areas such as streets and parking lots, increased landscaping and trees resulting in a more aesthetically pleasing environment. The construction project was completed in April 2015.

On June 1, 2015, C/CAG entered into an agreement with Kimley-Horn to design and procure an informational sign to be installed at the Laurel Elementary School site. The sign inform and educate the students and community about key elements and benefits of the integrated safe routes and sustainable green treatment improvements implemented as part of the project. The original contract completion date was August 31, 2015. In September, it was determined that additional time was required to complete the work, therefore, C/CAG and Kimley Horn executed Amendment 1 to extend the agreement end date to October 30, 2015.

## ATTACHMENTS

1. Executed Amendment No. 1 to the Agreement with Kimley Horn for a time extension only for design and procurement of the informational sign for the Laurel Elementary School Project.

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

WHEREAS, the City/County Association of Governments for San Mateo County (hereinafter referred to as "C/CAG") and Kimley-Horn (hereinafter referred to as "Contractor") are parties to an Agreement dated June 1, 2015, for design and procurement of the information signage for the Laurel Elementary School Green Streets and Parking/Safe Routes to School Demonstration Project (the "Agreement"); and

WHEREAS, the Agreement indicated a completion date of August 31, 2015; and

WHEREAS, C/CAG and Contractor have determined that additional time is needed and estimate that the remaining work can be completed by October 30, 2015; and

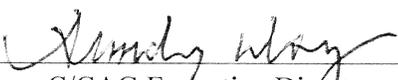
WHEREAS, C/CAG and Contractor desire to amend the Agreement as set forth herein.

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

1. The term of the Agreement, as provided in section 5 therein, shall be extended through October 30, 2015.
2. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.
3. This amendment shall take effect September 1, 2015.

City/County Association of Governments  
(C/CAG)

Kimley-Horn

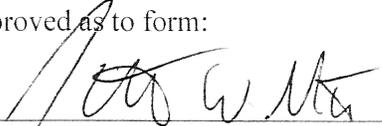
  
Sandy Wong, C/CAG Executive Director

  
By Brian Sowers  
Title: Vice President

Date: 9-10-15

Date: 09/09/15

Approved as to form:

  
Legal Counsel for C/CAG

**C/CAG AGENDA REPORT**

Date: October 8, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a copy of Amendment 4 to the agreement with Jacobs Engineering Group for the 2015 Congestion Management Program monitoring project for a time extension to January 31, 2016

(For further information or response to questions, contact John Hoang at 363-4105)

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**RECOMMENDATION**

That the Board receives a copy of Amendment No. 4 to the agreement with Jacobs Engineering Group for the 2015 Congestion Management Program monitoring project for a time extension to January 31, 2016.

**FISCAL IMPACT**

None. This amendment is for time extension only.

**SOURCE OF FUNDS**

N/a

**BACKGROUND**

As the Congestion Management Agency for San Mateo County, C/CAG is required to measure the roadway Level of Service (LOS) and conduct other activities as part of the San Mateo County Congestion Management Program (CMP) update process. The CMP roadway system that is monitored includes 16 intersections and 53 roadway segments. C/CAG is currently developing the 2015 CMP update. C/CAG typically contract out the work for conducting traffic counts and performing level of service calculations on the CMP intersections and roadway segments as well as monitoring travel time performances for the US 101 corridor for automobiles and transit.

Jacobs Engineering Group (Jacobs) was selected for the 2011 CMP monitoring effort and based on provision included in the original agreement; C/CAG exercised the option of renewing the contract for the 2013 CMP monitoring and the current 2015 CMP update effort. The contract had a termination date of September 30, 2015. It was determined that additional time was required to complete the work, therefore, C/CAG and Jacobs executed Amendment 4 to extend the agreement end date to January 31, 2016.

**ATTACHMENTS**

1. Executed Amendment No. 4 to the Agreement with Jacobs Engineering Group for a time extension only for completion of the 2015 Congestion Management Program monitoring service.

**AMENDMENT NO. 4 TO THE AGREEMENT  
BETWEEN  
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY  
AND  
JACOBS ENGINEERING GROUP INC.**

WHEREAS, the City/County Association of Governments for San Mateo County (hereinafter referred to as "C/CAG") and Jacobs Engineering Group Inc. (hereinafter referred to as "Contractor") are parties to an agreement originally dated March 10, 2011, for conducting the San Mateo County 2011 Congestion Management Program monitoring (the "Jacobs Contract"); and

WHEREAS, C/CAG amended the Jacobs Contract on February 26, 2013 and exercised the option to extend the Jacobs Contract for an additional 2-year cycle to include services for the 2013 Congestion Management Program; and

WHEREAS, the Jacobs Contract was amended June 12, 2014, to include services to perform an assessment of the 2013 INRIX Data with 2013 Level of Service (LOS) and Performance Measure Monitoring results in preparation for the 2015 Congestion Management Program monitoring; and

WHEREAS, C/CAG amended the Jacobs Contract on February 27, 2015 and exercised the option to extend the Jacobs Contract to include services for the 2015 Congestion Management Program ; and

WHEREAS, the Jacobs Contract currently terminates on September 30, 2015; and

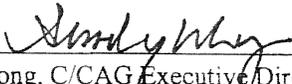
WHEREAS, C/CAG and Contractor have determined that additional time is needed and estimate that the remaining work can be completed by January 31, 2016; and

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

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

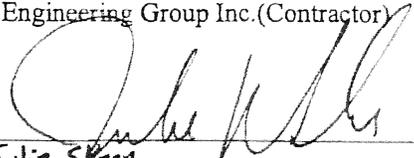
1. The term of the Agreement, as provided in section 5 therein, shall be extended through January 31, 2016.
2. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.
3. This amendment shall take effect October 1, 2015.

City/County Association of Governments  
(C/CAG)

  
Sandy Wong, C/CAG Executive Director

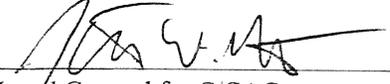
Date: 10-1-15

Jacobs Engineering Group Inc.(Contractor)

  
By Julie Skeen  
Title: Division Vice President

Date: 10/1/15

Approved as to form:

  
Legal Counsel for C/CAG

**C/CAG AGENDA REPORT**

Date: October 8, 2015

To: C/CAG 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)

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**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**

N/A

**BACKGROUND**

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

The Legislative session will adjourn for interim recess on September 11, 2015. Special sessions, called by the Governor, do not have a specified adjournment dates. At this time only two bills of interest to C/CAG appear to be moving forward this year.

The first is Senate Bill 705 (Hill), which would provide an opportunity for San Mateo County to seek up to a 0.5% sales tax measure for transportation. The second is AB 194 (Frazier) which would authorize a regional transportation agency to apply to the California Transportation Commission (CTC) instead of the legislature to operate a high-occupancy toll (HOT) lane.

**ATTACHMENTS**

1. October 2015 State Legislative Update from Shaw/ Yoder/ Antwih Inc.
2. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



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

**DATE:** September 28, 2015

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

**FROM:** Andrew Antwih and Matt Robinson, Shaw / Yoder / Antwih, Inc.

**RE:** STATE LEGISLATIVE UPDATE – October 2015

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***Legislative Update***

The Legislature recessed the first year of the two-year 2015-16 Legislative Session on September 11. In the final two weeks of the session the Legislature sent Governor Brown approximately 640 bills for consideration. The Governor has until October 11 to act on legislation sent to him in the final two weeks of the session. The Legislature will reconvene on January 4, 2016. We have provided a status update on several bills we have been tracking for the C/CAG Board under ***Bills of Interest***, below.

***Transportation Special Session***

On June 16, Governor Brown called on the Legislature to convene a special legislative session to address the state's transportation infrastructure needs, and proposed that the Legislature "enact pay-as-you-go, permanent and sustainable funding to: adequately and responsibly maintain and repair the state's transportation and critical infrastructure; improve the state's key trade corridors; and complement local infrastructure efforts." The Governor further proposed that the Legislature enact legislation necessary to: "...establish clear performance objectives measured by the percentage of pavement, bridges, and culverts in good conditions; and incorporate project development efficiencies to expedite project delivery or reduce project costs." The Legislature responded by convening Extraordinary Session 1 on June 19. Any significant legislative action related to transportation infrastructure funding is expected to take place in the special session.

After several informational and policy hearings, the special session on transportation failed to produce a comprehensive transportation funding plan for consideration by the Legislature and the Governor prior to adjourning on September 11. In the final days of the legislative session, Governor Brown announced a \$3.6 billion proposal that would fund state highways, goods movement, local streets & roads, public transit, and complete streets, as well as \$890 million in one-time funding from early loan repayments. The ongoing proposal would be paid for using a mix of fuel excise tax increases, increased vehicle registration fees, and Cap and Trade revenue.

Governor's Brown's proposal failed to gain any traction in the waning days of the session and it was ultimately decided that the Legislature would convene a conference committee to run parallel with the special session to explore new transportation funding, i.e. the special session will run past the September 11<sup>th</sup> adjournment of the regular session. The make-up of the conference committee was established on September 23 and will feature Senators Beall (D-San Jose & Co-Chair), Allen (D-Santa Monica), Leyva (D-Chino), Cannella (R-Ceres), and Gaines (R-El Dorado Hills), as well as Assembly Members Gomez (D-Los Angeles & Co-Chair), **Mullin (D-South San Francisco)**, Burke (D-Inglewood), Melendez (R-Lake Elsinore) and Obernolte (R-Big Bear Lake). Scheduled hearings have, as of this writing, yet to be announced.

### ***Cap and Trade***

As mentioned above, the Governor proposed to use some Cap and Trade funding for transit. However, the Legislature has yet to propose a spending plan for the majority of the remaining 40 percent of the Cap and Trade revenues that aren't subject to continuous appropriation. As part of his January Budget, the Governor proposed investments in clean transportation, sustainable forestry, clean energy, water efficiency, and waste diversion. The Air Resources Board conducted its first auction of the 2015-16 Fiscal Year on August 18, which yielded approximately \$650 million in revenues for the state. Using this as a base for estimating revenues for the fiscal year, there could be as much as \$2.6 billion in Cap and Trade revenues in 2015-16.

Under the rubric of the special session on transportation, various legislators and interest groups have put in calls for a share of Cap and Trade funds for transportation; for instance, some Republican legislators want funds for streets and roads projects, while some Democratic legislators want more Cap and Trade funds for public transit purposes. The Legislature and the Governor have agreed to tackle Cap and Trade funding when they return in January. We continue to advocate for a significant amount of these revenues going to transit.

### ***Special Session Bills***

#### **ABX1 1 (Alejo) Vehicle Weight Fees**

This bill would undo the statutory scheme that allows vehicles weight fees from being transferred to the general fund from the State Highway Account to pay debt-service on transportation bonds and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. **The Board is in SUPPORT of this bill.**

#### **SBX1 1 (Beall) Transportation Funding**

This bill, like the author's SB 16, would increase several taxes and fees, beginning in 2015, to address issues of deferred maintenance on state highways and local streets and roads. Specifically, this bill would increase both the gasoline and diesel excise taxes by 12 and 22 cents, respectively; increase the vehicle registration fee by \$35; create a new \$100 vehicle registration fee applicable to zero-emission motor vehicles; create a new \$35 road access charge on each vehicle; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$3-\$3.5 billion per year. **The Board is in SUPPORT of this bill.**

**ABX1 7 (Nezarian) and SBX1 8 (Hill) Cap and Trade Increase for Rail and Transit**

This bill would increase the amount of funding continuously appropriated to two Cap and Trade programs dedicated to transit - 20% of the annual proceeds to the Transit and Intercity Rail Capital Program and 10% of the annual proceeds to the Low Carbon Transit Operations Program. **The Board is in SUPPORT of these bills.**

***Regular Session Bills of Interest***

***(The Governor has signed or is waiting to act on bills listed in green. Bills listed in red will not be moved this year or have been vetoed.)***

**ACA 4 (Frazier) Lower-Voter Threshold for Transportation Taxes**

This bill would lower voter approval requirements from two-thirds to 55 percent for the imposition of special taxes used to provide funding for transportation purposes. **The Board is in SUPPORT of this bill.**

**AB 194 (Frazier) Managed Lanes**

This bill would authorize a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane. This bill further requires that a regional transportation agency “consult” with any local transportation authority (e.g. C/CAG) prior to applying for a HOT lane if any portion of the lane exists in the local transportation authority’s jurisdiction. This bill also specifically does not authorize the conversion of a mixed-flow lane into a HOT lane. **The Board is in SUPPORT of this bill.**

**AB 227 (Alejo) Vehicle Weight-Fees**

This bill would undo the statutory scheme that allows vehicles weight fees from being transferred to the general fund from the State Highway Account to pay debt-service on transportation bonds and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. **The Board is in SUPPORT of this bill.**

**AB 378 (Mullin) US 101 Congestion Relief**

This bill is a placeholder for legislation that will eventually target congestion relief on US 101. The author began meeting with stakeholder groups, including C/CAG, to discuss solutions to the US 101. This will be an ongoing effort and the bill may not move until next year.

**AB 464 (Mullin) Local Sales Tax Limit Increase (Vetoed on 8/17/15)**

This bill would increase, from 2 percent to 3 percent, the statewide cap on sales tax at the local level. Currently, the statewide sales tax may not exceed 9.5 percent when combined with any local sales tax. This would increase the overall limit to 10.5 percent. **The Board is in SUPPORT of this bill.**

**AB 516 (Mullin) Temporary License Plates**

This bill would, beginning January 1, 2017, require the Department of Motor Vehicles (DMV) to develop a temporary license plate to be displayed on vehicles sold in California and creates new fees and penalties associated with the processing and display of the temporary tag. **The Board is in SUPPORT of this bill.**

**AB 779 (Garcia) Congestion Management Programs**

This bill would delete the level of service standards as an element of a congestion management program in infill opportunity zones and revise and recast the requirements for other elements of a congestion management program.

**AB 1098 (Bloom) Congestion Management Plans**

This bill would delete the level of service standards as an element of a congestion management planning and revise and recast the requirements for other elements of a congestion management program by requiring performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share.

**AB 1362 (Gordon) Constitutional Stormwater Definition**

The Constitution requires a majority vote of impacted property owners vote or a two-thirds vote of all voters living within a designated area in order to impose a property-related fee. Exempt from these provisions are fees for sewer, water, and refuse collection services. Fees for these services follow a protest procedure wherein if a majority of property owners write in protest of the new fee, it shall not be imposed. To interpret the Constitution, statute defines certain terms. This bill would add a definition of "stormwater" in anticipation of a Constitutional Amendment to add it to the fees subject to protest process as opposed to seeking voter approval.

**SB 16 (Beall) Transportation Funding**

This bill would increase several taxes and fees for the next five years, beginning in 2015, to address issues of deferred maintenance on state highways and local streets and roads. Specifically, this bill would increase both the gasoline and diesel excise taxes by 10 and 12 cents, respectively; increase the vehicle registration fee; increase the vehicle license fee; redirect truck weight fees; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$3-\$3.5 billion per year. **The Board is in SUPPORT of this bill.**

**SB 321 (Beall) Stabilization of Gasoline Excise Tax**

The gas tax swap replaced the state sales tax on gasoline with an excise tax that was set at a level to capture the revenue that would have been produced by the sales tax. The excise tax is required to be adjusted annually by the BOE to ensure the excise tax and what would be produced by the sales tax remains revenue neutral. This bill would, for purposes of adjusting the state excise tax on gasoline, require the BOE to use a five-year average of the sales tax when calculating the adjustment to the excise tax. **The Board is in SUPPORT of this bill.**

**SB 705 (Hill) San Mateo County Sales Tax-Limit Increase**

This bill would authorize the County of San Mateo, for the purpose of submitting to the voters for approval an additional sales tax measure for transportation programs, to exceed the existing 2 percent limit placed on local jurisdictions enacting local sales tax measures. **The Board is in Support of this bill.**

**C/CAG AGENDA REPORT**

Date: October 8, 2015

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review the proposed Draft 2016 State Transportation Improvement Program (STIP) for San Mateo County.

(For further information or response to questions, contact Jean Higaki at 650-599-1462)

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**RECOMMENDATION**

That the C/CAG Board review the proposed Draft 2016 State Transportation Improvement Program (STIP) for San Mateo County,

**FISCAL IMPACT**

No direct impact to the C/CAG budget.

**SOURCE OF FUNDS**

The 2016 State Transportation Improvement Program (STIP) fund will come from State and Federal fund sources.

**BACKGROUND**

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 adopted by California Transportation Commission (CTC). On June 25, 2015, Caltrans presented the draft STIP Fund Estimates for the five-year STIP period (FY 2016/17 through FY 2020/21) to the CTC. The CTC adopted this estimate at their August 27, 2015 meeting.

There is no new funding in the 2016 STIP. Funds previously programmed for projects as adopted in the 2014 STIP are still committed; however the timing of those funds being available is not guaranteed. CTC may also reprogram projects currently programmed in the FY 15/16 into later years.

Due to a severe shortfall in STIP capacity, San Mateo County, along with all other counties statewide, will not be able to program any new funds in the 2016 STIP. There is no new programming capacity in the STIP however existing funds may be moved.

Staff collaborated with the San Mateo County Transportation Authority (SMCTA) and Caltrans staff and recommends the Proposed Draft 2016 STIP as attached. Below are some proposed highlights:

1. Construction support phase funds for the Willow Interchange have been moved from FY 17/18 to FY 16/17 to match the project schedule. Construction capital funds have been deleted as the project sponsor has requested Measure A funding from the SMCTA for construction capital.
2. Deleted funds from the Willow Interchange construction capital funds have been moved to support the US 101 High Occupancy Vehicle/ Express Lane Project from Santa Clara County Line to I-380. The C/CAG Board made a commitment, as part of the Measure A application, to direct STIP funds towards this project in June 2015.
3. Construction phase funds for the SR 1 Calera Parkway project have been moved from FY 16/17 to FY 17/18 due to project delays.
4. Funds for the SR 92/ US 101 interchange have been moved out a year.
5. Design phase and construction phase funds for the Countywide Intelligent Transportation Systems (ITS) project were moved out by one year to FY 17/18 and FY 18/19 respectively.

The proposed Draft 2016 STIP summary was presented to the Congestion Management Technical Advisory Committee (TAC) on September 17, 2015. The proposed Draft 2016 STIP summary was also presented to the Congestion Management & Environment Quality Program Committee (CMEQ) on September 28, 2015. Relative to the Calera Parkway project, five CMEQ members were for the project and four members were opposed.

At this time, it is requested that the C/CAG Board review the proposed draft of the STIP. A final proposal of the 2016 STIP will be presented for approval by the Board on November 12, 2015. Upon approval by the C/CAG Board, the Proposed 2016 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 as scheduled in December 2015, the proposal will be forwarded to the California Transportation Commission (CTC) for approval in March 2016. During the coming months, it is anticipated Bay Area-wide and statewide negotiations will take place regarding the exact amount of funds available for each county in each fiscal year.

#### **ATTACHMENTS**

1. Proposed Draft Summary of 2016 STIP for San Mateo County.

**SUMMARY of PROPOSED DRAFT 2016 STIP FOR SAN MATEO COUNTY**  
(\$1,000's)

| Lead Agency         | Rte   | PPNO    | Project   | Total         | (Info Only) Prior Year | (Info Only) 15-16 | 16-17  | 17-18         | 18-19           | 19-20  | 20-21 |
|---------------------|-------|---------|---|---------------|------------------------|-------------------|--------|---------------|-----------------|--------|-------|
| Burlingame          | 101   | 702A    | US 101/Broadway Interchange   | 23,218        | 23,218                 |                   |        |               |                 |        |       |
| Menlo Park          | 101   | 690A    | US 101/Willow interchange reconstruction  | 19,552        | 11,552                 |                   | 8,000  | 47,399        |                 |        |       |
| Pacifica            | 1     | 632C    | SR 1 Calera Parkway - Pacifica  | 6,900         |                        |                   | 6,900  | 6,900         |                 |        |       |
| 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/EI 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  | 3217<br>2,411 | 48,211<br>3,217 | 18,211 |       |
| SM C/CAG            | 101   | New     | US 101 High Occupancy/ Express Lane Project from Santa Clara County Line to I-380   | 9,399         |                        |                   | 3,000  | 6,399         |                 |        |       |
| SM C/CAG            | VAR   | 2140E   | Countywide ITS Project  | 4,298         |                        |                   | 800    | 3,498         | 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                  |                   |        |               |                 |        |       |
|                     |       |         | <b>SUBTOTAL - HIGHWAY (2016/17 thru 2020/21):</b>   | <b>57,436</b> |                        |                   | 16,000 | 16,510        | 6,715           | 18,211 | 0     |
| JPB                 |       | 2140J   | CalTrain San Bruno Ave Grade Separation (HSRCSA)  | 19,203        | 19,203                 |                   |        |               |                 |        |       |
| BART                |       | 1003J   | Daly City BART station improvement, elevator, lighting  | 900           | 900                    |                   |        |               |                 |        |       |
|                     |       |         | <b>SUBTOTAL - PTA ELIGIBLE (2016/17 thru 2020/21):</b>  | <b>0</b>      |                        |                   |        |               |                 |        |       |
| SM C/CAG            |       | 2140L   | TE-Reserve (County-Share)   | 1,964         | 1,964                  |                   |        |               |                 |        |       |
| South San Francisco |       | 2140C   | Grandfathered MTC TE - ECR Complete Streets   | 1,991         |                        |                   |        | 1,991         |                 |        |       |
| MTC                 |       | 2140    | Planning, programming, and monitoring (MTC)   | 214           |                        |                   | 69     | 71            | 74              | 0      | 0     |
| SM C/CAG            |       | 2140A   | Planning, programming, and monitoring (CMA)   | 1,138         |                        |                   | 462    | 338           | 338             | 0      | 0     |
|                     |       |         | <b>SUBTOTAL - TE and PLANNING (2016/17 thru 2020/21):</b>   | <b>3,343</b>  |                        |                   | 531    | 2,400         | 412             | 0      | 0     |
|                     |       |         | <b>Grand Total (2016/17 thru 2020/21):</b>  | <b>60,779</b> |                        |                   | 16,531 | 18,910        | 7,127           | 18,211 | 0     |

**C/CAG AGENDA REPORT**

Date: October 8, 2015

To: City/County Association of Governments Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 15-45 authorizing the filing of an application for \$9,399,000 in funding from the Regional Transportation Improvement Program (RTIP) for the US 101 High Occupancy Vehicle/ Express Lane Project from Santa Clara County Line to I-380.

(For further information or response to questions, contact Jean Higaki at 650-599-1462)

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**RECOMMENDATION**

That the C/CAG Board review and approve of Resolution 15-45 authorizing the filing of an application for \$9,399,000 in funding from the Regional Transportation Improvement Program (RTIP) for the US 101 High Occupancy Vehicle / Express Lane Project from Santa Clara County Line to I-380.

**FISCAL IMPACT**

No direct impact to the C/CAG budget.

**SOURCE OF FUNDS**

The 2016 State Transportation Improvement Program (STIP) fund will come from State and Federal fund sources.

**BACKGROUND**

Upon approval by the C/CAG Board, the 2016 STIP for San Mateo County will be forwarded to the Metropolitan Transportation Commission (MTC) for inclusion in the Bay Area regional STIP proposal.

Although, the US 101 High Occupancy Vehicle/ Express Lane Project has undergone feasibility studies and a project study report, it is considered a new project with regards to the STIP. At this time C/CAG has requested \$8.5 million from the San Mateo County Transportation Authority (SMCTA) for the environmental phase. As part of the environmental phase, alternatives are being analyzed to look at ways to accommodate a High Occupancy Vehicle (HOV) Lane or an Express Lane (Toll Lane) on US 101 between the Santa Clara County line and the I-380 interchange area.

The Metropolitan Transportation Commission (MTC) requires that every new STIP project must be accompanied with an adopted "Resolution of Local Support" in order to file an application for STIP funding, using the MTC prescribed template. Resolution 15-45 will fulfill that requirement.

**ATTACHMENTS**

1. Resolution 15-45

## **RESOLUTION 15-45**

### **RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE FILING OF AN APPLICATION FOR \$9,399,000 IN FUNDING FROM THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) FOR THE US 101 HIGH OCCUPANCY VEHICLE/ EXPRESS LANE PROJECT FROM SANTA CLARA COUNTY LINE TO I-380.**

**WHEREAS**, (the City/County Association of Governments) (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for (\$9,399,000) in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, Transportation Alternatives (TA) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the (US 101 High Occupancy Vehicle/ Express Lane Project from Santa Clara County Line to I-380) (herein referred to as PROJECT) for the (Regional Transportation Improvement Program (RTIP) (herein referred to as PROGRAM); and

**WHEREAS**, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

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

**WHEREAS**, pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

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

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

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

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

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

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

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

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

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

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

**NOW, THEREFORE, BE IT RESOLVED** that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under MAP-21 or continued funding; and be it further

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**RESOLVED** that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's federal TIP.

**PASSED, APPROVED, AND ADOPTED, THIS 8TH DAY OF OCTOBER 2015.**

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**Mary Ann Nihart, Chair**

## C/CAG AGENDA REPORT

Date: October 8, 2015  
 To: C/CAG Board of Directors  
 From: Sandy Wong, Executive Director  
 Subject: Approval of Resolution 15-46 adopting the Negative Declaration for the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport

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

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### RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 15-46 adopting the Negative Declaration for the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

### FISCAL IMPACT

Funding for the preparation of the proposed Negative Declaration and Initial Study for the ALUCP for the environs of San Carlos Airport has been included in the adopted C/CAG Budget.

### SOURCE OF FUNDS

The source of funds is the C/CAG general fund. C/CAG has received a grant for up to \$135,000 from the Caltrans Division of Aeronautics for both the Airport Land Use Compatibility Plan and associated environmental work on the Initial Study and proposed Negative Declaration. The County of San Mateo has also agreed to provide \$50,000 for this project.

### BACKGROUND

The purpose of an airport land use compatibility plan (ALUCP) is to protect the public from the adverse effects of airport noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and ensure that no structures or activities encroach upon or adversely affect the navigable airspace in the vicinity of the airport. Through appropriate policy implementation, the overall goal is to protect the public investment in the airport as a safe and viable element of the national air transportation system. Airport compatible land uses are generally defined as follows:

“Airport-compatible land uses are those uses that can coexist with a nearby airport without either constraining the safe and efficient operation of the airport or exposing people living or working nearby to unacceptable levels of noise or hazards. Compatibility concerns include any impact that adversely affects the livability of surrounding communities, as well as any community characteristic that can adversely affect the viability of an airport.”(source: American Planning Association Planning Advisory Service Report No. 562, *Planners and Planes: Airports and Land-Use Compatibility* November 2010.)

### DISCUSSION

The C/CAG Board is the Lead Agency for the preparation of the environmental documents related to the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport. The environmental review process includes the preparation of an Initial Study (IS) to determine the

appropriate level of environmental review (i.e. a negative declaration (ND) or a draft environmental impacts report (DEIR)) related to a proposed action (plan or project).

An Initial Study (IS) is a preliminary analysis prepared to determine if the project will have a significant effect(s) on the environment. It also contains information that supports a conclusion that the project will not have a significant effect(s) on the environment or that the potential impacts can be mitigated to a “less than significant” or “no impact” level. If there is no substantial evidence that the project may have a significant effect(s) on the environment, the Lead Agency shall prepare a proposed Negative Declaration (ND).

An Initial Study (IS) was prepared for this ALUCP. The IS document contains an Environmental Checklist for assessing potential environmental impacts of the proposed project (plan). A brief explanation is provided for all responses contained in the Checklist, including supportive documentation for those responses identified as “No Impact or “Less than Significant Impact.” As a result of a 2007 California Supreme Court decision (*Muzzy Ranch Co.*) the IS document also includes a displacement analysis to analyze the potential for future development within the Airport Influence Area (AIA) boundary to move elsewhere based on implementation of the ALUCP land use compatibility policies. The displacement analysis determined that implementation of the ALUCP update is not expected to result in displacement of future residential development. The displacement analysis revealed that there could be displacement of 447,891 square feet of retail space inside of Safety Zone 2 as a result of the implementation of the updated ALUCP for the Environs of San Carlos Airport. However, there is adequate land available outside of Safety Zone 2 to allow for this type of commercial development. Therefore this displacement would be considered a less than significant impact. Based on analysis undertaken to fill out the Checklist, the proposed ALUCP update is not expected to result in any potentially significant environmental impacts and no mitigation is necessary.

A Negative Declaration (ND) is a document prepared by the Lead Agency pursuant to the analysis in the Initial Study that states the proposed action will not have a significant effect(s) on the environment. A proposed Negative Declaration was prepared for the ALUCP for the Environs of San Carlos Airport as a result of the analysis in the Initial Study.

The proposed Negative Declaration and Initial Study for the ALUCP for the Environs of San Carlos Airport (state-mandated countywide plan) have been made available for public comment. Hard copies of the document were made available at the C/CAG office as well as the Redwood City, Foster City, Belmont and San Carlos libraries. The proposed Negative Declaration and Initial Study document was also made available through the C/CAG website ([www.ccag.ca.gov/](http://www.ccag.ca.gov/)) as well as the project website (<http://www.alucp-sancarlosairport.com/>). Staff published a legal notice on the availability of the document in the San Mateo County Times for the public hearings and published a second legal notice announcing the availability of the document for public review and comment which provided for a 30 day review period from August 17- September 15, 2015. The legal notice was also filed with the County clerk and posted to the project website.

Staff did not receive any comments on the proposed Negative Declaration and Initial Study during the public comment period.

A public hearing on the proposed Negative Declaration and Initial Study was held at the June 25, 2015 ALUC meeting and at the August 13, 2015 C/CAG Board of Directors meeting. Staff did not receive any comments from the public during the public hearing.

The C/CAG Airport Land Use Committee (ALUC) received a final presentation on the Initial Study and Negative Declaration for the ALUCP for the Environs of San Carlos Airport by the project consultant at the September 24, 2015 ALUC meeting. At the September 24<sup>th</sup> ALUC meeting the ALUC approved a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the Initial Study and Negative Declaration for the ALUCP for the Environs of San Carlos Airport.

#### **ATTACHMENTS**

- ALUCP Negative Declaration and Initial Study (available at <http://www.alucp-sancarlosairport.com/rpts.html>)
- Resolution 15-46

## RESOLUTION 15-46

### A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ADOPTING THE NEGATIVE DECLARATION FOR THE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN CARLOS AIRPORT

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

**WHEREAS**, the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG) has been designated as the Airport Land Use Commission for the public use airports in San Mateo County; and

**WHEREAS**, C/CAG, in its role as the Airport Land Use Commission, is required to prepare and adopt an airport land use compatibility plan (ALUCP) for each public use airport and the areas surrounding such airport within San Mateo County, to provide for the orderly growth of the airport and safeguard the general welfare of the public (Public Utilities Code §§21674(c) and 21675(a)); and

**WHEREAS**, ALUCPs are the fundamental tool used by airport land use commissions in fulfilling their purpose of promoting airport land use compatibility; and

**WHEREAS**, the Airport Land Use Commission is required to be guided by information in the *California Airport Land Use Planning Handbook*, State of California, Department of Transportation, Division of Aeronautics (*Caltrans Handbook*, latest edition published in October 2011) in preparing ALUCPs (Public Utilities Code §21674.7(a)); and

**WHEREAS**, in December 1996, C/CAG adopted the *San Mateo County Comprehensive Airport Land Use Plan* (CLUP) for Half Moon Bay Airport, San Carlos Airport, and San Francisco International Airport; and

**WHEREAS**, following extensive coordination among C/CAG staff, the C/CAG Airport Land Use Committee, local municipalities, and San Carlos Airport staff, C/CAG has prepared an ALUCP for the Environs of San Carlos Airport that is consistent with the overall objectives of the State Aeronautics Act and generally consistent with the guidance provided by the *Caltrans Handbook*; and

**WHEREAS**, the Initial Study prepared to evaluate the potential environmental impacts of the proposed ALUCP for the Environs of San Carlos Airport showed that there is no substantial evidence, in light of the whole record, that the proposed ALUCP may have a significant effect on the environment; and

**WHEREAS**, based on the Initial Study and consistent with the California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations Title 14 §§ 15000 *et seq.*), a proposed Negative Declaration was prepared to document the reasons in support of the finding that the proposed ALUCP would not have a significant effect on the

environment; and

**WHEREAS**, in accordance with CEQA and the CEQA Guidelines, C/CAG prepared a Notice of Intent (NOI) to Adopt a Negative Declaration for the ALUCP for the Environs of San Carlos Airport, which provided notice (i) of C/CAG's intent to adopt a Negative Declaration for the proposed ALUCP, (ii) that C/CAG would receive public comments for a 30-day period, beginning on August 17, 2015 and concluding on September 15, 2015, and (iii) of the locations where copies of the Initial Study and Negative Declaration were available for review, including C/CAG's website, C/CAG's office, the San Carlos Library, Redwood City Library, Belmont Library, and the Foster City Library; and

**WHEREAS**, in August, 2015, C/CAG mailed copies of the NOI to local agencies and the affected land use jurisdictions (*i.e.* City of San Carlos, City of Belmont, City of Foster City, City of Redwood City and Town of Atherton); and

**WHEREAS**, on June 17, 2015, C/CAG published a copy of the NOI in the San Mateo County Times; and

**WHEREAS**, C/CAG provided an opportunity for public comment on the proposed Initial Study and Negative Declaration for the ALUCP for the Environs of San Carlos Airport for 30 days, beginning on August 17, 2015 and concluding on September 15, 2015; and

**WHEREAS**, on August 21, 2015, C/CAG published a copy of the NOI in the San Mateo County Times; and

**WHEREAS**, C/CAG held duly noticed public hearings on June 25, 2015 and August 13, 2015 to receive and consider public testimony with respect to the proposed ALUCP for the Environs of San Carlos Airport and the completeness and adequacy of the Initial Study and proposed Negative Declaration for the proposed ALUCP; and

**WHEREAS**, C/CAG has reviewed the CEQA documentation for the ALUCP for the Environs of San Carlos Airport, and, using its independent judgment and analysis, has determined that, on the basis of the whole record before it, there is no substantial evidence that the proposed ALUCP may have a significant impact on the environment.

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors that the Board, acting as the Airport Land Use Commission for San Mateo County, finds that:

(i) The Initial Study and Negative Declaration have been prepared and completed in compliance with CEQA; and

(ii) On the basis of the whole record before it, that there is no substantial evidence that the ALUCP for the Environs of San Carlos Airport may have a significant effect on the environment; and

(iii) No substantial evidence has been presented which would call into question the facts and conclusions in the Initial Study and Negative Declaration or require that the Initial Study and/or Negative Declaration be reexamined; and

(iv) Significant new information has not been added to the Initial Study and Negative Declaration since circulation of the draft Initial Study and Negative Declaration such that recirculation for additional public review is necessary; and

(v) The Negative Declaration reflects C/CAG's independent review, judgment and analysis; and

(vi) The Negative Declaration serves as adequate, complete and appropriate environmental documentation for the ALUCP for the Environs of San Carlos Airport; and

**BE IT FURTHER RESOLVED** that this Board, acting as the Airport Land Use Commission for San Mateo County, adopts the Negative Declaration for the ALUCP for the Environs of San Carlos Airport, as described in this Resolution and in the companion Resolution for ALUCP adoption (Resolution No. 15-47), and further directs prompt filing of a Notice of Determination for the ALUCP for the Environs of San Carlos Airport; and

**BE IT FURTHER RESOLVED** that this Board action is not a "development" as defined by the California Coastal Act, Public Resources Code § 30106.

**PASSED, APPROVED, AND ADOPTED BY THE BOARD OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) ACTING IN ITS CAPACITY AS THE AIRPORT LAND USE COMMISSION FOR SAN MATEO COUNTY, THIS 8TH DAY OF OCTOBER 2015.**

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**Mary Ann Nihart, Chair**

Approved as to form:

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**C/CAG Legal Counsel**

## C/CAG AGENDA REPORT

Date: October 8, 2015  
 To: C/CAG Board of Directors  
 From: Sandy Wong, Executive Director  
 Subject: Approval of Resolution 15-47 adopting the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (Special Voting Procedures Apply)

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

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### RECOMMENDATION

That the C/CAG Board of Directors review and approve resolution 15-47 adopting the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

### FISCAL IMPACT

Funding for the preparation of the ALUCP for the Environs of San Carlos Airport has been included in the adopted C/CAG Budget.

### SOURCE OF FUNDS

The source of funds is the C/CAG general fund. C/CAG has received a grant for up to \$135,000 from the Caltrans Division of Aeronautics for both the Airport Land Use Compatibility Plan and associated environmental work on the Initial Study and proposed Negative Declaration. The County of San Mateo has also agreed to provide \$50,000 for this project.

### BACKGROUND

The purpose of an airport land use compatibility plan (ALUCP) is to protect the public from the adverse effects of airport noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and ensure that no structures or activities encroach upon or adversely affect the navigable airspace in the vicinity of the airport. Through appropriate policy implementation, the overall goal is to protect the public investment in the airport as a safe and viable element of the national air transportation system. Airport compatible land uses are generally defined as follows:

“Airport-compatible land uses are those uses that can coexist with a nearby airport without either constraining the safe and efficient operation of the airport or exposing people living or working nearby to unacceptable levels of noise or hazards. Compatibility concerns include any impact that adversely affects the livability of surrounding communities, as well as any community characteristic that can adversely affect the viability of an airport.”(source: American Planning Association Planning Advisory Service Report No. 562, *Planners and Planes: Airports and Land-Use Compatibility* November 2010.)

### DISCUSSION

The Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport (state-mandated countywide plan) has been made available for public comment. Hard copies of the

document were made available at the C/CAG office as well as the Redwood City, Foster City, Belmont and San Carlos libraries. The Draft Final document was also made available through the C/CAG website ([www.ccag.ca.gov/](http://www.ccag.ca.gov/)) as well as the project website (<http://www.alucp-sancarlosairport.com/>). Staff published a legal notice on the availability of the document in the San Mateo County Times twice and posted it on the project website. The legal notice announced the availability of the document for public review and comment and provided for a 30 day review period from August 17- September 15, 2015.

A public hearing was held at the June 25, 2015 ALUC meeting and the August 13, 2015 C/CAG Board of Directors meeting.

The ALUCP promotes airport compatible land use planning within a defined airport influence area (AIA) via policy implementation to address aircraft noise impacts, runway end safety criteria (i.e. density and intensity of land uses), and height of structures/airspace protection. The size, character, and design of the airport influences the scope and applicability of the airport land use compatibility criteria.

The Draft Final ALUCP for the Environs of San Carlos Airport was prepared with reference to and is consistent with the guidance provided by the Caltrans Division of Aeronautics in the 2011 version of the *California Airport Land Use Planning Handbook* per PUC Sections 21674.5 and 21674.7 and other relevant state and federal statutes and regulations. The document consists of four chapters and several appendices. Chapter One includes an overview and outlines the ALUCP purpose and scope. The remaining three chapters provide the following information: all applicable land use policies and plans in the San Carlos environs, baseline information about San Carlos Airport, including an overview of the airport and its operations, and policies and criteria to address aircraft noise, runway end safety zones, and height of structures/airspace protection. Several appendices are included in the draft document to supplement the analysis presented in the ALUCP and provide implementation materials for use by C/CAG staff and local planning agencies to achieve the land use compatibility goals of the ALUCP.

State law requires an airport land use commission to base an ALUCP on an airport master plan or the most current FAA-approved Airport Layout Plan (ALP) for the subject airport. The Draft Final ALUCP is based on the 2010 ALP for San Carlos Airport that was prepared for the County of San Mateo Department of Public Works Airport Division.

The Draft Final ALUCP was reviewed by the Project Advisory Team, the Airport Land Use Committee (ALUC) and the C/CAG Board of Directors prior to the release of the Draft Final for the public comment period. Revisions based on comments received prior to the comment period were incorporated into the Draft Final version released to the public for the public comment period from August 17<sup>th</sup> - September 15<sup>th</sup>. During the public comment period one letter was received. Responses to comments received are detailed in the Public Outreach Summary included as an attachment to this report.

In accordance with the C/CAG Bylaws, the ALUCP for the Environs of San Carlos Airport was introduced to the Board at the August 13, 2015 Board of Directors meeting.

The C/CAG Airport Land Use Committee (ALUC) received a final presentation on the ALUCP for the Environs of San Carlos Airport by the project consultant at the September 24, 2015 ALUC meeting. At the September 24<sup>th</sup> ALUC meeting the ALUC approved a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the ALUCP for the Environs of San Carlos Airport.

## ATTACHMENTS

- Public Outreach Summary (available at <http://www.alucp-sancarlosairport.com/rpts.html>)
- Final ALUCP for the Environs of San Carlos Airport (available at <http://www.alucp-sancarlosairport.com/rpts.html>)
- Resolution 15-47

## RESOLUTION 15-47

### A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) ADOPTING THE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN CARLOS AIRPORT

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

**WHEREAS**, the Board of the City/County Association of Governments of San Mateo County (C/CAG) has been designated as the Airport Land Use Commission for the public use airports in San Mateo County; and

**WHEREAS**, C/CAG, in its role as the Airport Land Use Commission, is required to prepare and adopt an airport land use compatibility plan (ALUCP) for each public use airport within San Mateo County to provide for the orderly growth of the airport and safeguard the general welfare of the public (Public Utilities Code §§21674(c) and 21675(a)); and

**WHEREAS**, ALUCPs are the fundamental tool used by airport land use commissions in fulfilling their purpose of promoting airport land use compatibility; and

**WHEREAS**, the ALUC is required to be guided by information in the *California Airport Land Use Planning Handbook*, State of California, Department of Transportation, Division of Aeronautics (*Caltrans Handbook*, latest edition published in October 2011) in preparing ALUCPs (Public Utilities Code §21674.7(a)); and

**WHEREAS**, in December 1996, C/CAG adopted the *San Mateo County Comprehensive Airport Land Use Plan* (CLUP) for Half Moon Bay Airport, San Carlos Airport, and San Francisco International Airport; and

**WHEREAS**, following extensive coordination among C/CAG staff, the C/CAG Airport Land Use Committee, local municipalities, and San Carlos Airport staff, C/CAG has prepared an ALUCP for the Environs of San Carlos Airport that is consistent with the overall objectives of the State Aeronautics Act and generally consistent with the guidance provided by the *Caltrans Handbook*; and

**WHEREAS**, to the extent that the policies in the ALUCP for the Environs of San Carlos Airport deviate from the guidance provided in the *Caltrans Handbook*, the policies remain consistent with the purposes of the State Aeronautics Act by:

(i) providing for the orderly development of San Carlos Airport by considering the long range development plans for the Airport over the next 20 years;

(ii) providing for the orderly development of the area surrounding San Carlos Airport so as to promote the overall goals and objectives of the California airport noise standards by maintaining land use compatibility policies that are consistent with the

state's noise standards;

(iii) providing for the orderly development of the area surrounding San Carlos Airport so as to prevent the creation of new noise and safety problems and ensuring that the land use compatibility policies fall within the level of acceptable risk considered to be a community norm in the environs of the Airport;

(iv) protecting the public health, safety, and welfare by ensuring the orderly expansion of San Carlos Airport;

(v) protecting the public health, safety, and welfare by the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses; and

**WHEREAS**, C/CAG provided an opportunity for public comment on the proposed ALUCP for the Environs of San Carlos Airport for 30 days, beginning on August 17, 2015 and concluding on September 15, 2015; and

**WHEREAS**, C/CAG provided notice of the opportunity to comment on the proposed ALUCP for interested individuals, organizations, agencies, and the affected land use jurisdictions (*i.e.* City of San Carlos, City of Belmont, City of Foster City, City of Redwood City and Town of Atherton); and

**WHEREAS**, C/CAG received comments on the proposed ALUCP from the Caltrans Division of Aeronautics, local agencies, and the general public; and

**WHEREAS**, C/CAG prepared written responses to all comments received on the proposed ALUCP during the comment periods; and

**WHEREAS**, C/CAG, the lead agency for the proposed ALUCP for the Environs of San Carlos Airport, also prepared and circulated an Initial Study and proposed Negative Declaration for the ALUCP for the Environs of San Carlos Airport in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000 *et seq.*), and the CEQA Guidelines (California Code of Regulations Title 14 §§15000 *et seq.*); and

**WHEREAS**, C/CAG held duly noticed public hearings on June 25, 2015 and on August 13, 2015 to receive and consider public testimony: (1) on the proposed ALUCP for the Environs of San Carlos Airport policies; (2) on the completeness and adequacy of the Initial Study and proposed Negative Declaration; and (3) to provide further direction to C/CAG staff regarding the draft policies; and

**WHEREAS**, San Carlos and the surrounding environs have unique and distinct characteristics that were considered by C/CAG; and

**WHEREAS**, C/CAG has reviewed the CEQA documentation for the ALUCP for the Environs of San Carlos Airport, and, using its independent judgment and analysis, has determined that, on the basis of the whole record before it, there is no substantial evidence that the proposed ALUCP may have a significant impact on the environment; and

WHEREAS, on October 8, 2015, the C/CAG Board approved companion Resolution No. 15-46 adopting the Negative Declaration prepared for the proposed ALUCP for the Environs of San Carlos Airport the basis of the findings summarized above and more extensively detailed in the companion Resolution.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors that the Board, acting as the Airport Land Use Commission for San Mateo County, approves and adopts for implementation the ALUCP for the Environs of San Carlos Airport, as described in this Resolution and in the companion Resolution for the Negative Declaration (Resolution No. 15-46), to be effective immediately from the date of this Resolution; and

BE IT FURTHER RESOLVED that this Board action is not a "development" as defined by the California Coastal Act, Public Resources Code § 30106.

**PASSED, APPROVED, AND ADOPTED BY THE BOARD OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) ACTING IN ITS CAPACITY AS THE AIRPORT LAND USE COMMISSION FOR SAN MATEO COUNTY, THIS 8TH DAY OF OCTOBER 2015.**

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**Mary Ann Nihart, Chair**

Approved as to form:

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**C/CAG Legal Counsel**

## C/CAG AGENDA REPORT

**Date:** October 8, 2015

**To:** C/CAG Board of Directors

**From:** Sandy Wong, Executive Director

**Subject:** Review and approval of the Draft 2015 Congestion Management Program (CMP) and Monitoring Report and authorize its release for distribution and comments

(For further information contact John Hoang at 650-363-4105)

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### RECOMMENDATION

That the C/CAG Board review and approve the Draft 2015 Congestion Management Program (CMP) and Monitoring Report and authorize its release for distribution and comments.

### FISCAL IMPACT

It is not anticipated that the changes in the 2015 CMP will result in any increase in the current fiscal commitment that C/CAG has made to the Program.

### BACKGROUND

#### *Overview*

Every two years, C/CAG as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) for San Mateo County. The CMP is prepared in accordance with state statutes, which also establish requirements for local jurisdictions to receive certain gas tax subvention funds. The CMP's conformance with regional goals enable San Mateo County jurisdictions to qualify for state and federal transportation funding.

The Metropolitan Transportation Commission (MTC) also provides guidance for consistency and compatibility with the Regional Transportation Plan (RTP). MTC's findings for the consistency of CMPs focus on five areas:

- Goals and objectives established in the RTP,
- Consistency of the system definition with adjoining counties,
- Consistency with federal and state air quality plans,
- Consistency with the MTC travel demand modeling database and methodologies; and
- RTP financial assumptions.

#### *2015 CMP Update*

The Draft 2015 CMP includes updated information and changes from the adopted 2013 CMP. The majority of the document is unchanged from the 2013 CMP. Some key updates are highlighted below:

- Updated Chapter 5 – Trip Reduction and Travel Demand Element
  - Reflects the current Transportation Demand Element (TDM) and Transportation System Management (TSM) measures.
- Updated Chapter 7 – Deficiency Plan Guidelines
  - Reflects updated 2015 monitoring results and amended San Mateo County Congestion Relief Plan (CRP).
- Updated Chapter 8 – Seven Year Capital Improvement Program
  - Reflects the adopted 2014 State Transportation Improvement Program (STIP) project list.
- Appendices that were updated includes the following:
  - Appendix F - 2015 CMP Monitoring (Draft)
  - Appendix G – Status of Capital Improvement Projects

### ***2015 Traffic Level of Service and Performance Monitoring***

C/CAG is required to measure the roadway segments and intersections on the Congestion Management Program roadway network to determine the change in LOS from one period to the next. As part of the 2015 CMP update, C/CAG has retained a consultant to monitor the roadway segments and intersections on the CMP roadway network. This year’s study was conducted in the spring of 2015 with travel time data from INRIX being used between March and May of 2015. The most recent assessment prior to this study was performed in March - May 2013. The primary tasks completed as part of this study include conflation of travel time data to Level of Service monitoring network and Level of Service Analysis. As a result of this monitoring, C/CAG is required to determine what location(s), if any, has (have) exceeded the LOS standard that was established by C/CAG in 1991.

As noted in the 2013 Monitoring Report, it was recommended to C/CAG to consider the use of private sector data available through the Metropolitan Transportation Commission (MTC) in 2015. After first being introduced in San Francisco and Marin counties in 2011, the MTC has procured a region-wide private sector dataset that is available to each county for their use and incorporation into the CMP efforts.

As part of the CMP update work effort, the consultants conducted research on the applicability of private sector traffic data to assist C/CAG in evaluating future data collection alternatives. Various data providers are available in the market today, but INRIX was evaluated in this study due to the fact that the dataset is being made available through the Metropolitan Transportation Commission (MTC) for use in the Bay area.

In determining conformance with the LOS standards, C/CAG historically excludes traffic impacts attributable to interregional travel based on the C/CAG Travel Demand Forecasting Model. To address deficiencies on the CMP network, C/CAG developed the San Mateo County Congestion Relief Plan (CRP). Originally adopted in 2002 and reauthorized in 2015 to be effective through July 2019, the CRP fulfills the requirement of a Countywide Deficiency Plan for all roadway segment and intersection deficiencies identified through the monitoring done for the 1999 through the current Congestion Management Programs. With the CRP in place, no jurisdiction will be required to develop a deficiency plan as a result of this monitoring report.

In calculating the LOS for the CMP network, C/CAG identifies the deficient locations after deducting for interregional travel (all trips originating outside San Mateo County). Based on the monitoring report and after the exclusions for interregional traffic was applied, two out of the 53 roadway segments exceeded the LOS standard. The segments in violation of the LOS Standard in 2015 are as follows:

- AM – Westbound SR 84 between I-280 and Alameda de Las Pulgas
- PM – Westbound SR 84 between I-280 and Alameda de Las Pulgas
- AM – Eastbound and Westbound SR 92 between I-280 and US 101
- PM – Eastbound and Westbound SR 92 between I-280 and US 101

For the sixteen intersections monitored, the 2015 traffic volumes, lane configurations, and signal phasing were used as inputs to the intersection level of service calculations. This year’s monitoring as well as the 2013 monitoring used the 2000 Highway Capacity Manual method (average control delay) to calculate the LOS results.

All 16 CMP intersections are in compliance with the LOS Standard. There were two (2) LOS standard violations for intersections in 2013.

A summary of the number of roadway segments and intersections with a LOS F (F designated the worse possible congestion) since the 2001 CMP are as follows:

| Year | LOS F*   |                 | Year        | LOS F*    |                 |
|------|----------|-----------------|-------------|-----------|-----------------|
|      | Roadways | Intersections** |             | Roadways  | Intersections** |
| 2001 | 16       | 1               | 2009        | 10        | 3               |
| 2003 | 13       | 0               | 2011        | 14        | 2               |
| 2005 | 12       | 0               | 2013        | 12        | 2               |
| 2007 | 14       | 2               | <b>2015</b> | <b>10</b> | <b>0</b>        |

\* Without Exemption

\*\* Majority of intersections monitored are along Route 82 (El Camino Real)

It is noted that eight (8) of the ten (10) CMP segments had deficient level of service (without exemptions) in both the AM and PM peak periods. Two (2) segments had deficient level of service in the PM peak period only.

***Average Travel Times on US-101***

Travel times were also measured for the U.S. 101 corridor between the San Francisco and Santa Clara County Lines. The U.S. 101 corridor was selected because, in addition to mixed-flow lanes, it includes High Occupancy Vehicle (HOV) lanes, bus routes, and passenger rail.

The total travel time for carpools was estimated by adding the travel time in the HOV lanes between the Santa Clara County Line and Whipple Avenue to the travel time in the mixed-flow lanes between Whipple Avenue and the San Francisco County Line. Travel times for bus and passenger rail modes were estimated based on SamTrans and Caltrain published schedules. SamTrans bus route KX and 398 operates in the U.S. 101 corridor. This route provides service through San Mateo County from San Francisco to Palo Alto. Travel times were based on the average travel time between County lines during the commute hours. Travel time via Caltrain was calculated in a similar manner.

Travel time for single occupancy identified as part of the 2015 monitoring indicates a 21% decrease in the southbound AM peak period, an 11% increase in the northbound AM peak period, a 25% increase in the northbound PM peak period, and a 5% decrease in the southbound PM peak period. Carpool lanes show an increase of 23% in both the southbound AM peak period and northbound PM peak periods. Caltrain travel times show an increase of more than 45% in both the northbound and southbound AM peak period and an increase of more than 40% in both the northbound and southbound PM peak period. SamTrans travel times show an increase of 15% in the northbound AM peak period and an increase of 22% in the southbound PM peak period. Results for the 2015 travel time surveys are summarized below.

| Average Travel Time On US 101 Corridor (in minutes) - Between San Francisco and Santa Clara County Lines |                                  |      |      |      |      |      |      |      |                                  |      |      |      |      |      |      |      |
|--|----------------------------------|------|------|------|------|------|------|------|----------------------------------|------|------|------|------|------|------|------|
| Mode   | AM - Morning Commute Peak Period |      |      |      |      |      |      |      | PM - Evening Commute Peak Period |      |      |      |      |      |      |      |
|  | NB                               |      |      |      | SB   |      |      |      | NB                               |      |      |      | SB   |      |      |      |
|  | 2015                             | 2013 | 2011 | 2009 | 2015 | 2013 | 2011 | 2009 | 2015                             | 2013 | 2011 | 2009 | 2015 | 2013 | 2011 | 2009 |
| Auto - Single Occ.   | 31                               | 28   | 29   | 30   | 34   | 41   | 34   | 28   | 38                               | 30   | 32   | 33   | 31   | 33   | 40   | 29   |
| Carpool - HOV Lane   | 36                               | 32   | 28   | 30   | 34   | 37   | 30   | 26   | 45                               | 37   | 30   | 32   | 35   | 32   | 35   | 27   |
| Caltrain <sup>1</sup>  | 39                               | 23   | 35   | 35   | 43   | 27   | 31   | 31   | 38                               | 24   | 34   | 34   | 38   | 23   | 35   | 35   |
| SamTrans Route KX <sup>2</sup>   | 80                               | 68   | 76   | 79   | -    | 73   | 81   | 85   | -                                | 72   | 81   | 83   | 91   | 74   | 78   | 89   |

<sup>1</sup> Baby Bullet b/n Palo Alto and Menlo and Approximate north county line near Bayshore Station - but not stop on Baby Bullet.  
<sup>2</sup> Route KX b/n RWC and SF(AM NB Only, PM SB Only) & 398 (b/n Palo Alto and Redwood City).

### Transit Ridership

As shown in the table below, the 2015 transit ridership data indicates annual total ridership for SamTrans has increased by 5% whereas Caltrain ridership increased by 20% when compared to the CMP update 2013. Annual total ridership for BART increased by 10% at the Colma and Daly City stations and increased by 9% for the SFO Extension stations. Overall annual total transit ridership increased about 11% when compared with the previous 2013 CMP Update.

| Transit Agency           | Annual Total |            | Average Weekday |         |
|--------------------------|--------------|------------|-----------------|---------|
|                          | 2015         | 2013       | 2015            | 2013    |
| SamTrans                 | 13,158,703   | 12,445,748 | 42,981          | 40,966  |
| Caltrain                 | 18,156,173   | 15,595,559 | 58,429          | 49,031  |
| BART (Colma & Daly City) | 8,155,340    | 7,778,180  | 28,050          | 27,102  |
| BART (SFO Ext. Stations) | 12,614,731   | 11,685,236 | 40,741          | 38,696  |
| Combined Transit         | 52,084,947   | 47,504,723 | 170,201         | 155,795 |

With the introduction of AB 779 bill, there will be significant changes to the next update of the CMP in 2017. There will be different performance measures that will be used to analyze the CMP network such as VMT (vehicle miles traveled).

The complete draft Monitoring Report is included in Appendix F of the Draft 2015 Congestion Management Program. (A copy is attached to this staff report)

***2015 CMP Approval Schedule (tentative)***

| <u>Date</u>  | <u>Activity</u>                   |
|--------------|-----------------------------------|
| September 17 | Draft CMP to TAC                  |
| September 28 | Draft CMP to CMEQ                 |
| October 8    | Draft CMP to Board                |
| November 19  | Final CMP to TAC                  |
| November 30  | Final CMP to CMEQ                 |
| November     | MTC performs Consistency Findings |
| December 10  | Final CMP to Board                |

**ATTACHMENTS**

- Draft 2015 San Mateo County CMP – Executive Summary
- Draft 2015 San Mateo County CMP (*Hard copies provided to C/CAG Board members only - under separate cover*)
- Draft 2015 San Mateo County CMP Appendix (*Electronic version available for download at: <http://ccag.ca.gov>*)
- Draft Level of Service and Performance Measure Monitoring Report – 2015 (*Electronic version available for download at: <http://ccag.ca.gov>*)

## 2015 Congestion Management Program for San Mateo County

### Executive Summary

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The City/County Association of Governments of San Mateo County (C/CAG), as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The CMP is required to be consistent with the Metropolitan Transportation Commission (MTC) planning process that includes regional goals, policies, and projects for the Regional Transportation Improvement Program (RTIP). The 2015 CMP, which is developed to be consistent with MTC's Plan Bay Area, provides updated program information and performance monitoring results for the CMP roadway system.

The CMP roadway system comprises of 53 roadway segments and 16 intersections. The roadway network includes all of the State highways within the County in addition to Mission Street, Geneva Avenue, and Bayshore Boulevard. The intersections are located mostly along El Camino Real. (Chapter 2). Baseline Level of Service (LOS) Standards were adopted for each of the roadway segments and intersections on the system wherein five roadway segments and four intersections were designated LOS F (F designated as the worse possible congestion) (Chapter 3). In addition to the roadway system LOS, the CMP also includes other elements to evaluate the performance of the roadway and transit network such as travel time to traverse the length of the County by single-occupant vehicle, carpool, and transit in addition to transit ridership during the peak periods (Chapter 4). Monitoring is completed every two years to determine compliance with the adopted LOS standards and changes to the performance elements are measured.

The results of the 2015 Monitoring indicate the following roadway segments exceeded its LOS Standard.

- AM – Westbound SR 84 between I-280 and Alameda de Las Pulgas
- PM – Westbound SR 84 between I-280 and Alameda de Las Pulgas
- AM – Eastbound and Westbound SR 92 between I-280 and US 101
- PM – Eastbound and Westbound SR 92 between I-280 and US 101

Ten (10) CMP segments had an LOS of F (without exemptions) in both the AM and PM peak periods. Two segments had LOS of F in the AM peak period only and two segments had LOS F in the PM peak period only. Regarding intersections, all intersection locations are in compliance with their LOS Standards. The 2015 travel times for single-occupancy auto and carpool, when compared to 2013 figures, decreased by up to Travel time for single occupancy identified as part of the 2015 monitoring indicates a 21% decrease in the southbound AM peak period, a 11% increase in the northbound AM peak period, a 25% increase in the northbound PM peak period, and a 5% decrease in the southbound PM peak period. Carpool lanes show an increase of 23% in both the southbound AM peak period and northbound PM peak periods.

Travel times for bus and passenger rail modes are estimated based on SamTrans and Caltrain published schedules for travel between County lines during peak commute periods (7 a.m. – 9 a.m. and 4 p.m. to 7 p.m.). Caltrain travel times show an increase of more than 45% in both the northbound and southbound AM peak period and an increase of more than 40% in both the northbound and southbound PM peak period. SamTrans travel times show an increase of 15% in the northbound AM peak period and an increase of 22% in the southbound PM peak period. (The complete 2015 Monitoring results are included in Appendix F)

The CMP includes C/CAG's programs and policies regarding transportation systems management (TSM) and transportation demand management (TDM), which address efforts to increase efficiency of the existing system and encourage utilization of alternative modes of transportation. The TSM/TDM programs under Measure A, the Alliance, TFCA, local cities, and C/CAG are updated in the 2015 CMP to reflect the current status. (Chapter 5) Also included in the CMP is the C/CAG Land Use Impact Analysis Program Policy which address long-range planning, individual large developments generating 100 or more net peak period trips on the CMP network), and cumulative developments. The Policy provides procedures for local jurisdictions to analyze and mitigate potential impacts to the CMP network resulting from land use decisions. (Chapter 6 and Appendix I)

The Countywide Congestion Relief Plan (CRP), reauthorized through June 2019) was developed to address the roadway system deficiencies (or violations of LOS Standards) on a countywide basis. The CRP relieves individual jurisdictions from the need to develop individual deficiency plans to mitigate (or reduce) existing congestion on specific locations. Elements contained in the CRP includes revised provisions for Countywide programs such as Employer-based shuttle program and local transportation services, Travel Demand Management, Countywide Intelligent Transportation System (ITS) program and traffic operational improvement strategies, Ramp Metering, and other programs Linking Transportation and Land Use (Chapter 7).

The seven-year Capital Improvement Program (CIP) consists of projects programmed in the updated 2014 State Transportation Improvement Program (STIP) in Chapter 8, Table 8-1.

Other elements included in the 2015 CMP are updates to the Vehicle Registration Fee (VRF) Program. The \$4 VRF Program, initially adopted in 2005 provides San Mateo County jurisdictions funding for the management of traffic congestion and stormwater pollution prevention. The \$4 VRF Program ended January 2013. Measure M, an additional VRF approved by the voters in November 2010, imposes an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County to help fund transportation-related congestion mitigation and water pollution mitigation programs. (Chapter 11) The most current Measure M 5-Year Implementation Plan is included in Appendix M.

The Traffic Impact Analysis (TIA) Policy, which provides uniformed procedures to analyze traffic impacts on the CMP network, was added to the 2009 CMP and remains the same. The TIA Policy applies to all General Plan updates, Specific Area Plans, and modifications to the CMP roadway network. (Chapter 12 and Appendix L) New for the 2015 CMP is the addition of Appendix N to include the document MTC Guidance for Consistency of Congestion Management Programs with the Regional Plan for 2015.

## C/CAG AGENDA REPORT

Date: October 8, 2015

To: C/CAG Board of Directors

From: Sandy Wong, Executive Director

Subject: Review the proposal of and approve the framework for the formation of a CCAG committee to facilitate discussion on countywide approaches to water related issues

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

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### RECOMMENDATION

That the C/CAG Board review the proposal of and approve the framework for the formation of a CCAG committee to facilitate discussion on countywide approaches to water related issues.

### FISCAL IMPACT

Unknown.

### SOURCE OF FUNDS

N/A. Formation of a committee does not have fiscal impact except for staff time. However, activities, studies, and analyses to be performed under the guidance of the committee will require funding currently not budgeted.

### BACKGROUND

On May 14, 2015, the C/CAG Board received a presentation from Supervisor Dave Pine regarding a potential countywide water management agency. Board members agreed that water is an important countywide issue which impacts all jurisdictions. An ad hoc committee was assembled to discuss this issue and to recommend a course of action to the full board.

An ad hoc committee was formed with the following volunteer members: Elizabeth Lewis (Atherton), David Canepa (Daly City), Mary Ann Nihart (Pacifica), Maryann Moise Derwin (Portola Valley); Alicia Aguirre (Redwood City), Irene O'Connell (San Bruno), Joe Goethals (San Mateo), Deborah Gordon (Woodside). The ad hoc committee met three times over the last three months. At its last meeting on September 15, 2015, the committee met with Supervisor Pine and Supervisor Horsley, and agreed to recommend formation of a C/CAG committee to facilitate on-going discussion in San Mateo County and make recommendations to the C/CAG Board.

### Proposal

#### Proposed Committee Mission Statement:

This proposed committee would advise and make recommendation to the C/CAG Board regarding countywide collaboration strategies relative to water issues, including potential creation of a new agency, or modification of an existing agency to accomplish such collaboration. Water related issues may include, but are not limited to: stormwater pollution control, flood control, and sea level rise.

Examples of proposed committee responsibilities:

1. Develop a C/CAG “Water Retreat” including content and invitee list.
2. Seek funding for as well as guide the following:
  - a. Research and document current efforts in water-related functions provided by various agencies.
  - b. Analyze inter-relationships between the various existing water-related programs.
  - c. Identify current and potential future collaboration opportunities.
  - d. Comprehensive evaluation of pros and cons for reorganizing water related functions/programs in San Mateo County, including options of modifying existing agency(ies), or forming a new agency and its governance structure and charter (mission statement).
  - e. Recommend outreach and communication to elected officials, agencies, and stakeholders.
3. Develop potential funding strategies for implementation.

Potential committee membership

Elected officials (5 to 7 seats),  
City or County managers (3 seats)  
BAWSCA (1 seat)

Potential standing technical resource:

- Expertise in flood control
- Expertise in stormwater management
- Expertise in waste water treatment
- Expertise in sea level rise
- Regional, State, Federal agencies
- Real Estate
- Housing (or home owners’ association representative)
- Business
- Hospital facility representative
- Transportation facilities representative

It is recommended the C/CAG Board authorizes recruitment to fill the committee seats as well as the technical resource needs. Final confirmation of committee membership will be brought back to the Board for approval at a future meeting. It is further recommended the C/CAG Board evaluates the committee at a future date to determine its longevity.

**ATTACHMENT**

None



**CITY OF BRISBANE**

50 Park Place  
Brisbane, California 94005-1310  
(415) 508-2100  
Fax (415) 467-4989

September 11, 2015

Sandy Wong, Executive Director  
City/County Association of Governments of San Mateo County  
555 County Center  
Redwood City, CA 94063-1665

Re: Response to 2014-2015 Grand Jury Report

Dear Ms. Wong,

At its meeting on September 3, 2015, the Brisbane City Council had on its agenda a proposed letter in response to the June 4, 2015 letter from the Superior Court regarding the 2014-2015 Grand Jury Report entitled *Flooding Ahead: Planning for Sea Level Rise*.

The Council members approved the attached letter, which we are forwarding to your agency to showing our strong support of the extensive services and knowledge provided by C/CGAC to the County as a whole.

Mayor O'Connell, Council and staff extend thanks for assistance provided by your agency to our community.

Sincerely,

Sheri Spediacci  
City Clerk

*Providing Quality Services*  
*Providing Quality Services*

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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September 18, 2015

The Honorable Jerry Brown  
Governor, State of California  
State Capitol, Room 1173  
Sacramento, CA 95814

RE: **SUPPORT** for Assembly Bill 194 (Frazier)

Dear Governor Brown:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County, is pleased to write to you today in **SUPPORT** of AB 194, as written on May 14, 2015. This bill would authorize regional transportation agencies to apply to the California Transportation Commission for the establishment of a high-occupancy toll (HOT) lane on a highway in California.

Current state law authorizes the establishment of a limited number of HOT lanes in the state. In the Bay Area two HOT lanes have been established on I-680 and I-880/SR-237, both in Santa Clara County. Recently, the California State Transportation Agency, through the California Transportation Infrastructure Priorities Working Group, identified HOT lanes as a means for reducing congestion and maintaining the state highway system. As a result, the Administration put forth a proposal consistent with AB 194 as part of this year's proposed budget, acknowledging their desire to work with the Legislature to expand the HOT lane program.

The nine-county Bay Area experiences some of the worst congestion in the nation. In San Mateo County, US 101, which serves as the primary corridor between San Jose and San Francisco, is significantly delayed during commute hours. C/CAG has recently completed projects designed to reduce congestion, such as ramp metering, but additional options, such as HOT lanes, warrant consideration. This bill would provide regional transportation agencies with an additional tool to address congestion by authorizing these agencies to work with the state to establish HOT lanes.

We **SUPPORT** AB 194 and appreciate your efforts to provide local agencies the authority to address congestion on the regional highway system. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at [slwong@smcgov.org](mailto:slwong@smcgov.org) with any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Mary Ann Nihart". The signature is fluid and cursive, with the first name "Mary" and last name "Nihart" clearly distinguishable.

Mary Ann Nihart, Chair  
City/County Association of Governments of San Mateo County

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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September 18, 2015

The Honorable Jerry Brown  
Governor, State of California  
State Capitol, Room 1173  
Sacramento, CA 95814

RE: **SUPPORT** for Senate Bill 705 (Hill) - Local Sales Tax Cap Exemption for Transportation Measures: San Mateo County

Dear Governor Brown:

The City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency (CMA) for San Mateo County is pleased to **SUPPORT** Senate Bill 705, which would provide an exemption for San Mateo County from the two percent sales tax cap in order to pursue a local sales tax measure, not exceeding 0.5 percent; to address transportation needs.

Inadequate State and Federal funding continues to limit the ability of cities, counties and other local agencies to provide high quality public services to their residents. Additionally, unfunded State and Federal mandates have forced local governments to rely more heavily on “self-help” revenue solutions, such as pursuing local tax measures.

The existing two percent cap on local sales tax severely limits our County’s ability to utilize this option since at least two cities – Half Moon Bay and San Mateo – are near the cap. The San Mateo County Transportation Authority is exploring the possibility of pursuing a 0.5% sales tax measure to address the severe congestion along the 101 corridor in San Mateo County.

Historically, San Mateo County voters have shown a willingness to approve local sales taxes to fund new and existing transportation services, invest in critically needed infrastructure and support other vital local services. This measure will provide the capacity to allow for local decision makers to weigh their options in addressing our transportation needs.

For these reasons, we **SUPPORT** SB 705 and appreciate your efforts to support self-help revenue solutions. Please feel free to contact Sandy Wong, the C/CAG Executive Director, at slwong@smcgov.org with any questions or concerns.

Sincerely,



Mary Ann Nihart, Chair  
City/County Association of Governments of San Mateo County