

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

Meeting No. 324

- DATE:** Thursday, October 10, 2019
- 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.
- PUBLIC TRANSIT:** SamTrans
Caltrain: San Carlos Station.
Trip Planner: <http://transit.511.org>

- 1.0 CALL TO ORDER/ ROLL CALL
- 2.0 PLEDGE OF ALLEGIANCE
- 3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA
Note: Public comment is limited to two minutes per speaker.
- 4.0 PRESENTATIONS/ ANNOUNCEMENTS
 - 4.1 Certifications of Appreciation to winners of the International Walk to School Day Poster contest under the San Mateo County Safe Routes to School Program. p. 1
- 5.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS
This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Board, staff or public request specific items to be removed for separate action.

- 5.1 Approval of the minutes of regular business meeting No. 323 dated September 12, 2019.
ACTION p. 9
- 5.2 Review and approval of Resolution 19-60 authorizing the C/CAG Chair to execute Amendment No. 1 to the agreement with Paradigm Environmental, adding an additional \$189,174 for a new total not-to-exceed of \$1,131,395 to implement enhancements to the Countywide Sustainable Streets Master Plan.
ACTION p. 15
- 5.3 Review and approval of Resolution 19-67 authorizing the C/CAG Chair to execute Contract Change Order No.1 to an existing Contract Work Authorization between C/CAG and Pacific Gas and Electric Company for the San Mateo County Energy Watch, adding \$149,405 for a new contract total of \$468,214 through June 20, 2020.
ACTION p. 19
- 5.4 Review and approval of Resolution 19-68 authorizing the C/CAG Executive Director, or her Designee, to submit the Bay Area Air Quality Management District (BAAQMD) Vehicle Trip Reduction Grant Application and commit to providing matching funds up to \$81,576.
ACTION p. 22
- 5.5 Review and approve the appointment of Nikki Nagaya from the City of Menlo Park to serve on C/CAG's Stormwater and Congestion Management Program Technical Advisory Committees.
ACTION p. 25
- 5.6 Review and approval of Resolution 19-69 determining that Burlingame's 1095 Rollins Road Project, including General Plan Amendment, Rezoning and related entitlements to allow construction of a six-story, 150-unit residential building is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.
ACTION p. 30

6.0 REGULAR AGENDA

- 6.1 Review and approval of Resolution 19-74 authorizing the Chair to submit the letter of findings as recommended by the Countywide Integrated Waste Management Plan Five-Year Review Ad Hoc Committee to the County of San Mateo and CalRecycle.
ACTION p. 47
- 6.2 Review and approval of Resolution 19-71 authorizing the C/CAG Chair to execute the loan agreement with San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) in the amount of \$872,456, to partially fund the Fiscal Year 2019-20 operations of the SMCEL-JPA.
ACTION p. 56
- 6.3 Review and approval of the 2020 State Improvement Transportation Program for San Mateo County:
 - 6.3.1 Review and approval of Resolution 19-72 approving the Proposed 2020 State Transportation Improvement Program (STIP) for San Mateo County and also authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission

(CTC) to make minor modifications as necessary. (*Special voting procedures apply*). ACTION p. 60

6.3.2 Review and approval of Resolution 19-73 authorizing the filing of an application for \$7,177,000 in funding from the Regional Transportation Improvement Program (RTIP) for the US-101 Managed Lane Project North of I-380. ACTION p. 64

6.4 Determination of an Approach for the Cycle 6 Regional Housing Needs Allocation (RHNA) Process for San Mateo County. ACTION p. 69

6.5 Review and approval of an appointment of a C/CAG board member to serve on the San Mateo County Express Lanes JPA for a two-year term. ACTION p. 82

7.0 COMMITTEE REPORTS

7.1 Committee Reports (oral reports)

7.2 Chairperson's Report

7.3 Board Members Report/ Communication

8.0 EXECUTIVE DIRECTOR'S REPORT

9.0 COMMUNICATIONS - Information Only

10.0 ADJOURNMENT

Next scheduled meeting November 14, 2019

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

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

PUBLIC PARTICIPATION: Public comment is limited to two minutes per speaker. 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 this agenda, please contact C/CAG staff:

Executive Director: Sandy Wong (650) 599-1409

Administrative Assistant: Mima Guilles (650) 599-1406

C/CAG AGENDA REPORT

Date: October 10, 2019

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

From: Sandy Wong, Executive Director

Subject: Certifications of Appreciation to winners of the International Walk to School Day Poster contest under the San Mateo County Safe Routes to School Program.

(For further information, contact Mikaela Hiatt at 650-599-1453)

RECOMMENDATION

That the C/CAG Board of Directors present certifications of appreciation to winners of the International Walk to School Day Poster contest under the San Mateo County Safe Routes to School Program.

FISCAL IMPACT

There is no fiscal impact for the certification.

SOURCE OF FUNDS

N/A

BACKGROUND

The San Mateo County Safe Routes to School Program (SRTS Program) is funded by a combination of federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds and local Measure M funds. C/CAG has contracted with the San Mateo County Office of Education (SMCOE) to administer the SRTS Program since 2011. The SRTS Program enables and encourages children to walk or bicycle to schools by implementing projects and activities to improve health and safety, and reduce traffic congestion due to school-related travels.

SMCOE commissioned students across the county to create posters for International Walk to School Day, a worldwide event where millions of children across different countries walk to school to raise community and global awareness. The winning designs helped advertise the event held on October 2, 2019.

Certificates of Appreciation will be presented to the following winners of the 2019 International Walk to School day Poster contest.

- “Caminar es Divertido!” by Sarah Anne Cunningham – 1st Grade at El Granada Elementary School
- “Make the Walk a Ramble” by Marshall Patton – 4th Grade at Seacrest School
- “Walk and Roll, Talk and Stroll” by Kyle Estrada – 5th Grade at Roosevelt Elementary School
- “International Walk to School Day” by Eliza Loew and Rohan Seiber – 7th Grade at Crystal Springs Middle School
- “You Can Have Fun!” by Zara Gandhi – 9th Grade at San Mateo High School

ATTACHMENTS

1. International Walk to School Day Poster Contest Winning Posters *(The document is available for download at the C/CAG website at: <http://ccag.ca.gov/committees/board-of-directors/>)*
2. Certificates of Appreciation for Winners of the International Walk to School Day Poster Contest

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A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO SARAH ANNE CUNNINGHAM OF EL GRANADA ELEMENTARY

FOR HER DEDICATED SERVICE TO THE SAN MATEO COUNTY SAFE ROUTES TO SCHOOL PROGRAM

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

Whereas, C/CAG administers and funds the San Mateo County Safe Routes to School Program (Program), and

Whereas, C/CAG partners with the San Mateo County Office of Education (SMCOE) to implement said program, and

Whereas, SMCOE released the International Walk to School Day Poster Contest in September 2019, and

Whereas, Sarah Anne Cunningham of El Granada Elementary School, 1st grade, submitted the “Caminar es Divertido!” Poster, and

Whereas, the “Caminar es Divertido!” Poster was one of five poster winners for the International Walk to School Day Poster Contest, and

Whereas, Sarah has shown leadership and creativity in implementing Safe Routes to School in San Mateo County, and

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Sarah Anne Cunningham of El Granada Elementary for her participation in the San Mateo County Safe Routes to School International Walk to School Day Poster Contest.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF OCTOBER, 2019.

Maryann Moise Derwin, Chair

C/CAG

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A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO MARSHALL PATTON OF SEACREST SCHOOL

FOR HIS DEDICATED SERVICE TO THE SAN MATEO COUNTY SAFE ROUTES TO SCHOOL PROGRAM

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

Whereas, C/CAG administers and funds the San Mateo County Safe Routes to School Program (Program), and

Whereas, C/CAG partners with the San Mateo County Office of Education (SMCOE) to implement said program, and

Whereas, SMCOE released the International Walk to School Day Poster Contest in August 2019, and

Whereas, Marshall Patten of Seacrest School, 4th grade, submitted the “Make the Walk a Ramble” Poster, and

Whereas, the “Make the Walk a Ramble” Poster was one of five poster winners for the International Walk to School Day Poster Contest, and

Whereas, Marshall has shown leadership and creativity in implementing Safe Routes to School in San Mateo County, and

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Marshall Patten of Seacrest School for his participation in the San Mateo County Safe Routes to School International Walk to School Day Poster Contest.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF OCTOBER, 2019.

Maryann Moise Derwin, Chair

C/CAG

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A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO KYLE ESTRADA OF ROOSEVELT ELEMENTARY

FOR HIS DEDICATED SERVICE TO THE SAN MATEO COUNTY SAFE ROUTES TO SCHOOL PROGRAM

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

Whereas, C/CAG administers and funds the San Mateo County Safe Routes to School Program (Program), and

Whereas, C/CAG partners with the San Mateo County Office of Education (SMCOE) to implement said program, and

Whereas, SMCOE released the International Walk to School Day Poster Contest in August 2019, and

Whereas, Kyle Estrada of Roosevelt Elementary, 5th grade, submitted the “Walk and Roll, Talk and Stroll” Poster, and

Whereas, the “Walk and Roll, Talk and Stroll” Poster was one of five poster winners for the International Walk to School Day Poster Contest, and

Whereas, Kyle has shown leadership and creativity in implementing Safe Routes to School in San Mateo County, and

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Kyle Estrada of Roosevelt Elementary for his participation in the San Mateo County Safe Routes to School International Walk to School Day Poster Contest.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF OCTOBER, 2019.

Maryann Moise Derwin, Chair

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A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO ROHAN SEIBER OF CRYSTAL SPRINGS MIDDLE SCHOOL

FOR HIS DEDICATED SERVICE TO THE SAN MATEO COUNTY SAFE ROUTES TO SCHOOL PROGRAM

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

Whereas, C/CAG administers and funds the San Mateo County Safe Routes to School Program (Program), and

Whereas, C/CAG partners with the San Mateo County Office of Education (SMCOE) to implement said program, and

Whereas, SMCOE released the International Walk to School Day Poster Contest in August 2019, and

Whereas, Rohan Seiber of Crystal Springs Middle School, 7th grade, submitted the “International Walk to School Day” Poster, and

Whereas, the “International Walk to School Day” Poster was one of five poster winners for the International Walk to School Day Poster Contest, and

Whereas, Rohan has shown leadership and creativity in implementing Safe Routes to School in San Mateo County, and

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Rohan Seiber of Crystal Springs Middle School for his participation in the San Mateo County Safe Routes to School International Walk to School Day Poster Contest.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF OCTOBER, 2019.

Maryann Moise Derwin, Chair

C/CAG

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A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO ELIZA LOEW OF CRYSTAL SPRINGS MIDDLE SCHOOL

FOR HER DEDICATED SERVICE TO THE SAN MATEO COUNTY SAFE ROUTES TO SCHOOL PROGRAM

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

Whereas, C/CAG administers and funds the San Mateo County Safe Routes to School Program (Program), and

Whereas, C/CAG partners with the San Mateo County Office of Education (SMCOE) to implement said program, and

Whereas, SMCOE released the International Walk to School Day Poster Contest in August 2019, and

Whereas, Eliza Loew of Crystal Springs Middle School, 7th grade, submitted the “International Walk to School Day” Poster, and

Whereas, the “International Walk to School Day” Poster was one of five poster winners for the International Walk to School Day Poster Contest, and

Whereas, Eliza has shown leadership and creativity in implementing Safe Routes to School in San Mateo County, and

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Eliza Loew of Crystal Springs Middle School for her participation in the San Mateo County Safe Routes to School International Walk to School Day Poster Contest.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF OCTOBER, 2019.

Maryann Moise Derwin, Chair

C/CAG

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A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO ZARA GANDHI OF SAN MATEO HIGH SCHOOL

FOR HER DEDICATED SERVICE TO THE SAN MATEO COUNTY SAFE ROUTES TO SCHOOL PROGRAM

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

Whereas, C/CAG administers and funds the San Mateo County Safe Routes to School Program (Program), and

Whereas, C/CAG partners with the San Mateo County Office of Education (SMCOE) to implement said program, and

Whereas, SMCOE released the International Walk to School Day Poster Contest in August 2019, and

Whereas, Zara Gandhi of San Mateo High School, 9th grade, submitted the “You Can Have Fun!” Poster, and

Whereas, the “You Can Have Fun!” Poster was one of five poster winners for the International Walk to School Day Poster Contest, and

Whereas, Zara has shown leadership and creativity in implementing Safe Routes to School in San Mateo County, and

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Zara Gandhi of San Mateo High School for her participation in the San Mateo County Safe Routes to School International Walk to School Day Poster Contest.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF OCTOBER, 2019.

Maryann Moise Derwin, Chair

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BOARD MEETING MINUTES

Meeting No. 323
September 12, 2019

1.0 CALL TO ORDER/ ROLL CALL

Chair Maryann Moise Derwin called the meeting to order at 6:31 p.m. Roll call was taken.

Atherton	– Elizabeth Lewis
Brisbane	– Cliff Lentz (arrived 6:45 p.m.)
Burlingame	– Ricardo Ortiz (arrived 7:22 p.m.)
Colma	– Diana Colvin
Foster City	– Sam Hindi (arrived 6:53 p.m.)
Half Moon Bay	– Debbie Ruddock (arrived 6:45 p.m.)
Hillsborough	– Marie Chuang
Menlo Park	– Catherine Carlton (depart 9:00 p.m.)
Millbrae	– Gina Papan
Pacifica	– Sue Vaterlaus
Portola Valley	– Maryann Moise Derwin
Redwood City	– Alicia Aguirre
San Bruno	– Irene O’Connell
San Carlos	– Adam Rak (arrived 6:40 p.m.)
San Mateo	– Diane Papan (departed 8:55 p.m.)
South San Francisco	– Karyl Matsumoto (arrived 6:45 p.m.)
Woodside	– Ned Fluet
SamTrans (Non-Voting)	– Josh Powell (departed 8:05 p.m.)
SMCTA (Non-Voting)	– Karyl Matsumoto (arrived 6:45 p.m.)

Absent:

Belmont
Daly City
East Palo Alto
San Mateo County

Others:

Sandy Wong	– C/CAG Executive Director
Mima Guilles	– C/CAG Clerk
Melissa Adrikopoulos	– C/CAG Legal Counsel
John Hoang	– C/CAG Staff
Jean Higaki	– C/CAG Staff

- Matt Fabry – C/CAG Staff
- Reid Bogert – C/CAG Staff
- Susy Kalkin – C/CAG Staff
- Jeff Lacap – C/CAG Staff
- Van Ocampo – C/CAG Staff
- Mikaela Hiatt – C/CAG Staff
- Kimberly Wever – C/CAG Staff
- Kim Springer – San Mateo County
- Eun-Soo Lim – San Mateo County
- Rachael Londer – San Mateo County
- Jeff Baird – Baird + Driskell Community Planning
- Brad Misner – City of Millbrae
- John Ford – Commute.org
- Kim Comstock – Commute.org
- Doug Silverstein – Public
- James Tuleya – Public
- Drew – Public

Other members of the public attended.

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

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

Sandy Wong, Executive Director, introduced C/CAG’s new Legal Counsel, Melissa Adrikopoulos from the San Mateo County Office of County Counsel. Sandy also expressed appreciation for former counsel Matthew Sanders who has departed from the County to a new job.

Maryann Moise Derwin, Chair, made comment on civility. She mentioned after the July C/CAG board meeting, a number of board members had expressed to her regarding how they felt uncomfortable about how the TA presenters were treated at that meeting. Chair Derwin stated although she appreciates board members’ enthusiasm, passion and willingness to ask hard questions, she requested Board members to be respectful to our presenters. Chair Derwin also commented on timing. She stated her goal and expectation to end meetings at a timely fashion.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

4.1 Receive an update on Commute.org programs and the joint effort on Carpool 2.0 INFORMATION

John Ford, Executive Director of Commute.org, presented an update on the Commute.org programs. His staff, Kim Comstock, presented on the C/CAG and Commute.Org joint effort of Carpool 2.0 results to-date.

4.2 Receive a presentation on the San Mateo County’s Disposable Food Service Ware Ordinance.

Eun-Soo Lim, Senior Sustainability Specialist from the County of San Mateo, presented on the proposed San Mateo County’s Disposable Food Service Ware Ordinance. She is in contact with city staff and encourage cities to consider adoption of such Ordinance.

5.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Board, staff or public request specific items to be removed for separate action.

Board Member Aguirre MOVED approval of Items 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 5.10, 5.11, 5.12.1, 5.12.2, 5.12.3 and 5.12.4. Board Member Carlton SECONDED. **MOTION CARRIED 17-0-0**

- 5.1 Approval of the minutes of regular business meeting No. 322 dated July 11, 2019. APPROVED
- 5.2 Review and approval of the response letter to the Honorable Judge Donald J. Ayoob RE: C/CAG's response to the 2018-2019 Grand Jury Report on "Crystal Springs Regional Trail – Where Do We Go From Here?" APPROVED
- 5.3 Review and approval of the response letter to the Honorable Judge Donald J. Ayoob RE: C/CAG's response to the 2018-2019 Grand Jury Report on "Planning for the County's Waste Management Challenges" APPROVED
- 5.4 Review and approval of Resolution 19-54 authorizing the C/CAG Chair to execute Amendment No.1 extending the agreement with Michael Baker International for C/CAG website services through June 30, 2020 and adding an amount not to exceed \$5,000 for a new total of \$25,000. APPROVED
- 5.5 Review and approval of the Finance Committee's recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of June 30, 2019. APPROVED
- 5.6 Review and approval of Resolution 19-55 adopting the C/CAG Investment Policy Update. APPROVED
- 5.7 Review and approval of Resolution 19-56 authorizing the C/CAG Chair to execute a Cooperative Agreement with Bay Area Infrastructure Financing Authority (BAIFA), San Mateo County Transportation Authority (TA), and the San Mateo County Express Lanes Joint Power Authority (SMCEL-JPA) for the design of tolling infrastructure on US 101. APPROVED
- 5.8 Review and approval of Resolution 19-66 authorizing the C/CAG Chair to execute Amendment No.2 to an agreement with DNV GL Energy Services USA, Inc. adding \$9,050 for a new total amount not to exceed \$358,310. APPROVED
- 5.9 Review and approval of Resolution 19-58 authorizing the C/CAG Chair to execute Amendment No. 2 to Iteris Smart Corridor ITS Network Monitoring and Maintenance Support Agreement to add \$34,438 for a new total amount of \$146,744. APPROVED

- 5.10 Review and approval of Resolution 19-59 determining that the Jefferson Unified High School District (JUHSD) Faculty and Staff Housing Project, including General Plan and Zoning Amendments and related entitlements at 699 Serramonte Boulevard, Daly City, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. APPROVED
- 5.11 Review and approval of Resolution 19-61 authorizing the C/CAG Chair to execute an agreement with Toole Design Group for the San Mateo County Comprehensive Bicycle and Pedestrian Plan Update in an amount of \$196,492. APPROVED
- 5.12 Review and approval of amendments to three on-call consultant service agreements for airport/land use consistency review in the previously approved aggregate amount of \$140,000 to be shared amongst three firms and to extend contract term to September 30, 2021:
 - 5.12.1 Review and approval of Resolution 19-62 authorizing the C/CAG Executive Director to issue task orders in full compliance with the terms and conditions of the on-call airport/land use consistency review service agreements. APPROVED
 - 5.12.2 Review and approval of Resolution 19-63 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement with Ricondo & Associates for airport/land use consistency review services to extend the contract term to September 30, 2021. APPROVED
 - 5.12.3 Review and approval of Resolution 19-64 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement with Coffman Associates for airport/land use consistency review services to extend the contract term to September 30, 2021. APPROVED
 - 5.12.4 Review and approval of Resolution 19-65 authorizing the C/CAG Chair to execute Amendment No. 3 to the agreement with ESA Airports for airport/land use consistency review services to extend the contract term to September 30, 2021. APPROVED

6.0 REGULAR AGENDA

- 6.1 Review and approve the C/CAG legislative policies, priorities, positions, and legislative update. (A position may be taken on any legislation, including legislation not previously identified). NO ACTION

Jean Higaki, C/CAG staff, provided a legislative update on the Bills that are being tracked. The Governor has until October 13, 2019 to veto or sign the Bills.

Bills that were sent to the Governor were SB 5 (Beall), SB 50 (Wiener), SB 137 (Dodd), SB 277 (Beall), SB 330 (Skinner), SB 592 (Wiener), AB 252 (Daly), AB 825 (Mullin), AB 1487 and ACA 1 (Aguiar-Curry).

- 6.2 Receive the Draft 2020 State Transportation Improvement Program (STIP) for San Mateo County. INFORMATION

Jeff Lacap, C/CAG staff, presented the Draft 2020 State Transportation Improvement Program (STIP) for San Mateo County. This item will be submitted to the C/CAG Board for approval at the next meeting.

- 6.3 Determination on Formation of a Sub-Region for the Cycle 6 Regional Housing Needs Allocation (RHNA) Process. NO ACTION

Jeff Baird, Baird + Driskell Community Planning, presented on the Formation of a Sub-Region for the Cycle 6 Regional Housing Needs Allocation (RHNA) Process. We have until February 2020 to form a sub-region. Staff provided handouts showing data from the previous RHNA cycle (Cycle 5), comparing the original ABAG allocated numbers versus the final San Mateo County Sub-Region adopted numbers.

Brad Misner, Community Developer of City of Millbrae, made public comment in support of forming a sub-region.

Chair Derwin asked for a show of hands regarding cities' desire to form a San Mateo County Sub-Region. Of the 17 cities present at the meeting, 8 indicated interested or likely interested, 5 indicated not interested, 4 were undecided.

- 6.4 Update on countywide Reach Code adoption effort. INFORMATION

Rachel Launder from the County of San Mateo Office of Sustainability presented an update on the countywide Reach Code adoption effort.

Public speakers commented in the support of adopting the Reach Code:

Doug Silverstein
Len Traubman
James Tuleya
David Brittan

Sandy Wong, Executive Director, mentioned she received a number of emails immediately before this meeting from supports of the Reach Code. She provided some copies of those emails at the table, and will make them available to Board members post-meeting.

7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports)

Gina Papan, reports that the Regional Measure 3 is still under litigation. The money cannot be released. San Jose is getting \$100M to study and produce a transit center.

- 7.2 Chairperson's Report – None.

- 7.3 Board Members Report/ Communication – None.

8.0 EXECUTIVE DIRECTOR'S REPORT

Sandy Wong, Executive Director, introduced C/CAG's newest staff member, Kim Wever. She also reported that the San Mateo County Express Lanes Joint Powers Authority applied to California Transportation Commission (CTC) for toll authority. The CTC unanimously approved it at their August 14, 2019 meeting. In addition, a letter was sent out to C/CAG Board members soliciting interest to serve on the San Mateo County Express Lanes Joint Powers Authority, filling one vacant seat. Letter of interests is due to Sandy Wong by September 26, 2019.

9.0 COMMUNICATIONS - Information Only

9.1 Letter from Maryann Moise Derwin, Chair, City/County Association of Governments, to The Honorable Kevin Mullin, Speaker Pro Tempore, California State Assembly, dated 8/14/19. RE: Multi-Benefit Stormwater Capture Budget Request

9.2 Letter from Maryann Moise Derwin, Chair, City/County Association of Governments, to The Honorable Gavin Newsom, Governor, State of California, dated 8/29/19. RE: AB 825 (Mullin) – San Mateo County Flood and Sea Level Rise Resiliency District – SPPORT REQUEST FOR SIGNATURE

10.0 ADJOURNMENT – 9:18 p.m.

C/CAG AGENDA REPORT

Date: October 10, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 19-60 authorizing the C/CAG Chair to execute Amendment No. 1 to the agreement with Paradigm Environmental, adding an additional \$189,174 for a new total not-to-exceed of \$1,131,395 to implement enhancements to the Countywide Sustainable Streets Master Plan.

(For further information, contact Matthew Fabry at 650-599-1419)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 19-60 authorizing the C/CAG Chair to execute Amendment No. 1 to the agreement with Paradigm Environmental, adding an additional \$189,174 for a new total not-to-exceed of \$1,131,395 to implement enhancements to the Countywide Sustainable Streets Master Plan. The proposed amendment also includes an updated hourly rate sheet for the consultant team, adding two additional lower-rate classes to one subconsultant, Alta Planning + Design.

FISCAL IMPACT

The project is funded through a Caltrans adaptation planning grant. Approval of the proposed amendment will increase C/CAG's funding obligation to Paradigm Environmental by \$189,174. Of this, Caltrans funds 88.53% and C/CAG provides 11.47% in local matching funds. C/CAG's funding agreement with Caltrans, approved via Resolution 18-30 is for \$986,300 in grant funds and local matching funds of \$145,185, for a total of \$1,131,485. The original funding agreement with Paradigm Environmental was for \$942,221 – the current amendment brings the not-to-exceed amount to \$1,131,395, maximizing the grant award and matching funds.

SOURCE OF FUNDS

C/CAG's matching funds come from the AB1546 fund (\$4 Vehicle Registration Fees). The reimbursable portion of the project is funded by the Caltrans grant.

BACKGROUND

C/CAG was awarded a Caltrans Adaptation Planning grant for \$986,300, with a local match of \$145,185, to develop a Countywide Sustainable Streets Master Plan (Master Plan) that prioritizes street segments throughout the county for integrating green stormwater infrastructure with other planned investments and community priorities. C/CAG previously approved Resolution 18-65,

authorizing a \$942,221 agreement with Paradigm Environmental (Paradigm) to develop a Countywide Sustainable Streets Master Plan.

The project includes the following key tasks:

- Community Engagement
- Climate Adaptation Risk Analysis on Local Transportation Network
- High-Resolution Data Analysis and Fine-Scale Drainage Delineation
- Prioritization of Sustainable Streets Opportunities and Development of Master Plan
- Project Concepts
- Web-based Sustainable Streets Project Implementation Mapping and Tracking Tool

The project is intended to evaluate climate change impacts to precipitation in terms of managing runoff from the roadway network throughout the county and prioritize opportunities for integrating green stormwater infrastructure with other planned investments to help adapt the roadway network and downstream infrastructure to these impacts. Other planned investments include member agency plans for bicycle and pedestrian and Safe Routes to School improvements, pavement maintenance and reconstruction, utility replacement, etc. The Master Plan will prioritize the specific roadway segments that make the most sense for integrating green infrastructure in 5-, 10-, and 20-year time horizons and will include up to 10 project concepts to help member agencies pursue funding for implementation.

The Paradigm agreement was for less than the full grant and matching fund amount. Now that the Master Plan project has been underway for close to a year, staff has identified additional scope enhancements that will improve the project and can be funded under the remaining grant and match funds. These enhancements include:

- Utilizing existing forums like C/CAG's Green Infrastructure Committee or Congestion Management Technical Advisory Committee to seek additional input and feedback from C/CAG's member agencies on project process and deliverables
- Developing additional prioritization criteria for identified sustainable street typologies and evaluate additional curb extension opportunities where there aren't planned transportation projects
- Produce GIS data for prioritized sustainable street priorities, develop a tool for member agencies to assess future opportunities for stormwater curb extensions, and add an additional round of Master Plan review and commenting
- Typical details showing integration of green infrastructure with complete streets to support project concepts and future project implementation activities
- Additional member agency workshop to determine green infrastructure tracking tool needs and implement enhanced functionality

The proposed enhancements were endorsed by the C/CAG Stormwater Committee at its September 19 meeting. Staff recommends the C/CAG Board approve Resolution 19-60 authorizing the C/CAG Chair to execute Amendment No. 1 to the funding agreement with Paradigm to add an additional \$189,174 to the previously approved scope of work, bringing the total not-to-exceed to \$1,131,395. The proposed amendment includes an updated hourly rate sheet

for the consultant team, adding additional lower-rate classifications for one sub-consultant, Alta Planning + Design to allow more cost-effective completion of work products.

ATTACHMENTS

- Resolution 19-60
- Amendment No. 1 to Agreement between C/CAG and Paradigm Environmental
(Available on-line at: <http://www.ccag.ca.gov/committees/board-of-directors-2/>)

RESOLUTION 19-60

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO. 1 TO THE AGREEMENT WITH PARADIGM ENVIRONMENTAL TO ADD AN ADDITIONAL \$189,174 FOR A NEW TOTAL NOT-TO-EXCEED OF \$1,131,395 TO IMPLEMENT ENHANCEMENTS TO THE COUNTYWIDE SUSTAINABLE STREETS MASTER PLAN

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

WHEREAS, C/CAG administers the Countywide Water Pollution Prevention Program to support its member agencies on regulatory requirements for stormwater management in the Municipal Regional Permit issued by the San Francisco Bay Regional Water Quality Control Board; and

WHEREAS, C/CAG was awarded a \$986,300 Climate Change Adaptation Planning Grant from Caltrans for the “Calm Before the Storm: San Mateo Countywide Sustainable Streets Master Plan” project; and

WHEREAS, C/CAG committed \$145,185 in local matching funds to support the grant; and

WHEREAS, C/CAG entered into a agreement with Paradigm Environmental for \$942,221 to implement the grant project, which is \$189,264 less than the total grant agreement with Caltrans; and

WHEREAS, C/CAG has identified additional scope enhancements to the project that can be completed within the remaining \$189,264 in available grant and matching funds and the C/CAG Stormwater Committee recommends the enhancements be added to the Paradigm Environmental scope of work:

NOW THEREFORE BE IT RESOLVED, that the C/CAG Board of Directors authorizes the C.CAG Chair to execute Amendment No. 1 to the agreement with Paradigm Environmental to add an additional \$189,174 for a new total not-to-exceed of \$1,131,395 to implement enhancements to the Countywide Sustainable Streets Master Plan and updating the consultant team’s hourly rate sheet. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of said amendment prior to its execution by the C/CAG Chair, subject to approval as to form by C/CAG Legal Counsel.

PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF OCTOBER 2019.

Maryann Moise Derwin, Chair

C/CAG AGENDA REPORT

Date: October 10, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 19-67 authorizing the C/CAG Chair to execute Contract Change Order No.1 to an existing Contract Work Authorization between C/CAG and Pacific Gas and Electric Company for the San Mateo County Energy Watch, adding \$149,405 for a new contract total of \$468,214 through June 20, 2020.

(For further information, contact Kim Springer at 650-599-1412)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 19-67 authorizing the C/CAG Chair to execute Contract Change Order No.1 to an existing Contract Work Authorization between C/CAG and Pacific Gas and Electric Company for the San Mateo County Energy Watch, adding \$149,405 for a new contract total of \$468,214 through June 20, 2020.

FISCAL IMPACT

This agreement allows C/CAG to receive an additional \$149,405 for the first six months of calendar year 2020 (through June 30, 2020). Future funding beyond June 30, 2020 for the Energy Watch Program will be based on a competitive grant process, therefore, will be uncertain.

SOURCE OF FUNDS

Funding for the San Mateo County Energy Watch is provided by the PG&E Local Government Partnership.

BACKGROUND

The San Mateo County Energy Watch (SMCEW) Local Government Partnership (LGP) with PG&E began on January 1, 2009, using Public Goods Funds under the auspices of the California Public Utilities Commission (CPUC). Since the original program cycle, which ended on December 31, 2009, PG&E has contracted with C/CAG for the SMCEW for four additional program cycles, 2010-2012, 2013-2014, 2015, and 2016-18, which ended on December 31, 2018.

The current funding cycle for calendar year 2019 provides \$318,809 to C/CAG for the SMCEW Program. That amount represents 54% decrease compared to the annual budget for the 2016-18 calendar year cycle. The reduction was due to new CPUC and associated PG&E decisions, causing a shift of use of Public Goods Funds to achieve a more cost-effective portfolio.

Starting from July 1, 2020, funding for Local Government Partnership (Energy Watch Program) will not be guaranteed. Instead, PG&E will shift the funding model to a competitive grant process for Local Government programs.

Due to the current C/CAG – PG&E contract ending on December 31, 2019, in order to fill the gap between January 1 through June 30, 2020, PG&E is providing an additional funding of \$149,405 for the SMCEW program and extending the contract for six months to June 30, 2020. That amount represents slightly less than half of the (already reduced) annual funding.

The C/CAG SMCEW Program is managed and staffed by the County of San Mateo Office of Sustainability under a separate staffing agreement between C/CAG and the County. Resolution No.19-67 and the Contract Change Order document are included as attachments to this staff report.

ATTACHMENTS

1. Resolution No. 19-67
2. Contract Change Order No.1 for existing Contract Work Authorization between C/CAG and PG&E for the San Mateo County Energy Watch. Available on-line at:
<http://ccag.ca.gov/committees/board-of-directors/>

RESOLUTION NO. 19-67

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE CONTRACT CHANGE ORDER NO. 1 TO AN EXISTING CONTRACT WORK AUTHORIZATION BETWEEN C/CAG AND PACIFIC GAS AND ELECTRIC COMPANY FOR THE SAN MATEO COUNTY ENERGY WATCH, ADDING \$149,405 FOR A NEW CONTRACT TOTAL OF \$468,214 THROUGH JUNE 30, 2020

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

WHEREAS, the C/CAG Board adopted Resolution No. 08-46 at its October 2008 meeting authorizing the C/CAG Chair to executing the first funding Agreement between C/CAG and Pacific Gas & Electric (PG&E) launching a 2009 program cycle of the San Mateo County Energy Watch; and

WHEREAS, the C/CAG Board adopted the following resolutions for continued funding: Resolution 09-55 on November 12, 2009, Resolution 12-68 on December 13, 2012, Resolution 14-52 on November 13, 2014, and Resolution 15-49 on December 10, 2015 for programs years 2010-2012, 2013-2014, 2015, 2016-2018, and Resolution 18-61 for program year 2019, respectively; and

WHEREAS, PG&E is offering additional funding in the amount of \$149,405 and adding six months to the existing Contract Work Authorization; and

WHEREAS, the County, C/CAG and PG&E wish to continue to provide energy efficiency programs for municipalities, small and medium businesses, and schools in San Mateo County under the San Mateo County Energy Watch program.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute Contract Change Order No.1 to an existing Contract Work Authorization between C/CAG and Pacific Gas and Electric Company for the San Mateo County Energy Watch, adding \$149,405 for a new contract total of \$468,214 through June 30, 2020.

PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF OCTOBER 2019.

Maryann Moise Derwin, Chair

C/CAG AGENDA REPORT

Date: October 10, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 19-68 authorizing the C/CAG Executive Director, or her Designee, to submit the Bay Area Air Quality Management District (BAAQMD) Vehicle Trip Reduction Grant Application and commit to providing matching funds up to \$81,576.

(For further information, contact Kim Wever at 650-599-1451)

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 19-68 authorizing the C/CAG Executive Director, or her Designee, to submit the Bay Area Air Quality Management District (BAAQMD) Vehicle Trip Reduction Grant Application and commit to providing matching funds up to \$81,576.

FISCAL IMPACT

Up to \$81,576 (10% of total cost). Total project cost estimated at \$815,576.

SOURCE OF FUNDS

Matching funds will come from the Congestion Relief Plan Funds.

BACKGROUND

In August 2019 the Bay Area Air Quality Management District (BAAQMD) issued a solicitation for the Vehicle Trip Reduction Grant Program to public agencies. The program provides funding to support projects that improve air quality and reduce greenhouse gas emission by reducing vehicle trips and miles traveled in the Bay Area. For fiscal year ending in 2020, approximately \$6 million in funding is available through the BAAQMD's Transportation Fund for Clean Air Regional Fund (TFCA). Each applicant is limited to a maximum total award of \$1.5 million. The five project categories an applicant can apply for concurrently are: (1) pilot services (on-demand first- and last-mile connections to mass transit), (2) existing shuttle services, (3) existing ridesharing services, (4) bikeways (Class-I or Class-IV), and (5) e-lockers and racks (racks and electronic bicycle lockers).

To meet the application deadline staff submitted an application for a pilot project titled "Rideshare to Transit in San Mateo County" on September 10, 2019. The proposed project reduces single-occupancy vehicle trips by providing incentives to San Mateo County residences for using rideshare services to transit stations during peak commute periods. Residents of San Mateo County that do not live within walking or biking distance to a transit station currently either drive alone to the transit

stations or do not choose to take public transportation. This project provides the first mile solution between commuters' home and transit stations, which encourages San Mateo County residents to take transit and help relieve parking at transit stations. The project offers two options for commuters to travel to and from BART and Caltrain stations within San Mateo County: 1) a subsidized Transportation Network Company (TNC) (i.e. Lyft Shared and UberPool) shared ride, and 2) incentives to users of carpool matching mobile applications (i.e. Waze Carpool and Scoop). The options are described as follows:

1) TNC to Transit:

Incentivize San Mateo County residents to utilize mobile applications (i.e. Lyft and Uber) for on-demand ride share services to transit stations. The incentive will include a flat \$5 off subsidy to the rider for shared rides over \$5, to be applied for inbound rides in the peak morning hours and outbound in the evening peak to focus on residents going to and coming from transit stations.

2) Carpool to Transit:

Incentivize San Mateo County residents who carpool to transit stations. The incentive will provide \$2 to the driver and \$2 to each rider per trip who utilize a carpool matching mobile applications (i.e. Waze Carpool and Scoop). The driver will also be reimbursed a daily maximum of \$5 for parking. This option will take advantage of the current Carpool to BART program, which makes parking spaces available before 10:00AM for carpools. This fall BART plans to introduce their program to San Mateo County BART stations. Caltrain is open to explore opportunities for carpool parking options, but at this time there is no designated carpool parking at the stations.

For both options, C/CAG will be working with the transit agencies and respective companies to provide the incentives to the carpools.

On September 10, 2019, staff submitted an application to BAAQMD requesting \$734,184 in Regional TFCA funds to comply with the application deadline. The requested funds, combined with the ten percent (10%) local match requirements, totals \$815,760 for the proposed project. Included with the application were letters of support from Waze Carpool, Scoop, BART, and Caltrain. As part of the application process, C/CAG is also required to submit a C/CAG Board Resolution within 30 days that authorizes the submittal of the application; identifies the C/CAG Executive Director, or her Designee, to submit and carry out the proposal; and commits the sponsoring agency to provide all necessary funds to undertake the project including matching funds of 10% of the total cost.

C/CAG staff recommends the Board to approve Resolution 19-68 authorizing the C/CAG Executive Director, or her Designee, to submit the Bay Area Air Quality Management District (BAAQMD) Vehicle Trip Reduction Grant Application and commit to providing matching funds up to \$815,760 (10% of total cost).

ATTACHMENT

- Resolution 19-68

RESOLUTION 19-68

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG EXECUTIVE DIRECTOR, OR HER DESIGNEE, TO SUBMIT THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT (BAAQMD) VEHICLE TRIP REDUCTION GRANT APPLICATION AND COMMIT TO PROVIDING MATCHING FUNDS UP TO \$81,576.

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

WHEREAS, C/CAG is the designated Congestion Management Agency (CMA) for San Mateo County, therefore, is an eligible applicant for the Bay Area Quality Management District (BAAQMD)'s Transportation Fund for Clean Air Regional Fund provides grants to improve air quality within the nine-county Bay Area through the Vehicle Trip Reduction Grant Program; and

WHEREAS, C/CAG authorizes the submittal of the application for a pilot project titled "Rideshare to Transit in San Mateo County" (Proposal) in the amount of \$734,184 in funding to the (BAAQMD) to improve air quality and reduce greenhouse gas emission by reducing vehicle trips and miles traveled in the Bay Area; and

WHEREAS, C/CAG authorizes the Executive Director, or her Designee, to submit and carry out the Proposal; and

WHEREAS, C/CAG will provide all necessary funds to undertake the project including matching funds of \$81,576, which is ten percent (10%) of the total cost of the project amount of \$815,760; and

WHEREAS, BAAQMD requires that a copy of this Resolution be transmitted to BAAQMD in conjunction with the filling of the application, which was submitted on September 10, 2019, by no later than 30 days of the project application submittal date, on October 10 2019 by 12:00 midnight.

NOW THEREFORE BE IT RESOLVED by Board of Directors of the City/County Association of Governments of San Mateo County authorizes the C/CAG Executive Director, or her Designee, to submit the of the Bay Area Air Quality Management District (BAAQMD) Vehicle Trip Reduction Grant Application and commit to providing matching funds up to \$81,576.

PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF OCTOBER 2019.

Maryann Moise Derwin, Chair

C/CAG AGENDA REPORT

Date: October 10, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approve the appointment of Nikki Nagaya from the City of Menlo Park to serve on C/CAG's Stormwater and Congestion Management Program Technical Advisory Committees.

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

RECOMMENDATION

That the C/CAG Board review and approve the appointment of Nikki Nagaya from the City of Menlo Park to serve on C/CAG's Stormwater and Congestion Management Program Technical Advisory Committees.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

The Stormwater Committee provides policy and technical advice and recommendations to the C/CAG Board of Directors and direction to technical subcommittees on all matters relating to stormwater management and compliance with associated regulatory mandates from the State Water Resources Control Board and San Francisco Bay Regional Water Quality Control Board. The Stormwater Committee includes a designated seat for each member agency and a non-voting seat for the Regional Water Quality Control Board for a total of 22 members.

The Congestion Management Program Technical Advisory Committee (CMP TAC), provide technical expertise for the Congestion Management and Environmental Quality (CMEQ) Committee and the C/CAG Board. The TAC is made up of engineers and planners from local jurisdictions in addition to one representative each from Caltrans, SMCTA/Peninsula Corridor JPB/Caltrain, MTC, and C/CAG. As approved by the C/CAG Board, the maximum number of TAC members is 25 and the total varies depending on vacancies and/or interest from the city staff. Typically, when a seat becomes vacant on the CMP TAC, C/CAG staff will solicit agencies not represented regarding interest in being added to the committee.

The City of Menlo Park is requesting the appointment of Nikki Nagaya, Interim Public Works Director, to replace Justin Murphy, former Public Works Director, on the Stormwater Committee and CMP TAC. The appointment will replace a member previously representing the same city.

ATTACHMENTS

1. Current Stormwater Committee Roster
2. Current CMP TAC Roster
3. Letter from City of Menlo Park

Current Stormwater Committee Roster – 2019

No.	Municipality/Agency	Representative
1	Atherton	Robert Ovadia
2	Belmont	Afshin Oskoui
3	Brisbane	Randy Breault (Chair)
4	Burlingame	Syed Murtuza
5	Colma	Brad Donohue
6	Daly City	Richard Chiu
7	East Palo Alto	Kamal Fallaha
8	Foster City	Norm Dorais
9	Half Moon Bay	Maziar Bozorginia
10	Hillsborough	Paul Willis
11	Menlo Park	<i>Justin Murphy*</i>
12	Millbrae	Khee Lim
13	Pacifica	Sam Bautista
14	Portola Valley	Howard Young
15	Redwood City	Saber Sarwary
16	San Bruno	Jimmy Tan
17	San Carlos	Steven Machida
18	San Mateo	Brad Underwood
19	South San Francisco	Eunejune Kim
20	Woodside	Sean Rose
21	San Mateo County	Jim Porter
22	Regional Water Quality Control Board	Dr. Tom Mumley

** Current Representative to be replaced with new appointment*

Current CMP TAC Roster – 2019

No.	Agency	Representative
1	San Mateo County Engineering	Jim Porter (Co-Chair)
2	SMCTA / PCJPB / Caltrain	Joseph Hurley (Co-Chair)
3	Atherton Engineering	Robert Ovardia
4	Belmont Engineering	Afshin Oskoui
5	Brisbane Engineering	Randy Breault
6	Burlingame Engineering	Syed Murtuza
7	C/CAG	Sandy Wong
8	Colma Engineering	Brad Donohue
9	Daly City Engineering	Richard Chiu
10	Daly City Planning	Tatum Mothershead
11	Foster City Engineering	Norm Dorais
12	Hillsborough Engineering	Paul Willis
13	Half Moon Bay Engineering	Maziar Bozorginia
14	Menlo Park Engineering	<i>Justin Murphy*</i>
15	Millbrae Engineering	Khee Lim
16	Pacifica Engineering	Sam Bautista
17	Redwood City Engineering	Jessica Manzi
18	San Bruno Engineering	Jimmy Tan
19	San Carlos Engineering	Steven Machida
20	San Mateo Engineering	Brad Underwood
21	South San Francisco Engineering	Eunejune Kim
22	South San Francisco Planning	Billy Gross
23	Woodside Engineering	Sean Rose
24	MTC	James Choe
25	Caltrans	Vacant

** Current Representative to be replaced with new appointment*



September 6, 2019

Sandy Wong
C/CAG of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063-1665

Subject: C/CAG TAC (Technical Advisory Committee) and Stormwater Committee Member

Dear Ms. Wong,

The City of Menlo Park is requesting to replace C/CAG TAC and Stormwater Committee member Justin Murphy with Nikki Nagaya. Ms. Nagaya has been appointed as the Interim Public Works Director effective August 5, 2019.

If you have any questions, please contact me at (650) 330-6616.

Sincerely,

Nicholas Pegueros
Acting City Manager

cc: Justin Murphy, Deputy City Manager
Nikki Nagaya, Interim Public Works Director

C/CAG AGENDA REPORT

Date: October 10, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 19-69 determining that Burlingame's 1095 Rollins Road Project, including General Plan Amendment, Rezoning and related entitlements to allow construction of a six-story, 150-unit residential building is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

(For further information, contact Susy Kalkin 650-599-1467)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, adopt Resolution 19-69 determining that Burlingame's 1095 Rollins Road Project, including General Plan Amendment, Rezoning and related entitlements, is 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), subject to the following conditions:

1. Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA, and provide to the City of Burlingame an FAA determination of no hazard to air navigation.
2. The City of Burlingame shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.

DISCUSSION

Project Description

The project includes the construction of a six-story, 150-unit apartment building on a 1.08-acre site along Rollins Road, just south of the Broadway/US101 interchange. Among other entitlements, the project includes requests for both a General Plan Amendment and rezone from "Commercial (Shopping & Service)" and "C-1 (Commercial)," respectively, to "High Density Residential " and "R-4 (Multifamily Residential)".

ALUCP Consistency Evaluation

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 Burlingame has referred the

subject project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

The SFO ALUCP contains policies and criteria to address four issues: (a) aircraft noise impacts; (b) safety compatibility criteria; (c) height of structures/airspace protection; and (d) overflight notification. The following sections describe the degree to which the project is compatible with each.

(a) Aircraft Noise Impacts

The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the SFO ALUCP.

As shown on Attachment 3, the subject property lies outside the bounds of the 65dB CNEL contour, and therefore the project is consistent with the SFO ALUCP noise policies and criteria.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on Attachment 4, the project site does not lie within any of the safety zones and therefore the project would be consistent with the safety zone policies of the SFO ALUCP.

(c) Height of Structures/Airspace Protection

Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its AIA is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77), “Safe, Efficient Use and Preservation of the Navigable Airspace”, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces.

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the airspace protection surfaces map or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

The single building in the project is, at its topmost point, 78’ 2” tall, with a ground elevation of approximately 13.5 feet above mean sea level (MSL), resulting in an overall height of about 92 ft above MSL. Utilizing SFO’s online iALP Airspace Tool, it has been determined that the top of the proposed building would be more than 71 feet below the critical airspace surfaces in the area, as shown on Attachment 5. However, as shown on the Attachment 6, the Project is located in an area that requires FAA notification for projects greater than 65-100 feet tall, so the project sponsor will be required to comply with these requirements. Accordingly, the following condition of approval is included:

- Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA, and provide to the City of Burlingame an FAA determination of no hazard to air navigation.

(d) Overflight Notification

The project site is located within the Airport Influence Area (AIA) of SFO, the real estate disclosure area. Pursuant to Policy IP-1, notification is required, prior to sale or lease of property located within the AIA, of the proximity of the airport and that therefore the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations.

As this disclosure requirement is not included in the above referenced general plan policies or application materials, the following condition is proposed:

- The City of Burlingame shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.

Airport Land Use Committee

The Airport Land Use Committee was scheduled to consider this item at its September 26, 2019 meeting, but the meeting was canceled due to lack of a quorum.

ATTACHMENTS

1. Resolution No. 19-69
2. ALUCP application, together with related project description and plan set excerpts
3. SFO ALUCP Exh. IV-5 - Noise Compatibility Zones
4. SFO ALUCP Exh. IV-7 Safety Compatibility Zones
5. SFO iALP Airspace Tool Point Analysis
6. SFO ALUCP Exh. IV-12 FAA Notification Areas

RESOLUTION 19-69

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT BURLINGAME'S 1095 ROLLINS ROAD PROJECT, INCLUDING GENERAL PLAN AMENDMENT, REZONING AND RELATED ENTITLEMENTS IS CONDITIONALLY CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN FRANCISCO INTERNATIONAL AIRPORT.

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), acting as the San Mateo County Airport Land Use Commission (ALUC), that,

WHEREAS, California Public Utilities Code Section 21676(b) requires that prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance, a local agency shall first refer the proposed action to the Airport Land Use Commission for a determination of consistency with the applicable Airport Land Use Plan; and,

WHEREAS, the City of Burlingame has submitted its proposed 1095 Rollins Road Project, including requests for a General Plan Amendment, Rezoning and related development entitlements (the "Project"), to the C/CAG Board, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP); and

WHEREAS, the Project is located within Airport Influence Area B of San Francisco International Airport, the area subject to formal CCAG/ALUC Review; and

WHEREAS, three sets of airport/land use compatibility policies and criteria in the SFO ALUCP relate to the Project: (a) aircraft noise impacts; (b) safety compatibility criteria; and (c) height of structures/airspace protection, as discussed below:

- (a) Aircraft Noise Impacts - The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. The Project is not located within the 65-70dB Airport Noise Contour, and is therefore determined to be consistent with the SFO ALUCP noise policies and criteria.
- (b) Safety Compatibility - The SFO ALUCP identifies five safety zones. The Project is not located within a Safety Zone, and is therefore determined to be consistent with the safety zone policies of the SFO ALUCP.
- (c) Airspace Protection - Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its Airport Influence Area (AIA) is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77) *Safe, Efficient Use and Preservation of the Navigable Airspace*, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces.

To be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the airspace protection surfaces map or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

The single building in the project is, at its topmost point, 78’ 2” tall, with a ground elevation of approximately 13.5 feet above mean sea level (MSL), resulting in an overall height of about 92 ft above MSL. Utilizing SFO’s online iALP Airspace Tool, it has been determined that the top of the proposed building would be more than 71 feet below the critical airspace surfaces in the area. However, the Project is located in an area that requires FAA notification for projects greater than 65-100 feet tall, so the project sponsor will be required to comply with these requirements, which is included herein as a condition of approval.

WHEREAS, the Project is located within Airport Influence Area (AIA) A for San Francisco International Airport, where the State real estate disclosure requirements of Section 11010 of the Business and Professions Code apply. The Project does not currently reflect this requirement, but it is included herein as a condition of approval.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the San Mateo County Airport Land Use Commission, that subject to the conditions contained in Exhibit A, attached, Burlingame’s proposed 1095 Rollins Road Project, including General Plan Amendment, Rezoning and related development entitlements, is deemed to be consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF OCTOBER 2019.

Maryann Moise Derwin, Chair

Resolution 19-69 – Conditions of Approval:

1. *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA, and provide to the City of Burlingame an FAA determination of no hazard to air navigation.*
2. *The City of Burlingame shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).*



APPLICATION FOR LAND USE CONSISTENCY DETERMINATION
San Mateo County Airport Land Use Commission
C/CAG ALUC

APPLICANT INFORMATION

Agency: Burlingame Community Development Dept. - Planning Division

Project Name: 1095 Rollins Road

Address: 1095 Rollins Road

APN: 026-231-250; 026-231-260

City: Burlingame

State: CA

ZIP Code: 94010

Staff Contact: Catherine Keylon

Phone: (650)558-7252

Email: ckeylon@burlingame.org

PROJECT DESCRIPTION

Project will include demolition of all existing onsite structures for the construction of a new 6-story, 150 unit multifamily apartment building.

The project will contain 5 levels of Type IIIA construction over 1 level of Type IA construction, all over 1 level of subterranean garage, which will include 192 surface and stacked parking spaces. The project is seeking a General Plan Amendment and rezone from "Commercial (Shopping & Service)" and "C-1 (Commercial)," respectively, to "High Density Residential " and "R-4 (Multifamily Residential)." Applicant is also seeking a Conditional Use Permit for the project to exceed 35' in height, but the project will not exceed Burlingame's 75' maximum height limit.

REQUIRED PROJECT INFORMATION

For General Plan, Specific Plan or Zoning Amendments and Development Projects:

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following: **SEE ATTACHED SHEET**

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
 - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
 - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.
 - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
 - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.
 - c) Airspace Protection:
 - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

Please contact C/CAG staff at 650 599-1467 with any questions.

<i>For C/CAG Staff Use Only</i>
<i>Date Application Received</i>
<i>Date Application Deemed Complete</i>
<i>Tentative Hearing Dates:</i>
- <i>Airport Land Use Committee</i>
- <i>C/CAG ALUC</i>

Application for Land Use Consistency – San Mateo County Airport Land Use Commission

Project Name: 1095 Rollins Road, Burlingame, CA 94010

Agency: Burlingame Community Development Department – Planning Division

Staff Contact: Catherine Keylon (ckeylon@burlingame.org; (650) 558-7252)

Project Sponsor: Hanover Company

- 1) Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern:
 - a. Noise: *See SFO “Airport Influence Area B” map attached with project location identified. Project is NOT located in the ‘Outer Boundary of Safety Zones,’ ‘CNEL Contour, 2020 Forecast,’ or ‘Outer Boundary for TERPS Approach and OEI Departure Surfaces.’ The project is within the ‘14 CFR Part 77 Conical Surface.’*
 - b. Safety: *Same as above.*
 - c. Airspace Protection: *The roof and roof parapet heights of the proposed project do not exceed the City of Burlingame’s maximum height limit of 75 feet. The top of the two (2) elevator penthouses is 78 feet, 2 ½ inches, which complies with Burlingame’s municipal code.*
 - d. If applicable, identify how property owners are advised of the need to submit Form 7460-1, “Notice of Proposed Construction or Alteration” with the FAA: *Not applicable.*
- 2) Real Estate Disclosure requirements related to airport proximity: *Not applicable.*
- 3) Any related environmental documents: *Project CEQA document is in process and assumes Mitigated Negative Declaration (MND). CEQA Project Description is attached.*
- 4) Other documentation as may be required: *See attached Burlingame Planning Department Staff Report submitted to Planning Commission prior to Design Review/CEQA Scoping Session held on 1/28/19.*

Additional Information for Development Projects:

- a. Project coordinates:
 - i. *Latitude: 37°35'18.5"N*
 - ii. *Longitude: 122°21'36.1"W*
- b. Building heights relative to mean sea level (MSL):
 - i. *See attached exhibit*



TOP OF BUILDING
CORNER ELEVATION 73.8'
ABOVE MEAN SEA LEVEL

TOP OF BUILDING
CORNER ELEVATION 92.2'
ABOVE MEAN SEA LEVEL

TOP OF BUILDING
CORNER ELEVATION 82.2'
ABOVE MEAN SEA LEVEL

TOP OF BUILDING
CORNER ELEVATION 82.2'
ABOVE MEAN SEA LEVEL

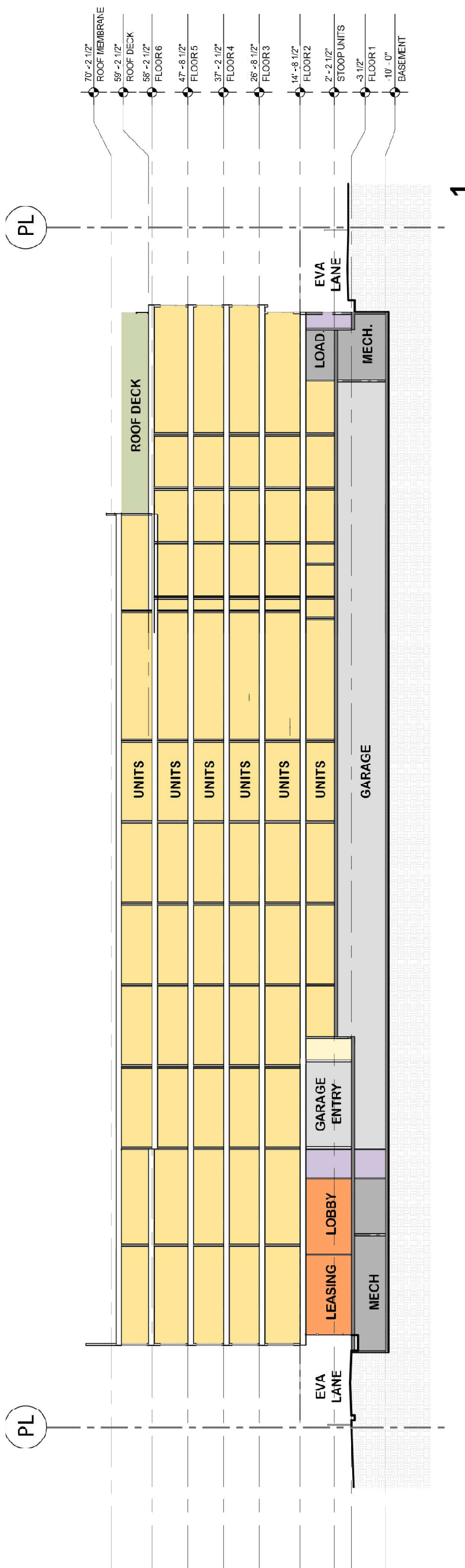
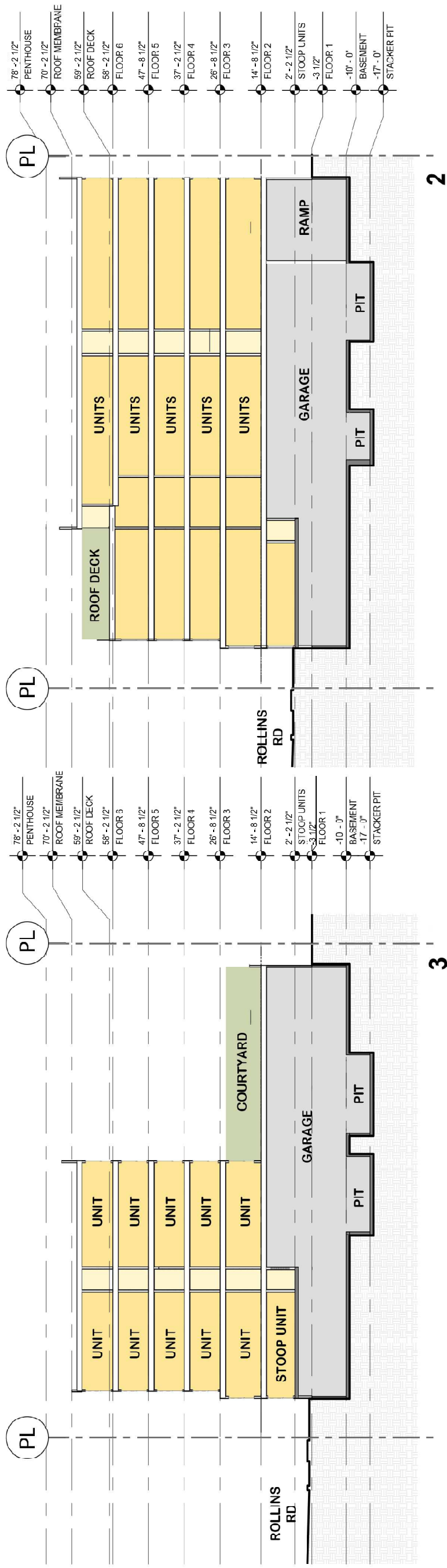
TOP OF BUILDING
CORNER ELEVATION 84.7'
ABOVE MEAN SEA LEVEL

TOP OF BUILDING
CORNER ELEVATION 74.8'
ABOVE MEAN SEA LEVEL

NOTE: ELEVATIONS SHOWN IN RELATION TO MEAN SEA LEVEL (MSL) ARE APPROXIMATE, AND BASED ON A DATUM CONVERSION IN RELATION TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88). IT IS ASSUMED THAT MEAN SEA LEVEL IS AT ELEVATION 3.3' ON NAVD 88.



1095 ROLLINS ROAD, BURLINGAME
PLANNING RE-SUBMITTAL
DECEMBER 19th, 2018



LEGEND

- CNEL Contour, 2020 Forecast
 - Airport Property
 - BART Station
 - CALTRAIN Station
 - School
 - Place of Worship
 - Hospital
 - Municipal Boundary
 - Railroad
 - Freeway
 - Road
- Planned Land Use Per General Plans:
- Public
 - Multi-Family Residential
 - Single Family Residential
 - Mixed Use
 - Transit Oriented Development
 - Commercial
 - Industrial, Transportation, and Utilities
 - Local Park, Golf Course, Cemetery
 - Regional Park or Recreation Area
 - Open Space
 - Planned use not mapped

Sources:

- Noise Contour Data:
- Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport, URS Corporation and BridgeNet International, June 2011
- County Base Maps:
- San Mateo County Planning & Building Department, 2007
- Local Plans:
- Burlingame Bayfront Specific Area Plan, August 2006
 - Burlingame Downtown Specific Plan, January 2009
 - Burlingame General Map, September 1984
 - North Burlingame/ Rollins Road Specific Plan, February 2007
 - Colma Municipal Code Zoning Maps, December 2003
 - Daly City General Plan Land Use Map, 1987
 - Hillsborough General Plan, March 2005
 - Millbrae Land Use Plan, November 1998
 - Pacifica General Plan, August 1996
 - San Bruno General Plan, December 2008
 - San Mateo City Land Use Plan, March 2007
 - San Mateo County Zoning Map, 1992
 - South San Francisco General Plan, 1998

NORTH

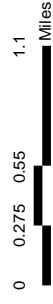
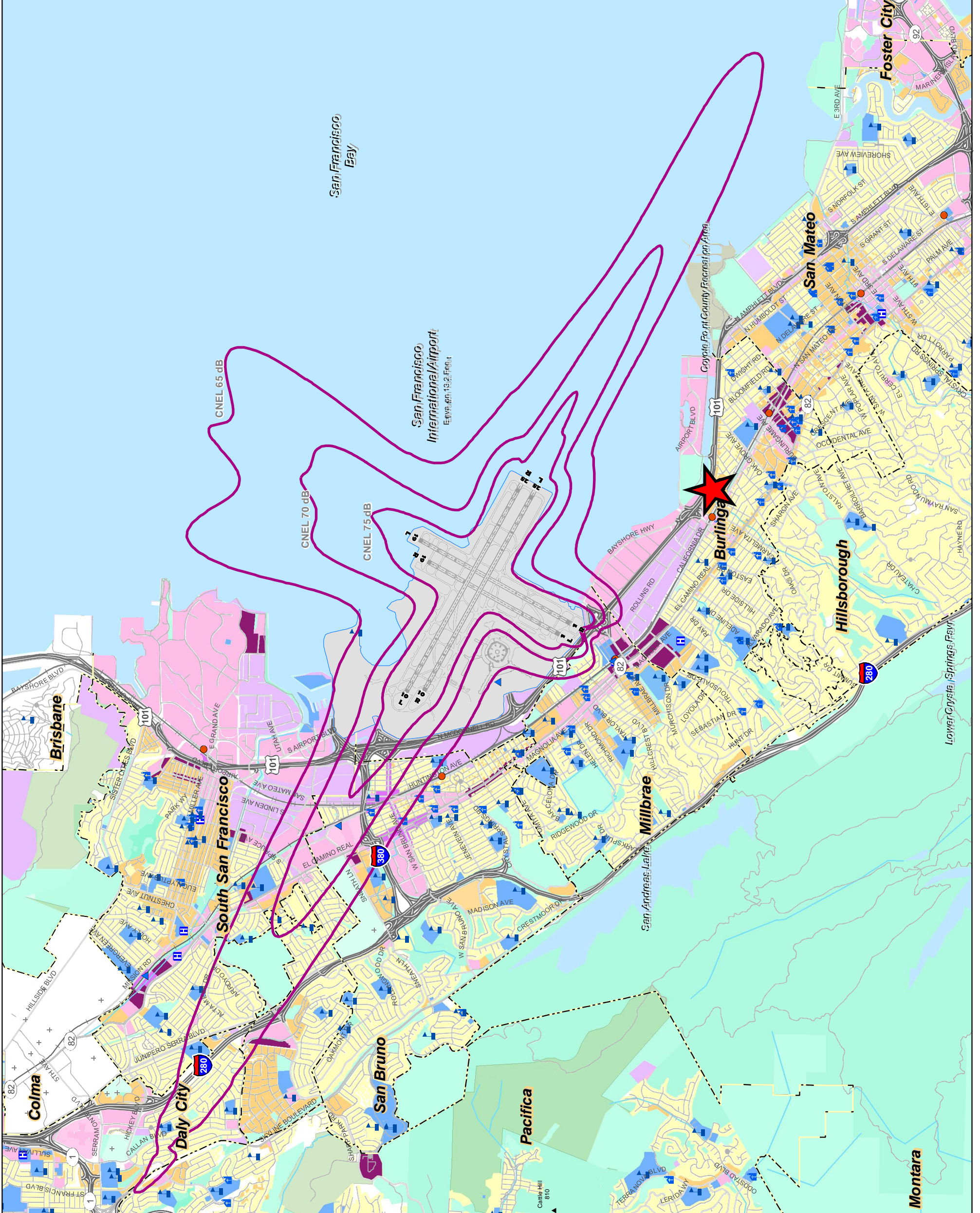


Exhibit IV-5
NOISE COMPATIBILITY ZONES
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
CICAG
 City/County Association of Governments
 of San Mateo County, California



LEGEND

Safety Compatibility Zones

- 1 - Runway Protection Zone-Object Free Area
 - 2 - Inner Approach/Departure Zone
 - 3 - Inner Turning Zone
 - 4 - Outer Approach/Departure Zone
 - 5 - Sideline Zone
- Internal boundaries of ALP-defined areas

- Airport Property
- BART Station
- CALTRAIN Station
- School
- Place of Worship
- Hospital
- Municipal Boundary
- Railroad
- Freeway
- Road

Planned Land Use Per General Plans:

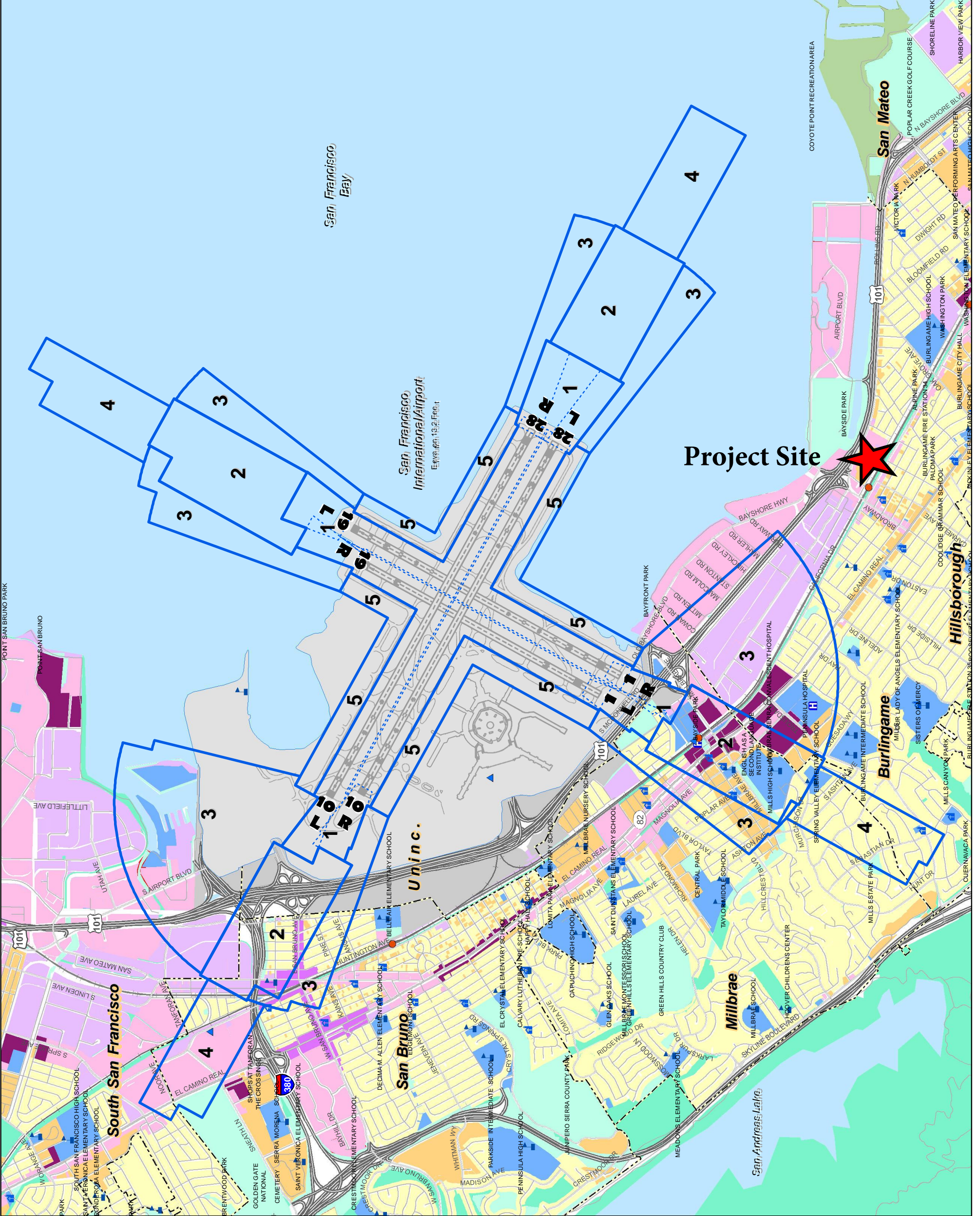
- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

Sources:

- Safety Compatibility Zones:
- Jacobs Consultancy Team, 2009; Ricomb & Associates, Inc., 2011
- County Base Maps:
- San Mateo County Planning & Building Department, 2007
- Local Plans:
- Burlingame Bayfront Specific Area Plan, August 2006
 - Burlingame Downtown Specific Plan, January 2009
 - Burlingame General Map, September 1984
 - North Burlingame/ Rollins Road Specific Plan, February 2007
 - Colma Municipal Code Zoning Maps, December 2003
 - Daly City General Plan Land Use Map, 1987
 - Hillsborough General Plan, March 2005
 - Millbrae Land Use Plan, November 1998
 - Pacifica General Plan, August 1996
 - San Bruno General Plan, December 2008
 - San Mateo City Land Use Plan, March 2007
 - San Mateo County Zoning Map, 1992
 - South San Francisco General Plan, 1998



Exhibit IV-7
SAFETY COMPATIBILITY ZONES
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
CICAG
 City/County Association of Governments
 of San Mateo County, California



SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFO"												
Project No.: 1095 Rollins Rd, Burlingame												
Date: 09/18/19												
Description: New residential apartment complex proposed												
Model: 2-SFO_ALL_Surfaces_31JUL14												
Point Num.	Point Desc.	Latitude	Longitude	Site El.(AMSL)	Struct Ht.(AGL)	Overall Ht.(AMSL)	Max Ht.(AMSL)	Exceeds By	Under By	Surface		
1	Building Center	37° 35' 18.2826"	122° 21' 36.2808"	13.49	78.2	91.69	163.2		71.51	SFO_P77_19_Horizontal_Plane		
1	Building Center	37° 35' 18.2826"	122° 21' 36.2808"	13.49	78.2	91.69	308.54		216.85	SFO_VFR77_Exist_Conical		
1	Building Center	37° 35' 18.2826"	122° 21' 36.2808"	13.49	78.2	91.69	315.11		223.42	SFO_RW19LR_OEI_Corridor_092809		
1	Building Center	37° 35' 18.2826"	122° 21' 36.2808"	13.49	78.2	91.69	447.75		356.06	SFO_RW19R_LNAVY_Missed_Approach_O		
1	Building Center	37° 35' 18.2826"	122° 21' 36.2808"	13.49	78.2	91.69	448.89		357.2	SFO_RW19L_LNAVY_Missed_Approach_O		
1	Building Center	37° 35' 18.2826"	122° 21' 36.2808"	13.49	78.2	91.69	589.09		497.4	SFO_RW10R_RNP_2Y_Missed_Approach_O		
1	Building Center	37° 35' 18.2826"	122° 21' 36.2808"	13.49	78.2	91.69	630.65		538.96	SFO_RW28L_VNAV_Missed_Approach_OB		
1	Building Center	37° 35' 18.2826"	122° 21' 36.2808"	13.49	78.2	91.69	640		548.31	SFO_CIRCLING_CAT_B		
1	Building Center	37° 35' 18.2826"	122° 21' 36.2808"	13.49	78.2	91.69	725.31		633.62	SFO_RW19LR_DP_LUVVE2		
1	Building Center	37° 35' 18.2826"	122° 21' 36.2808"	13.49	78.2	91.69	740		648.31	SFO_CIRCLING_CAT_C		
1	Building Center	37° 35' 18.2826"	122° 21' 36.2808"	13.49	78.2	91.69	780.99		689.3	SFO_RW19R_IFR_NonSTND_Departure		
1	Building Center	37° 35' 18.2826"	122° 21' 36.2808"	13.49	78.2	91.69	860		768.31	SFO_CIRCLING_CAT_D		
1	Building Center	37° 35' 18.2826"	122° 21' 36.2808"	13.49	78.2	91.69	2000		1908.31	SFO_MVA_2008		
Total penetrations above surfaces: 0												
Total penetrations below surfaces: 13												
Zone Analysis(3)												
Point ID	Description	X	Y	Range	Safety Zones							
1	Building Center	6022749.411	2042073.109	Under 65 db	NA							

FAA NOTIFICATION REQUIREMENTS

A structure proponent must file FAA Form 7460-1, Notice of proposed construction or Alteration, for any proposed construction or alteration that meets any of the following Notification criteria described in 14 cFR part 77.9:

\$77.9(a) - A height more than 200 feet above ground level (AGL) at its site;

\$77.9(b) - Within 20,000 feet of a runway more than 3,200 feet in length, and exceeding a 100:1 slope imaginary surface (i.e., a surface rising 1 foot vertically for every 100 feet horizontally) from the nearest point of the nearest runway. The 100:1 surface is shown as follows:

— 100 — Elevation Above Mean Sea Level
 — 20,000 Feet Limit From Nearest Runway

Heights of 100:1 Surface Above Ground (AGL)

Terrain penetrations of Airspace Surface

- Less than 30
- 30-65
- 65-100
- 100-150
- 150-200
- 200 and more

\$77.9(c) - Roadways, railroads, and waterways are evaluated based on heights above surface providing for vehicles; by specified amounts or by the height of the highest mobile object normally traversing the transportation corridor;

\$77.9(d) - Any construction or alteration on any public-use or military airport (or heliport).

Structure proponents or their representatives may file via traditional paper forms via US mail, or online at the FAA's OE/AAA website, <http://oeaaa.faa.gov>

LEGEND

- BART Station
- cALTRAIN Station
- Municipal Boundary
- Railroad
- Freeway
- Road

Note:

per 14 cFR part 77, developers proposing structures taller than the indicated elevations must file Form 7460-1 with the FAA at least 30 days before the proposed construction. However, due to local requirements for a favorable FAA determination as a contingency for project approval, it is advisable to file the Form 7460-1 as soon as possible because the FAA can take several months to undertake aeronautical reviews.

Source:

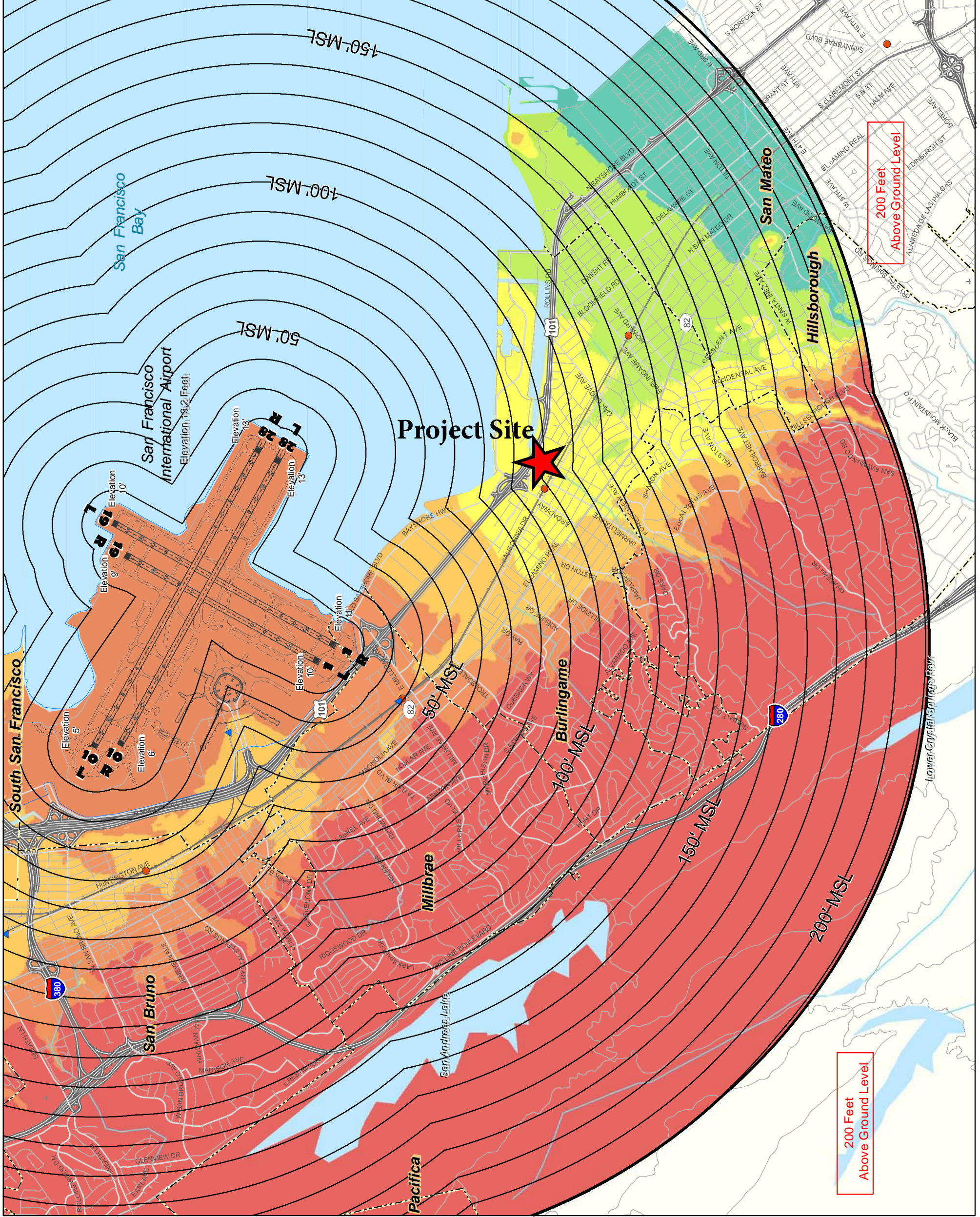
Ricondo & Associates, Inc. and Jacobs consultancy, based on 14 cFR part 77, Subpart B, Section 77.9.

Attachment 6

NORTH



Exhibit IV-12
FAA NOTIFICATION FORM 7460-1
FILING REQUIREMENTS -- SOUTH SIDE
 for the Environs of San Francisco International Airport
 city/county Association of Governments
 of San Mateo county, california
CICAG



C/CAG AGENDA REPORT

Date: October 10, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 19-74 authorizing the Chair to submit the letter of findings as recommended by the Countywide Integrated Waste Management Plan Five-Year Review Ad Hoc Committee to the County of San Mateo and CalRecycle.

For further information, contact Sandy Wong at (650) 599-1409 or Gordon Tong at (650) 363-4159.

RECOMMENDATION

That the C/CAG Board adopt Resolution 19-74 authorizing the Chair to submit the letter of findings as recommended by the Countywide Integrated Waste Management Plan Five-Year Review Ad Hoc Committee to the County of San Mateo and CalRecycle.

FISCAL IMPACT

There is no fiscal impact associated with the submittal of letters of findings.

SOURCE OF FUNDS

The General Fund is the source of funds for the staff work related to the Local Task Force.

BACKGROUND/DISCUSSION

The California Department of Resource Recycling and Recovery (CalRecycle) oversees 1989 legislation, AB 939, which requires that each county prepare a Countywide Integrated Waste Management Plan (CIWMP) that outlines the solid waste management conditions of the county and the cities within its boundaries. This plan is required to be reviewed every five years to determine if a revision to any elements of the CIWMP is required. Part of this review process includes gathering input from the Local Task Force.

The C/CAG Board serves as the Local Task Force for San Mateo County. At its June 13, 2019 meeting, the C/CAG Board approved the composition of an Ad Hoc Committee to complete a review process of current CIWMP elements and to prepare a letter of findings for C/CAG Board approval. At the July 11, 2019 meeting, the C/CAG Board approved the roster of the CIWMP Ad Hoc Committee.

After its formation, the Ad Hoc Committee met three times during the months of August and September to review and discuss the various elements of the CIWMP. After discussions at the final meeting, the Ad Hoc Committee voted to approve a draft letter of findings based on the outcomes of these meetings for C/CAG Board consideration and submittal to the County and CalRecycle.

During the meetings of the Ad Hoc Committee, there was consensus that several elements including the Source Reduction and Recycling Element, Siting Element, and Non-disposal Facility Element need to be revised since they do not reflect the current conditions in the county. There was some disagreement at the final Ad Hoc Committee meeting as to whether or not the Household Hazardous Waste Element (HHWE) need to be revised. The final letter of findings recommends that the HHWE does not need to be revised.

ATTACHMENT

- Resolution 19-74
- Letter of Findings from C/CAG to County of San Mateo
- Letter of Findings from C/CAG to CalRecycle

RESOLUTION 19-74

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE CHAIR TO SUBMIT THE LETTER OF FINDINGS AS RECOMMENDED BY THE COUNTYWIDE INTEGRATED WASTE MANAGEMENT PLAN FIVE-YEAR REVIEW AD HOC COMMITTEE TO THE COUNTY OF SAN MATEO AND CALRECYCLE

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

WHEREAS, AB 939 requires that all Countywide Integrated Waste Management Plans (CIWMP) be reviewed every five years by the Local Task Force and the corresponding county, and

WHEREAS, C/CAG has been established as the Local Task Force for San Mateo County, and

WHEREAS, C/CAG has formed a CIWMP Five-Year Review Ad Hoc Committee to review the elements of the existing CIWMP, and

WHEREAS, the CIWMP Ad Hoc Committee shall provide its finding to the C/CAG Board, and the C/CAG Board shall send a letter to the County of San Mateo and the state oversight agency, CalRecycle, and

WHEREAS, the CIWMP Ad Hoc Committee met three times in August and September 2019 to review the CIWMP and voted to adopt a draft letter of findings to the County and CalRecycle for approval by the C/CAG Board.

NOW THEREFORE BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to submit the letter of findings to the County of San Mateo and the state oversight agency, CalRecycle regarding the Five-Year Review of the San Mateo County Countywide Integrated Waste Management Plan.

PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF OCTOBER 2019.

Maryann Moise Derwin, Chair

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

October 10, 2019

Jim Eggemeyer
County of San Mateo
Office of Sustainability
455 County Center, 4th Floor
Redwood City, CA 94063

Dear Mr. Eggemeyer:

This letter is to inform you that the City and County Association of Governments (C/CAG), as the Local Task Force (LTF) for San Mateo County, has reviewed the elements of the existing Countywide Integrated Waste Management Plan (CIWMP) documents to determine if they are still relevant and appropriate tools for guiding waste reduction programs in San Mateo County and to identify any elements that may need revision.

Based on our review, we find that some existing elements of the CIWMP are no longer adequate to guide waste reduction and diversion programs in San Mateo County. Below is a detailed summary of our review:

1. The Source Reduction and Recycling Elements (SRREs) do not accurately reflect the changes that have taken place in the solid waste industry and recycling markets as well as in the waste reduction and diversion programs developed and implemented by the jurisdictions. Some major changes include: the establishment of a countywide schools program focusing on education around the 4Rs; new source-separated curbside organics collection programs; new organic processing facilities; a new edible food recovery program; a County-run educational academy focused on providing sustainability and solid waste workshops and programming to county residents; and significant changes to global recycling markets.
2. The Household Hazardous Waste Elements are still adequate and do not require any revisions at this time.
3. In the countywide Siting Element (SE), the information on operational landfills in the county is outdated. Specifically, the countywide SE lists two active landfills in the

county, when in fact, there is currently only one landfill that remains active. The capacity for waste disposal at the current active landfill is also outdated and needs revision.

4. The non-disposal facilities listed in the countywide Non-Disposal Facility Element (NDFE) do not accurately represent the existing list of facilities that are currently being utilized by jurisdictions. Several non-disposal facilities have closed, and new facilities are being utilized since the last update of the NDFE (2010).

Additionally, the committee recommends to the County that the below items be considered and included in a revision of the CIWMP:

- Relevant post-1999 state legislations around waste reduction (e.g., AB 341, AB 1826, SB 1383, etc.) that have not been included in the CIWMP and their implications on future program development and implementation for the county
- Requirements around construction and demolition that align with California Green Buildings Standards Code
- Strategies for supporting domestic and international markets for reusables and recycling as well as job creation.
- Management of proper disposal of medical waste (e.g., sharps, etc.), including those generated from households
- Product stewardship/extended product responsibility strategies and programs to promote the circular economy
- Strategies and programs promoting durable product and shipping packaging
- Re-emphasis of the importance of source reduction
- Strategies for promoting and increasing organics composting generation and capacity within the county
- Utilization and promotion of compost as an effective method for carbon sequestration
- Strategies to help understand the post-usage fate of waste materials, specifically around how they are processed/disposed of and how they are handled at their final destination
- Strategies around abandoned waste, litter, and legacy waste
- Environmental justice as a key component of solid waste management decision-making, program development, and program implementation
- Collaboration among all 21 jurisdictions in San Mateo County, including the five cities that were not part of the original joint countywide process (Millbrae, South San Francisco, San Bruno, Brisbane, Pacifica) in the revision of the CIWMP

As the LTF, we request that the County of San Mateo Office of Sustainability staff complete a 2019 Five-Year Review Report to C/CAG and to CalRecycle and determine if the revisions summarized above are necessary.

Sincerely,

Maryann Moise Derwin, Chair
City and County Association of Governments

DRAFT

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

October 10, 2019

Emily Webb
State of California
Department of Resources Recycling and Recovery
P.O. Box 4025 MS 9A
Sacramento, CA 95814

Dear Ms. Webb:

This letter is to inform you that the City and County Association of Governments (C/CAG), as the Local Task Force (LTF) for San Mateo County, has reviewed the elements of the existing Countywide Integrated Waste Management Plan (CIWMP) documents to determine if they are still relevant and appropriate tools for guiding waste reduction programs in San Mateo County and to identify any elements that may need revision.

Based on our review, we find that some existing elements of the CIWMP are no longer adequate to guide waste reduction and diversion programs in San Mateo County. Below is a detailed summary of our review:

1. The Source Reduction and Recycling Elements (SRREs) do not accurately reflect the changes that have taken place in the solid waste industry and recycling markets as well as in the waste reduction and diversion programs developed and implemented by the jurisdictions. Some major changes include: the establishment of a countywide schools program focusing on education around the 4Rs; new source-separated curbside organics collection programs; new organic processing facilities; a new edible food recovery program; a County-run educational academy focused on providing sustainability and solid waste workshops and programming to county residents; and significant changes to global recycling markets.
2. The Household Hazardous Waste Elements are still adequate and do not require any revisions at this time.
3. In the countywide Siting Element (SE), the information on operational landfills in the county is outdated. Specifically, the countywide SE lists two active landfills in the

county, when in fact, there is currently only one landfill that remains active. The capacity for waste disposal at the current active landfill is also outdated and needs revision.

4. The non-disposal facilities listed in the countywide Non-Disposal Facility Element (NDFE) do not accurately represent the existing list of facilities that are currently being utilized by jurisdictions. Several non-disposal facilities have closed, and new facilities are being utilized since the last update of the NDFE (2014).

Additionally, the committee recommends to the County that the below items be considered and included in a revision of the CIWMP:

- Relevant post-1999 state legislations around waste reduction (e.g., AB 341, AB 1826, SB 1383, etc.) that have not been included in the CIWMP and their implications on future program development and implementation for the county
- Requirements around construction and demolition that align with California Green Buildings Standards Code
- Strategies for supporting domestic and international markets for reusables and recycling as well as job creation
- Management of proper disposal of medical waste (e.g., sharps, etc.), including those generated from households
- Product stewardship/extended product responsibility strategies and programs to promote the circular economy
- Strategies and programs promoting durable product and shipping packaging
- Re-emphasis of the importance of source reduction
- Strategies for promoting and increasing organics composting generation and capacity within the county
- Utilization and promotion of compost as an effective method for carbon sequestration
- Strategies to help understand the post-usage fate of waste materials, specifically around how they are processed/disposed of and how they are handled at their final destination
- Strategies around abandoned waste, litter, and legacy waste
- Environmental justice as a key component of solid waste management decision-making, program development, and program implementation
- Collaboration among all 21 jurisdictions in San Mateo County, including the five cities that were not part of the original joint countywide process (Millbrae, South San Francisco, San Bruno, Brisbane, Pacifica) in the revision of the CIWMP

As the LTF, we request that the County of San Mateo Office of Sustainability complete a 2019 Five-Year Review Report to C/CAG and to CalRecycle and determine if the revisions summarized above are necessary.

Sincerely,

Maryann Moise Derwin, Chair
City and County Association of Governments

DRAFT

C/CAG AGENDA REPORT

Date: October 10, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 19-71 authorizing the C/CAG Chair to execute the loan agreement with San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) in the amount of \$872,456, to partially fund the Fiscal Year 2019-20 operations of the SMCEL-JPA.

(For further information, contact Van Ocampo at 650-599-1460)

RECOMMENDATION

That the C/CAG Board review and adopt Resolution 19-71 authorizing the C/CAG Chair to execute the loan agreement with San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) in the amount of \$872,456 to partially fund the Fiscal Year 2019-20 operations of the SMCEL-JPA.

Since the loan agreement is still being drafted, it is also resolved that the C/CAG Executive Director is authorized to negotiate the final terms of the said loan agreement prior to its execution by the C/CAG Chair, subject to approval as to form by C/CAG Legal Counsel

FISCAL IMPACT

Fiscal impact will be in the amount of \$872,456, representing half of the operating budget of SMCEL-JPA for FY 2019-20. San Mateo County Transportation Authority (SMCTA) will also loan an equal amount to SMCEL-JPA to make the funding of the operating budget whole.

SOURCE OF FUNDS

Enough Congestion Relief Funds has been budgeted in the adopted FY 2019-20 C/CAG Budget to cover this loan. It is anticipated that SMCEL-JPA will repay C/CAG once toll revenue is generated from the operation of the US101 Express Lanes.

BACKGROUND

SMCEL-JPA was created as a Joint Powers Authority by C/CAG and SMCTA effective June 1, 2019. On July 12, 2019 SMCEL-JPA Board adopted an operating budget of \$1,744,911 for FY 2019-20. As an agency with no current operating revenue, SMCEL-JPA will have to rely on funding from its member agencies to initially pay for its operating costs until such time as toll revenue is generated from the US101 Express Lanes Project (Project), which SMCEL-JPA will own. It is staff's anticipation that the Project will begin to generate toll revenue as early as 2022.

In addition to this loan to the SMCEL-JPA for operating funds needed in FY 2019-20, SMCTA will also extend a \$53 million capital loan to SMCEL-JPA to help fully fund the construction of the Project. The loan principal of \$53 million, as well as interest costs, are also anticipated to be repaid from future toll revenues.

Staff from both C/CAG and SMCTA jointly recommend that both agencies support the SMCELJPA's FY 2019-20 operating needs with loans as follows:

- C/CAG and SMCTA will issue equally-sized loans to the SMCEL-JPA in the amount of \$872,456 each, to cover the FY 2019-20 operating budget of \$1,744,911, subject to written agreements.
- Loans will bear interest, accrued monthly, at the then-current County Investment Pool interest rate.
- Loans will be repaid by SMCEL-JPA with toll revenues from the operations of the Project, but repayments will be subordinated to (a) operations and maintenance (O&M) costs, and (b) interest on loans used to fund the capital project (as opposed to operations).
- Repayment of principal of the operating loans will be on a parity basis with the repayment of principal on the capital loan anticipated to be made by SMCTA.
- The repayment schedule for the FY 2019-20 operating loans will be based on a five-year payback schedule, which would begin upon the commencement and ramp-up of toll facility operations. The payback schedule will assume excess toll revenues are available after payment of the O&M costs, as well as interest on any capital loans, as discussed above. Accelerated repayment of the loan principal in less than five years may be possible, depending on the availability of excess funding and consistent with loan agreement for funding of the capital project.
- Operating support for the SMCEL-JPA in future fiscal years will be subject to future negotiations.

Given that SMCEL-JPA will need to integrate the repayment of the operating cost loan and the capital loan (details to be determined), staff recommends that this initial operating loan cover only FY 2019-20, with terms of additional advances to be developed subsequent to the negotiation of the capital loans. This will afford SMCEL-JPA time to consider other critical decisions relative to the development of the Project.

ATTACHMENTS

1. Resolution 19-71
2. Draft Loan Agreement between C/CAG and SMCEL-JPA (available on-line only at: <http://www.ccag.ca.gov/committees/board-of-directors/>)

RESOLUTION 19-71

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE THE LOAN AGREEMENT WITH THE SAN MATEO COUNTY EXPRESS LANES JOINT POWERS AUTHORITY (SMCEL-JPA) IN THE AMOUNT OF \$872,455.50

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that,

WHEREAS, C/CAG and the San Mateo County Transportation Authority (SMCTA) approved, on April 11, 2019 and May 2, 2019, respectively, the Joint Exercise of Powers Agreement for the San Mateo County Express Lanes, which created the JPA pursuant to the California Joint Exercise of Powers Act to oversee the operations and administration of the San Mateo 101 Express Lanes Project, and to jointly exercise ownership rights over the Project, and

WHEREAS, C/CAG and SMCTA approved the First Amended and Restated Joint Exercise of Powers Agreement for the San Mateo County Express Lanes (SMCEL-JPA Agreement) to specify the title of San Mateo County Express Lanes Joint Powers Authority effective June 13, 2019, and

WHEREAS, C/CAG and SMCTA are co-sponsors of the US-101 Express Lanes Project (Project) and are member agencies of the SMCEL-JPA, and

WHEREAS, pursuant to Section 5.3 of the SMCEL-JPA Agreement, C/CAG and SMCTA acknowledged that SMCEL-JPA will likely incur indebtedness for contractual and administrative expenses before and after express lanes are operational; and

WHEREAS, SMCEL-JPA, as an agency with no current operating budget, will have to rely on loans from its member agencies to initially pay for its operating costs until such time as toll revenue is generated from the Project, which SMCEL-JPA will own; and

WHEREAS, on July 12, 2019 the SMCEL-JPA Board adopted an operating budget for FY 2019-20 in the amount of \$1,744,911; and

WHEREAS, on October 3, 2019 SMCTA Board has agreed to loan SMCEL-JPA half of the operating budget of SMCEL-JPA for FY 2019-20 in the amount of \$872,455.50; and

WHEREAS, C/CAG is willing and able to loan SMCEL-JPA the remaining half of its FY 2019-20 operating budget; and

WHEREAS, SMCEL-JPA and C/CAG both desire to enter into a loan agreement to document the terms of the loan.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Board of Directors authorizes the C/CAG Chair to execute the Loan Agreement. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final terms of the said Loan Agreement prior to its execution by the C/CAG Chair, subject to approval as to form by C/CAG Legal Counsel

PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF OCTOBER, 2019.

Maryann Moise Derwin, Chair

C/CAG AGENDA REPORT

Date: October 10, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 19-72 approving the Proposed 2020 State Transportation Improvement Program (STIP) for San Mateo County and also authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make minor modifications as necessary (*Special voting procedures apply*).

(For further information, contact Jeff Lacap at 650-599-1455)

RECOMMENDATION

That the C/CAG Board review and approve of Resolution 19-72 approving the Proposed 2020 State Transportation Improvement Program (STIP) for San Mateo County and also authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make minor modifications as necessary (*Special voting procedures apply*).

FISCAL IMPACT

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

SOURCE OF FUNDS

The 2020 State Transportation Improvement Program (STIP) fund will come from State and Federal fund sources.

BACKGROUND

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

On June 26, 2019, Caltrans presented the draft STIP Fund Estimate for the five-year STIP period (Fiscal Year (FY) 2020/21 through FY 2024/25) to the CTC. The CTC adopted this estimate at their August 14th meeting.

C/CAG is the designated agency responsible to develop the regional share of the State Transportation Improvement Program (STIP) for San Mateo County. STIP candidate projects must be consistent with the Regional Transportation Plan (RTP) as well as the County's Congestion Management Plan

(CMP). In addition, projects must have an approved Project Study Report (PSR). Phases of projects to be included in the STIP must be able to show a full funding plan. Also, projects in excess of \$50 million in total project cost must include a project level performance analysis and lifecycle cost benefit analysis.

The last adopted cycle, 2018 STIP, covered the period between FY 2018/19 through 2022/23. Funds previously programmed for highway and transportation projects as adopted in the 2018 STIP are still committed; however, the timing of those funds being available is not guaranteed. CTC may also reprogram current projects into later years.

The estimated available new funds for San Mateo County are approximately 7.2 million dollars for the 2020 STIP for transportation projects, available to be programmed in FY 2023/24 and FY 2024/25. Staff collaborated with partner transportation agencies such as Caltrans and the San Mateo County Transportation Authority as well as Public Works Directors in identifying top regional projects that supports the continued policy of directing the STIP funds towards major highway improvement projects of regional significance in order to best leverage other state and federal funds (such as SB1) in addition to the San Mateo County Transportation Authority Highway Program funds.

The C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) recommended approval of the Draft 2020 STIP at their August 15th, 2019 meeting. A public workshop was noticed in the newspaper and on NextDoor and held on August 21, 2019, in accordance with the MTC public outreach requirements. The C/CAG Congestion Management and Environmental Quality (CMEQ) Committee recommended approval of the Draft 2020 STIP at their August 26th, 2019 meeting. The Draft 2020 STIP, including its proposed technical changes and new project proposals, was presented to the C/CAG Board at their September 12, 2019 meeting for review and received no comments.

The MTC adopted the regional policies on September 25, 2019; MTC staff has directed the CMA's to submit a project summary listing of projects to MTC by October 11, 2019 and a final project listing and other necessary documents by November 1, 2019.

Upon approval by the C/CAG Board, the Proposed 2020 STIP for San Mateo County will be forwarded to the Metropolitan Transportation Commission (MTC) for inclusion in the Bay Area regional STIP proposal, also known as the Regional Transportation Improvement Program (RTIP). If approved by the MTC, as scheduled on December 18, 2019, the proposal will be forwarded to the California Transportation Commission (CTC) for approval in March 2020. During the coming months, it is anticipated Bay Area-wide and statewide negotiations will take place regarding the exact amount of funds available for each county in each fiscal year.

ATTACHMENTS

1. Resolution 19-72
2. Summary of Proposed 2020 STIP for San Mateo County

RESOLUTION 19-72

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY APPROVING THE PROPOSED 2020 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FOR SAN MATEO COUNTY AND ALSO AUTHORIZE THE C/CAG EXECUTIVE DIRECTOR TO NEGOTIATE WITH THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) AND CALIFORNIA TRANSPORTATION COMMISSION (CTC) TO MAKE MINOR MODIFICATIONS AS NECESSARY

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

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

WHEREAS, the California Transportation Commission (CTC) has adopted the Fund Estimate for the 2020 State Transportation Improvement Program (STIP) on August 14, 2019; and

WHEREAS, the Fund Estimate for the San Mateo County 2020 STIP is \$7.17 million dollars in new funds available for transportation projects and \$247,000 in Planning/Programming/Monitoring (PPM) funds in Fiscal Year 2020/21 through Fiscal Year 2024/25; and

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

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County to approve the San Mateo County Proposed 2020 State Transportation Improvement Program (STIP), as attached, and also authorize the C/CAG Executive Director to negotiate with the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) to make minor modifications as necessary.

PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF OCTOBER 2019.

Maryann Moise Derwin, Chair

2020 STIP FOR SAN MATEO COUNTY
(\$1,000's)

	Lead Agency	Rte	PPNO	Project	Total (2018 STIP)	Total (2020 STIP)	(Prior Info Only) 19-20	20-21	21-22	22-23	23-24	24-25	Comments	
Adopted in 2018 STIP (Carryover)	Menlo Park	101	690B	US 101/Willow interchange reconstruction - AB 3090 reimb	8,000		4,000	4,000						
	SM C/CAG	VAR	2140E	Countywide ITS Project - (SSF Smart Corridors expansion)	240		240							
	South San Francisco	VAR	2140E	Countywide ITS Project - (SSF Smart Corridors expansion)	4,058		4,058						SSF will be lead agency to allocate \$4,058 (CON)	
	SM C/CAG	92	668D	Phase 2 of SR 92 Improvement from I-280 to US 101 - Improvement at the SR 92/US 101 Interchange Vicinity	5,628		2,411		3,217					Push \$3,217 to from FY20/21 to FY21/22
	SM C/CAG	101	658D	US 101 Managed Lane Project from Santa Clara County Line to I-380	33,500		16,000	17,500						
	Redwood City	101	692K	Woodside Interchange	8,000				8,000					
	South San Francisco	101	702D	Produce Interchange - Improvements	5,000			5,000						
	SM C/CAG	101/280	658G	ITS Improvements in San Mateo northern cities - (including Daly City, Brisbane, and Colma)	1,600		600		1,000					
	Daly/Bris/Colma	101/280	658G	ITS Improvements in San Mateo northern cities - (including Daly City, Brisbane, and Colma)	6,900					6,900				
	SUBTOTAL - HIGHWAY (FY 2020/21 thru 2024/25) from 2018 STIP:					72,926		27,309	26,500	12,217	6,900			
Proposed for 2020 STIP	Admin	MTC	2140	Planning, programming, and monitoring (MTC)	246			79	82	85				
		SM C/CAG	2140A	Planning, programming, and monitoring (CMA)	787			263	262	262				
	SUBTOTAL - PLANNING/ADMIN FY 2020/21 thru 2024/25) from 2018 STIP:					1,033			342	344	347			
Proposed for 2020 STIP	Projects	SM C/CAG	101	NEW	US 101 Managed Lane Project North of I-380		7,177					7,177		
		SUBTOTAL - HIGHWAY (2020/21 thru 2024/25):						7,177					7,177	
Proposed for 2020 STIP	Admin	MTC	2140	Planning, programming, and monitoring (MTC)		179					88	91		
		SM C/CAG	2140A	Planning, programming, and monitoring (CMA)		247					46	201		
	SUBTOTAL - PLANNING/ADMIN (2020/21 thru 2024/25):						426					134	292	
TOTAL (FY 2020/21 thru 2024/25):					73,959	7,603	27,309	26,842	12,561	7,247	7,311	292		

C/CAG AGENDA REPORT

Date: October 10, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 19-73 authorizing the filing of an application for \$7,177,000 in funding from the Regional Transportation Improvement Program (RTIP) for the US-101 Managed Lane Project North of I-380.

(For further information, contact Jeff Lacap at 650-599-1455)

RECOMMENDATION

That the C/CAG Board review and approve of Resolution 19-73 authorizing the filing of an application for \$7,177,000 in funding from the Regional Transportation Improvement Program (RTIP) for the US-101 Managed Lane Project North of I-380.

FISCAL IMPACT

No direct impact to the C/CAG budget.

SOURCE OF FUNDS

The 2020 STIP fund will come from State and Federal fund sources.

BACKGROUND

Upon approval by the C/CAG Board, the 2020 STIP for San Mateo County will be forwarded to the Metropolitan Transportation Commission (MTC) for inclusion in the Bay Area regional State Transportation Regional Transportation Program (STIP) proposal, also known as the Regional Transportation Improvement Program (RTIP).

MTC requires that every new STIP project must be accompanied with an adopted "Resolution of Local Support" in order to file an application for STIP funding, using the MTC prescribed template. The US-101 Managed Lane Project North of I-380 is a new project that is separate from the US-101 Express Lane Project from the Santa Clara County Line to I-380 that is currently under design and construction. Approval of Resolution 19-73 would fulfill this requirement.

ATTACHMENTS

1. Resolution 19-73

RESOLUTION 19-73

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE FILING OF AN APPLICATION FOR \$7,177,000 IN FUNDING FROM THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) FOR THE US-101 MANAGED LANE PROJECT NORTH OF I-380

WHEREAS, the City/County Association of Governments of San Mateo County (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$7,177,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the **US-101 Managed Lane Project North of I-380** (herein referred to as PROJECT) for the **Regional Transportation Improvement Program (RTIP)** (herein referred to as PROGRAM); and

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

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

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

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

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

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

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

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY

FUNDING; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PASSED, APPROVED, AND ADOPTED, THIS 10TH DAY OF OCTOBER 2019.

Maryann Moise Derwin, Chair

C/CAG AGENDA REPORT

Date: October 10, 2019

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

From: Sandy Wong, C/CAG Executive Director

Subject: Determination of an Approach for the Cycle 6 Regional Housing Needs Allocation (RHNA) Process for San Mateo County.

(For further information, contact Susy Kalkin at 650-599-1467)

RECOMMENDATION

It is recommended that the C/CAG Board of Directors determine that the best approach for countywide collaboration on the upcoming Cycle 6 Regional Housing Needs Determination process is to accept “Revised Option 3 - Enhanced Collaboration in lieu of Sub-Region.”

BACKGROUND

The next RNHA cycle is set to kick-off this fall for the next eight-year period, 2023-2031. At the July C/CAG Board meeting, Board members were briefed on the steps involved in the update, advised of key changes in state legislation that will affect this next cycle, and were requested to discuss the issue within their individual jurisdictions and be prepared at the September Board meeting to make a decision about whether to pursue formation of a Sub-Region for the RHNA process as we have done in the past two cycles.

At the September Board meeting, Jeff Baird, from 21 Elements, noted the principle issues anticipated in the upcoming cycle:

1. RHNA is anticipated to be much higher (50% to 200%+ possible based on other regions) – see Attachment 1
2. Limited desire on the part of jurisdictions to enter into “trades” that will result in higher numbers, and much tighter scrutiny from HCD per recent legislation.
3. Fewer housing sites can be counted (See Attachment 2)
4. Land use changes (ex. General Plan Amendments, Rezonings) will likely be needed to meet the higher allocations
5. Sense of urgency - lots to do in a short time period, particularly with regard to identification of adequate sites.
6. Importance of on-time housing element certification by HCD (December 2022) - (see Attachment 3)

Additionally, he outlined key collaborative efforts that led to success in the past two RHNA cycles, and that will be critical in the upcoming cycle whether or not a Sub-region is formed:

1. Participate effectively in the RHNA discussions at the regional level.
2. Collaborate on all aspects of RHNA and with all jurisdictions on their Housing Element

updates. He noted the advantages of strength in numbers, sharing best practices, having a good working relationship with HCD, sharing costs, and providing consistent background analysis and methodologies.

3. Be strategic in messaging - how and what information is disseminated. Make sure the information is accurate, clearly and understandably presented, so that community involvement can occur through an informed process.

He further noted an urgent need for jurisdictions to start the process now, especially with respect to land capacity/site analysis, and to mobilize local staff to be in a position to react to the various efforts that will occur at the regional level prior to issuance of the draft methodology.

The following options for collaboration were discussed:

1. Full sub-region effort - Develop methodology, distribute the sub-region RHNA among San Mateo County jurisdictions and comply with all requirements.
2. Form a sub-region but rely on ABAG/MTC methodology and allocation of the RHNA among San Mateo County jurisdictions, allowing for the possibility of minor adjustments.
3. No sub-region – Accept ABAG/MTC methodology and RHNA allocations.

Of the 17 cities present at the September 12, 2019 Board meeting, 8 indicated interest or likely interest in forming a sub-region, 5 indicated they were not interested, and 4 were undecided. It was noted that County participation would be required if a sub-region were to be considered, and the County was not present at the discussion.

DISCUSSION

Revised Option 3 – Enhanced Collaboration in lieu of Sub-Region

Since County participation is required to form a Sub-region, C/CAG staff, together with 21 Elements and Home For All staff met with County Housing and Planning staff on September 23rd to discuss the options. The takeaways from that meeting are summarized below:

- **Housing Element Certification Must be the Primary Focus.** Funding attached to certified housing elements is a critical concern, along with other implications— so our attention and work emphasis should be focused on achieving certification of housing elements. There is concern about spending excessive time and money on a sub-region that would likely result in little benefit.
- **No Sub-Region Option is Not “Do Nothing” Option.** The “no sub-region” option was seen as a way to focus on the more important concerns related to the housing element updates. It was recommended that this option be revised/retitled to “Enhanced Collaboration in lieu of Sub-Region”, with the significant number of hours allocated in the 21 Elements workplan for this effort reallocated to enhance assistance for jurisdictions related to housing element preparatory work, such as:
 1. Informational Materials. Provide housing element informational materials and important messaging points (such as public fact sheets, background memos, etc.)
 2. Presentation Materials. Provide presentation materials (PowerPoints, displays, etc.) — for such topics as explaining RHNA, housing element requirements, the importance of housing

element certification, etc.

3. Flow of Information. Ensure all jurisdiction staff are informed about all aspects of RHNA and housing element requirements and activities and facilitate collaboration to strengthen jurisdiction discussions and responses.
 4. Other Materials. Provide draft staff reports on specific issues of discussion and other background materials as identified and needed.
 5. Housing Sites Assessment. Provide assistance in identifying housing sites and development capacity based on new state law requirements
 6. Development Types Feasibility. Provide support around the linkage between land use types and housing development feasibility (examples of successes in the county for use in demonstrating site development feasibility in the county)
 7. Special Issues. Confirm approach to special issues, such as counting ADU's, etc.
 8. Possible Countywide Strategies. Query jurisdictions about countywide strategies they might want to pursue (such as linkage with PDA's, etc.)
 9. Regional Discussions. Facilitate jurisdiction participation and the flow of information related to regional discussions, such as the ABAG RHNA Methodology committee, implementation of the CASA enabling legislation (if signed by the Governor), etc.
 10. Peer Sharing. Assist in sharing strategic approaches to addressing RHNA 6 and other housing element requirements.
- **Need for All In.** A more robust 21 Elements Program as envisioned above, would provide the best opportunity for strengthening collaboration (given that 5 jurisdictions, primarily the largest, have already indicated they are not interested in the sub-region approach). A sub-region that does not include all the jurisdictions in the county is “less” than the full participation that 21 Elements and Home For All currently represents, and would send a confusing message about local collaboration (and would be awkward to explain).

STAFF RECOMMENDATION

Given the fact that five jurisdictions have indicated their intent to opt out of forming a Sub-region, and based on the outcome of the discussion with County staff as outlined above, it is recommended that the C/CAG Board determine that the best approach for countywide collaboration on the upcoming Cycle 6 Regional Housing Needs Determination process is to accept “Revised Option 3 - Enhanced Collaboration in lieu of Sub-Region.” The 21 Elements and Home For All efforts are supported by all member jurisdictions and have proven very successful in advocating for our local concerns and will continue to do so in the future.

ATTACHMENTS

1. Comparison of 5th and 6th Cycle Regional Housing Needs Allocations (RHNA), 21 Elements, Aug. 28, 2019
2. 21 Elements Housing Element Fact Sheet, “**Why is Housing Element Certification Important?**”, Oct. 2, 2019
3. 21 Elements Short Summary - Changes to Housing Element Sites Inventory for RHNA 6

Comparison of 5th and 6th Cycle Regional Housing Needs Allocations (RHNA)

Prepared August 28, 2019 by 21 Elements

Jurisdiction	Total RHNA	Numerical Change RHNA 5 to RHNA 6	Percent Change RHNA 5 to RHNA 6
Calaveras County RHNA 6 (2018-2027)	1,340		
RHNA 5 (2014-2019)	1,240	+100	+8.1%
Colusa County RHNA 6 (2018-2028)	1,235		
RHNA 5 (2014-2019)	1,160	+75	+6.5%
Humboldt County Association of Governments RHNA 6 (2018-2027)	3,390		
RHNA 5 (2014-2019)	2,060	+1,330	+64.6%
Lake County-City Area Planning Council RHNA 6 (2018-2027)	1,905		
RHNA 5 (2014-2019)	2,070	-165	-8.0%
Mendocino Council of Governments RHNA 6 (2018-2027)	1,845		
RHNA 5 (2014-2019)	250	+1,595	+638.0%
Mono County RHNA 6 (2018-2027)	240		
RHNA 5 (2014-2019)	120	+120	+100.0%
Shasta County RHNA 6 (2018-2028)	3,675		
RHNA 5 (2014-2019)	2,200	+1,475	+67.0%
San Diego Association of Governments (SANDAG) RHNA 6 (2020-2029) *	171,685		
RHNA 5 (2010-2020)	161,980	+9,705	+6.0%
San Luis Obispo Association of Governments (SLOCOG) RHNA 6 (2018-2028)	10,810		
RHNA 5 (2014-2019)	4,090	+6,720	+164.3%
Sacramento Area Council of Governments (SACOG) RHNA 6 (2018-2028)	153,512		
RHNA 5 (2013-2021)	104,970	+48,542	+46.2%
Southern California Association of Governments (SCAG) RHNA 6 (2021-2029)	1,344,740		
RHNA 5 (2014-2021)	412,137	+932,603	+226.3%

Source: 21 Elements as derived from the California Department of Housing and Community Development website accessed August 9, 2019 — <http://www.hcd.ca.gov/community-development/housing-element/index.shtml>

* The SANDAG increase was so much lower, on a percentage increase basis, than the others, due to the following reasons: (1) the need to include existing demand for underhoused persons became effective after the SANDAG numbers were already determined; and, (2) the SANDAG numbers for the fifth cycle were adopted before the 2008 recession and did not account for the reduced demand. So their fifth cycle numbers did not have the kind of dropoff as the Bay Area had for the 5th cycle (2014-2022).



Housing Element Fact Sheet

Why is Housing Element “Certification” Important?

Prepared October 2, 2019

As part of the legislature's housing package of 2017 were several bills that clarify and strengthen existing laws and increase accountability and enforcement related to housing element content and implementation. As a result, local consistency with state law is even more critical and the California Department of Housing and Community Development (HCD) has more enforcement power to make sure this happens.

The consequences of non-compliance with the Housing Element law now include among other things, court actions and penalties up to \$600,000 per month, loss of eligibility for millions of dollars of regional and state funding, having to prepare your housing element every four years (vs. eight), and risk of your General Plan being deemed non-compliant.

The summary below covers some of the consequences of non-compliance in more detail.

Summary of Possible Actions and Consequences of Housing Element Non-Compliance

1. **Cities Can Be Sued.** Cities can be sued for having out of compliance housing elements. The results of lawsuits include:
 - a. **Loss of Local Control** — Courts have at times blocked the ability of cities to issue non-residential building permits.
 - b. **Fines** — Courts can impose fines starting at \$10,000 per month and increasing to as much as \$600,000 per month.

2. **Reduced Access to Funding.** There are a number of sources of funding tied to have a certified housing element. These include:
 - a. **Reduced Access to State Funding.** No access to certain housing funding from Proposition 1 (such as SB2 Technical Assistance and Planning Grants), no access to certain cap and trade dollars, the Infill Incentive Grant Program of 2007 and no access to certain transportation planning grants.
 - b. **Reduced Access to Regional Funding (OBAG 1 and OBAG 2 Examples).** Under OBAG 1 (roughly \$20 million allocated for San Mateo County jurisdictions) are subject to a housing element requirement. For example, Menlo Park and Millbrae

had funding programming withheld until the requirement of a certified housing element was met. See page 24 of pdf for the requirement at https://mtc.ca.gov/sites/default/files/RES-4035_approved.pdf

For OBAG 2 (roughly about \$24 million is subject to a housing element requirement). As shown on page 33 and page 20 of the resolution headed: “Jurisdictions need to comply with the following policies, as well as other requirements noted in the document, in order to be eligible recipients of OBAG funds.” https://mtc.ca.gov/sites/default/files/RES-4202_approved.pdf In addition, page 62 of “Performance and Accountability Policies” identifies requirements for C/CAG to fill out. And page 65 is a local compliance checklist. This requirement is anticipated for the foreseeable future rounds of OBAG.

In addition, the region (MTC) and the state continue to look to expand efforts to link eligibility for other funding sources to certified housing elements.

3. **Additional Planning Requirements — Four-Year Versus Eight-Year Housing Element Update Cycle.** To strengthen the connection between housing and transportation planning, the schedules for regional housing needs assessments and local government housing element updates are more in-line with regional transportation plans. If a local government in the Bay Area fails to adopt its housing element within 120 days of the statutory due date (December 2022, with the planning period going from 2023-2031), the jurisdiction will be required to update its housing element every four years until it adopts at least two consecutive revisions by the applicable due dates.
4. **Carryover of the Regional Housing Needs Allocation (RHNA) from Previous Cycles.** A jurisdiction's RHNA DOES NOT carry over from previous RHNA cycles. However, the carryover of RHNA units from a previous cycle to the current cycle can be required if a jurisdiction fails to adopt a compliant housing element. As an example, in 2012 Urban Habitat partnered with Public Advocates to settle a lawsuit with the City of Menlo Park for failing to update its housing element. Menlo Park was required to address in 2007-2014 RHNA as well as the carryover RHNA from the previous housing element. The city was also required to allow the carryover units to be allowed “by-right” and not subject to discretionary review in a newly created R-4-S zoning designation.
5. **Inadequate General Plan.** When a jurisdiction's Housing Element is found to be out of compliance, its General Plan is at risk of being deemed inadequate, and therefore invalid. Because there must be findings of general plan consistency in most planning and development decisions, a local government may run the risk of approving projects based on a non-compliant, inadequate General Plan.

Increased Enforcement of Housing Element Compliance

A 2009 summary by 21 Elements of previous enforcement lawsuits over inadequacy of housing elements can be found here: <http://21elements.com/documents-mainmenu-3/housing-elements/archiving-including-rhna-4/rhna-4-2007-2014/legal-requirements-and-compliance/362-certification-and-housing-elements>. The irony is that after spending large amounts of time and money defending their position, all jurisdictions ended up having to comply with state housing law. The pace and magnitude of enforcement is increasing at an unprecedented rate.

Governor Newsom has clearly prioritized enforcement of the housing element law. In his first state of the state address he noted that 47 jurisdictions were out of compliance and “there must be accountability.” He praised Anaheim and Santa Rosa by name for their compliance but highlighted the fact that his administration had already sued Huntington Beach. He also noted that Clovis was “trying,” but that Wheatland, Huntington Park, and Montebello were not.¹ In February, Governor Newsom personally met with California mayors representing cities not compliant with Housing Element law. In March, Governing magazine published an article titled “Why California is Suing Its Own Cities” reporting that “Newsom has continued to pound at the idea that lack of action will now have real consequences” and that “For the most part, however, mayors recognize that the governor has the upper hand. They are looking for ways to collaborate with him, if only to avoid lawsuits.”²

Since then, HCD has issued several press releases detailing its enforcement efforts and the progress of cities coming into compliance. Each enforcement letter is posted on HCD's website here: <http://www.hcd.ca.gov/community-development/accountability-enforcement.shtml>. At the time of this writing, this website lists open housing element enforcement actions by HCD against 56 jurisdictions.

HCD Process of Housing Element Compliance

Over the years, California has steadily increased the penalties for not having a legally compliant Housing Element, and this trend is expected to continue. In addition to review and comment and determination of compliance, HCD may also notify the Office of the California Attorney General that a local jurisdiction is in violation of state law for non-compliance with housing element law, the Housing Accountability Act, “no net loss” law, density bonus law or anti-discrimination law.

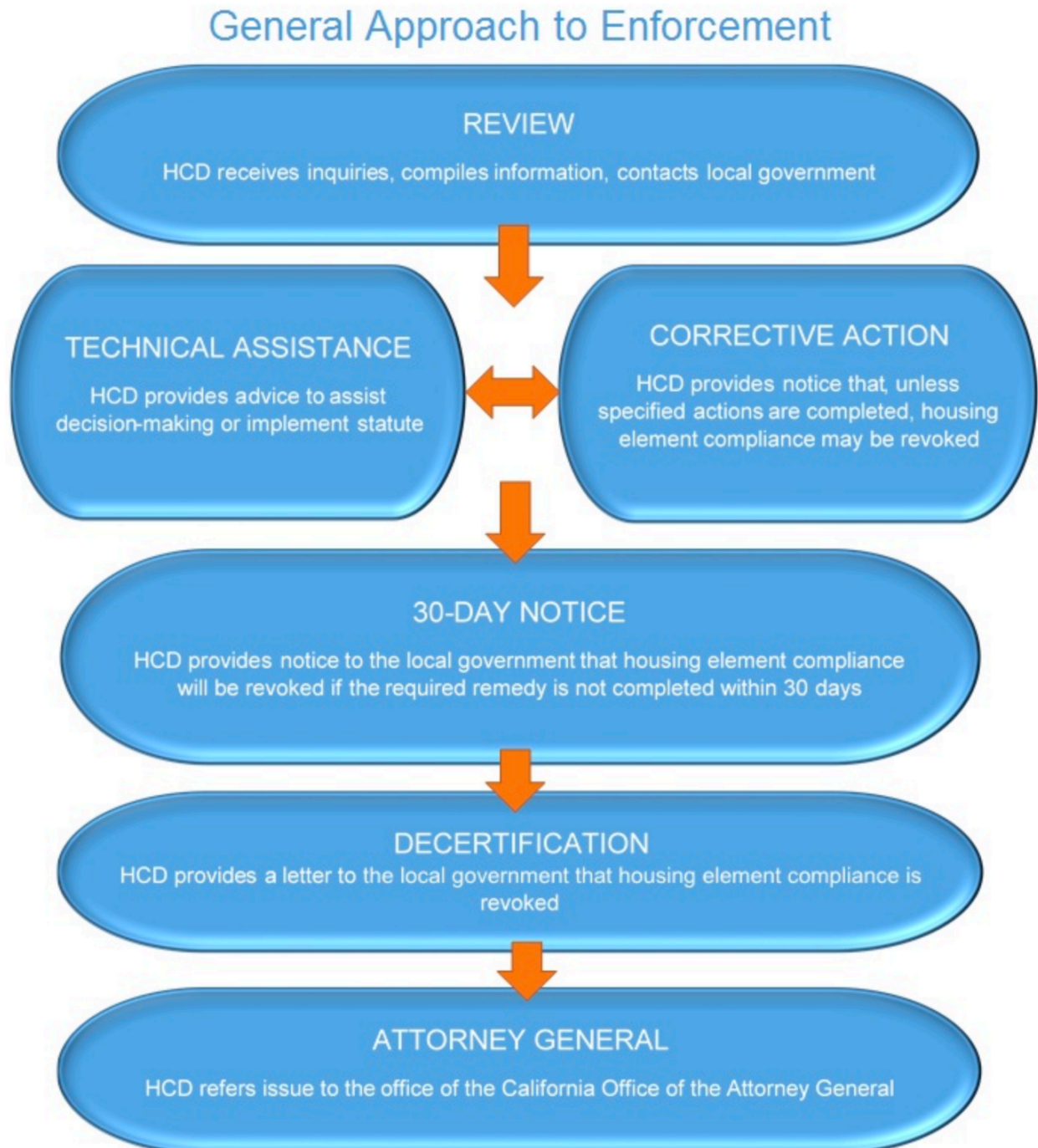
¹ <https://www.gov.ca.gov/2019/02/12/state-of-the-state-address/>

² <https://www.governing.com/topics/urban/gov-california-governor-newsom-housing.html>

A Housing Element is considered out of compliance with State law if one of the following applies —

1. **On Time Adoption.** It has not been revised and updated by the statutory deadline.
2. **Content Inadequacy.** Its contents do not substantially comply with the statutory requirements. If a Housing Element is certified, there is a presumption that it is adequate, and a plaintiff must present an argument showing that it is in fact inadequate.

The HCD review process and actions are illustrated in the graphic below and summarized in the text that follows.



Initiating HCD Review

HCD may initiate review of an issue based on its formal review, or information contained within a housing element, annual progress report, stakeholder comment letter, phone call, email, news article, or additional source. During its review, HCD may consult with any local government, agency, group, or person.

HCD Process, Actions and Results

Generally, the first step in HCD review involves conversations with the local government to define the circumstances surrounding the issue to gain an understanding from the local government's perspective. Based upon information received, HCD may choose to monitor a situation prior to taking additional action.

If the circumstances warrant additional action, HCD may issue a letter of inquiry, a letter containing technical assistance, or a letter requesting corrective action. Local governments are generally provided 30 days to respond before HCD takes further action. However, this timeframe may be adjusted on a case-by-case basis. The graphic below, from the HCD website, shows HCD's general approach to enforcement under AB 72.



SHORT SUMMARY

CHANGES TO HOUSING ELEMENT SITES INVENTORY FOR RHNA 6

New Rule 1 – Small, Large and Non-vacant Sites: Increased scrutiny

Explanation: Before being included in a sites inventory, some sites will require significant evidence that housing is likely to be developed during the Housing Element period. This may include, for example, statements by developers or submitted plans.

Small sites less than 0.5 acre

(lower income)

Large sites greater than 10 acres

(lower income)

Non-vacant sites¹



Presumed unlikely to develop¹

New Rule 2 – Reusing Sites: New limits.

Explanation: There will be limits on sites that were listed in previous housing elements.

Sites used in previous
housing element²



To be eligible as lower income sites, sites must be rezoned to default density (either 20 du/acre, 8 jurisdictions, or 30 du/ac, 13 jurisdictions, depending on size) and development must be allowed by right if 20% of the units are affordable

New Rule 3 – Vacant sites: The definition of vacant is getting much stricter

Explanation: Many sites that were considered vacant in previous cycles will no longer be vacant.

Parking lots

Partially vacant but not subdivided

Contain power lines

Contain an abandoned house

Used for agriculture.



Are likely to no longer be considered vacant

¹ Non-vacant sites are only presumed unlikely to develop if non-vacant sites are used to meet 50%+ of the lower income housing need. If a city does not meet the 50% lower income threshold, more justification is still needed than previous cycles, though not as high as for cities that are more heavily dependent on non-vacant sites.

² To be affected by this new rule vacant sites had to be listed in previous HEs for 2 cycles, while nonvacant sites had to be listed for 1 HE cycle



General

Below are a number of other general changes impacting the next round of housing elements.

1. **Maintaining an Income Specific Housing Inventory throughout the Housing Element Period** - Cities must have enough sites to meet their RHNA throughout the planning period for all income levels. Specifically, if a city used the default density to count a site towards its lower income housing need, but approved a market rate development, they have to make a finding that they still have capacity to meet their RHNA or rezone or make a new site available within 180 days.
2. **Affirmatively further fair housing** (AB 686) – New rules meant to ensure opportunity for all residents may limit the ability of cities to identify new housing sites in lower income areas.
3. **One-for-One Replacement** - Sites listed in a Housing Element that had lower income housing (or a lower income occupant) within the past five years must replace that housing at the same or lower income level as a condition of approval (starting in RHNA 6).
4. **APN** - All sites must have Assessor Parcel Numbers (APNs) assigned.
5. **Utilities** – All sites must have adequate utilities or an approved plan for the provision of utilities.
6. **Comparison to similar projects** - Jurisdictions must do a review of densities of similar projects, including affordability levels, when making assumptions about how many units to claim on a site and at what affordability levels. Non-vacant sites must also be evaluated based on market demand and the past experience of jurisdictions.
7. **Impact Fees** – Jurisdictions must examine impact fees as a potential constraint to housing production.
8. **Increases to RHNA** – Changes to how RHNA is calculated will likely put a stronger emphasis on job rich areas, which will likely mean an increase in RHNA for San Mateo County for RHNA 6.

Please note: This is not legal advice. This is an attempt to capture complex laws in a very short format. The laws have significant more complexity than is summarized here. Please consult your jurisdiction's legal counsel for more information. Thanks to Goldfarb and Lipman for reviewing this draft material.



EXCERPT FROM GOLDFARB AND LIPMAN'S RECENT DEVELOPMENTS IN CA HOUSING LAW SUMMARY OF 2017 HOUSING LEGISLATION

A. **Future Housing Element Sites Restricted** (AB 879 and AB 1397; Government Code §§ 65583 and 65583.2)

AB 1379 and AB 879 require cities and counties to provide additional analysis when adopting a housing element and seek to limit the designation of certain sites as suitable for lower-income housing, especially non-vacant sites. Although most housing elements in the state will not be required to be revised until 2021 to 2023, cities and counties should be aware of the substantial changes regarding adequate sites.

1. **Site Inventory Requirements.** Housing elements previously required land inventories that identify sites that could accommodate housing development. Now, the site inventory must include the "realistic and demonstrated potential" for identified sites to accommodate housing development. While the realistic and demonstrated potential is not clearly defined, new requirements for the site inventory may shed light. The site inventory must now identify each property by its assessor parcel number (rather than allowing other identifiers) and then describe whether the property either currently has access to sufficient water, sewer, and dry utilities, or is scheduled to have such access according to an adopted plan. As currently required, the site inventory must identify the number of units that can "realistically be accommodated" on site, but AB 1397 requires more justification of the number of units identified for each site, including a review of the density of projects on similar sites in the jurisdiction and at similar affordability levels.
2. **Restrictions on Site Designations.** AB 1397 revises Government Code section 65583.2 to impose new restrictions on which sites may be included in the site inventory based on the size and current use of the site. Sites smaller than one-half acre and those larger than ten acres are presumed to be inappropriate for development of housing affordable to lower-income households, unless the jurisdiction can provide evidence why the site would be appropriate. Acceptable evidence includes either a proposal for or an approved development project affordable to lower-income households for the site.



3. **Use of Vacant Sites in the Site Inventory.** Vacant sites that were previously included in prior housing element site inventories are subject to additional scrutiny. If a vacant site was identified in two or more consecutive planning periods to accommodate lower-income households but was not a site of an approved housing development, or if a non-vacant site was identified in a prior housing element, the site cannot be used to fulfill the jurisdiction's obligation to accommodate development for lower-income households unless:
- the site is or will be rezoned to the minimum lower-income household density for the jurisdiction within three years; and
 - the zoning allows for residential development by right if at least twenty percent (20%) of the units are affordable to lower-income households.

4. **Use of Non-vacant Sites in the Site Inventory.** For each non-vacant site identified in the housing element site inventory, the development potential for the site must additionally consider the jurisdiction's past experience converting existing uses to higher density residential development, the current market demand for the existing use, and an analysis of any existing leases or contracts that could prevent redevelopment of the site.

Additionally, if a jurisdiction relies on non-vacant sites to accommodate fifty percent (50%) or more of its housing need for lower-income households, the "*existing use shall be presumed to impede additional residential development*, absent findings based on substantial evidence that the use is likely to be discontinued during the planning period." Sites identified for housing development that currently or within the last five years contained residential units occupied by lower-income households, or were subject to an affordability requirement or local rent control policy, must be replaced one-for-one with units affordable to the same or lower income levels. This replacement requirement must be a condition to any development of the site.

5. **Additional Analysis Required.** The analysis of governmental constraints on the production of housing must specifically address "any locally adopted ordinances that directly impact the cost and supply of residential development." Such ordinances likely include mitigation fees related to traffic, parks, and utilities, but could potentially be interpreted to include typical zoning constraints like height limits or mandatory setbacks from streets and lot lines.

Finally, the housing element must expand the analysis of nongovernmental constraints on the production of housing. AB 1397 requires that this analysis discuss any requests to develop housing at densities below the density identified for the site in the land inventory, describe the length of time between project approval and a request for building permits, and identify local efforts to address nongovernmental constraints.

C/CAG AGENDA REPORT

Date: October 10, 2019

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

From: Sandy Wong, Executive Director

Subject: Review and approval of an appointment of a C/CAG board member to serve on the San Mateo County Express Lanes JPA for a two-year term.

(For further information or questions, contact Sandy Wong at 650-599-1409)

RECOMMENDATION

That the C/CAG Board review and approve an appointment of a C/CAG board member to serve on the San Mateo County Express Lanes JPA for a two-year term.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

The San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) is jointly created by C/CAG and the San Mateo County Transportation Authority (TA) to oversee the operations and administration of the San Mateo 101 Express Lanes, and to jointly exercise ownership rights over the express lanes.

The Joint Exercise of Powers Agreement establishing the SMCEL-JPA states that the SMCEL-JPA governing board will have three (3) Board members each, from C/CAG and TA, and that each Board member will serve for a term of two years. Reappointment for multiple terms is at the pleasure of the appointing authority.

On April 11, 2019, the C/CAG Board appointed board members Alicia Aguirre, Doug Kim, and Diane Papan to serve on the SMCEL-JPA representing C/CAG. The appointments of those three members were based on their service on the Joint Ad Hoc Committee for Express Lanes since its inception and their in-depth and detail knowledge regarding the JPA Agreement. Their service on the SMCEL-JPA Board would preserve continuity and institutional knowledge.

Since then, member Doug Kim has resigned from the City of Belmont City Council, hence is no longer eligible to serve on the SMCEL-JPA Board, creating a vacant seat on that Board. On

September 12, 2019, C/CAG Executive Director issued a memo to all current C/CAG board members soliciting interest to fill the vacant seat for a two-year term. By the due date of September 26, letters of interest were received from C/CAG Chair Maryann Moise Derwin and C/CAG Board member Catherin Carlton. Staff recommends the C/CAG Board to make an appointment to fill the vacant seat on the SMCEL-JPA Board for a two-year term.

ATTACHMENTS

1. Letter from Maryann Moise Derwin
2. Letter from Catherine Carlton

Town of Portola Valley

Town Hall: 765 Portola Road, Portola Valley, CA 94028 Tel: (650) 851-1700 Fax: (650) 851-4677

September 26, 2019

Sandy Wong, C/CAG Director
City/County Association of Governments Governing Board
555 County Center, 5th Floor
Redwood City, CA 94063

Re: Express Lanes JPA Board Seat

Dear Director Wong and Honorable C/CAG Board Members:

Please accept this letter as application for the Express Lanes JPA Board seat vacated by Doug Kim.

The express lanes project has dominated my time as CCAG Chair. After a flurry of controversy about whether toll lanes only benefit the rich who can afford to pay, I was given the opportunity to travel to Los Angeles to see and learn about the LA Metro express lanes. The truth is that in Los Angeles, the lanes have improved traffic flow in ALL lanes, and the folks at LA Metro have even managed to develop a successful equity program. Sandy Wong, Marie Chuang and I came back home to share all that we learned and eventually the CCAG Board voted to adopt the express lanes option.

Next, we had to decide who would own and who would operate these lanes, and the first vote put CCAG and the TA at odds. So, Supervisor Don Horsley and I appointed a small group of board members from CCAG and the TA to sort it out with staff. The initial meetings were tense but the group finally found their rhythm and as you all know, CCAG and the TA both chose to have BAIFA operate the express lanes and San Mateo County to own them.

This small group composed of three from CCAG and three from the TA became the Express Lanes JPA Board and they have been meeting ever since, working out thorny problems with an eye toward keeping the balance of power between the two agencies even. I was so disappointed when Doug Kim stepped down from his city council seat, knowing that the chemistry between this tiny group of six would suffer.

That is why I decided to throw my hat into the ring for Doug's seat. I know everyone on the board as well as the staff and feel confident I can contribute positively to the camaraderie and collaborative spirit. While all six members work toward a common goal, it is important for our three members to promote CCAG's interests and I know I can do that.

For those of you who are new to the board, I have been a C/CAG Board member since 2008 and a Portola Valley Town Council member since 2005, serving as mayor three times. While I have served on a ton of boards and committees during the past 14 years, these days I try to be judicious in choosing to work where I truly feel I can make a good contribution.

Thank you for considering my candidacy.

Sincerely,



Maryann Moise Derwin
CCAG Chair and Portola Valley Town Council member



November 23, 2019

Dear C/CAG Colleagues,

I am writing to apply for the open position on the committee for San Mateo's 101 Express Lanes Project.

In my years on C/CAG I have enjoyed working with various committees on this project and related traffic management projects. As a mayor and council member of Menlo Park, I worked on the design, approvals, construction issues, etc. for the 101/ Willow Road connection. I was delighted to see its success and ribbon cutting this week.

I will be even more delighted to help craft the success of the 101 express lanes project, and respectfully ask for your vote. This is a critical project for all our cities, and I would be honored to work with you all to represent your interests.

If you have any further questions or issues that you would like to discuss, please feel free to call me at 650-575-4523.

All the best,

A handwritten signature in blue ink, appearing to read "Cat Carlton". The signature is fluid and cursive.

Catherine Carlton
City Council Member
Menlo Park, Ca.
650-575-4523